

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



TO:

STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

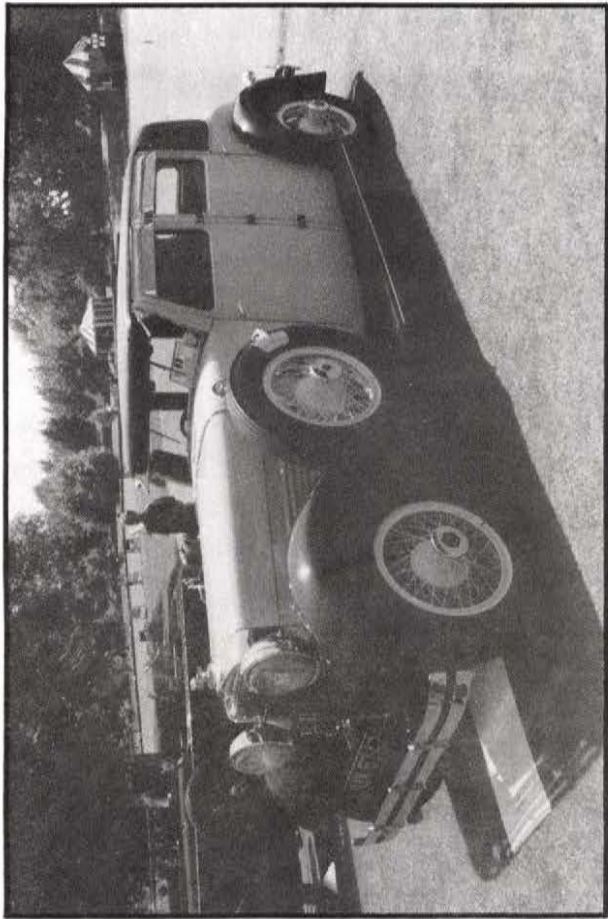
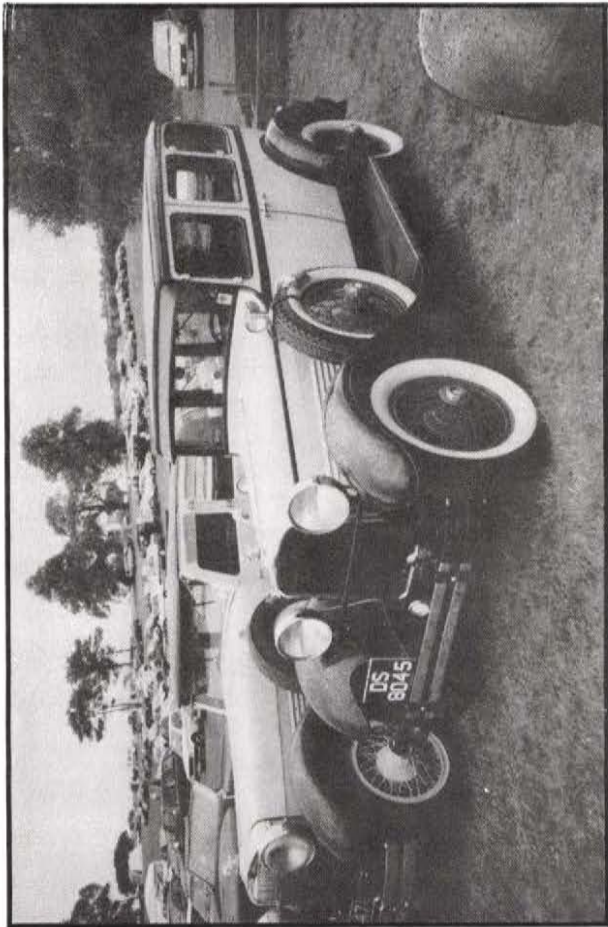
**ATTENTION MEMBERS**

Dear Member:

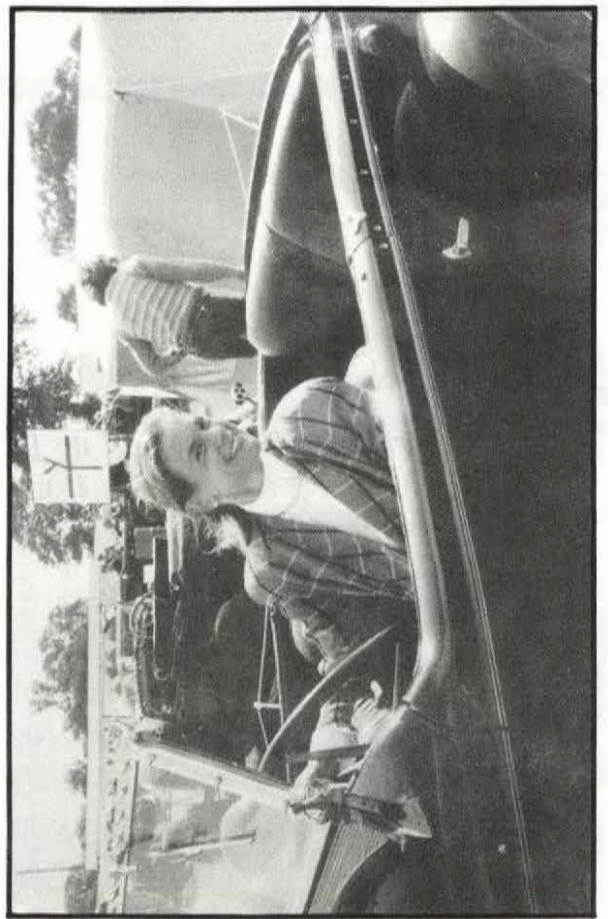
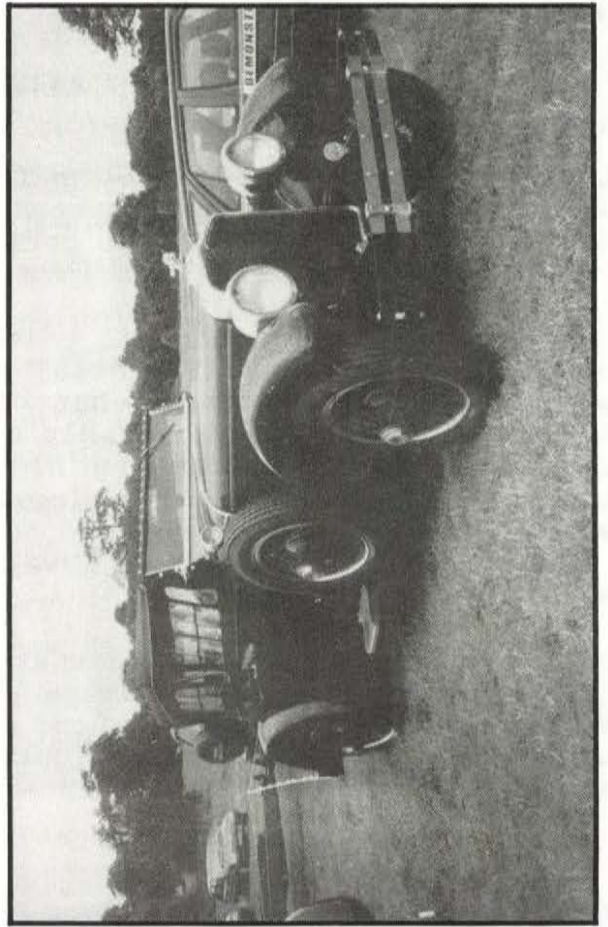
This issue (No. 22) finishes off the first five years of *Stutz News*. This half decade of Stutz publication would not have been possible without your fine support and input. Your continued high level of interest and involvement is needed as we move forward into Volume VI and the future.

We do have a problem which is being dealt with by your Board of Directors. As you will note from the Financial Report herein, the Club's operating expenses are exceeding income and it has become necessary to utilize reserves to cover the deficit. Our net membership did not grow this year. While 34 new members have come aboard, 35 members did not renew, so our net membership declined while operating expense has increased. The main item of expense is *Stutz News*. We have witnessed the average cost of an issue grow from about \$1,000.00 in 1990 to over \$1,400.00 in 1992. We must look carefully at each element for possible cost reduction.

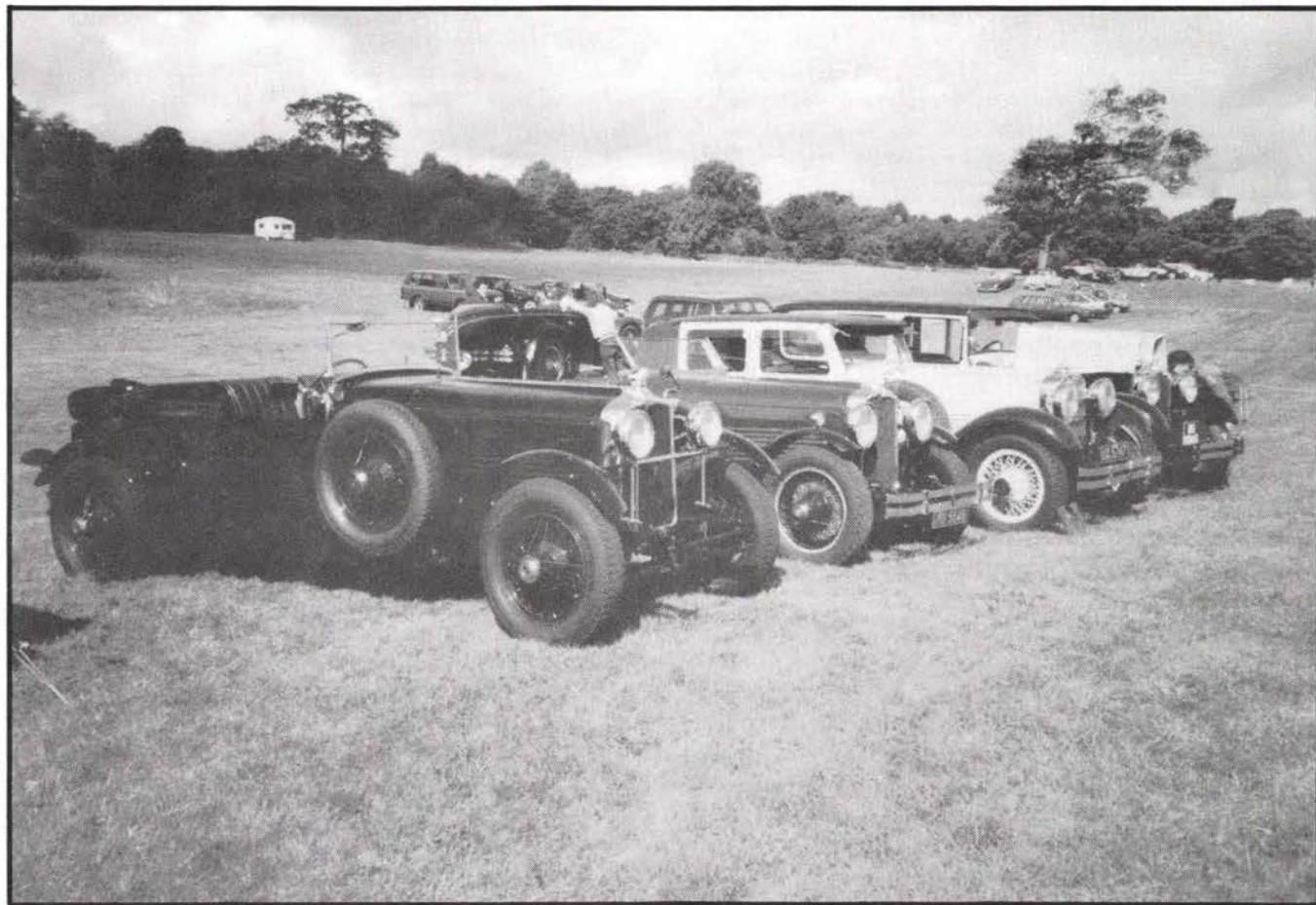
Your board has found it necessary to add a special assessment of \$5.00 per active member for 1993, while it studies alternatives for balancing the budget. The fees effective and payable as of January 1, 1993 are: ACTIVE (inside USA) \$25.00; ACTIVE (outside USA) \$30.00; and ASSOCIATE \$5.00. Life memberships have been curtailed for the time being.



The Stutz scene at Oulton Park, Cheshire, England on 23rd August 1992. Top (L) is Mr. Whitaker's BB sedan and top (R) is the 1929 Model M Lancefield owned by Norman C. Barrs. Bottom (L) is Eric Verdon-Roe's 1926 AA Tourer and that's Mrs. Verdon Roe driving the AA Tourer in the bottom (R) photo.



### FIRST EUROPEAN STUTZ PICNIC



Stutz are proudly displayed on the field at Oulton Park, Cheshire, England on 23rd August 1992.

The Stutz from left to right are: Mike Holt's 1928 Tourist Trophy Racer (replica body), Terry Roger's 1928 Black Hawk BT Speedster, Norman Barr's 1929 Lancefield Model M and Mr. Whitaker's 1928 BB Sedan. Eric Verdon-Roe's 1926 AA Tourer is still on the trailer behind the row of Stutz.

We are indebted to Norman Barrs for the photos and the fine account of the meet which follows. The growing number of enthusiastic European members are already looking forward to their second meet in 1993.

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# FIRST STUTZ EUROPEAN PICNIC

## Oulton Park, England

### 22/23 August, 1992

by Norman C. Barrs

Thankfully, enthusiasm can be very contagious, this was a proven fact last weekend as Mike Holt's Stutz European picnic produced five wonderful vertical eight cylinder cars for the two day event, and then enthusiasts from all parts of Europe and the U.S.A. together with Bob Reed from Switzerland, Francis De Prins from France, both committed Bearcat enthusiasts, determined to be accompanied by their cars for future events.

Harry Garnett arrived, bringing pictures of his 1929 original Weyman Body Model M now nearly complete and more determined than ever to get his car back on the road in 1993.

Another potential club member Malcolm Hoyle of Huddersfield introduced himself, and brought pictures of his 1928 BB Speedster.

Mike Holt was the first to arrive at Oulton Park, the venue of the first Stutz European picnic held on the same weekend as the V.S.C.C. annual two day event for the those committed enthusiasts of vintage and historic racing, an event not to be missed.

Mike of course drove his 1928 Stutz with two seat TT body from the depths of bonny Scotland to Oulton Park, a distance of some three hundred and sixty miles in six hours. Yes I know, he did complain of driving part of the way stuck in second gear.

The next arrival was Terry Rogers with his well campaigned 1928 Blackhawk Speedster, together with a most interesting sales project of a 1928 short wheel base chassis, complete with springs axles transmission engine etc., for sale for what most people think is a very reasonable sum of money. Let's

hope that this project quickly sells to add a further vertical eight to the roster.

