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The Stutz Club, Inc.
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Bill Greer, Editor

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TO:



COMING EVENTS

The Splendid Stutz

9th Grand Stutz

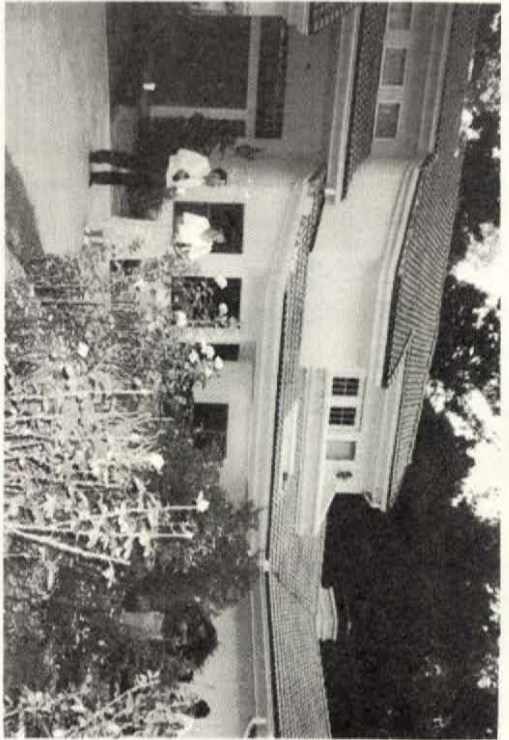
Ray Katzell, VP Publications, continues to report that the Stutz book being published by Turning Point Press, Baltimore, MD should make Santa's Pack. We hope this issue does, too!

Richard Orr, VP Membership, reports that a committee is working on plans for the 1996 Grand Stutz (see his membership report herein). California, here we come!

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The Postier home in Kennesaw, Georgia. Max Triplet and Jan Vaughan enjoy the rose garden at left while Annabelle visits with Mr. and Mrs. John Wright on the right. Later, Hurricane "Opal" shattered many of the old oak trees and uprooted over half of the rose bushes.



(L to R) Ray Katzell, Kitty Katzell and Bonnie Wells relax fulfilled in the living room after dinner.



Annabelle's buffet dinner was outstanding with a variety of homemade delicious dishes. Notice how full the plates are being filled. Most of us went back for more.



(L to R) Lionel Stutz, Bill Greer, Dale Wells and guest Don Peterson swap tales. Note the beautiful furniture and art the Postiers acquired during their years in the Far East.

Eighth Grand Stutz, Kennesaw, Georgia

September 15 to 17, 1995



Chic and Annabelle Postier hosted the Eighth Grand Stutz and treated us to a grand dinner at their home on Friday evening, September 15th. (see photos by Carolyn Greer on page 2).

Annabelle is an excellent cook. She enjoyed preparing the entire dinner except for the deserts which were brought by members living locally. Lionel H. Stutz of nearby Canton contributed the delicious Stutz cake in red, white, blue and gold.

Minutes of 8th Grand Stutz, held September 16, 1995, Kennesaw Ga.

by Tom Cox, Secretary

President Dale Wells called the Business Meeting to order following dinner at the Marietta Country Club.

Ray Katzell reported that the book "The Splendid Stutz" will be published in November by Turning Point Press, previously known as Stoney Run Press, in Baltimore, MD. A flyer and order blank had already been sent to members. The club will receive about \$6 for each copy sold. The book should correct many errors which had been made in previous writings.

Bill Greer reported that Joe Folladori, Treasurer, has sold all of his cars and is moving to Florida. The Stutz Club treasury currently has a balance of \$23,712.80 on August 31, 1995.

Bill Greer also reported for Dick Orr, VP Membership, who was unable to attend. A total of 425 have joined the club since its founding in 1988 but the number of active members remains around 300 due to deaths and resignations over the years. We have had success in attracting new members but have been unsuccessful in keeping members in our roster.

The Peter Helk Trophy (given by Tony Koveleski) was awarded to Kieth Marvin in recognition of his many articles in the Stutz News and "The Splendid Stutz" book.

President Wells awarded trophies (plaques featuring a Bearcat) to Chic Postier and Lionel Stutz for bringing Stutz cars. A trophy was also awarded to Wayne Saunders for coming the longest distance to the meet.

Founding Life member Bill Ruger sent a .22 inch caliber "Bearcat" pistol to be raffled for the club. It was won by Max Triplett. This gun was specially engraved for this 8th Grand Stutz. Many coffee mugs and pins were given to members from the Cobb County Convention & Visitors Bureau.

Next years meet is being planned for California, but no date or location was decided. We await more input from the officers and the California committee. Max Triplett suggested that the 1997 meet be held in San Antonio. Bill Greer is investigating the possibility of holding the 10th Grand Stutz at the Stutz plant in Indianapolis in 1997.

Kitty Katzell offered for re-consideration the idea of having our Grand Stutz meeting on alternative years at Hershey, and the other years at various locations. No decision was made.

Those in attendance at the 8th Grand Stutz:

Arnie & Catherine Postier, the hosts; Tom & Madelyn Cox; Wayne & Mary Saunders; Mr. & Mrs. Gene S. Cofer; Dale & Bonnie Wells; John C. Lory & guest Trent Busch; Michael & Janice Vaughan and their children Eric and Carla; Mr. & Mrs. Glenn N. Wright and guests; Mr. & Mrs. John Wright; Ray & Kitty Katzell; John & Susan Kirkman; Lionel Stutz; Max Triplett; Bill & Carolyn Greer; Wyatt A. Peterson and Donald R. Peterson.

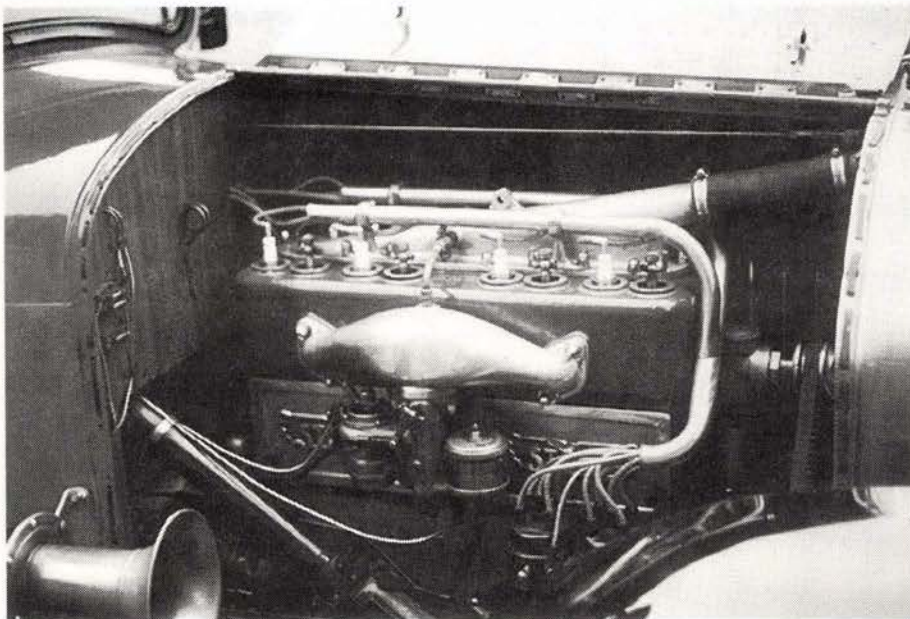
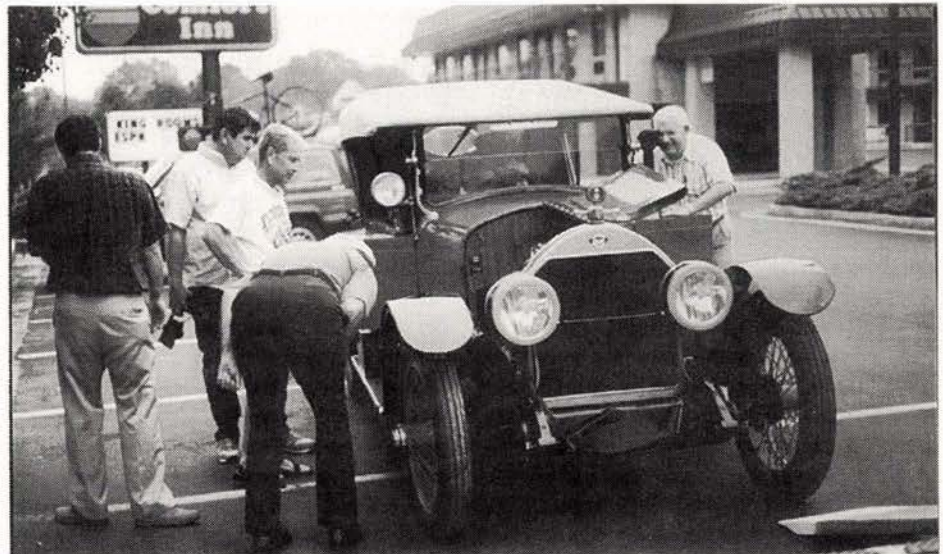
The pre-dinner reception was held on Friday evening, September 15 in the wonderful Postier garage. Chic has loads of projects in store.





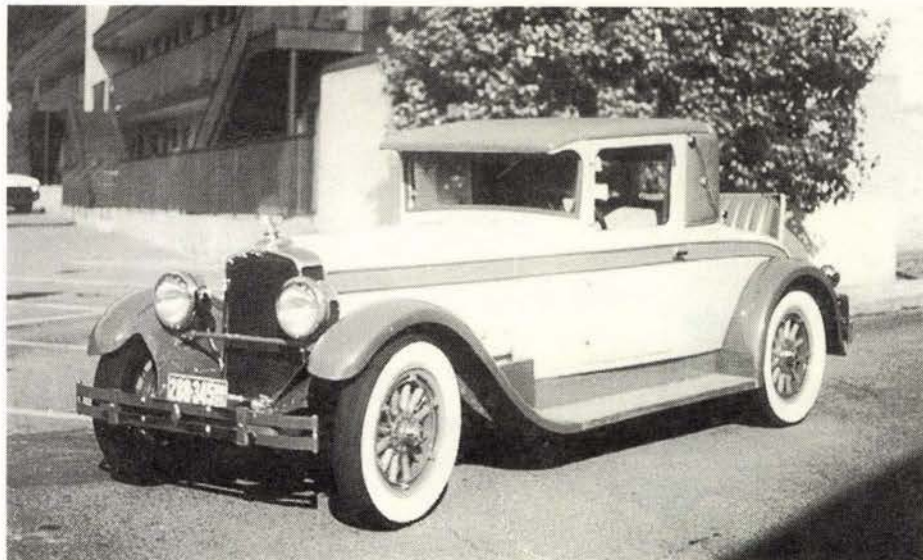
Getting ready to tour - (L to R) Wayne Saunders waves the Stutz Banner which host Chic Postier had produced for the meet. Next is your editor, Chic Postier holding the Stars and Stripes, Lionel Stutz and Max Triplett.

New member Gene S. Cofer gave his 1919 Stutz Series G Bulldog some exercise at the Comfort Inn, our headquarters motel. (L to R) John Wright, Trent Busch (guest), John Lory, the editor's rear, Gene Cofer driving and Glenn Wright to the right of the Stutz.

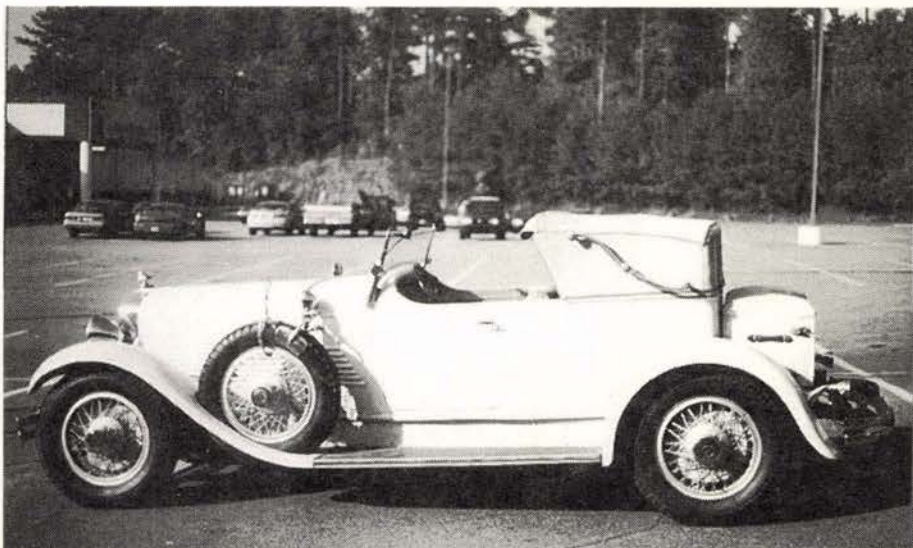


This is the great 80 HP Stutz engine which powers the 1919 Bulldog. With the cut-out open it produces a throaty, powerful exhaust tune that's music to the ear. Fun to drive, too. Ed.

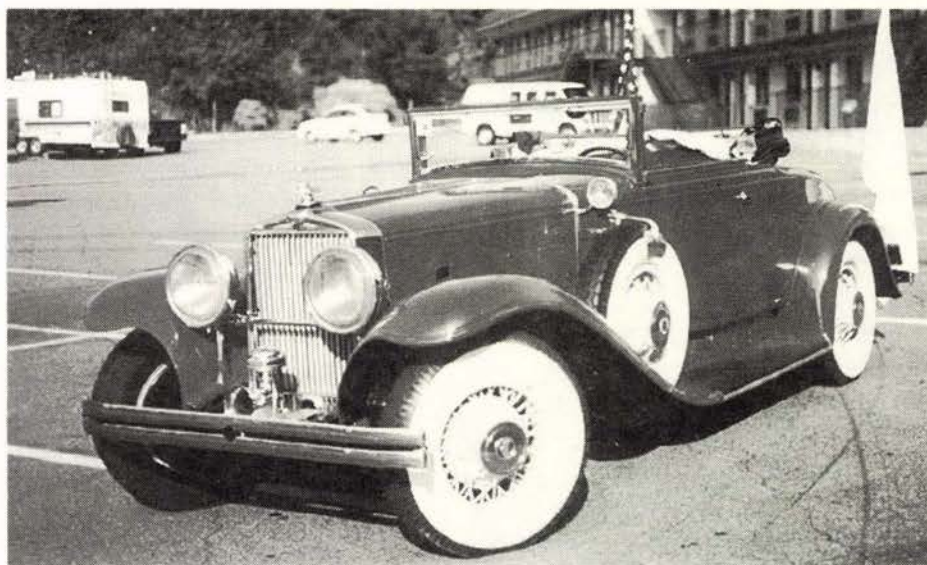
Lionel H. Stutz drove his 1926 Stutz AA Coupe to the meet from his home in Canton, Georgia. Lionel led us to the "Big Shany" museum on Friday, September 16th.



Arnie C. "Chic" and Catherine "Annabelle" Postier own this 1929 Stutz M Cabriolet. This Stutz was previously owned for many years by ex-member Al J. McCarthy of Hampstead, NC who died November 24, 1993.



This rare 1932 Stutz DV 32 convertible is also owned by the Postiers of Kennesaw, Georgia.





An authentic cotton gin was renovated to house "The General," the famous Civil War engine. This steam engine was stolen at this location in Kennesaw, Georgia during the Andrews Railroad Raid on April 12, 1862 and was the subject of Walt Disney's popular movie, "The Great Locomotive Chase." We enjoyed the informative video of the raid.

This group photo of many of the attendees was taken near the top of Kennesaw Mountain, a National Battlefield Park of 2,884 acres. The Union's William T. Sherman was delayed by confederates under Gen. Joseph E. Johnson for two weeks in this area during June 1864. Sherman failed to take the mountain but by successful outflanking maneuvers went on to take Atlanta on September 2, 1864.

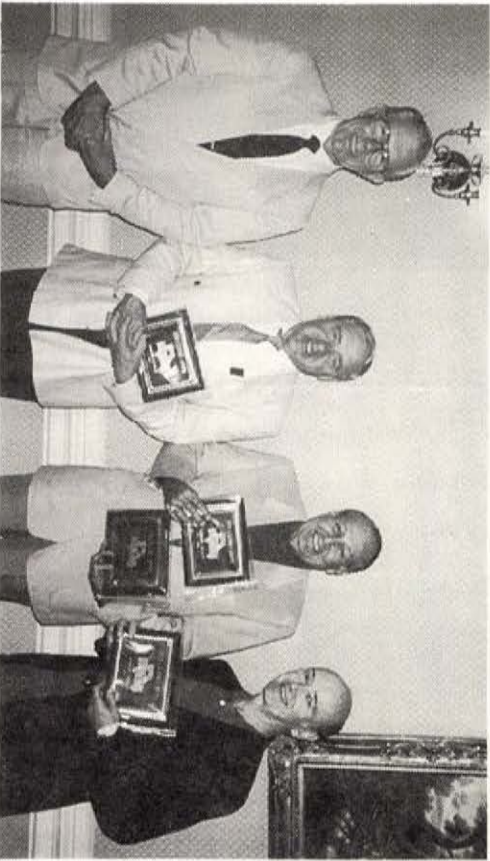




President Dale Wells conducted a short business meeting following the banquet held at the beautiful Marietta Country Club. Our private room with balcony provided an outstanding view of the golf course. The menu was great, too.



Max Triplett of Staples, Texas held the winning ticket in the drawing for the fine Bearcat donated by Founding Life Member William B. Ruger.



(L to R) President Dale Wells presented Club trophies to Wayne Saunders (most miles to attend) of Dorchester, Ontario, Canada, host Chic Postier (for bringing two Stutz) and Lionel Stutz (for bringing his Stutz.)



(L to R) Madelyn and Tom Cox (Club Secretary), Mary and Wayne Saunders with our host Catherine "Annabelle" Postier.

1995 Hershey Get Together

by Bill Greer

I had not originally planned to attend the 1995 Fall AACA Hershey meet. But, when the invitation arrived from the Heritage Plantation of Sandwich to give a lecture there on early October 5, I began to think seriously about attending. Member Jean Garjot of Harrisburg offered me a great room overlooking the Susquehanna River at his home on Front Street which cemented my plans.