Ross Ferguson arrived with Mr. Whitakers 1928 BB Sedan, and I drove the 1929 Lancefield Model M from London.

The fifth car that arrived on the Sunday was Eric Verdon Roe's very attractive 1926 AA Boatail four seater, the event was the first outing for this car, it has not been seen or driven on the road since its arrival from the U.S.A. but we were all very thrilled to see this very fine car make its debut driven by Eric off the trailer accompanied by his wife and daughter.

We are all very pleased to welcome Jennifer Flexton who arrived on the Sunday afternoon accompanied by her family, she brought with her, details of her Uncle's 1926 Stutz AA Coupe, this car was extensively covered by the Cherokee Citizen in July 1992, and she left with us a very fine photograph of the car that her Uncle had acquired, ironically his name is Stutz but he says he is not a direct family relative perhaps our membership secretary should write to him and suggest that he becomes a member of the Club.

One notable absentee was Colin Buckmaster who had planned to make the Stutz picnic the first outing of his D.V. 32 convertible sedan, but continuing problems with the interior trimming caused yet a further delay, so we will have to wait until next year to see this very fine Stutz.

1992 has certainly been the year when the public in the U.K. have been able to actually see and talk about Stutz cars, for too long

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people have only been able to read about them but seeing is believing and it really is surprising how little is known about them. From 1929 to 1931 the technical superiority of Stutz over other classical cars of the period, really does show when judged by direct comparison.

The weather was far from helpful, short sharp showers certainly produced some exciting vintage car racing but sent the visitors all too often scurrying for cover. We were delighted however that Mike Holt who is a V.S.C.C. member was invited to use his Stutz as a course car, nice to see this car back on the track, hopefully racing next year.

The picnic between the showers was a great success, the foundations were laid for the second European

Stutz picnic hopefully to be held in France in 1993 at the suggestion of member Francis DePrins.

Ed.'s note: We look forward to publishing many future reports on Stutz get-togethers in Europe. Membership in Europe has continued to grow nicely and there are currently 19 members listed as follows: Belgium (1), England (12), France (1), Scotland (2), Sweden (2) and Switzerland (1). Europe now represents 44% of our 43 OUS membership.

Jennifer Flexton's uncle mentioned above is new member Lionel Stutz (#347) of Canton, GA. Another member, Robert M. Stutz (#336) of Columbus, OH says his father was the 3rd cousin of Harry Clayton Stutz.



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## SEEN IN PRINT

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OLD CARS NEWS & MARKETPLACE

September 10, 1992

### Stutz car club meets in Pennsylvania

The fifth annual **Grand Stutz** was held in **Milton, Pa., June 12-14**. Hosted by Ray and Lou Bowersox, the event was attended by 50 club members and their families from 12 states, the Province of Ontario, Canada, and Argentina.

Stutz automobiles in attendance included Paul Freehill's 1926 Series AA five-passenger sedan, Otto Lottes' 1927 Series AA five-passenger sedan, Gus and Ruth Ludwig's 1928 Series BB Black Hawk Speedster, Ray and Kitty Katzell's 1929 Series M four-passenger speedster, Wayne Saunders' 1930 Series MB Cabriolet, and Ray Bowersox's 1932 DV-32 Bearcat. Also in attendance, by special invitation due to their rivalry with Stutz, were two Mercers - Stanley Smith's 1918 Model 22-73 Raceabout and John Rendemonti's 1920 Series 5 Raceabout.

One highlight of the weekend was an outing to Pennsylvania's Grand Canyon, near Wellsboro, with a picnic lunch. Members also enjoyed a cookout at Bowersox's home, and a banquet that pre-

ceded the annual business meeting. At the meeting, chaired by club president William J. Greer, a progress report was given as to the status of the Stutz book being edited by Ray Katzell. Several manuscripts have already been submitted for the book, which will deal with the man, the company, and the vehicles.

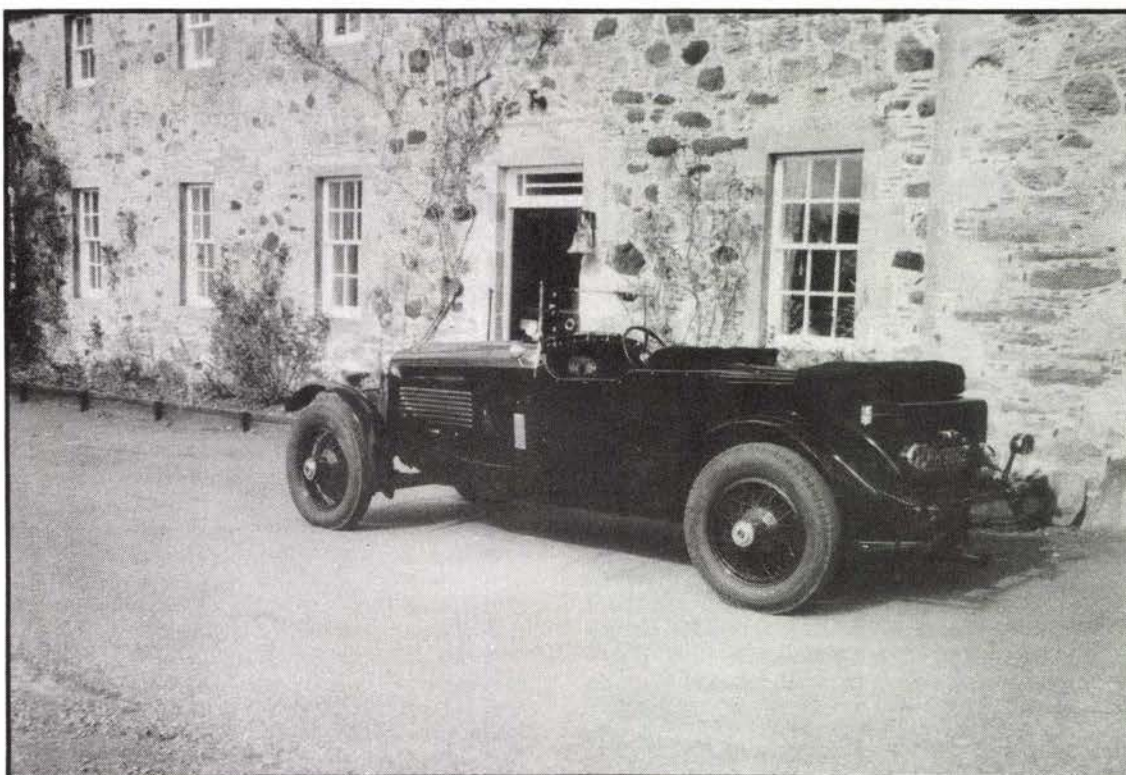
Awards presented during the meeting went to Ray Katzell for longest distance driven, Otto Lottes for the longest distance trailered, Paul Freehill for the oldest Stutz with his 1926 Series AA sedan, and Wayne Saunders for best restoration with his 1930 Series MB Cabriolet. Gus Ludwig received the hard luck trophy for his 1928 Speedster, which suffered a minor problem during the Grand Canyon tour. The Peter Helck Memorial Trophy was awarded to Jim Petrik for his contributions to the club. It was also announced that *Stutz News*, edited by William Greer, had again won the Golden Quill Award from *Old Cars*.

-Kitty Katzell reporting





The original 1928 Stutz Tourist Trophy Race Car above and Mike Holt's replica body Stutz below.



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## 1928 STUTZ TOURIST TROPHY RACER

by Mike Holt

Back in 1983, I was racing and trialling with the Vintage Sports Car Club. I am a large man, and driving a small 1,500cc English built cars with narrow bore engines like the Riley that I used at that time made me feel a Bentley or some other large engined car of the twenties would fit the bill.

As a young father of small children, I was a fully paid up member of that worldwide autoracing club known as "Scuderia Impecuniosa," and any Bentley was beyond my reach.

Research revealed Stutz, the best kept secret of the Vintage car world. Second place at Le Mans in '28, fantastic Stock Car results in the USA, I knew I had to find one.

About 18 months later I ran to ground my car in London, about 670 miles from here, it was a "spare chassis," belonging to the man who owned the '28 Berlin Show Car, a Phaeton, now back in the USA.

My car, a standard sedan, was last used as a passenger car in 1938, and then worked for two decades as a wrecking truck! I bought it, with no body rear of the dash, no lights, instruments, or spare wheel, and I still have no speedometer cable!

It took me eight years of spare time and spare cash, with the help of several professionals, to rebuild the car as a replica of the Stutz entered in the 1928 Tourist Trophy road race held in Ulster on a genuine road circuit on the outskirts of Belfast.

With the help of the Toths, A. K. Miller and Ken Stuchbery in Australia, I located all the missing bits. Two 2-inch S.U. carbs, and a bigger bore exhaust were the only modifications from the original specification. The body is very

light, aluminum framed, and the whole car weighs in at 1.865 metric tonnes, a little over 1 ton 16 hundredweight.

The search for spares and the need for help and advice lead me to the Stutz Club, I must have been one of the very first overseas members, and I certainly was the first overseas Life Member, I met many interesting people, came to Hershey twice, and managed to sew up a scheme to remanufacture high ratio worms and wheels for our car to every one's mutual benefit.

Now, what are our old Stutz for?

Well here in Britain we do not have much in the way of Shows, and we really use our cars. In the last ten months, I have driven over 3,000 miles, including racing at Silverstone, driving a friend to her wedding down the King's Road in London on a Saturday afternoon, attending a weekend rally in France, where we won the Concours on the sea front **without washing the car**, and the Grand Stutz Picnic. On the way home, I was accosted at a Motorway Service Station by a fellow enthusiast in a new Morgan who could not believe that I had been running at a speed of over 100 mph when he passed me! Mind you I was rather surprised, as I still do not have a working speedometer, my estimate that I was not too far in excess of our speed limit of 70 mph was clearly adrift.

The body work is now a little scuffed, with stone chips on the cycle wings, and the leather trim is beginning to acquire a patina of use, and I am delighted with it.

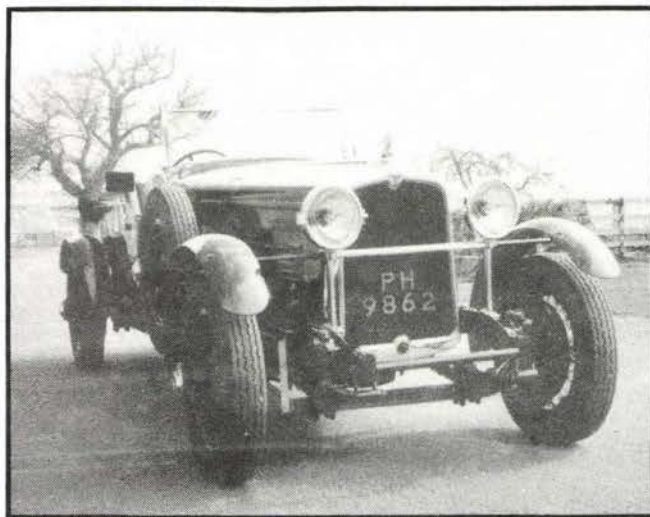
Collecting cars is like collecting butterflies, would you rather see them flit by on a summer day, or find them pinned to a cork board?

Upon receiving Mr. Holt's fine account of his 1928 Stutz TT your editor inquired about the manufacturer of the fine headlights Mike installed. I thought other members might be interested so his reply on this question has been reprinted below.

My TT replica car has 10 inch Carl Zeiss (Jena, ex East Germany) lights as were fitted to all cars sold in Britain as far as I know. They were precision optical engineers, and the company are best known for their prewar binoculars. The lights are exactly that, precision built, with cut glass lenses, and optically perfect beams, easily the best prewar headlights that I have ever driven behind, better even than Marchals as fitted to Bugattis, especially with 12 volt bulbs, as I have had my dynamo reworked to provide this essential improvement. Incidentally below the main beam bulb there is a small festoon bulb usually used for side lights, but I have painted it yellow and wired in a flasher unit for

indicators, and the scuttle mounted lights are now the side lights, the rear lights are from a Buick, found at Hershey at different stalls, and I have used a yellow lens in one to provide rear indicators for night time road use.

Ready for Mike's heavy foot!



This is a limited edition print made of a painting done in 1991 by Charles P. Vlastic of Allentown, PA. It depicts the front half of a late Stutz against a sylvan background. Ray and Kitty Katzell purchased one of the prints at the 1992 Philadelphia Grand Prix in June. The artist told them that he had used Noel Thompson's DV-32 as the model.



The painting served as the basis of an outdoor billboard that was installed along the northeast extension of the Pennsylvania Turnpike near Allentown, promoting features of the Lehigh Valley region. It has more recently been displayed on a highway near Easton, PA.



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## MEMBERSHIP REPORT

by Dale K. Wells, Membership V.P.

We have four new members added to our roster in this issue, which brings us to member number 356, although we have lost about 75 members through death, sale of cars, and loss of interest. This leaves about 281 current paid up and life members as we get ready for the 1993 club year.

In prior years, we have issued a series of reminders in the newsletters that annual dues were payable, and relied upon each member to react and send in a check accordingly. Many forget to do so, or forget how much annual dues are, or think about it and seem to recall having already done so. We subsequently have to send a series of reminders and try to get the renewals in later in the year. Since many of you belong to numerous other clubs and are used to getting a personal reminder each year, it appears that is the most satisfactory way to get the job done. Dues reminders with return envelopes are being printed now, and around the first of the year a complete mailing will be made to all paid up members. In accordance with our by-laws, unpaid members will then be dropped in March. Please watch for your notice and pay your 1993 dues promptly so you will not miss any newsletters. Thank you for your continued interest and support of the Club.

### NEW MEMBERS:

- |   |  |                                      |
|---|--|--------------------------------------|
| #353 William E. McCleary<br>R.R. #1<br>2017 Hansler Drive<br>Ridgeville, Ontario<br>CANADA LOS 1M0              | Home: (416) 892-5050<br>Bus.: (416) 227-1142 | 1933 Stutz DV32 Vic. Conv., Rollston |
| #354 Phil G. Johnson<br>145 Aspen Heights<br>23330 Township Rd. 522<br>Sherwood Park, Alberta<br>CANADA T8B 1H8 | Home: (403) 464-7076<br>Bus.: (403) 471-7805 | 1929 Stutz M Boattail Speedster      |
| #355 Ben Timmons<br>310 Jupiter<br>Santa Ana, CA 92707  | Home: (714) 556-0108                         | 1922 H.C.S. Touring                  |
| #356 Robert Hickman<br>3488 Evergreen Lane, Apt. A<br>St. Louis, MO 63125                                       | Home: (314) 894-7315                         |                                      |

### NEW ADDRESSES:

- |   |  |
|---|--|
| #11L Gus Ludwig<br>RR #1, Box 140B<br>Bloomington Springs, TN 38545             |  |
| #209 Kathy Tornquist<br>18 Aspen Ct.<br>Bloomington, IL 61704<br>(309) 662-5116 |  |
| #215 John J. Lowell<br>20 Covington Meadows<br>St. Louis, MO 63132              |  |

THAT'S ALL FOR NOW. HAVE THE BEST OF HOLIDAYS, AND HAPPY STUTZING!