The heavy rain on Thursday had produced deep mud but the weather for both Friday and Saturday was ideal although boots, gaiters, over-shoes (galoshes) were in great demand. The mud slowed down our buying and saved us some bucks.

By the time I arrived at Steve Dean's space GAM83 being operated by the Toths around 3:30 p.m. on Friday, October 6 the tent was bustling with members. I had a folder of stuff to hand over to Ray Katzell for the Stutz book project. Dale called the meeting to order shortly after Ray and I finished so there was inadequate time to visit with many of the members. This was one of the best Stutz turnouts I can remember and the missed opportunity to visit was a disappointment.

Members who attended our meeting or were known to be at Hershey: Gus & Ruth Ludwig; Kenneth R. Jones; George Holman; Ernie & Ruth

Toth Sr.; William M. Gehring and James; Norman C. Barrs (England); Graham Barrs (England); Mike Holt (Scotland); Dale Wells & Bonnie; Phil Reed; Bruce Massman; Ernie Toth Jr.; Norman L. Roberts; Wayne Saunders (Canada); Ced Pearce (South Africa); Stan Stanizewski; Skip Ritner (non member); Bill Greer; Ray Katzell; Mason Maynard; Norman Miller; Cathy & Ron Ruffle; Tom & Madelyn Cox; Jean Garjot; Dag Oppegaard (Norway); Robert W. Valpey; Paul Freehill; Charles Panneciery (France); Ruben & Eileen Roges (Argentina); Glenn & John Wright; Gerald J. Lettieri; William & Alice Lassiter; Bruce Massman & wife; Keith Marvin; Beverly Rae Kimes and John Guyatt (England).



Here's Jean Garjot with the 1923 Stutz Series 690 Touring which we finally located on Saturday. The original "Special Six" was advertised on page 30 of the last issue.



Gus Ludwig (king TUT) entered his 1928 Stutz Black Hawk 2 passenger Boattail/Speedster in the big show on Saturday where it attracted loads of attention.



Most of the members had moved on by the time I remembered to get out the camera. My apology for not gathering a shot of the whole Stutz bunch.

Ryan Takes Stutz in a Corner on Wall Street - Part II

by William J. Greer

As you may recall from Part I, Allan A. Ryan had effectively cornered the market on Stutz by late March 1920. Some of the speculators who had been selling short were leading members of the New York Stock Exchange and were, therefore, quite upset.

On March 31, 1920 - in the morning, Ryan was summoned to appear before the NYSE Business Conduct Committee to explain the gyrations of Stutz. At this meeting Ryan explained that the scarcity of Stutz stock was apparently brought about by the fact that he and his family now owned it all. He would, he said, sell them the shares they needed to fulfill their contracts at \$750/share. (This was nearly twice the price of the latest trade of \$391. Ed.)

In the afternoon of March 31, the Business Conduct Committee, now buttressed by the Law Committee, had Ryan on the carpet again, as if he were the one in trouble. This time the Exchange men seized the offensive by suggesting they were considering striking Stutz from the trading list. Ryan knowing such a move would be a grave blow, boldly replied that if such action were taken the price would be \$1,000 not \$750 per share. By days end the NYSE Board of Governors announced that it had decided by unanimous vote to suspend forthwith all dealings in Stutz stock for an indefinite period. The Stutz affair became a chief topic on Wall Street.

Thus deprived of a ready market for his stock, and with his huge borrowings hanging over his head. Ryan was indeed in trouble. But he still had his corner. The stock he had lent had to be produced on demand, and the short sellers were required to find it, somehow or other, whenever he might call for it. Furthermore, the Stutz Motor Car Company, of which he was now virtually the sole owner was still profitably turning out Bearcats and other models that knew no master on the road.

The talk of Wall Street centered on the identity of the short sellers as a matter about which the public knew nothing. Some suggested with-

out evidence that Ryan's own father, Thomas Fortune was among those seeking his ruin; others said the villain was Schwab, but this conjecture was disposed of a few days later when Ryan was uneventfully reelected to the board of Bethlehem Steel, Schwab's company. Another story was that the whole affair was a result of a trifling \$50,000 bet - a bit of blood sport among the financial titans. Exchange men circulated the wildest story of all, that most of the short sellers were just investors of modest means in outland towns like Kankakee and Peoria.

On April 5th - the Law Committee of the NYSE announced that it considered Ryan's contract void. "The Exchange will not treat failure to deliver Stutz Motor stock, due to the inability of the contracting party to obtain same, as a failure to comply with his contract," the Law Committee declared repudiating in a single sentence the principle on which all Exchange operations are based. It was further stated that if Ryan was unsatisfied he could resort to "action at law."

On April 6th - Ryan sent the Board of Governors an ultimatum which blithely, or perhaps tactfully, ignored the Exchange's action and laid down his terms for settlement; that the NYSE negotiate a price with him on behalf of all short sellers and promptly relist Stutz stock.

On April 9th - A protective committee was formed to represent the short sellers and Charles Evans Hughes was obtained as legal counsel. Charles A. Moore, protective committee chairman, stated, "We contend that the outstanding contracts to deliver stock — are invalid and we are going to fight it out on these lines if it takes all summer."

April 12th - Ryan riposted garbling his military quotation a bit more than Morse had garbled his. By this time, the Stutz affair had become a public entertainment in financial circles; crowds clustered around the news tickers watching for the latest pronouncements by Ryan or his enemies. As the battle unfolded, Ryan was cast in a

reformist and heroic role - a single handed challenge of the integrity of the nation's most powerful institution.

April 13th - Shortly after noon, Ryan called the Secretary of the NYSE and tendered his resignation with a long statement in which he said, "So long as your body is responsible only to itself, and so long as you can make your own rules and regulations — so long as you permit men who have a personal financial interest at stake to take part in your deliberations, your judgments and your decisions — I cannot with self-respect any longer continue as a member." His resignation was also a tactical move in that it freed him from the discipline of Exchange rules and customs. That evening Ryan gave a reporter of the World the names of ten NYSE governors who - he implied, without actually saying it - owned him Stutz stock and were therefore caught short. Among the names he listed were Jacqueline, Lindley, Dominick, and various others some who actually sat on committees involved with the matter.

April 14th - As they recovered from their shock at this flouting of the code, most of the men named denied categorically that they or their firms were short of Stutz, except perhaps on behalf of some of their customers - a qualification that made the denials almost laughable since selling short for customers rather than for themselves in no way reduced their responsibility for their contracts. Much to the chagrin of the NYSE, people outraged by Ryan's revelations began talking about the need for state or federal regulation of the Exchange. The Exchange also trembled from a few lines in the World which declared, without giving the source, that Thomas Fortune Ryan, Allan's father, "admired the indomitable fighting spirit of his son and would back him in his controversy to the limit of his resources."

April 16th - The NYSE showed its nervousness by announcing, "The members of the Board of Governors of the Exchange are firmly convinced that in all actions taken in respect to Stutz Motor stock they have been guided solely by a sense of duty to the best interests of the Exchange and of the public. There is not a word of truth in the statement that the action — was dictated by a desire to benefit the short interests; that the settlement of the contracts was entirely a matter

for negotiation between the parties."

The Exchange had backed down from its previous position that contracts need not be honored. It remained for Ryan to call in the stock he had lent and, if not forthcoming, to buy it in at whatever price he might care to set. Such are the consequences of selling short and getting cornered.

April 20 - The protective committee seemingly capitulated by saying it was ready to accept impartial mediation on a negotiated settlement price. The committee admitted that it represented 56 Stock Exchange firms that were caught short 5,500 shares of Stutz. A mediation committee acceptable to both sides was formed but it soon bogged down in resignations and pussy footing and Ryan grew increasingly restive. At last he announced a final deadline. He intended to buy in all the Stutz stock owed him on the morning of April 24th, 1920 precisely at 10 a.m. "Patiently I have waited many days," he pointed out. The protective committee made frantic efforts to achieve a negotiated settlement but failed.

April 24 - Saturday - a half working day in Wall Street then and which continued well after the end of WWII. Broad Street was mobbed with brokers and finance fans waiting to see Ryan administer the coupe de grace. In a law office nearby the protective committee was at last considering defeat. A broker named Colonel John W. Prentiss who had assumed informal leadership by virtue of well-known reputation for reasonableness, urged the assembled short sellers to come to terms with him in the few minutes remaining before 10 a.m. His counsel prevailed and a motion was passed giving the committee full authority to act for all 56 short sellers. Then, at someone's suggestion, slips of paper were passed around upon which each member scribbled the settlement price he thought appropriate, the resulting figures were averaged, and Prentiss, the chairman, announced that the committee was now ready with its offer. A delegation then proceeded to the office of Allan A. Ryan & Co., at 111 Broadway, arriving there at 9:40 a.m.

"Do you want to see anyone" the receptionist there inquired innocently. The members of the delegation said yes, and were ushered into Ryan's presence. They stated on behalf of all the shorts an offer of \$550 a share for all the shares due him. Ryan without hesitation accepted, and forth-

with canceled his order to buy in the stock. At two minutes before ten, Colonel Prentiss stepped out of Ryan's office and told reporters, "The Stutz matter is settled. The settlement price is \$550 per share."