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**STUTZ CLUB MEETING**  
**October 9, 1992 @ Hershey, PA**

The meeting was called to order at 4:20 p.m. by Vice President Dale Wells. Apologies were noted for President Bill Greer's absence.

Due to the heavy rains and muddy conditions, attendance was light. Several members visited Ernie Toth's stand earlier in the week but did not show up for the meeting as planned.

The Grand Stutz was discussed and requests for hosts or suggestions for 1993 resulted in considering a buffet dinner, social hour, and business meeting, possibly every other year, with a Grand Stutz for alternate years. This would not burden hosts as much, and would provide a possible evening activity for Thursday, or Friday at Hershey. Paul Freehill is planning a 1994 Grand Stutz, so 1993 could be a year to have a Hershey dinner meet. Ernie Toth will check availability of buffet and banquet rooms at the Holiday Inn, Hershey.

Vice President Ray Katzell commented about the Stutz Book and requests more information and all possible inputs from all sources. Various comments were noted. Austin Clark's files are apparently available soon at Henry Ford Museum.

Ernie Toth, Jr. advised that drawings and other technical data from Cordy Purdy's estate is available, and he will provide copies as requested.

There being no further business, the meeting adjourned at 5:00 p.m., followed by informal discussions and socializing.

Members present were:

Jim Conant  
Tom & Madeline Cox  
Bob Feingold  
John Grunder  
Ray Katzell  
Jim Lockwood  
Bill McCleary  
Wayne Saunders  
Bill & Christine Snyder  
Norm Roberts  
Ernie Toth  
Ernie Toth, Jr.  
Max Triplett  
Dale & Bonnie Wells

Membership application was requested for: Ed Hohl, 519 Farmington Avenue, Hartford, CT 06105 (1933 Stutz DV-32)

Respectfully submitted,  
Dale Wells, Vice President  
(Acting Secretary)



**ANNOUNCEMENT:**

John E. Morgan (#121), Andreas, PA announces that his collection known as the JEM Classic Car Museum in South Tamaqua, PA is now open for tours and visitors. A display of approximately 45 vehicles dating from 1902 to 1956 are on display. The Museum has 18,000 square feet of restored autos, bicycles, sleighs and a gift shop. The Museum is open from May 30 to Oct. 31.

The location of the Museum is off the northeast extension of the PA Turnpike exit 34, Route 209 to Route 443 West. Hours are daily from 12 to 4 seven days a week. Open to group tours all year by appointment. Phone 717/386-3554.

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## FINANCIAL REPORT

by Joseph B. Follardori, Treasurer



This report covers the three month period of July 17, 1992 through October 16, 1992.

BALANCE as of July 17, 1992 \$8,937.80

### INCOME

Membership Dues (7/17/92 - 10/16/92)	\$721.64*	
Interest Earned (CD \$68.72, M/M \$69.35)	138.07	
Donations (see below)	\$100.00	
Sales - Back issues of <i>Stutz News</i>	<u>\$ 60.00</u>	
		\$1,019.71

### EXPENSE

Membership mailing costs	\$25.42	\$25.42
Unpaid Accrued expenses:		
Administration	\$439.46	
<i>Stutz News</i> , Vol. V, No. 21	<u>\$1,521.94</u>	
	\$1,961.40	

BALANCE as of October 16, 1992 \$9,932.09

### FUNDS are held in the Treasury as follows:

1 year CD #44845106 @ 4.05% to 1/17/93	\$10,000.00
Money Market Acct. #44845149	\$9,932.09

\*The odd number results from a bank collection charge of \$33.36 on a \$375.00 check.

### DONATIONS:

A.J. Koveleski to Stutz Book Fund

These funds held in the Treasury should exceed the reserves maintained at October 17, 1992 as follows:

Life Membership Reserve (36 members)	\$14,825.00
Reserve for Stutz Book	\$ 3,143.25
Cordy Purdy Fund	<u>\$ 1,021.88</u>
Total Reserves	\$18,990.13

You will note that when the accrued expense of \$1,961.40 is paid we will have dipped into our reserves by over \$1,000.00. Either expenses must go down or membership dues must go up.

## KEEPING LEAKING GREASE OFF BRAKES

Ray Keto

The following is written for those STUTZ owners who would rather tour byways with assured safety than maintain absolute authenticity without risking the call of the open road. Unless perfection exists in all components involved, oil will leak past the oil seals, even if they are replaced by modern ones, from the wheel bearings and cause dangerously grabbing front or rear brakes. According to H. G. Baeder, a project engineer at Garlock\*:

"Leakage through synthetic seals is usually lower than through leather seals. In many applications, zero leakage occurs. Most synthetic seals (about 80%) leak about 0.002 gm/hr, or about one drop every 11 hr. This is hardly enough to measure and is seldom troublesome in service. About 15% of the seals leak between 0.002 and 0.1 gm/hr, a rate considered borderline in many applications."

Unless a rear axle seal surface is perfectly free from effects of wear, will simply replacing the oil seal guarantee your Stutz not to be in the 15% which leak up to 0.1 gm/hr? And does the leak stop when the car stands still? If 0.002 gm/hr is one drop in 11 hr, then 0.1 gm/hr will be 50 drops per hr, or 8,400 drops per week....

The leaking oil can be more effectively diverted from the brake housing by improved non-authentic oil drain shielding in the case of Lockheed brakes as utilized upon STUTZ series AA and BB, and perhaps similarly on other models. How this was done is described in three installments: FRONT BRAKES, REAR BRAKES, and HAMMERING THE REAR BRAKES OIL DRAIN "STAMPING".

### FRONT BRAKES:

The front wheel brake oil drain stamping (25347) may not be adequate for two reasons: (1) the stamping may not be sealed to the brake dust shield (22411), permitting grease which leaks past the front wheel bearing dust felt retainer (15225) to flow between the stamping and the shield, or (2) the stamping may be too shallow with its channel too restricted to permit free passage of the leaking grease thus causing the grease to flow out into the brake housing.

Figure 1 shows the oil drain stamping as it is usually found, illustrating relatively little annular capacity for any grease centrifugally thrown out of the spinning hub, and a minimal outlet channel from the annular "catcher". To improve the capacity of the stamping I brazed discs into the bolt holes, and fabricated a rim around the periphery of the stamping out of a 1/4 inch square brass rod so as to clear the nuts retaining the brake dust shield to the steering knuckle, which I silver soldered to the stamping. Then I modified the channel in the stamping by flattening it slightly in order to clear the heads of the bolts holding the brake drum to the wheel hub, and "funneling" its entrance. Figure 2 shows the stamping as modified. I then drilled and countersank holes for #8-32 Philips countersunk head screws for fastening the modified stamping to the brake shield. (Of course all this "violates" authenticity, purposely made obvious by using Philips head screws!) The modified stamping is then sealed with a thin gasket and cement to the brake dust shield. Figure 3 shows the modified stamping when installed, revealing the annular gap between the stamping and the knuckle which allows any centrifugally thrown grease to enter the annular 1/4 inch thick space now provided between the stamping and the brake dust shield, permitting the grease to be freely conveyed to the outlet hole in the shield.

Inasmuch as direct measurements of clearances between the brake drum bolt heads and the brake shield cannot be readily taken when the wheel is in place, one must determine such indirectly. When I had youngsters at home I used to "borrow" some of their modeling clay, place an adequate lump onto the brake shield to make a negative pattern of the space to be measured when the wheel was pushed on the spindle by tightening the spindle nut against the bearing without rotating the wheel.

\* "Radial Positive-contact Seals", *Machine Design*, Mar. 9, 1967

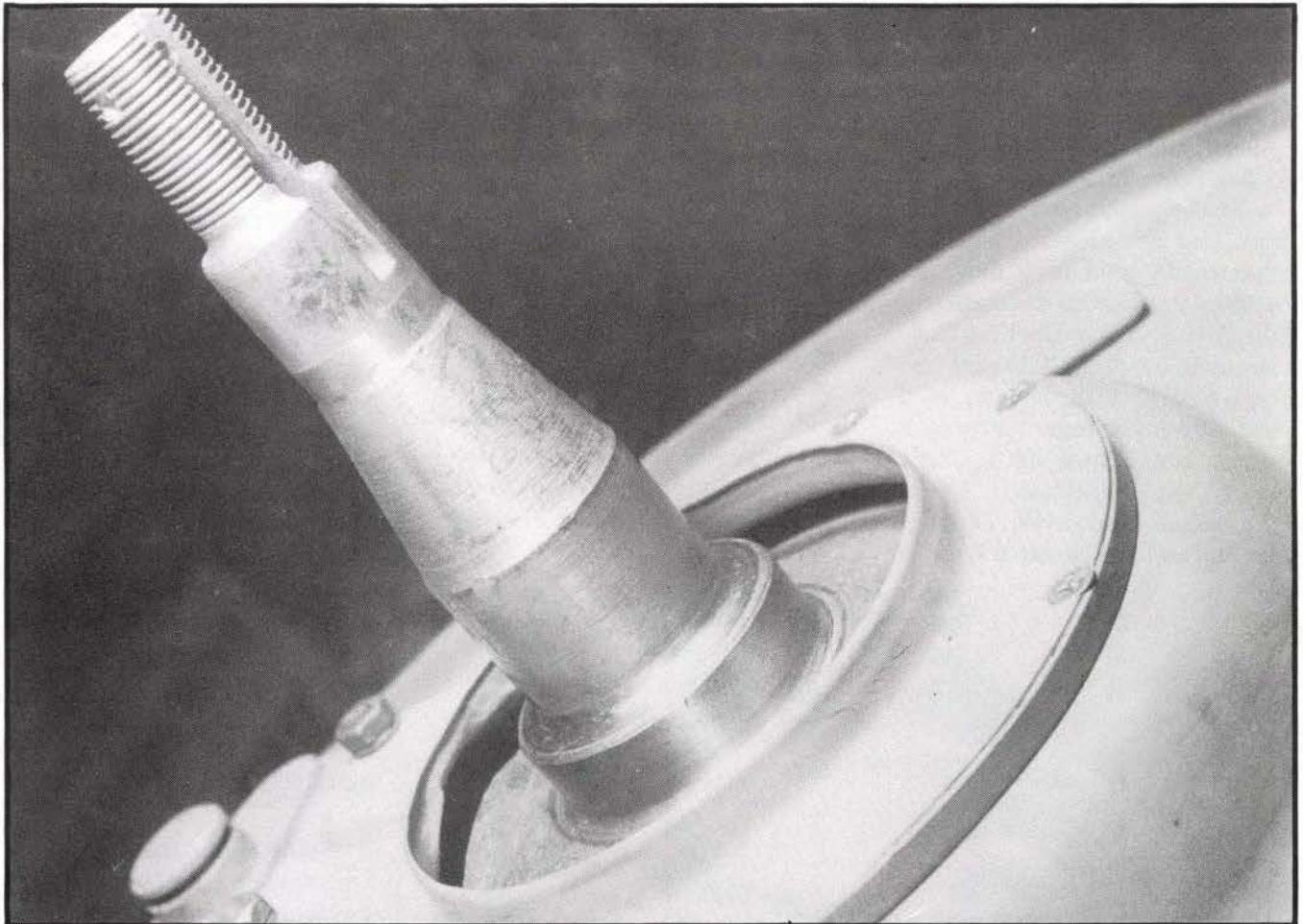


Figure 1 - Original oil drain stamping for front brake



Figure 2 - Modified oil drain stamping

Figure 3 - Modified oil drain stamping installed on Stutz front brake



We will publish Ray Keto's fine treatise on keeping leaking grease off the rear brakes in the next issue. (Ed.)

## Buffington car collector adds 1926 Stutz to fleet

By Carrie Budd

Cherokee Citizen

Lionel Stutz's life-long dream was realized last week when he took delivery of a 1926 Stutz AA Coupe RS, a rare classic automobile he has longed to own throughout the nearly 50 years he's been collecting classic cars.

"I've always wanted to own a Stutz," said Stutz, a Buffington community resident who is of no relation to the Harry C. Stutz who started the car company in 1911.

Stutz purchased the 1926 automobile from a woman in Washington state, whose late husband bought the car from a Maryland man who'd had the car completely refurbished. The car, in its refinished state, was featured on the cover of a 1980 issue of "Cars & Parts" magazine, and an accompanying article tells how the man rescued the classic from a service station in 1969, where it had been used to push disabled vehicles.

The Stutz line was developed in the early 20th century for racing, and the slogan, "The car that made good in a day" describes the first performance of the first Stutz in the first Indianapolis 500 race. Although the car came in 11th, it completed the 500-mile race without a single breakdown or a single mechanical adjustment, hence the slogan. However, 11 stops for fuel and tires pushed it out of

the top 10, the money winners.

Stutz's Stutz has a top speed of 75 mph; it's an 8-cylinder with a three-speed manual transmission. Stutz said the car was built with a "bladder" brake system, using bags of water and alcohol, but when the car was restored, the water bags were replaced with hydraulic brakes. Stutz said the engine required leaded gasoline when it was built, so he puts in the lowest octane unleaded gasoline and adds a lead additive.

Stutz said the car needs a little cosmetic work, as it's been sitting in a garage for three years, plus a little mechanical upkeep. It's brown and cream in color, with orange accents and wooden spoke wheels. Stutz plans to show the car when he gets it in top shape.

Stutz belongs to a Stutz club, a national organization with 300 members, and he said he's only found one other 1926 model like his in existence. Most Stutz vehicles are four-door touring cars; few were built as two-doors with a rumble seat.

Stutz currently owns 23 cars, but he says he plans to trim his fleet. He collects only American-made cars, and he does most of the mechanical work on them himself. All the cars have current tags and insurance, and he drives all of them on a rotating basis.

Stutz especially likes Cadillacs, and among his collection is a 1966 Eldorado convertible.

"I've always had a fascination with cars, particularly Cadillacs," Stutz said.

Stutz began his car collection with a Rolls Royce, a 1924 model he bought for \$250 in 1943 at the age of 18. Since then he has owned two other Rolls Royce models, but the Stutz has captured his heart.

"This is the first Stutz I've owned—it's been my life's ambition," he said.

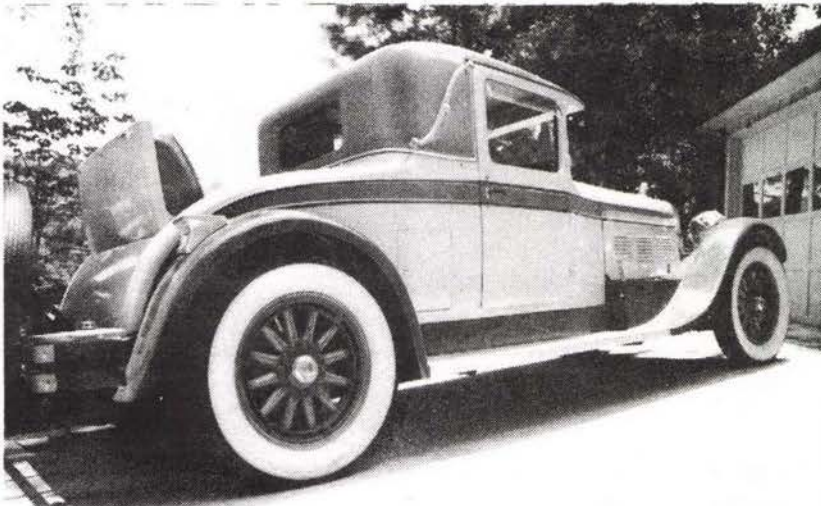
Stutz plans to keep the car in his family, and he has promised it to one of his sons who lives in Seattle and found the car advertised in the newspaper. Stutz said his other son ran across the car nearly 20 years ago when it was being refurbished in a Canadian car restoration garage, Fawcett Motor Carriage Company.

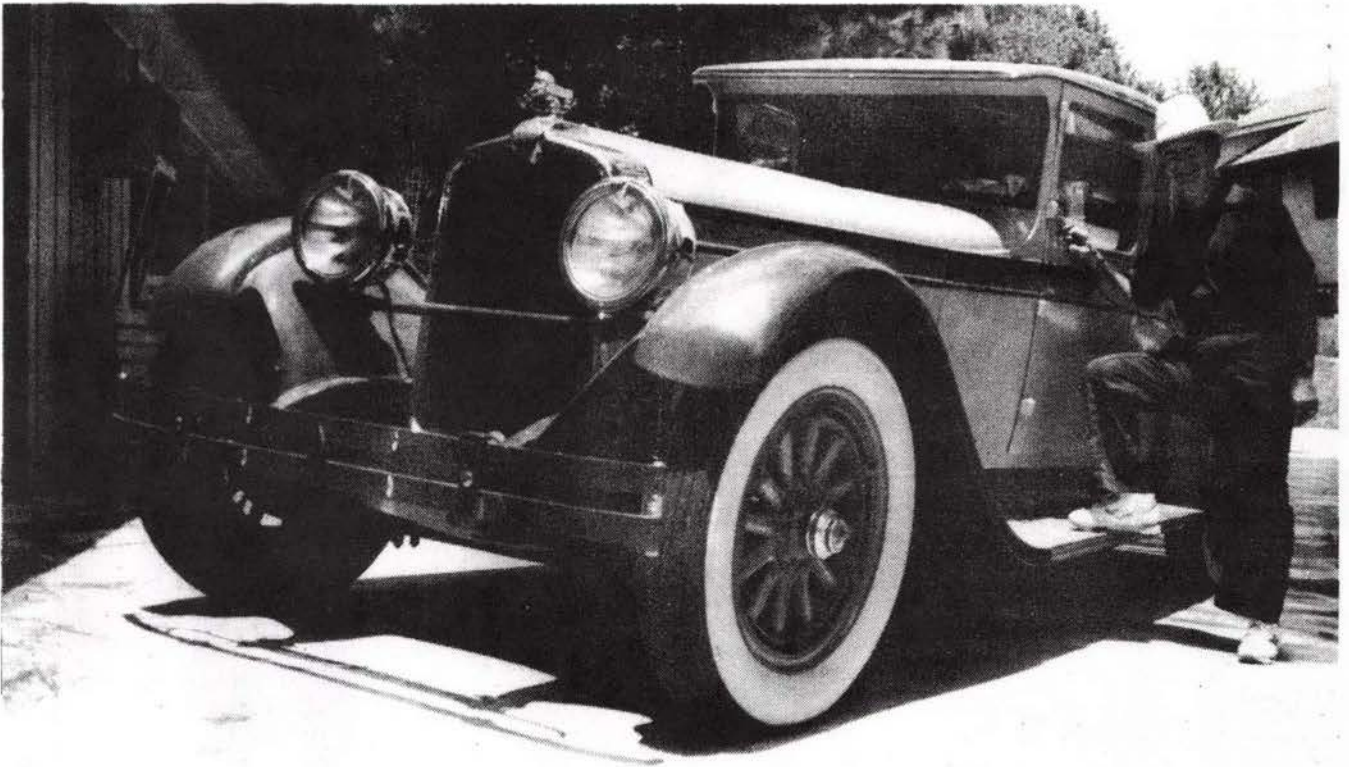
"He was in the place, and he happened to ask if they'd ever done any work on a Stutz, and the guy said 'We've got one right now, do you want to take a look at it?'" Stutz said. He has since called and confirmed it was the same car, and the garage still has the original water bag brakes taken out of the car when it was restored. Stutz, who was born in Canada, plans to retrieve the brakes when he visits Ontario this fall.

In 1980, the car Stutz purchased was valued at \$35,000. Stutz said the value hasn't increased much since then, as the collectible car market has been in a slump for the last two years.

"It's a buyer's market right now," he said.

Lionel notes that there are a few errors as he did not get to edit the article. He recalls his son learned about the Stutz in a telephone conversation with the editor. Also, most Stutz are not touring cars as the article states. (Ed.)





Lionel Stutz with his pride and joy, a 1926 Stutz AA Coupe RS, at his home in Buffington. The Stutz is one of 23 cars Stutz owns.



The hood ornament on the 1926 Stutz is Ra, the Egyptian sun god.



The vanity plate on the Stutz is appropriate, for both the car and its owner.



The 1915 Bearcat ready for the run to West coast. Note the add on weather gear, top, etc. (Ed.)



# DOWN-MEMORIES HIGHWAY

By Thomas L. Eschweiler

FROM EAST TO WEST



STUTZ WAS THE BEST

## FOREWORD

The following account of a Coast-to-Coast automobile trip in 1915 is of considerable historic value in that milieu which comprises automotive history. Heralded at the time, the event has been largely forgotten, and we express our appreciation to member Tom Eschweiler for supplying the photograph and writing a brief account, his late father having been one of these pioneers and participating in the adventure from Milwaukee to San Francisco. It was a hairy time to attempt such a feat. Roads were few and far between and where they didn't exist, these adventurers made do with what was at hand.

It had been done. Colonel H. Nelson Jackson and Sewell Crocker left San Francisco in their Winton on May 23rd, 1903 arriving in New York City on July 26th, the first transcontinental automobile crossing. That same year, Tom Fitch, driving a single-cylinder Packard "Old Pacific", departed from the Golden Gate on June 20th, arriving in New York 61 days later and the Whitman-Hammond team, following a similar route, left San Francisco July 6th and arrived in New York City on September 17th in their faithful Oldsmobile. Taking the opposite direction, Alice Huyler Ramsey and three companions completed the trip in Mrs. Ramsey's Maxwell, reaching San Francisco 41 days after departure from New York City, the first woman to accomplish the challenge.

Others tried, but didn't quite make the complete run including etiquette arbiter Emily Post, also in 1915 (see "Coast-to-Coast With Emily Post", THE UHV AUTOMOBILIST, July 1984).

The Stutz in 1915 was considered a sporting car and was greatly favored by young blades with white flannels and striped blazers, especially in the company's most famous model, the "Stutz Bearcat". It was powerful, noisy, fast and fairly reliable. There were others to whom the car appealed, including a young man in Washington, D.C., who owned two of them during his seven years as Assistant Secretary of the Navy. His name was Franklin Delano Roosevelt.

I first met Tom Eschweiler about 40 years ago and who like his father and grandfather before him were well known Milwaukee architects. He was prominent in the work of the Troy Housing Project at that time and we've been in constant touch ever since and get together every year or two. I am most grateful for his sharing this important presentation chronicling the event, presented from a family point of view instead of the usual arid accounts of the "professional historian" who has only a distant idea of how things actually were and how they happened.

Thanks much, Tom. Your account is more than 'just' appreciated.  
Keith Marvin)

§ § §

The picture accompanying this story shows A. C. "Alex" Eschweiler, Jr. (behind the wheel) and Horace Albert "China" Weber seated in the latter's new 1915 Stutz "Bearcat" in front of the A. C. Eschweiler residence at 1810 East Bradford Avenue, Milwaukee, Wisconsin in October of 1915.

Alex graduated in Architecture from Cornell University in June of 1915. China, a graduate student in Civil Engineering, took delivery of the car that spring. With high resolve, China proceeded east to Boston where he cautiously backed the rear wheels into the Back Bay waters of the Atlantic Ocean.

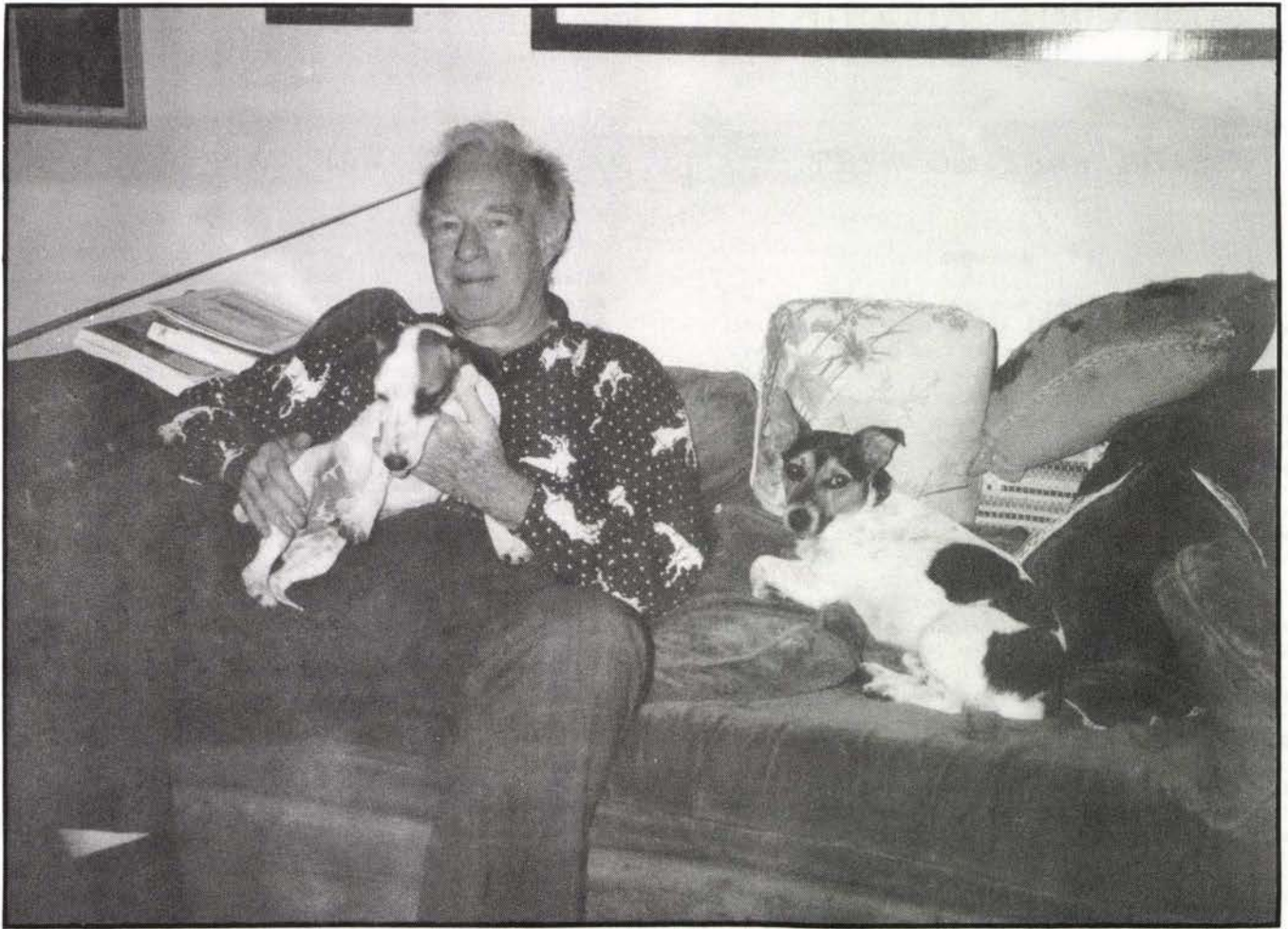
Proceeding westerly on the rather inadequate roads of the day, he arrived in Milwaukee to spend a few days with the Eschweilers. Just prior to the taking of this picture, China had spent the weekend with Alex, Hannah and Francis Smith at the Eschweiler cottage on North Lake. On Monday morning, when the time came to drive the girls back to town, the boys could not get the engine started. Since the morning's work was unsuccessful, the girls unpacked the food and made lunch. In the early afternoon someone suggested they check the gas supply in the cylindrical fuel tank behind the bucket seats. After refilling the empty tank, the car started up well enough, and the four of them drove to town.

A day later, Hannah accepted an offer to drive with the boys to Vinton, Iowa where she could visit the Chadbourne cousins. China would start each morning of the trip by working on the electrical system, trying to get the horn and headlights to function, but without notable success.

There being three persons for a two-place sports car, the seating problem was solved by having one of the boys alternate sitting on the running board, his back against the rear fender, his in-board arm crooked around the gas tank mounting bracket, and his face to the 55 m.p.h. wind.

On the first day after a late start, they raced out of town to reach Waukesha (20+ miles away) in time for lunch. By nightfall, they reached Rockford, approximately 95 miles on their way. On the second day, they traveled about 93 miles to Dubuque. At the end of the third day, they finally reached Vinton, estimated to have been a 94 mile trip. Hannah was so exhausted by the exposure and the tribulations of travel that she spent the next two days in bed.

The young gentlemen pressed on westward. While no record of the trip is known to exist, they crossed the famed Death Valley where an unfortunate breakdown stranded them, and they had to subsist on chocolate candy bars while awaiting help. Ultimately they reached China's hometown of San Francisco, where they appropriately nosed the front wheels of the Stutz Bearcat into the waters of the Pacific Ocean.