Everyone seemed happy for the moment. Fans agreed that Ryan had scored a great victory even though he had come down from his earlier prices of \$750 and \$1,000 per share. Ryan's profit on the 5,500 shares was conservatively estimated at more than \$1,500,000.00, and he was still virtually the sole owner of Stutz. He said a few gracious words about Colonel Prentiss's "un-

remitting tact and judgment and consistent courtesy under trying circumstances" and left for Hot Springs, Virginia. The short sellers who had lost whatever Ryan had gained avoided further recriminations. Their representative, Morse, said simply, "The Stutz controversy is ended — We have concluded the matter."

But, this is not the end of the story! We will conclude this fascinating story in Part III. See the next issue of Stutz News.

Rare Stutz Coupe to be restored - Help Needed

The editor was astounded to find a 1924-25? Stutz, Robbins bodied 2 passenger Sedanette advertised in the August 3, 1995 issue of Old Cars, page 45. A quick telephone call confirmed that this was indeed a classic Stutz Series 684 coupe with 120" wheel base equipped with the great Stutz Six engine when the photo below came, we were able to confirm that this Stutz matches the coupe promoted in the New York and Chicago Auto Shows in early 1925. Furthermore, this Stutz Car No. 2820 fits toward the end of Series 693/694 running 2601-2900 (only 300 cars) and the Engine No. 14720 fits late in the related sequence of engine numbers 14315-14772.

The editor was unsuccessful in locating anyone who seemed interested in restoring this Stutz

and even considered purchasing it to make sure it would be saved for posterity. The editor is unaware of any other early Stutz coupe prior to 1926 that has survived. Different coupes were offered in Series E of 1914, in Series K of 1921, and in Series 694 of 1925.

But, while deliberating, the editor received a telephone call from Mr. Clifford E. (Bud) Jacobs (new member No. 426) of Spanaway, WA who had purchased the coupe with plans to restore it. Wonderful!

Mr. Jacobs is looking for some critical parts and has requested technical help. We have sent Bud copies of all the literature the editor could locate on this Stutz. If anyone feels they can be of assistance in this important restoration project, please contact Mr. Jacobs (see Membership Report for address.)



From Truck to Boattail

by Page Wensel

In 1971 I purchased in Connecticut a 1929 Stutz Model M which was originally a four-door sedan. A former owner had altered the body to create a cab and by adding a wood bed and 6 extra leaves in each rear spring converted the car into a pick-up truck.

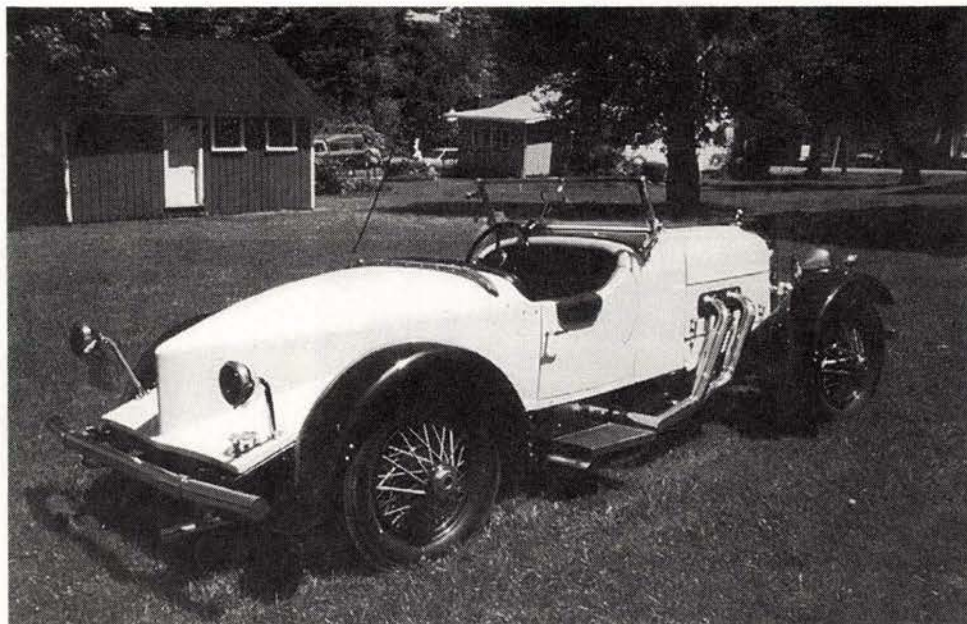
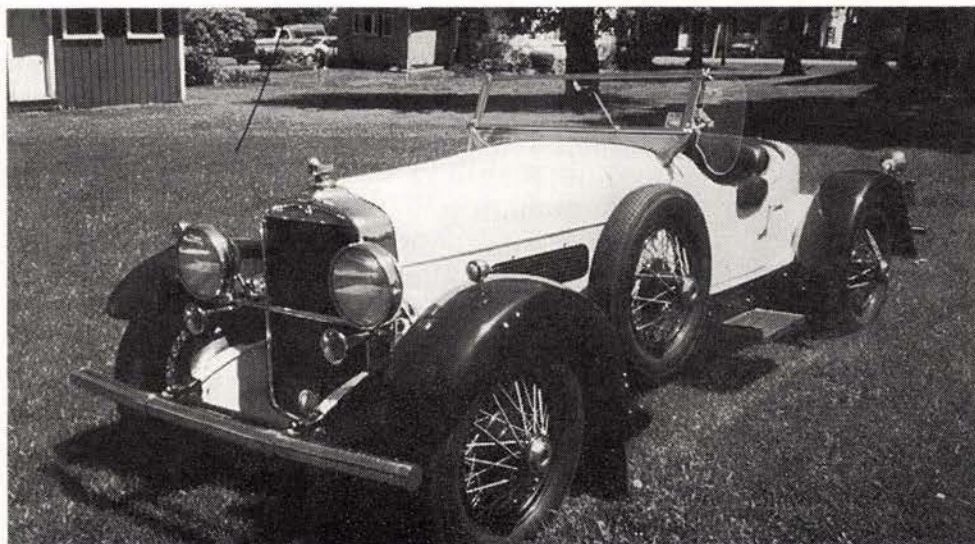
This photo shows the Stutz as it is today. Everything visible except the radiator shell, the windshield, and headlights were hand built in my backyard workshop, including the stainless steel spokes for the wire wheels and the fenders.

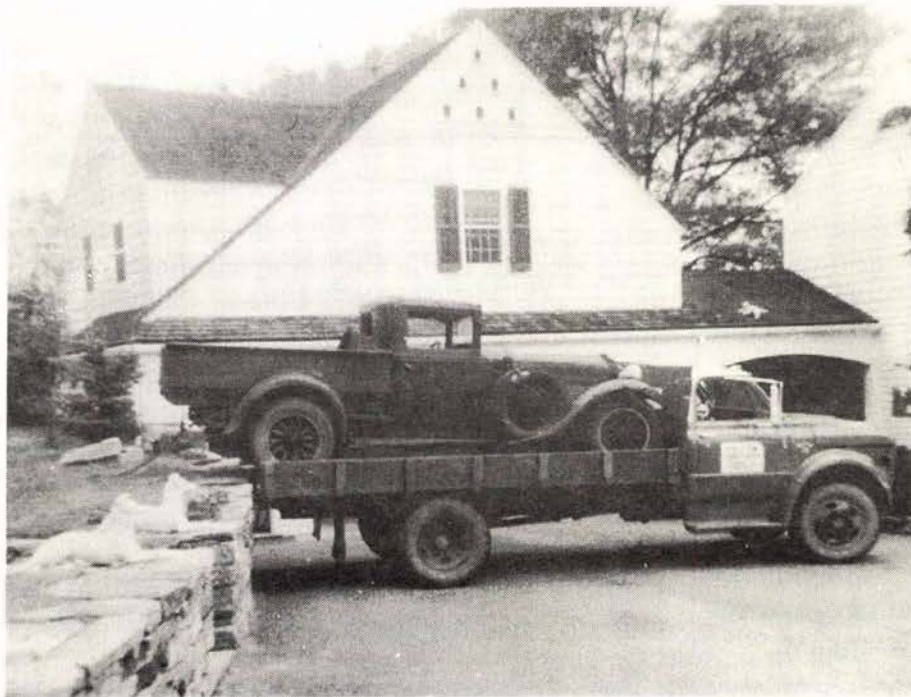
You will note the upper line of the doors is cut lower than the original factory speedster. I patterned them similar to a Le Baron bodied dual cowl Stutz phaeton. Also I eliminated the ledge that runs from the rear

frame kick up to the door in favor of continuing the side of the boattail down to and following the contour of the frame.

The frame was shortened to speedster wheel base specs. The engine was completely re-built beginning with crank-shaft regrind. The brakes were re-built. Top irons were made from 3/4" round stainless steel rod formed to proper contour and mated to mahogany bows.