**Hemp Oliver holds Mercer while Stutz looks directly at the camera.**



**Mercer at front in red blouse and Stutzie behind. Note Stutzie's great ears.**



**Bearcat (largest of all the litter) lying beside his mother, Mercer.**



## THE STUTZ AND MERCER FAMILY

by Bill Greer

Have you ever wondered what the result would be from a cross breeding of Stutz and Mercer? Well, we are pleased to report that our Honorary Member, Smith Hempstone Oliver and Barbara, his spouse, recently have been successful in overseeing the production of five STUTZMERCERS.

The story begins a while back when Hemp and Barbara acquired a fine Jack Russell Terrier which they immediately named "Stutzie." As one might suspect, the terrier had the attributes of a Stutz being both sturdy and fast, ready for any challenge. As Stutzie matured it became evident that he needed a companion to tour around with to keep him in top running condition. The Olivers responded to Stutzie's needs by searching for and locating a fine female example of the breed which they named Mercer.

One might say the race was on. It was not love at first sight! After all Stutzie and Mercer were fierce competitors with an overbearing pride in their respective accomplishments. The challenge that resulted was interesting but the end result was predictable. Stutzie chased Mercer and Mercer chased Stutzie but it was Stutzie who won the trophy.

As the months passed, Mercer began to show and the Olivers were delighted by the expectations. They began to jot down names which would be appropriate for the ensuing puppies. Finally, the day came for the big event and Mercer was placed in the hands of the veterinarian overnight while Stutzie paced the floor.

Bearcat was the first to be born and he was followed by three other males and one female pup. The female was named Raceabout. The

males were named Blackhawk, Runabout and Bulldog. Bulldog was the runt of the litter and the feistiest, true to form.

The Olivers found good homes for the mercers (Raceabout and Runabout) and for Bulldog. Here's what Hemp had to say about one of the Mercer pups. "The girl Jack Russell Terrier, Raceabout, is now owned by a charming, young 22-year old lady who lives five or six miles southwest of here. She, incidentally, drives an Infiniti, made in Japan! My first car, when I was 19, was a 15-year-old Stutz Bulldog!"

At last report, Stutzie and Mercer and the STUTZMERCERS, Bearcat and Blackhawk, are all doing fine and helped Hemp celebrate his 80th birthday. Needless to say, the Olivers are very attached to this special family. We are pleased to share with you three photos the writer received in late September 1992. Sorry we couldn't reprint them in color.



**Editor's Note:** Some of our newer members have not had the opportunity to get to know Honorary Member Smith Hempstone Oliver, one of the world's greatest Stutz enthusiasts. Hemp has contributed an article for almost every issue of Stutz News and has been a special source of inspiration for the editor since the Club's beginning.

The Stutz/Mercer family is yet another example of Mr. Oliver's lifetime of interest in things Stutz. We thought the membership might enjoy, as the editor has, this delightful look at another way of Stutz fulfillment.

## A COLLECTOR'S CONFESSIONS - PART II

As the story goes, the good news and the bad news. The good news: a nice trip, good directions, nice sunny day, and found the car as described, a 1911 Paige - Detroit, all there except for steering wheel, couple of small lights and trinkets. The bad news is that the shed, or what was once a shed, collapsed on the car some time back, on top of the car, and bushes grew over the total pile. The car in-between rough and very-rough shape, was found as mentioned very complete after cutting brush, removing boards, and some difficult inspection. Next on the bad news side was, after dragging a trailer 360 miles, the owner of the car since 1928 has decided he is again undecided at this point about parting with it. NO, money does not talk!, not to this owner anyway. But we do talk cars for a few hours and perhaps have an agreement. Besides the price which was not hard to agree on if I send him progress shots of the restoration, which I said from the outset I would do, and at the completion of the restoration I truck the car back up to him, and take him for a ride, which I would be honored to do, we might have a deal. I am to call him back in 2 weeks for the answer. I might say this old gentleman of 85 years has me hanging, which he indeed does, but also that our discussion of seven hours on cars, history, stories and the like make the trip a rewarding one, I could go on in length about this unique man who has spent his entire life as a mechanic working on early cars or how he designed and built an airplane powered by a H.C.S. engine in the early 30's, flew it, was found unconscious in a farmer's field, and has never been in an airplane since.

Yes, it was a good day, and I sure hope he sells me the car. It would be an exciting challenge to take on and of course I had a dream about it last night. Once again, to be continued, but two weeks have

passed and upon calling and due to our late spring of snow, sleet, and slush creating mud, especially in his area of northern Vermont, I am to call again in two more weeks. So we hang in there and wait.

Picking up the trail. Now five weeks later, it's been a weekly ritual every Thursday morning, at 9:00 a.m. I call Ralph, we discuss cars for about an hour and he informs me he is still making up his mind about the sale. On week five, he bumped the price \$500, and said yes!

I immediately alerted my two buddies and the three of us, and trailer too, leave once again at 5:45 a.m. Monday morning. My wife, doing her best to act excited, is shaking her head and mumbling. Have not heard Monday's weather report yet and I won't relax or believe it until it is unloaded in my yard, but, I do see light at the end of the tunnel. Actually, I will relax when it is on the trailer, we are 20 miles down the road, paper work in pocket, and we stop to check the bindings on the trailer!

Picking up the pieces -- Sunday and Monday was solid rain, but Tuesday was the day. Perfect weather and the car now safe outside my shop. We did have our share of fun cutting trees, tearing down the shed, and getting the car out. Steering frozen solid so couldn't steer, one front wheel lost half its spokes which meant move the car 12 inches, jack up the car, turn wheel, let car down, move 12 inches, again, and again, every where it was to go, including on and off the trailer. I must say we got very fast at this process during the day. All turns were done with a come-along hooked to trees to maneuver the non-steering three-legged lump. We used Ralph's wrecker for a while. (The come along worked better it turned out)

The wrecker a novelty in itself, ran on about 3 to 4 cylinders, no brakes at all, a bad clutch and you had to kind of search for gears, any gear. It had a personality all its own and it deserved to be given a name, "Big John" or something. The Manely Crane, hand operated, on the back worked great, but when we hooked it to the car we almost tipped the wrecker over. That's when we switched to trees.

It was a day of good camaraderie with Harry my Hudson, and Earl my Plymouth friend who had the trailer, Ralph the owner, his wife, his daughter and son-in-law, and a few assorted neighbors now and then. It was quite an event. We did so much digging, under and around the car, you could plant a garden in the spot vacated with no additional work.

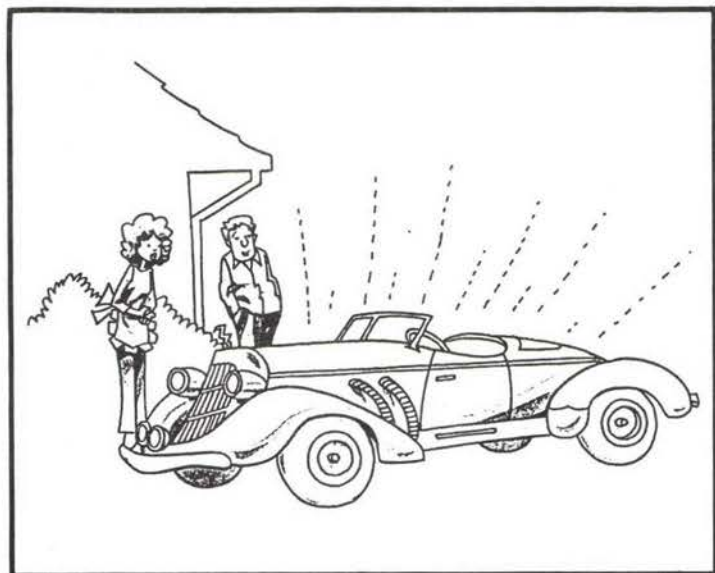
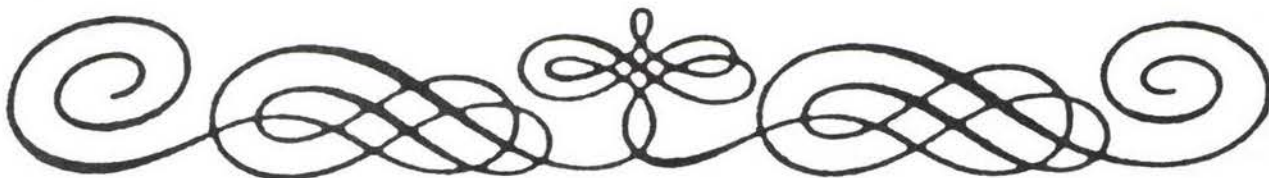
I think it was hard for Ralph to see the car go, all the memories and owning it for so long. Ralph bought the car in 1928 or 29 from Judge H. Held and his wife, Anna.

The Judge brought the car via barge up Lake Champlain from Burlington, VT in 1921 to Braden, VT where it was one of the first cars in the area, and this is where I acquired it. You can rest assured with this beginning I will tackle an in-depth search of the history of the Judge and his car.

So we are at the end of stage one "discovery and secure." All I have had time for so far is picking around, taking lots of photos for reference, and squirting oil on everything that moves.

The next stage is the take it down to square one. Who says there aren't, still today, old cars out there in barns and sheds to be found. Got to run now, and get started on my 1911 Paige-Detroit, right hand drive touring car. Know of any 25" wood spoke wheels?

Our many thanks to Prof. Jolyon Hofsted for this most interesting account of how to acquire a 1911 Paige-Detroit. Yes, we should keep on poking in barns and sheds -- there could be another Stutz in our future. (Ed.)



"My vitamins weren't pepping me up, so I thought I'd try something else."

TRUDY

By Jerry Marcus



"We couldn't get the rattle out, so we put in a knock so you won't hear the rattle."

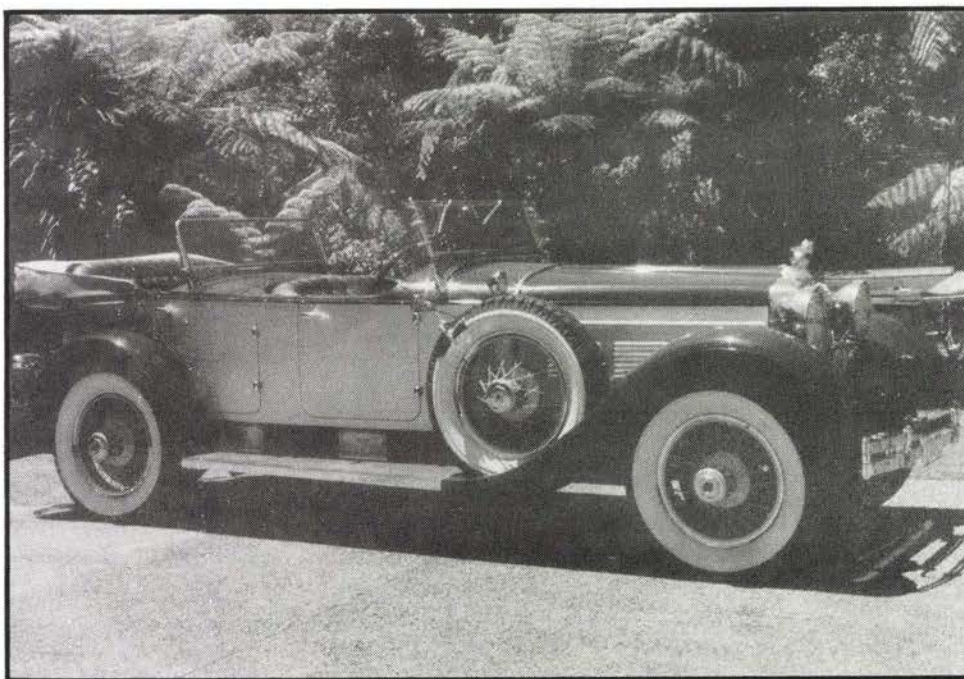
# LETTERS TO THE EDITOR



From: John Courtney (#352), Auckland, New Zealand dated 20 July 1992.

Enclosed is a photo of my 1928 which has a 1927 Series AA chassis. But, probably due to late delivery in N.Z. or being an early 1928, it had a lot of 1928 parts such as steering, dashboard, lights, etc.

The dual cowl body is the third in the car's lifetime. From 1928-1954 it was a tourer, from 1954-1984 a roadster and 1984 to present back to a touring car. It has all original mechanical items with a high ratio differential. Motors extremely well and it's my pride and joy.



It's too bad we can't show you the two-tone blue color combination in above photo. (Ed.)

From: Beverly Rae Kimes (#25), New York, NY dated July 27, 1922 (in part)

That's great news about the photos from Emma Bell Stutz Horn's estate, especially since so many of them are from the 1913-1920 period which (I recall from AQ days) has always been bereft of good Stutz photo documentation.

After giving the matter concerted thought, I decided to frame the Stutz tie. One cleaning and all the signatures would be lost. So this way the tie is preserved "in original condition" for all time. Looks really neat. Got a long rectangular frame and a complementary mat, and typed out the "when and where" on my brand-new Brother P-Touch label maker. Result is handsome, if I must say so myself, so much so that I've hung it at the entrance to our office, where it elicits much comment.

From: James A. Conant, Fairview Park, OH dated September 24, 1992

Just received the Vol. V., No. 21 July-Sept. 1992 issue of the *Stutz News*. I thought this was a particularly good issue. I enjoyed the article and pictures of the 5th Grand Stutz Meet in Pennsylvania, as well as the articles by Hemp Oliver, and John McAnlis' ascent to Pike's Peak.

Keep up the good work! I am just sorry I am unable to attend your meets. There always seems to be an annual conflict because of the Transcontinental or Red Rock Tours that we take.

From: Ivan Saxton (#205), Darnum, Victoria, Australia dated 1 October 1992 (excerpts):

In a recent *Stutz News* Ray Keto gave details of a replacement King pin for 8-cylinder cars. Ray's car is a fairly early "AA" which has a front axle much

lighter than that used on later cars. So, you need to check sizes before you buy according to Ray's Part Numbers. If you look at the Nov./Dec. 1966 Antique Automobile, you will find a feature on one of Ray's earlier restorations. I admire his versatility and resourcefulness, the way he did so much of his own restoration of an antique car which had to be driven.

When I have no interruptions, I have been making jigs and templates and machining several sets of gunmetal carburetor replacement castings for Zenith Model 105 DC. When I have them done, I'll set up the engine of my LeBaron sedan in a stand so I can run each carburetor with my own small bits to make sure everything is O.K. before I offer casting sets to anyone.

Charles Betts and Peter Helck had an article on Ralph Mulford in Antique Automobile in 1973 and JUHASZ is mentioned as a driver in connection with the early Brighton Beach races. There may be a connection with Mr. Hemp Oliver's carburetor.

From: Norman C. Barrs, London, England dated 6 October 1992 (in part):

I am enclosing a report on the Stutz picnic which you may care to use in the next *Stutz News*.

I have written an article which I hope will be published in a U.K. magazine in which I have highlighted the strengths of Stutz and the weakness of Cadillac and Packard again, in a few weeks time I will pass a copy of this to you for consideration.

I shall also be writing to you about my experiences with several of our U.S.A. visitors this year who it has been my privilege to take as passengers around London in the Stutz.

From: Raymond A. Katzell (#62L), Medford, NJ dated October 24, 1992

I am writing to offer a bit more information relating to the mystery car about which both Keith Marvin and Stephen Dean wrote (*Stutz News*, April-June 1992 and July-Sept. 1992), and also to call attention to the existence of a related car. In doing so, I wish to acknowledge the invaluable assistance provided by Stephen Babinsky and Richard Meyer, each of whom is an antique car hobbyist and professional restorer located in New Jersey.

A year or two back, I visited Steve Babinsky's restoration shop where I noticed, tucked in a far corner, what looked like a Stutz except that it had an ungainly coupe body like none I had ever seen. Steve informed me that it was a 1929 Series M (Engine No. 31151), retrofitted with a body fabricated by one Adolph Schneider. The car had belonged to the late Rudy Cretour, proprietor of Rollston Coachworks, and now was owned by his daughter, Mrs. John Markowitz of Westchester County, NY.

On reading that the mysterious Stutz or Blackhawk had also been bodied by Schneider, I checked back with Steve. He informed me that Schneider had in fact fabricated bodies on two Stutz chassis, the Series M that he was restoring and a Blackhawk fitted with a 2-door sedan body. He referred me to Dick Meyer who he believed knew more about the latter car. This lead turned out to be a gold mine, as Dick not only was acquainted with the car but had personally known Adolph Schneider for many years. What I learned confirmed much of what Stephen Dean had learned from A. K. Miller.

It seems that Schneider was a German immigrant who owned a metal fabricating shop in the Bronx, and late in life operated one at his home in Larchmont, NY (he died in 1988). His main business was manufacturing job-lots of various parts and pieces, such as fenders for American-LaFrance fire engines, airplane parts for the U.S. in World War II, and body parts for antique car owners. The two complete bodies in question had been built for himself, starting in the early 1930's. The chassis for the Series M coupe had originally borne a dual-cowl phaeton body which Schneider removed and destroyed (Oy!). Work on the car was done intermittently and was not completed until some 20 years later! Its enormous tail section was designed to transport items that Schneider fabricated.

It is not clear when the attractive 2-door sedan body was completed for the 6-cylinder Blackhawk or when the car passed from Schneider to other hands. Dick remembered that the car came on the market again around 1969, and that it was purchased by someone from Massachusetts, where it may still exist. There's a research project for one of our members up there!

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# COLLECTING FIRE APPARATUS

By: Jim Dougherty

When the Indiana Region visited John Gambs and his collection of fire apparatus the writer found himself fielding numerous questions about fire apparatus and their collecting. This feature is an attempt to give our readers an overall view of fire apparatus collecting as well as to point out similarities and contrasts with the collecting of Classic cars.

The dominant national club for fire apparatus enthusiasts is the Society For The Preservation & Appreciation Of Antique Motor Fire Apparatus In America, better known as SPAAMFA for obvious reasons. There are several thousand members nationally and the national publication, Engine Engine, is comparable to the Classic Car and published quarterly. There are forty-five local chapters of SPAAMFA, one being in Indiana.

Members collect vehicles from the very earliest motorized units on through the mid 1950's. In spite of the "motorized apparatus" in the name of the club, members also collect steamers, hand operated rigs, and horse drawn. These non-motorized units are as popular as their motorized counterparts.

There are two major divisions of fire apparatus, Commercial and Custom. An example of a commercial unit would be a 1937 Chevrolet with the fire equipment built on it by American LaFrance. The correct nomenclature for this unit would be a Chevrolet-American LaFrance.

If the chassis and fire equipment were both built by American LaFrance the unit would be called simply an American LaFrance. This would be a custom unit.

In practice, most small town or rural units were commercial units with the custom jobs chiefly confined to the larger cities. In terms of desirability for the collector, the more desirable is an individual choice. The commercial units are usually smaller and easier to service and require a smaller storage area. The custom units are more likely to have exotic motors and costly brass and aluminum castings which appeal to Classic enthusiasts. Customs are also more likely to be one-of-a-kind bodies.

Fire apparatus are categorized by function also. Here are some examples:

1. PUMPER, usually called an engine by the enthusiasts. This unit has a fire pump capable of producing a fire stream from 500 to 1,500 gallons per minute. It will carry several hundred gallons of water in a booster tank along with a supply of fire hose and several ladders and an assortment of small fire fighting tools. It is capable of drafting water from a depth of ten feet below the level of the fire pump.

2. TRUCK, is any unit that primarily is designed to carry a large assortment of ground ladders. It will be called a QUAD if, in addition to the load of ladders, it also has a fire pump capable of pumping a fire stream.

3. AERIAL, is a truck that carries a large assortment of ground ladders and also has a power operated ladder, usually hydraulic. Standard ladder lengths for aerials are 65 feet, 85 feet, and 100 feet with most modern units being 100 footers. If the aerial unit has a fire pump capable of producing a fire stream it is then called a QUINT.

4. SNORKEL, has an articulating boom with a bucket on the end and normally carries a large assortment of ground ladders. Some have fire pumps and some do not.

Think of it this way. A pumper, or engine, pumps water to put out the fire. A truck (be it in the guise of an aerial, a quad, a quint, or a snorkel) has the primary function of providing firemen access to higher portions of buildings.

Fire pumps are divided into three general types. Centrifugal pumps function in the same manner as the water pump on your Classic. These are the most popular because they are simple to manufacture and maintain. Certain of the older fire apparatus used a rotary gear pump similar in design to the oil pump on your Classic. The most sophisticated and expensive to build was the piston pump. The classic example of a piston pump was the unit built by Ahrens-Fox with the large pneumatic ball. You saw a number of examples of these in the collection of John Gambs.

Most fire pumps are mounted in the chassis behind the transmission and are described as being midship. A number of commercial chassis apparatus have a relatively small fire pump mounted in front of the radiator and are referred to as "bumper pumps" by fire apparatus enthusiasts. The front mounted Ahrens-Fox units with their huge and expensive pumps escaped the term of "bumper pumper".

Fire apparatus with no doors and no top are called "open". If they have no top but do have doors they are said to have a "semi" cab. The units with both doors and permanent roofs are obviously called by the term "closed" cab. Some units have separate seats behind the normal drivers bench and these are called "crew cabs". The crew cabs may be either open, semi-open (with doors) or closed.

In Indiana, antique fire apparatus are licensed in the same manner as antique or Classic cars. J. C. Taylor also insures them in the same manner and same cost as the cars. They require no special drivers license to operate, use your every day drivers license. Gas mileage is around eight miles per gallon, even with the big aerial units.



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Contrasted with Classics, fire apparatus tires are limited in size variation. Most are either modern 20 inch wheels with the really old units taking 24 inch wheels. Both are readily available. A few of the very early units have solid rubber tires and these too are quite available.

Most units will function well with one twelve volt battery that is 12 inches long although originally many units had either larger batteries or two twelve volt units in parallels.

They are slower than our Classics. The very early units (1925 and earlier) are 25-30 m.p.h. vehicles. The later units are capable of reasonable highway speeds. The writer has driven his 1940 Ahrens-Fox to Dearborn, Michigan numerous times in the 45 to 50 m.p.h. range.

Fire apparatus require a little more physical strength to steer than a Classic but shifting gears is another story. A fire apparatus driver needs to learn and master "double clutching" in shifting transmission gears. Actually, the earlier Classics should be "double clutched" when shifting into a lower gear so this technique shouldn't be entirely new to us.

The big contrast between fire apparatus and Classics is the cost. One can still purchase fire apparatus of the 1940-1955 era with Pierce-Arrow (Seagrave) or Auburn (American LaFrance) V-12 motors for \$2,000 to \$3,500. For these prices the units will be mechanically good and will carry most of their equipment and will have a paint job that is at least "presentable". Units back in the teens and early twenties go in the \$7,500 to \$25,000 bracket, depending on the desirability. The Ahrens-Fox piston pumpers are the Duesenbergs of the fire apparatus collectors and bring the premium prices.

Restoration costs on a fire apparatus are much less than a Classic. There is but a single seat to upholster, one windshield or none to replace, tires are readily available at modern rather than collector prices, body panels are easily removed and painted and body wood, (if any) is easily removed and replaced. Very seldom will a fire apparatus require major mechanical restoration. Electrical rewiring is simple and accessible.

If you choose to collect a Pierce-Arrow or Auburn powered unit you will find parts much easier to come by than their Classic counterparts because Seagrave and American LaFrance produced far more of these than did the Classic manufacturers. Even today there are still many communities protected by fire apparatus powered by Classic oriented motors. These motors were built up into the 1960's.

When the Classic Pierce-Arrow and Auburn V-12's, also straight eights, were first used in fire apparatus very little change was done to the motors other than adding dual ignition. Later insert bearings, Zenith carburetors, stronger oil coolers, brass water jacket side plates, etc. were added. Also, the later units were converted to 12 volt electrical systems and the bore and stroke altered for greater displacement. Had Auburn and Pierce-Arrow remained in business, the same changes would have most likely have been made.

At fire apparatus meets competition, if any, is usually confined to function. Members compete in terms of who can pump water from draft the quickest, knock down a target with a water stream, etc. However, most meets consist of everybody pumping water and assisting their fellow members to do the same, a trouble-solving concept. Vehicles at the national meet may be judged in the Classic sense, but on a regional basis this is rarely done. The name of the game is to make them do their thing, not to pass a white glove test.

Other than club oriented functions, owners find numerous ways to enjoy their fire apparatus. The writer has used his aerial ladder to make repairs on the barn roof, repair the local high school's jammed flag pole chain, and as a platform for the Fourth of July flag display which included spotlighting the flag at night via the vehicle's spotlight.

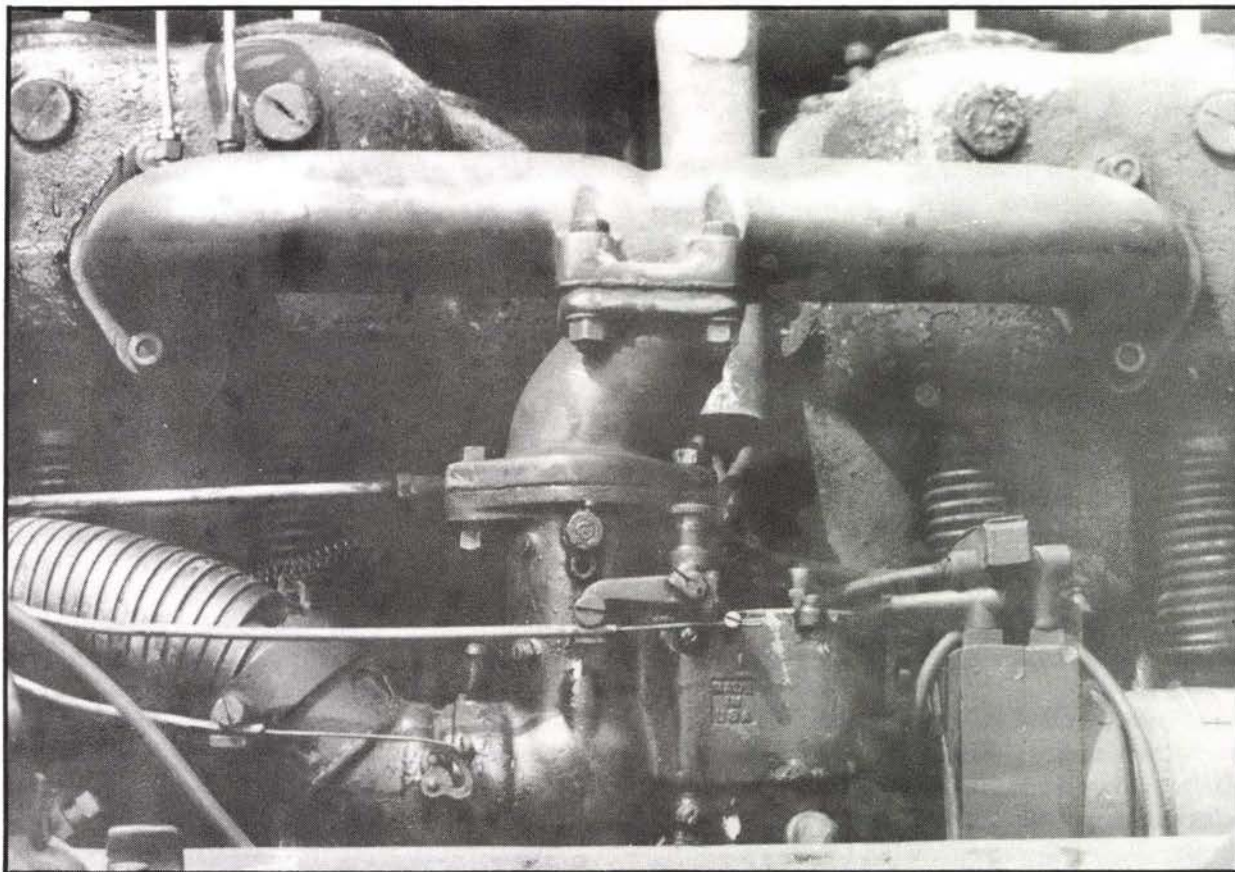
Our 1940 Ahrens-Fox was used to extinguish a roaring fire in a Volkswagen while returning from a meet at Detroit, Michigan. this was along I-69 south of Fort Wayne. One can imagine the looks and comments we received from the local fire department when they arrived on the scene with nothing left to do but make the written report. Their feelings were shared by the state trooper who also arrived on the scene after the action had subsided. This same Ahrens-Fox has a concealed trailer hitch and has been used to haul a trailer load of hay back from the farm for Dawn's horses, pull a car trailer with a Marmon Sixteen aboard, and used to pull modern iron home that broke down out on the road. Ruth even drove it to work when the modern cars were tied up or broken down. Son Walter also drove it to high school band practice. During time of drought it, and the 1920 Stutz fire engine, have been used to transport water from a hydrant to fill the horse's water tank.

Custom units take up about 24 feet of storage in length and 8 feet in width. Most will pass under an eight foot door but a standard seven foot door is borderline.