After the car was restored and running a couple of summers an overdrive unit from a 1954

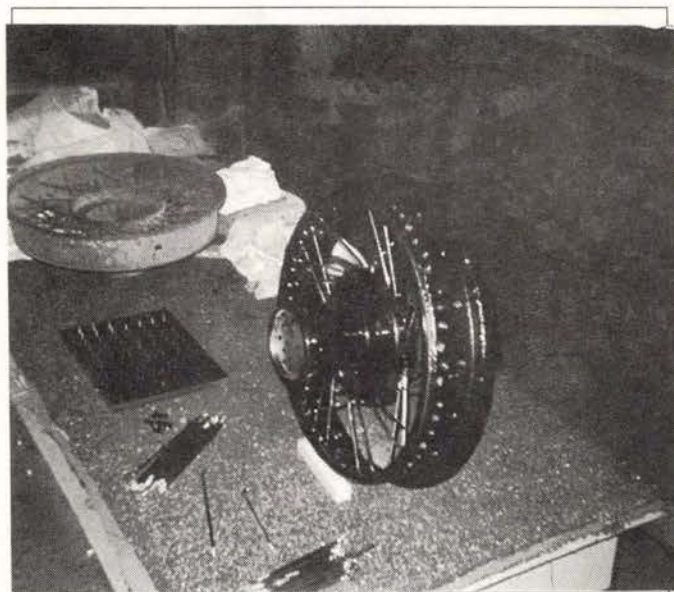
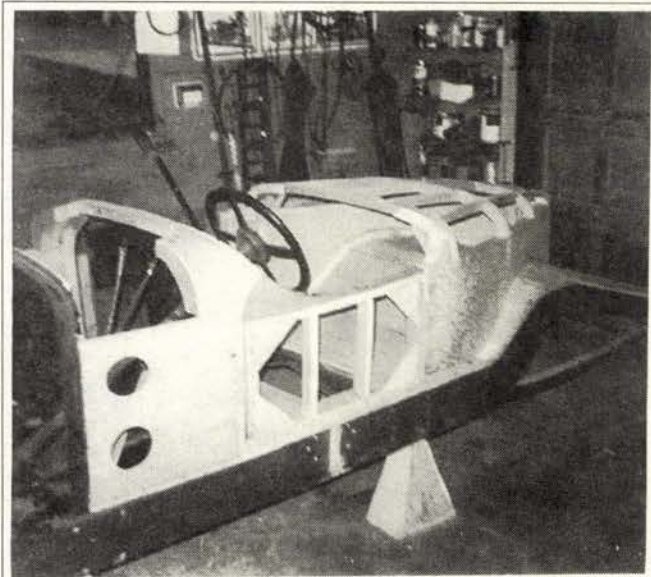




Packard was installed. The next winter, for a fun project, a power steering unit from a 1978 Buick Electra was added.

So the speedster now has the original power brakes - power steering and overdrive (quite fun to drive.)

Ed's Note: Our thanks to Page for sharing this interesting project with us. Can we come by for a drive?



Stutz Over the Alps

by Robert VS. Reed

Paul, please rebuild this Bearcat to RUN, not just to be admired at a concours." That was the gist of my conversation with Paul Freehill, the Stutz specialist, in 1990, when he agreed to rebuild a real Bearcat, which I had bought in England after it emerged from Cuba.

Every few years FIVA organizes an alpine rally or tour in Europe, a week of good driving over high, scenic mountain passes, with good food and nice hotels thrown in. The Bearcat and an alpine rally were destined for each other. It took five years, but they met in July of this year.

Mountains place some special demands on cars; going up, its cooling capacity to prevent boiling; at altitude, it's vapor lock and mixture controls, and then coming down, it's brakes, brakes, and brakes! Paul tackled these demands: the new radiator was given a core slightly thicker than standard, a standard carb and gravity fuel system was fitted, and the brakes were standard Stutz actuation with internal shoe system, but the drums were changed to finned cast iron.

Results: she boiled a couple of times but not uncontrollably, and therefore we enjoyed a couple of pleasant pauses in rest areas looking over the beautiful scenery, while filing up the water bottles with freshly melting snow. The mixture control was extremely sensitive and difficult to set exactly, but when the setting was correct, the world stops in amazement to watch a Bearcat in second gear at 500-600 RPM with cut out open pull an 8 to 10% grade at 2,300 meters (6,500 feet) altitude. We were thrilled and surprised at the performance, especially when we passed cars 25 years younger.

Coming downhill the first time on 10% grades, on roads with no runoffs, negotiating 180 degree switchback curves, dropping 4,000 feet in altitude was a bit exhilarating...would those brake mods work? There was no need to execute our emergency plan; i.e. run into a rock wall or jump? After one week and five major passes, the beautiful yellow paint on those cast drums was not even discolored. With the foot and hand brakes en-

gaged, the braking felt stronger and stronger.

The car's potential to climb the high mountain roads of Europe is there, and to descend safely also. But all was not that easy! We started in Zurich on July 8, headed for Grindlewald 225 kms. (135 miles) away over the moderately high Schallenberg pass. As we climbed the engine ran worse and worse; mixture, carburetor... who knew?

Finally we stopped under cover of a closed garage. Decision was to take off the carburetor and manifold to have a look. Luck arrived in the form of the garage owner who let us in, let us use his work bench, compressed air, and gave us an antique wrench, just the size we needed to get the bowl off the bottom of the carb. Charge...zero! Some days are good to you. We blew out little bits of extra Paul Freehill sealing compound, reassembled, got her going and off we went over the pass but not running sweetly. The clutch was already getting worse with a case of "On" or "Off" actuation. This is not ideal for traffic, parades, and starting on 10 percent inclines, all of which are integral parts of these rallies. In Grindelwald we found that keeping the fuel tank really full helped, but it wasn't until the next morning that luck struck again.

On Sunday, with another 225 kms. (135 miles) ahead of us and two "big-time" passes to scale, the Grimsel and Nufenen in central Switzerland, we were worried. The car wasn't running well at all. We postponed the addition of a fuel pump and played with the mixture, stopping every 5 to 10 miles, when "presto," we hit the right adjustment just before the first major climb from Interlaken and scaled both passes with relative ease, stopping once on each to cool and add water. My trusty riding mechanic, navigator, and friend found the right mixture adjustment for altitudes above 6,000 feet, so he held that while I negotiated the switch-back curves and kept everything smooth and steady. Of course, we couldn't stop, because the severe clutch wouldn't allow us to start again. But, what a feeling... coming into Locarno in a 1915 Bearcat ahead of the post-war cars.

The next day was a major test: 250 kms (150miles) and two more passes: the Lukmainer and Albula, the highest. Destination St. Moritz.

We made it by never stopping; easing through a few red lights; up on a sidewalk to pass a stopped truck; and pushing whenever we had to restart, even on the level. The clutch was too fierce and we were having trouble with first gear popping out, but St. Moritz was conquered. We went to work with kneatsfoot oil, and our limited knowledge, to adjust the clutch and reset the gearbox engagement linkages. The engine ran like a dream.

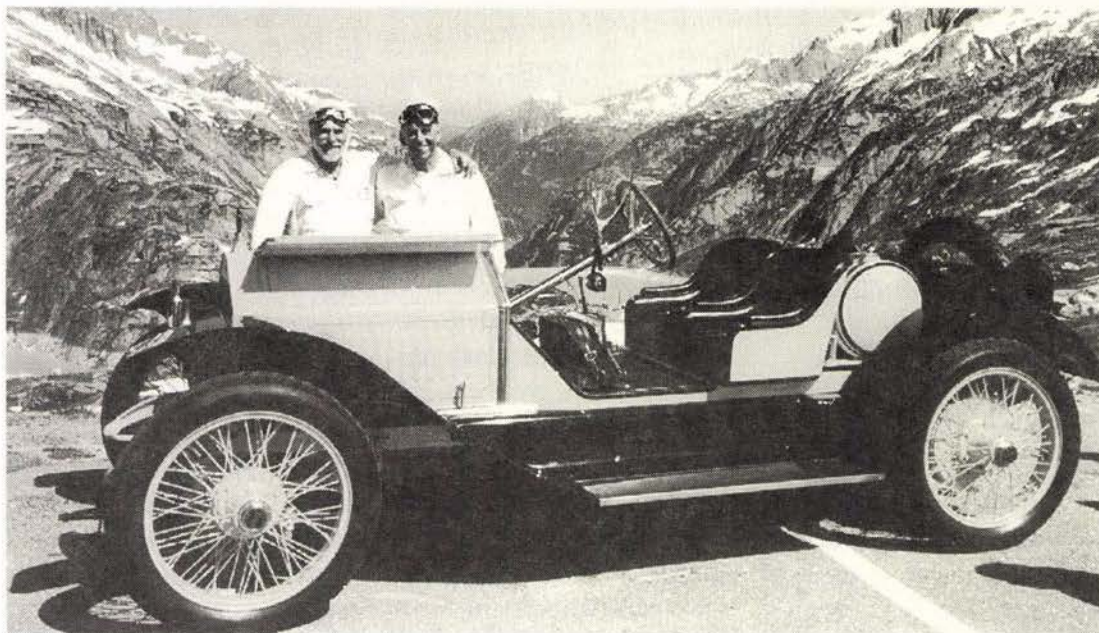
The last major leg back to Zurich over the Julierpass was started with full knowledge that our luck was running out, as our drive line adjustment skills were not succeeding and "mixture control luck" was not shining on us. Stopped on the Julier at a stop light, we were foiled. My wife, who had followed us the whole way in our trusty Blazer, pulled in front of us, hooked up the tow line, and, for the first time, helped us over the pass. But, not to be conquered by natural obstacles, we unhooked at the top and had a magnificent decent down and then up the Kerenzberg Pass in second gear all the way, because, by now, first gear was gone and the clutch hopeless. We scaled what was to be the Stutz's last impressive effort with my foot on the gear lever to hold it in second, using the hand throttle, and my co-pilot working the mixture control, engine strong, brakes getting better, cooling no problem and the drive line a shambles.