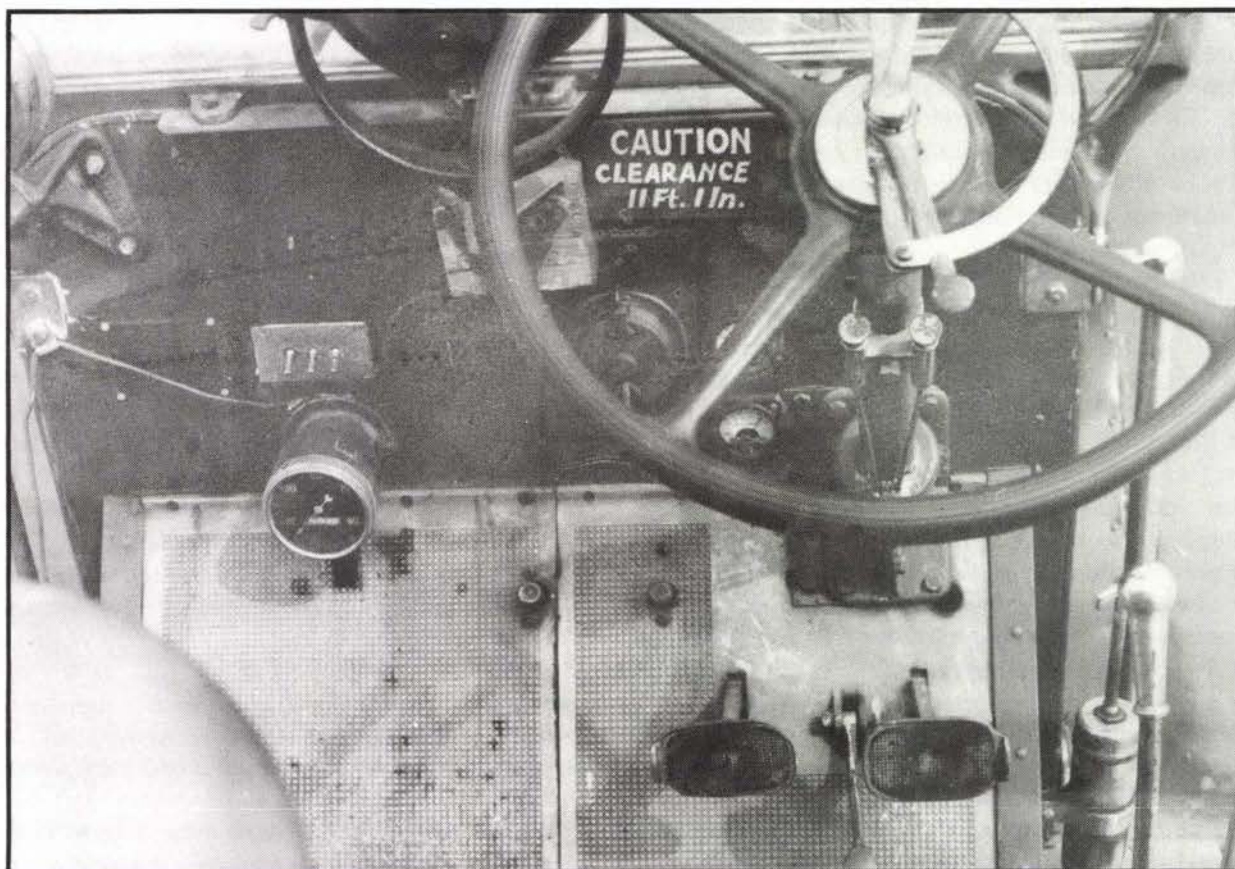
Commercial units are shorter, around 21 feet in length. Aerials average 38 feet in length.

It is always dangerous to generalize but it would appear that the folks who collect fire apparatus are younger than most Classic collectors. Many are either volunteer or professional firemen and a number of rigs are owned by fire departments that kept the old rig for a parade piece when replacement was in order. As with the Classics, participation is a family affair and wives, sons, and daughters are often seen chauffeuring and even driving the rear-end of tiller-steered aerial trucks.

Spare parts and historical data are aggressively searched out and many owners have been able to obtain the original departmental bid sheets and other data.



The writer's 1920 Stutz Model "B" #666 Firetruck Pumper is equipped with the Wisconsin 4 cyl. T-head engine rated at 52.9 S.A.E. h.p. (95 brake) and capable of pumping up to 600 g.p.m. Top view shows a close-up of intake side of engine. The cylinders are cast in pairs with 5-3/4" bore by 7" stroke. Note length of exposed valve springs. The lower photo shows driver's compartment and controls. Note typical Stutz location of gas pedal between clutch and brake pedals.



Under the hood is where fire apparatus really shine. In addition to the Classic Auburn and Pierce-Arrow power plants, there were others. General of Detroit built fire apparatus using both Packard Super Eight and V-12 motors. Jerry Jones's General pumper has a Packard V-12 still painted Packard green. When the motor needed rebuilding the Ludington, Michigan Fire Department sent it back to the Packard factory in Detroit for the work to be accomplished. Although Jerry's doesn't, some of the Generals came out with 1935-1937 Packard bodies from the seat forward. They had a convertible sedan windshield, Packard dash instruments and a unit now in California even sported a cormorant ornament.

In addition to the "small" Classic eights and twelves, American LaFrance and Seagrave also offered V-12 motors entirely of their own design sporting between 900 to 1,000 cubic inches. American LaFrance literature describes a V-16 version of this large twelve although the writer has never seen one.

Dual ignition was almost a standard item. Some motors had two distributors and others had the combination of a distributor and a magneto. These motors would run better when both ignition systems were used together.

Other Classic ties include Lincoln motors used in the early 1920's era as well as a few Marmon Sixteen powered units built by Keenan Hanley in Prospect, Ohio. The Classic McFarland used as one of its motors a Maxim fire apparatus motor. Connersville, Indiana had several McFarland powered units.

Many manufacturers offered less exciting commercial motors as power options. These included heavy duty Hercules, Continental, Waukesha, and Buda. The early Stutz used a Wisconsin T-head motor identical to the Stutz car but smaller in size.

Speaking of motors, the first diesel fire engine was a Stutz with a Cummins motor, a 1937 year model. Fire departments were reluctant to have a diesel powered unit and it took Stutz 2 years to find a purchaser for this unit.

This was originally purchased by Columbus, Indiana. It has been retained by the Columbus Fire Department and restored to original condition. The world's first aerial with a diesel motor may have been the writer's 1946 Seagrave which had it's original Pierce-Arrow designed power plant replaced by the six cylinder turbo.charged diesel.

The early fire apparatus motors were chiefly of T-head design with cylinders cast in pairs or single units. Improvements included changing to dual exhaust valves in later T-head designs. The T-head motors went out of vogue in the early 1930's and were replaced by the previous mentioned commercial motors. The Classic eights and twelves were offered around 1937 with the eights being dropped after World War II because they no longer were capable of the needed increase in power which the twelves made possible.

The Auburn and Pierce-Arrow twelves probably had the longest production life. They far exceed the Model T Ford and the Silver Ghost Rolls-Royce.

One could do worse than having as your next vehicle a Classic powered fire truck. The Pierce-Arrow Society recognized Seagrave apparatus to the extent of listing them in a directory but does not have a judging class for them. The writer has never heard or read any comments from the Auburn-Cord-Duesenberg Club relating to Auburn powered fire apparatus although they do seem to accept replica cars in a somewhat reserved attitude.

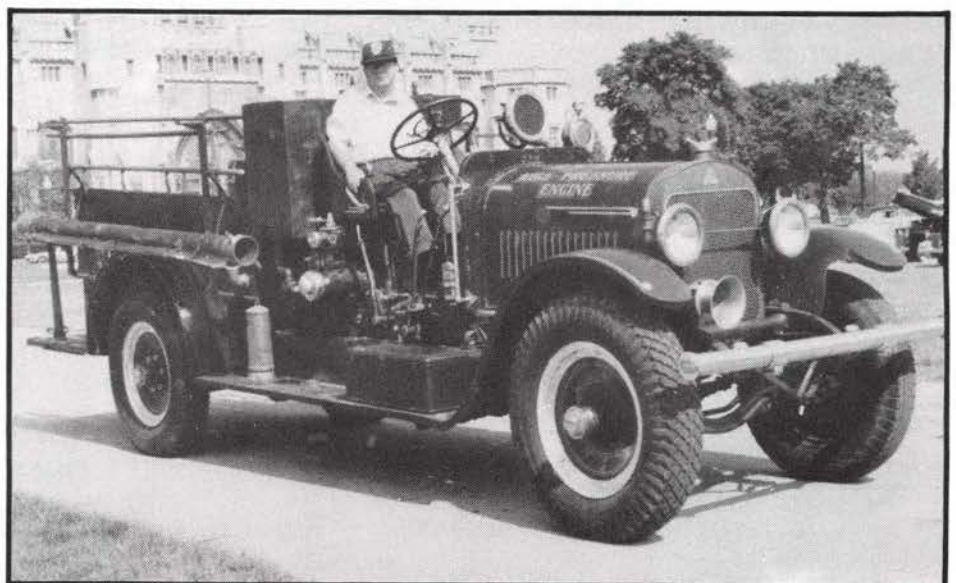
A final thought, Harry C. Stutz was forced out of the automobile company bearing his name in the early years of the company so there is probably more "Stutz" in the fire engine company and the H.C.S. car that he built than in the Classic era Stutz cars.



Member Jim Dougherty enjoys driving his 1920 Stutz Firetruck. The big throaty 727 cubic inch (can that be?) engine is a delight to hear run and I'm sure great fun to put your foot into.

Jim has some great iron and most of it is big.

(Ed.)



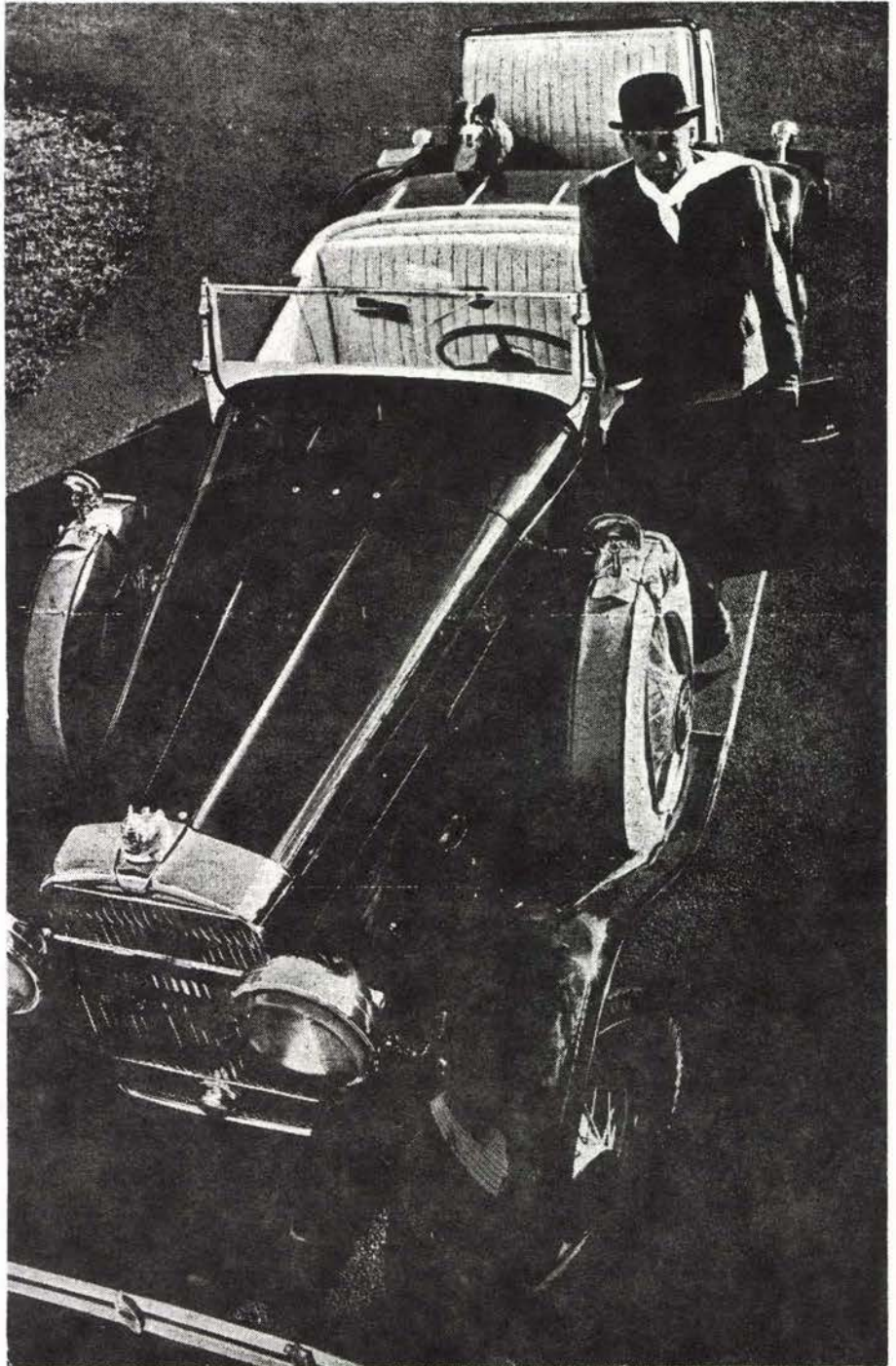
We are indebted to Member Tom Cox of Richmond, VA for the ad reprinted here from the February 15, 1960 issue of Time.

Tom stated and I quote, "Every issue seems to have a 'Where Is This Car Now' article. It may be common knowledge to some but I have wondered about the car in this 1960 Quaker State ad. Perhaps it will stir up some more old history."

Your editor feels this Stutz should still be around as the illustration shows the car to be in good condition. If this Stutz was a Custom Class prize winner in the CCCA, it should be well preserved. No James G. Groendyk is listed in either the CCCA or RROC directory in New Jersey.

If you own this Stutz or know where it is today, please tell the editor. Also if anyone knows the whereabouts of James G. Groendyk, please inform.

We will share your inputs with the membership in the next issue of *Stutz News*. (Ed.)



James G. Groendyk, of Upper Saddle River, New Jersey, shown with one of his six classic cars, is a long-time Quaker State customer. The immaculate Stutz in the picture is a Custom Class prize winner.

"My classic 1930 Stutz Roadster stays young with Quaker State and so does my new car!" Whatever *your* car, old or new, big or compact, it needs Quaker State, the finest motor oil your money can buy! Refined from 100% Pure Pennsylvania Grade Crude Oil for complete protection, long-lasting lubrication. Available most everywhere. Always ask for it by name.



Member Penna. Grade Crude Oil Assn.

For the name of your nearest dealer, call Western Union by number and ask for Operator 25.

QUAKER STATE OIL REFINING CORPORATION, OIL CITY, PA.