Our adventure ended 100 miles from Zurich when clutch vibration told us to quit while ahead, so we fetched the trailer and ended the great Stutz adventure, covering 1,000 kms (600 miles) of alpine roads, not built for the faint of heart, even in a modern car. There are a few Europeans who now know about "The Car that Made Good in a Day."

As a participant in these rallies for twenty years in other newer, powerful sports cars, I can tell you that this was the greatest motoring thrill I have had in a long time. Drive those cars, use them, enjoy them, and revel in the thrills of vintage motoring.

Note: The Bearcat is now on the mend. Clutch now redone with proper leather not imitation, and Tim Moore in England is now making a new first gear with ALL the teeth!

Eds. Note: Bob related that his Bearcat is a boyhood dream. At the age of 15 Bob drove George Waerman's Bearcat in Rhode Island and always hoped he would own one. Forty five years later, he did! Bob Reed has lived in Switzerland for more than twenty years until recently when he moved to Moscow as General Director Russian Operations, Caterpillar Overseas, S.A. In 1996, he and his Stutz will return to live in Wickford, Rhode Island, USA.



"Alpenfart Rally" July 1995

1916 Bearcat

Owner Roberts Reed on the right. On the left, David Twaites, Co-Pilot

Stutz book



Turning Point Press will soon release *The Splendid Stutz: Its Cars, Companies, People, and Races*, a project of the Stutz Club and edited by Raymond A. Katzell. Set for publication in November, *The Splendid Stutz* is the first book to focus solely on Harry Stutz and the cars he built. The book is heavily illustrated throughout its 300 pages. For more information, contact Turning Point Press, 100 E. Bidde St., Baltimore, MD 21202.

17

The Stutz book notice on the right appeared in the column New Products of Old Cars on October 12, 1995. Several of the Stutz Club members enjoy racing in pre-WWII cars. Mentioned in the September 7th article below are members. David Uihlein (#143) and Bob Valpey (#402). We believe the 1915 Stutz (No. 1) shown in the photo on the right must belong to David Cammarano (#198). *Did Duesenberg have an inline 8 as early as 1915? (Ed.)*

6 OLD CARS WEEKLY NEWS & MARKETPLACE

September 7, 1995

Famous Studebakers appear at Milwaukee Mile

By John Shanahan

If you weren't at the Milwaukee Mile July 16 you missed a very rare event. The event was not widely advertised and only racing-oriented folks knew about the "First Annual Harry A. Miller Exhibition Run" held on the famous race track at the Wisconsin State Fairgrounds in West Allis, Wis. The run was arranged largely through the influence of David Uihlein, who obtained use of the race track for the day exclusively for prewar race cars. Besides the race car exhibition, it was also the celebration of Uihlein's 75th birthday.



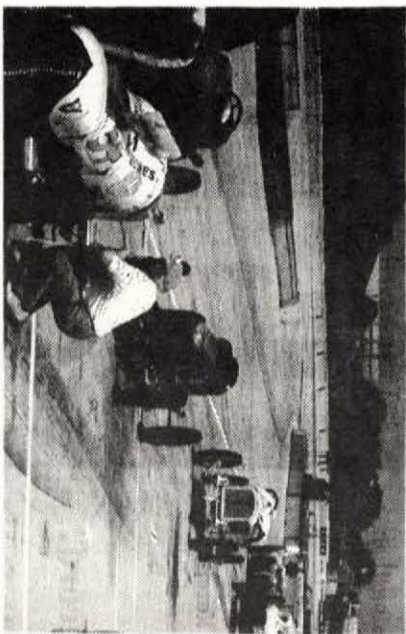
Studebaker pit scene: 1932 Studebaker President 8 car No. 37, and No. 34.

Uihlein owns a collection of race cars from the 1920s-'30s, which are displayed in a museum in Cedarburg, Wis. Uihlein also has a notable collection of classic cars that range from Bugatti to Stutz.

As the name of the event would imply, there were a large number of Miller 8 and 16-cylinder cars at Milwaukee Mile, but for the first time in 62 years, two Studebaker President 8-powered cars appeared together on a speedway.

Bob Valpey of Center Harbor, N.H. brought his No. 37 Hunt Special car and Art DeArmond brought the No. 34 car from the Brooks Stevens Museum at Mequon, Wis.

These two cars last appeared together in 1933 at the Indianapolis Motor Speedway as members of the Studebaker factory team. Hunt's car was driven by Lora Corrum (No. 47 at that time) to a 12th place finish after qualifying at 110.465 mph. The No. 34 car was driven by Tony Gulotta to a seventh-place finish after qualifying at 113.678 mph. Both cars are powered by 337-cid Studebaker President 8 engines. The only departure from the engine's stock configuration was four Stromberg carburetors and Bosch



1941 Novi V-8 (No. 54), 1929 Miller Spl. (center of photo), 1915 Stutz (No. 1), 1940 Maserati (last in row).

big-bore throattiness, while the small bore Millers, brassy Maseratis, and one particularly nice 1915 Duesenberg inline 8 from Massachusetts all contributed their own voices:

magnets.

The No. 34 car is restored to its 1933 appearance, but during the 1950s it had been fitted with fenders and lights and driven as a sport car on the streets of Chicago by John Troka.

While no actual competition was staged, there were a number of times that five to six cars were on the track at one time. The sound they made was straight out of the history books: The Presidents were known for their deep



HOBBY NEWS

edited by Chad Elmore

Vintage racing special

Clippings of Note

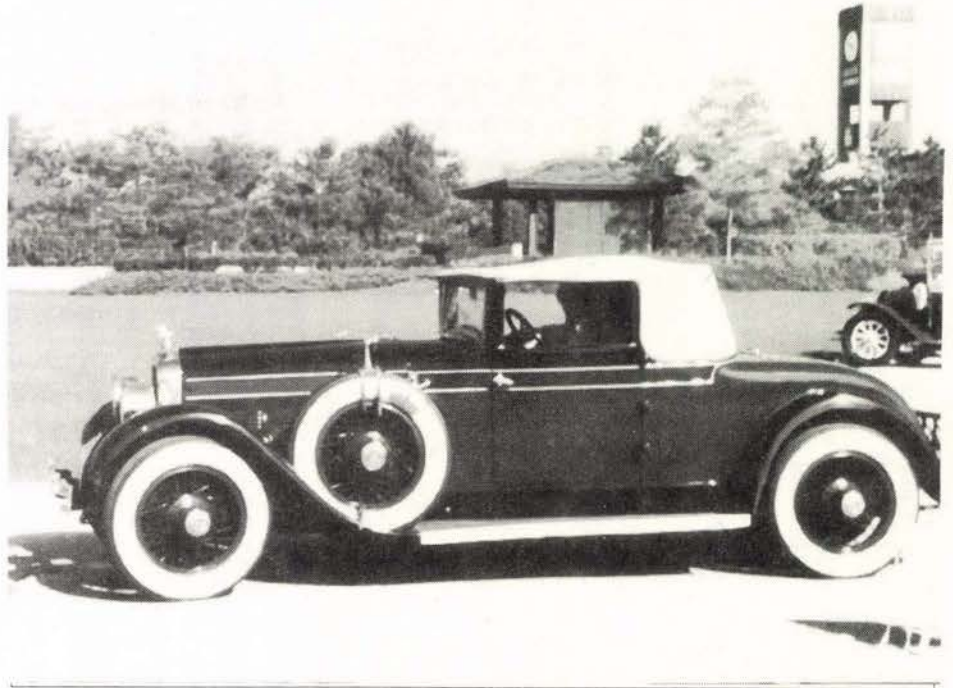
Members Cars

Member Bill K. Schreves (#153) of Perry, Ohio owns this sporty 1928 Stutz Convertible with Engine No. 31735. Body is by The Phillips Custom Body Co., Warren, Ohio. Thanks Bill for telling us a little of its history.

My wife, Lois, and I purchased the car on February 10, 1966 from Joe Loecy of Chardon, Ohio. (As you can see, we will soon have owned our Stutz for 30 years.) We found the car in the middle of a very large building filled with an assortment of cars, many of which had to be removed from the building in order to get to the Stutz. It was indeed what you would call a true "basket" case - a real project car. Just getting it home was a challenge in itself as it was so stiff from sitting so long a time, that it was very difficult to tow (behind our 1965 station wagon.) We finally managed to get it home, and into the garage, where it remained for the next seven years in the process of restoration.

Upon completion of the restoration, the first place that we took the Stutz was to a National Meet at Niagara Falls, New York. At one point during this show, a gentleman from Canada came along and began making inquiries about the car, such as the original color, etc. During the course of the conversation, it became apparent that the car was originally from Canada, and that this gentleman had known the previous owner (prior to Joe Loecy) and, in fact, was familiar with the car during its time in Canada. It certainly is a small world!

Over the past 30 years, the Stutz has certainly proven to be a challenge, especially with the problem of over heating, which I still contend with at times. But, we have also had some great times with out "old buggy," as my wife affectionately calls it. Among the highlights of the activi-



ties that we have participated in with the Stutz are the six Glidden Tours that we thoroughly enjoyed. We have had the car for so long that everyone is familiar with its eccentricities (and mine also) and I have become notorious in our local car club for running out of gas - just about anytime and anywhere! I just always seem to forget to put the stick in to measure the gas before I leave! I even received, as a gift, a brand new gas can from our club members, but that hasn't always seemed to help either!