TIME, FEBRUARY 15, 1960

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## EDITORIAL COMMENTS

The "Club Special Silent Auction" was concluded on October 31, 1992 as advertised on pages 11 and 12 of the July-Sept. 1992 issue of *Stutz News*. You may recall that Mr. A.J. (Tony) Koveleski donated a full 18" x 28" color reproduction of an original painting by Peter Helck which was destroyed by a tragic fire in 1968. The original painting featured the Koveleski 1914 Bearcat being chased at the Helck home in Boston Corners, NY by the famous 1906 Locomobile still owned by Peter Helck's son, Jerry. Tony requested that the proceeds from the Silent Auction should go to the Stutz Book Fund. It is unfortunate that neither of the pictures shown on pages 11 and 12 captured the essences of this beautiful painting done in brilliant fall colors but it would have cost an additional \$350.00 to present the item in color. Those who attended the Fifth Grand Stutz were able to appreciate the quality of the work first hand, thereby facilitating their bidding.



The Club wishes to thank Mrs. Ernest J. Toth, Sr. for handling the auction bids, for notifying the winner and processing the payment.

Mr. James A. Conant (#21) of Fairview Park, OH was the highest bidder at \$1,100.00 and we acknowledge on behalf of the Club, his generous contribution to the Stutz Book Fund. Jim and Dorothy are fond of early cars and are the proud owners of a 1914 Bearcat, Serial No. 2250, previously owned by Hemp Oliver. That Bearcat was also featured in another delightful Peter Helck painting showing Hemp racing a train in the rain. Fortunately, that wonderful painting still graces a wall at the Oliver home.

Your editor is very pleased to report success in obtaining some 85 photo screens of photographs which existed in the estate of Mrs. Emma Belle Stutz Horn, the daughter of Harry Clayton Stutz, who passed away on March 30, 1992 at the age of 90. (See page 9 of the Apr.-June 1992 issue of *Stutz News* for more details.) Also, another dozen or so screens were made from photos in the possession of Robert A. Meyer, a friend of Mrs. Horn and her son, William, as well as Christine Stutz, the wife of Harry's first cousin, Charles Elsworth Stutz. Mr. Meyer was most helpful in identifying photos of William and Christine, whom the editor never met and would not have recognized.

The lawyer handling Emma Belle's estate remembered my request at Mrs. Horn's funeral service and made it possible for Robert Meyer and me to review and select photos for reproduction. The editor was permitted to bring two old albums home for further scrutiny. Many hours were then spent deciding on which photos were relative to the Stutz family and of adequate quality to have screened for printing. The editor thought it best to have the photos professionally screened at 85 lines per inch rather than to have reproductions made. This was somewhat expensive, costing \$327.00 but we were able to adjust sizes in the process and are now ready to print as needed.

As many members realize, only a few photos of Harry Stutz and the family are to be found in the literature. One article, "A Peak at Harry Stutz," by Wallace T. Miller, *Horseless Carriage Gazette*/July-August 1970 contains a few family photos on loan from the grand nephew of Mr. H.C.S. by the name of Edison A. Brubaker of San Diego. We have tried unsuccessfully to date to make contact with Mr. Brubaker, whose grandfather was married to Harry's sister, Frances Almeda Stutz.

These Stutz family photos will provide considerable substance to the Stutz Book and for many articles yet to be written and shared in future issues of *Stutz News*.

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WILLIAM S. HIRSCH  
396 LITTLETON AVE., NEWARK, NJ 07103

### HOW TRUE ARE YOUR TIRES TO YOU?

HOW MANY TIMES HAVE WE TAKEN THE PAINS TO DO A WONDERFUL RESTORATION ONLY TO TAKE OUR FAVORITE CAR OUT ON THE ROAD FOR A DRIVE AND HAVE IT START TO "SHAKE", "CHATTER" AND ALMOST CAUSE US TO LOSE CONTROL? SOUND FAMILIAR? AND WHAT DO WE DO? WE CHECK THE DRAG LINK, TIE RODS, STEERING BOX, KING PINS, AND WHATEVER ELSE IS IN THAT FRONT END THAT COULD HAVE SOME EFFECT.

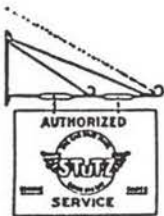
HAVE YOU EVER THOUGHT THAT IT COULD BE THE TIRES? NOT JUST THE FRONTS, BUT ALL OF THEM? THE VERY BEAUTIFUL TIRES THAT WE ARE FORTUNATE ENOUGH TO BE ABLE TO BUY ARE NOT ALWAYS "ROUND". HOW COULD THEY BE! MOST OF THEM ARE MADE NOT ONLY BY MACHINE, BUT BY HAND. THE TIRES LOOK ROUND, BUT LOOKS ARE DECEIVING. AND FRIENDS, THE MOST EXPENSIVE AND THE LEAST EXPENSIVE, THE BEST AND THE WORST OF THEM CAN EASILY BE CORRECTED TO GIVE YOU THE RIDE YOU ARE LOOKING FOR, AND WITHOUT HAVING TO TAKE A MORTGAGE OUT ON YOUR HOUSE.

SOME YEARS AGO, WHEN I OWNED A 1948 PACKARD CUSTOM THAT I SHIPPED TO EUROPE TO KEEP THERE FOR THE ANNUAL NORDIC PACKARD MEETS I ROAD TESTED THE CAR AT TURNPIKE SPEEDS JUST TO SEE HOW THE CAR WOULD PERFORM ON FAST EUROPEAN ROADS. AS YOU WOULD EXPECT, AT 40 MPH, IT BEGAN TO SHAKE ALL OVER THE ROAD, ALMOST CAUSING ME TO LOSE CONTROL. I MENTIONED IT TO AN OLD TIME RACE CAR DRIVER IN THE NEIGHBORHOOD AND HE TOLD ME TO HAVE THE TIRES "RACING TRUED AND BALANCED" I MUST CONFESS THAT I DID NOT UNDERSTAND WHAT HE WAS TRYING TO TELL ME. IT APPEARS THAT ALMOST IN MY BACKYARD, IN NEW JERSEY, WAS AN OLD TIME GARAGE THAT HAD A TIRE TRUING MACHINE. I MADE ARRANGEMENTS TO BRING MY WHEELS OVER TO THAT GARAGE WITH THE TIRES MOUNTED ON THEM. THEY ONLY KEPT THE WHEELS A DAY AND NEXT DAY, WE PICKED THEM UP, INSTALLED THEM ON THE CAR AND TOOK THE SAME 48 PACKARD OUT ON THE TURNPIKE AGAIN FOR A TEST. I TOOK THE CAR UP TO 95 MPH AND THERE WAS ABSOLUTELY NO VIBRATION OF ANY KIND. I COULD HARDLY BELIEVE THEY WERE THE SAME TIRES.

MORE RECENTLY, I HAD A VERY SIMILAR EXPERIENCE WITH MY 34 PACKARD V-12, WHICH IS A RATHER LARGE, HEAVY CAR. ONCE UP TO 35 MPH, IT STARTED TO SHAKE ALL OVER. I CALLED THAT SAME GARAGE AGAIN ONLY TO FIND THAT THEY WERE OUT OF BUSINESS AND THE MACHINE THAT ONCE DID THE WORK, WAS NO LONGER THERE. I MENTIONED IT TO A LOCAL RESTORATION SHOP OWNER, BOB TURNQUIST FROM HIBERNIA AUTO RESTORATION CO. BOB WAS INTERESTED IN MY STORY AND IT ALSO INTERESTED ONE OF HIS MANAGERS WHO YEARS AGO, WAS HIMSELF, A RACE CAR DRIVER. THEIR INTEREST GREW IN THE MACHINE THAT COULD TRUE AND BALANCE TIRES AND AFTER SEVERAL MONTHS OF CONSIDERATION, THEY BOUGHT A SET OF NEW MACHINES THAT TRUES AND BALANCES THE TIRE. THE TRUING IS A WAY OF SHAVING THE TREAD OF THE TIRE SO THAT IT BECOMES UNIFORMLY ROUND. BEFORE DOING THIS HOWEVER, THEY PUT THE WHEEL WITH TIRE INTO A WARMING MACHINE WHICH CONDITIONS THE TIRE FOR THE SHAVING PROCESS. AFTER THE TIRE IS PERFECTLY ROUND AND TRUE, THEY BALANCE IT USING THE PROPER TYPE WEIGHTS FOR OUR OLDER WHEELS. IT APPEARS THAT THIS TYPE OF TIRE TRUING AND BALANCING, WAS KNOWN AS "RACING BALANCING."

I TOOK MY 34 PACKARD WHEELS WITH TIRES OVER TO BOB AND WAS ABLE TO GET THEM BACK THE SAME DAY. THEY WERE IMMEDIATELY INSTALLED ON THE CAR AND THE CAR TAKEN OUT FOR A TRIAL RUN AGAIN. THIS TIME I WENT UP TO 70 MPH WITH IT AND THERE WAS NOT EVEN THE HINT OF ANY VIBRATION.

I HIGHLY RECOMMEND THIS PROCEDURE FOR ANY COLLECTOR CAR THAT WILL BE TAKEN ON THE ROAD. THE COST IS INEXPENSIVE BUT THE RESULTS ARE INCREDIBLE. IF YOU ARE UNABLE TO FIND A SHOP IN YOUR AREA TO DO THIS PROCEDURE, CONTACT BOB TURNQUIST OR BOB ROWE OF HIBERNIA AUTO RESTORATIONS, MAPLE TERR, HIBERNIA, NJ 07842. 201 627-1882. I'M SURE THEY WILL BE ABLE TO HELP YOU OUT .



## CLASSIFIED

LET'S PUT STUTZ ON THE ROAD!



° Elliott E. Atkins, 1415 Briarwood Way, Stockton, CA  
(Home: 209/473-4333) has for sale:

- 1913-1920 electric taillight
- 1915 era hubcap
- 1916-1923 era gas tank
- 1920-1924 era headlights
- 1920's dash air pump
- 1920's (early) 23" Houk wire wheels
- 1923-1925 Special 6-cylinder STUTZ script headlight lenses
- 1926-1929 era Waltham clock
- 1927-1928 era 20" Buffalo wire wheels, etc.
- 1930's Pair Ryan-Lite headlights
- 1930-1934 era 18" wire wheels
- DV-32 hubcaps

Wanted: Stromberg Model OU-3 carburetor used on the 4-cyl. Model KLDH engine in 1923.

° Lyndon D. Dickenson, "Cypress Grove" Granton Tasmania, 7030 Australia  
(Tel. 002-637357) has for sale:

- 1926-27 headlights, complete with original lenses, jewels and badges. Excellent condition \$750.00 U.S.
- 1926-28 Radiator shell, has been replated and is perfect. No pits \$1,150.00 U.S.
- 1928?? Two (2) interior rear quarter lamps with lenses \$150.00 U.S. pair
- Robe rail, missing one end. \$85.00 U.S.
- New gears for Detroit 4-speed transmission, emergency low sliding gear, countershaft second speed gear, second and reverse sliding gear. These gears have been recently reproduced and are of the highest quality. \$800.00 U.S. per set (only two sets available)

° C.R. (Ced) Pearce, P.O. Box 565, Bedfordview, 2008 South Africa  
(Fax: 27-11-614 4016) needs:

- Zenith carburetor Model 105D for 1929 M Series. I urgently need a complete unit, or an incomplete one, or only the barrel (part A564) to replace the barrel on mine which has been destroyed by using (inadvertently) alcohol-based fuel. Please help -- I can't use my Stutz! I will pay in U.S. funds.

° Bernard J. Weis (Editor, Pierce Arrow Society), 135 Edgerton Street, Rochester, NY has for sale (from a former PAS member):

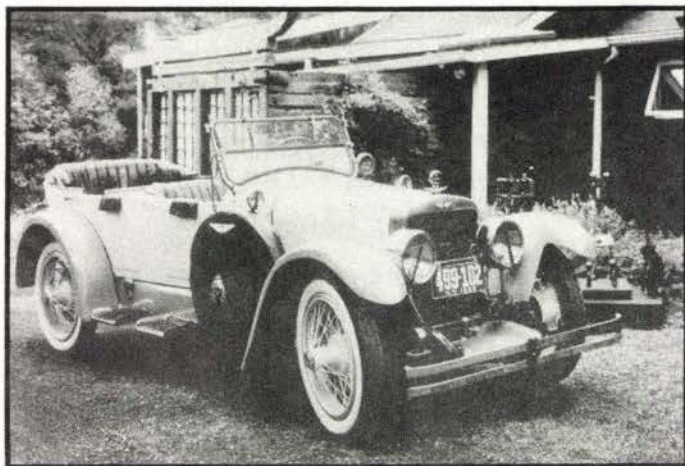
- Stutz Series AA-BB Parts Price Book (April 1928), 96 pages, 8½x11, 36 pages of which are mechanical illustrations, excellent condition, with only minor discoloration.

- Stutz Series BB Information Book (reissued Oct. 1928), 70 pages (two copies)
- Stutz Series M Information Book (April 1, 1930), 8 pages, plus DV-32 supplement
- Blackhawk Series L Information Book (Jan. 1, 1929), 96 pages

The above three owner's manuals are 6" x 9" and near mint (covers have slight "shelf storage" markings).

The price on each item is \$70.00, postage included.

- o Ben Timmons, 310 Juniper, Santa Ana, CA (Tel. 714/556-0108) has for sale:



- 1922 H.C.S. Touring. Car was restored by member Prof. Jolyon Hofsted of Shady, New York. Runs good and is very complete. (Needs top upholstered.) I will send photos on request and am anxious to sell. I will consider partial trades and offers. Price at \$25K.

- o John G. McAnlis, M.D., 542 Broad Street, Wadsworth, OH 44281 (Home: 216/336-4511) has for sale:

- 1921 H.C.S. Touring, Serial No. S-3-954 in excellent running condition (see photos on page 16 of the July-Sept. 1992 issue of *Stutz News*). Asking \$35,000.00

- o Paul Freehill, 522 Southview Ave., Fort Wayne, IN 46806 (Home: 219/749-0297, Bus.: 219/745-5168) has for sale:

- 1917 Stutz Touring Car, nice older restoration
- 1925 Stutz Fire Truck engine, 6 cyl. S.O.H.C., 800 c.i.d.
- 1928 Stutz BB radiator and shell

Wanted:

- DV-32 engine
- 4-speed transmission for 1930 Stutz

Services:

- Due to a cancellation, we have an opening in early 1993 for restoration of your Stutz or other fine automobile.

- o John R. Maryott, 1555 Cambridge, San Marino, CA (Tel. 818/796-7920) has for sale:

- 1921 Stutz H.C.S. Special. Solid original car. Runs good. Needs work. \$20,000.00 O.B.O.