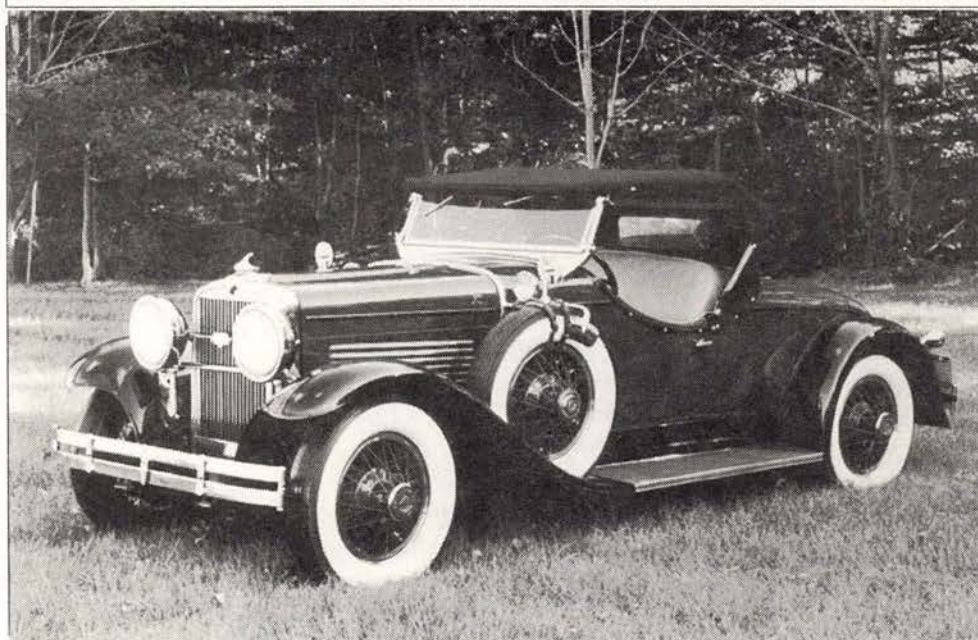
Our thanks to member George Smith of Indianapolis for finding this article about Founding life member William B. Ruger in the December 1995 issue of *Automobile*, p. 38 under the column "American Driver" by David E. Davis, Jr.

Member John E. Morgan (#121) of Andreas, Penn. owns this rare 1929 Blackhawk L-8 Speedster. The engine No. is 28135 and the serial no. is L8-EB15C-4. John, thanks for preserving that Stutz for our enjoyment.

This 1929 Stutz Blackhawk was purchased in 1982 from the estate of Jean Pusilo in Dearborn, Michigan. The car came from Australia and was equipped with right hand drive. The car was sent to Paul Freehill's restoration shop, Stutz Specialty, in Fort Wayne, Indiana, who converted the car to left hand drive and did a frame off restoration. The car is owned by John E. Morgan and is display at the JEM Classic Car Museum near Lehighton, PA.

Member Richard Raczuk (#109) of Buena Vista, Col. owns this beautiful 1931 Stutz DV-32 Le Baron Dual Cowl Speedster. We hope that Dick and Claudette will tell us more about their great Stutz for publication in a future issue.

On the way to Connecticut, we stopped at Bill Ruger's home in New Hampshire for a visit. He has built a new barn for the eastern half of his car collection, and they looked magnificent as Lyle Patterson drove them into place: a 1913-14 Rolls-Royce Alpine Tourer, a 1913 Mercer raceabout, a 1919 Stutz Model G, a 1922 Stutz KLDH, a 1928-29 Stutz four-passenger Fishtail Speedster, a 1933 Stutz Monte Carlo, a 1927 short-wheelbase Bentley Speed Six, a 1923 Kissel Gold Bug, 1923 and 1926 Wills Sainte Claires, a 1927 Type 43 Bugatti, a 1969 Ruger Special, and a 1989 Ferrari Testarossa. Of these, the car that I most fancied was the Stutz four-passenger Speedster, red with black cycle fenders, probably much like the Stutz cars that ran at Le Mans in the late Twenties. I guess I'd rather have that Stutz than something like the Bentley, if only because I could drive it. My experience with Bentleys and Bugattis has been mostly uncomfortable and self-conscious. They're hard to drive, and I don't drive them very well, especially the Bentleys with their awkwardly placed shift levers. Larry Crane argues that I shouldn't take it personally, that everybody has trouble shifting the old Bentleys, but I remain doubtful.



Editorial Comments

Please don't chastise the editor for his selection of the rear cover until you read his reason for doing so. The rear cover shows a 1916 Stutz Bearcat (unrestored) from the collection of Kenneth K. Rohl, Babylon, NY. The photo is featured on a post card promoting the Long Island Auto Museum. I've had this post card for years and have been tempted to use it several times before now. This photo symbolizes the utter displeasure and despair the editor suffers each year in deleting from the club's mailing list and directory those good members who resigned by not paying their dues. This year at the close of the membership year, September 30th, a total of 30 members were dropped from the roster. This exercise left the editor consumed, depleted, exhausted, spent and worn out just like the broken, decrepit, degenerated, dejected, discarded, trashed, twisted and wrecked Bearcat shown. Need the editor in total depression say more?!

Our congratulations again to member Dick Burdick, San Marcos, Texas who with Wayne Bell, Lake Oswego, Oregon won the World Cars competition of the Great North American Race held this past July. Dick and Wayne did it in a 1916 Hudson Speedster. As mentioned in the last issue (p. 23), neither member Dick Belveal's 1918 Bearcat nor Jim Neelley's 1913 Bearcat were able to get going in the GNAR due to mechanical problems. We wish them success in 1996.

We refer to the editor's article, "Still in the Family" on page 13 of the July - Sept. issue of Stutz News. It was hoped that a few members would come forward with stories about how long their Stutz had been in the family. We are eager to publish articles about Stutz cars which have been in the family for say 20 years or more. I know many members qualify so let us hear from those of you who have not previously shared a story on their Stutz.

During June many members participated in the classic Car Club's first "Coast to Coast" CARavan by either driving, riding, or being a host. I will confine my comments to recognizing those who hosted these "California, Here We Come," CARavaners. The contents of some 100 classic cars emptied for a barbecue party at member Chris and Bill Snyder's home in Hudson, Ohio.

The Gilmore-CCA Museums (#181) hosted the group at Hickory Corners, Michigan and S. Ray Miller (#67) and Linda hosted a dinner party at their fine museum in Elkhart, Indiana. How about an overnight all Stutz tour sometime or even a longer one?

We have reprinted the Automotive Hall of Fame's letter of October 13, 1995 to member Robert M. Stutz which provides information on their move to new facilities. Bob and president Dale Wells attended the Dedication Ceremony of the new inductee modules held on June 16, 1994 at Midland, Michigan. We have supplied the AHF further information on Harry Clayton Stutz plus a flyer on the club's book, *The Splendid Stutz*.

Member Tom Kinney of Indianapolis, who gave us the great article on Frank Lockhart, has provided the flyer on the 1/25th scale model of the 1928 LSR Stutz Black Hawk reprinted in this issue. Tom has seen the prototype and says it is a quality piece.

The editor is very pleased to report that member Dr. Mildred E. Katzell has completed an INDEX of all Stutz News published from Volume I, No. 1 through Volume VIII, No. 32. We are very indebted to Kitty for this wonderfully useful input and are working with KDB Press to determine the best way to offer this INDEX to the membership.



Automotive Hall of Fame

Preserving the Past . . . Committed to the Future

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October 13, 1995

Mr. Robert M. Stutz
2074 Andover Road
Columbus, OH 43221

Dear Mr. Stutz:

As you know, the Automotive Hall of Fame is moving to Metropolitan Detroit--the center of the motor vehicle industry--in one of the most exciting times in the 56-year-old organization's history.

The new building will be constructed in Dearborn next to Greenfield Village & Henry Ford Museum, one of the country's top tourist attractions that brings nearly a million people to its doors each year. That means the Hall of Fame, its Inductees and other honorees will have an audience we project to be some 150,000 people a year!

The building will contain state-of-the-art exhibits, telling the story of the motor vehicle industry through the accomplishments of its Inductees; a small theater, a beautiful atrium, a gift shop and a court yard and reception area.

In addition, we are expanding Inductee archives for our library and hope to enhance the current material on each Inductee by including biographical sketches, revealing anecdotes, additional photographs and relevant artifacts. Our primary goal for our library is to develop fully dimensional portraits of our Inductees.

I'm writing to ask your help in providing material about Harry C. Stutz, inducted in 1993. Attached is a list of questions that we would like answered to help us make his story even more interesting and fascinating to the hundreds of thousands of people who will be visiting our new Hall of Fame.

Please forward your answers to Margaret Gifford of our staff in Midland. Or if you have any questions, please feel free to call Ms. Gifford at (517) 631-5760.

Thank you for your cooperation and we all look forward to seeing you when we open our beautiful new facility.

Sincerely,

Gene McKinney

GM/mg

Enclosure

MIDLAND:

3225 Cook Road ♦ P.O. Box 1727 ♦ Midland, MI 48641-1727 ♦ Phone (517) 631-5760 ♦ Fax (517) 631-0524

DEARBORN:

Four Parklane Boulevard, Suite 464 ♦ Dearborn, MI 48126 ♦ Phone (313) 240-4000 ♦ Fax (313) 240-8641

Once Upon a Stutz - We Reflect on the Year End

by Dale Wells, President

A few weeks ago I returned from the Grand Stutz '95 in Kennesaw, Georgia and Hershey, Pennsylvania Fall Car Show. It was a real pleasure meeting old friends and having the opportunity to get acquainted with many of the newer members who in some cases were out for the first time. I'm real pleased to report that interest and enthusiasm for Stutz is evident in everyone present as you will read in the individual reports elsewhere in this newsletter.

I want to send special thanks again to Chic and Annabelle Postier for graciously hosting the Grand Stutz with true Southern hospitality. Also a special thanks to Ernie Toth for sharing his tent shelter at Hershey for our annual informal gathering. Several new members signed up at both events, and the only disappointment was in the few Stutz cars present. Only four cars made it to Georgia, being local members, and another three cars were seen at Hershey, all apparently non-member cars for sale.

Although these cars are meant to be driven, and that is the only way to enjoy them in my mind, the reality of today's crowded highways, race-track interstates, and metropolitan congestion has to have a limiting effect upon the pleasure of driving these masterpieces too far or too often. In the case of the Grand Stutz, we have to ask, was it too far from the centers of Stutz population, was it the wrong time of the year, or was there some other competing event that effected it?

Plans are underway for the California Grand Stutz '96 and the committee will want to please everyone as much as possible. Now is the time to let us know what you want to see and do in California, and what time of the year will be most acceptable. Drop us a line, or give us a call. This is your club, and we appreciate your input, whether it is a recommendation, a pat on the back, or a complaint.

Along those lines, we will soon be working

on nominations of officers for 1996 election. We want your input, and those members who would like to serve should throw their hats in the ring now. Please step forward and do your part in keeping the Stutz Club alive and well. We can all be especially proud of the forthcoming book our members and friends have put together, and be sure and get your order in for a copy now to support our publisher and help the club as we get a royalty on every copy.

In closing, we want to acknowledge the time and service given by retiring Treasurer, Joe Folladori. Joe is a Founding Life member of the club, and has been our Treasurer from the start. He has carefully and diligently kept records of every penny received and spent, and we will miss his counsel and guidance. Joe and his lovely wife Jane have sold their Indianapolis home and are moving to a new home in Florida. They both have been fighting some serious health problems in recent years and have disposed of their fine car collection. Their classic 1925 Stutz Speedway Six Sportster is now in member Fred Guyton's collection in St. Louis.

We wish them all the best in the years ahead, and hope many of you can visit or give them a call whenever in their area.

A special challenge to those members building Stutz racing cars. John Guyatt's 1928 Cameron Special is running so well that he has offered a case of champagne to the first American bringing a Stutz race car to England to match him. He was so enthused at Hershey that we all must admire the publicity and recognition that all of our cousins in the UK are winning for the Stutz marque.

That's it for now. See you all next year - when California, here we come!

Membership Report

by Richard Orr
Membership VP

I failed to send a report for the last Stutz News so the listing which follows covers the changes since our report in the April -June issue No. 32

Bill Greer and I are comparing all the membership records at this time. As soon as we are satisfied they are correct, we will be publishing a new member directory. That should be done in January.

Since the club plans to have the Grand Stutz meet on the West Coast for the first time in '96 we want to invite you to start making plans now. We are looking at locations, calendar dates, and activities to appeal to the largest group possible. There are about 80+ members on the West Coast and many of these own cars.

This could be the largest gathering of Stutz cars in one place since 1934. Start now and plan to bring a car. They don't have to be 100 pt. cars (or 90, or 80, etc.) Some of the most interesting cars are the originals, unrestored, project cars, etc. If you have any suggestions, drop me a note or give me a call.

Please Welcome New Members

#417 Charles F. Panneciery
10 De Angelo Drive
Bedford, MA 01730
Bus. 617-275-7120
Home: (France) 331-42535306
1927 Stutz AA Roadster

#418 Neil Bert Elias
4425 Cromwell Avenue
Los Angeles, CA 90027
Home: 213-667-3185
1923 Stutz Series 690 Special Six Sedan

#419 Jim Callahan
4382 Piedmont Avenue
Oakland, CA 94611
Home and Bus. 510-547-8188

#420 Dag Oppegaard
Makeveien 10
0139 Oslo Norway
1928 Stutz BB 5-pass. Speedster

#421 James C. Neeley, Jr.
PO Box 1433
1010 Kintner
Graham, TX 76540
Tel. 817-549-0225
1913 Series B Bearcat

#422 Norman Bukowski
140 S. Lindon Lane, Suite 102
Tempe, AZ 85281
Tel. 602-829-6640
Experimental Stutz 8 cyl. Engine

#423 John Clarence Lory
9078 Ron Den Lane
Windemere, FL 32786-8328
Tel. 407-876-5233
1921 Stutz KDH Speedway
Four Roadster

#424 Glen S. Cofer
4421 Lawrenceville Hwy.
Tucker, GA 30084
Home: 404-938-2786
Bus.: 404-938-3200
1919 Stutz Series G Bulldog

#425 Mark Wallach
27 New York Street
New York, NY 10960
Home: 914-358-8272
Bus.: 914-358-8179

#426 Clifford E. (Bud) Jacobs
16615 19th Ave. South
Spanaway, WA 98387
Home: 206-531-3639
1925 Stutz Series 694 Coupe

#427 Ronald H. Harris
Wyndham House, Waterloo Lane
Silton, Gillingham
Dorset, SP8 5AE England
1928 Stutz BB Weymann Sports Tourer

#428 Thomas L. Eschweiler
2659 No. Terrace Ave.
Milwaukee, WI 53211-3824
Home: 414-962-5485

Change of Address, etc.

#286 Sheldon Ball
5711 Vernal Fall
Mariposa, CA 95338
Home: 209-966-3759

#141 Rodger J. Birchfield
New Bus. Telephone: 317-327-7964

#384 Jack C. Boxstrom
RR2
Picton, Ontario
Canada K0K 2T0
Tel./FAX 613-476-5000

#29 FL Joseph B. Folladori
#29 A Jane Folladori
13700 Sutton Park Dr. N. No. 1312
Jacksonville, FL 32224
Home: 904-992-8268

#175 Bruce McBroom
2761 North Beachwood Drive
Los Angeles, CA 90068
Home: 213-465-1919
FAX: 213-466-7450

In Memoriam

We learned recently that Founding Member Bruce Cox (#35) of Alva, Florida passed away on February 5, 1995. We are saddened by this loss of our member Bruce and wish to express our sympathy to Dorothy and family. Mrs. Dorothy S. Cox has relocated to: Gulf Coast Village, Apt. 449, 1333 Santa Barbara Blvd., Cape Coral, FL 33991.

Josiah K. Lilly III, the founder of Heritage Plantation of Sandwich (charter member No. 39), died at his winter home in Palm Beach, Florida on March 17, 1995 at the age of 78. The great grandson of the founder of Eli Lilly and Company was born in Indianapolis and went to work in the family pharmaceutical business in 1939 after graduation from Cornell University. Mr. Lilly served as a major in the Army Administration Corps in World War II after which he moved to Massachusetts and published weekly newspapers. In 1949 Mr. Lilly returned to Indiana to oversee the family charitable foundation, Eli Lilly Endowment, Inc. now valued at \$4.5 billion as of November 15, 1995.

Mr. Lilly returned to Massachusetts in 1959 and following his father's death in 1966 established the Heritage Plantation in 1969. If my memory serves me correctly, Mr. Lilly's interest in antique automobiles was stimulated by Dr. Gilmore of the Upjohn Pharmaceutical Co. in Kalamazoo, founder of the Gilmore-CCCA Museums (charter member No. 181).

Charter member Judge Harvey C. Varnum (#126) of Boyne City, Michigan, age 74, died of cancer on September 23, 1995. He was a Judge in the 90th District consisting of Emmet and Charlevoix counties. Judge Varnum was a past master of the Masonic Lodge, a Rotarian and active in car clubs. He enjoyed driving his 1927 Stutz sedan to local car meets. Our sincere sympathy to Genevieve and the Varnum family.

Letters to the Editor

Date: September 24, 1995
From: John B. Guyatt, Newport Pagnell, Bucks, England

Thank you for the latest edition of Stutz News. I was beginning to think that you chaps had forgotten all about me - I haven't received issues Nos. 31 and 32. If you are going to Hershey, could I collect those issues if you have any spares? I'm looking forward to seeing my fellow "Stutzers" again this year although this year has been quiet Stutz-wise, as I have been busy getting other cars on the road. We have done a couple of races at Silverstone - handicapped right to the back as usual! You might be amused to learn about the latest development. After all those thousands of pounds (currency, Ed.) spent developing the "Cameron" the greatest leap forward has cost the grand total of — £3!!

I had noticed a marked "wall" in the ability of the engine to really "rev" and after the last lot of timing modifications (gas flowed head, exhausts, etc., etc.) I went back to basics and found that there was a high amount of float in the top bearing of the distributor. So, I got a new ball bearing and the result is absolutely amazing. Now the Stutz "revs" very freely, in fact I have to watch the limits - and now a genuine 115 mph has been reached, before prudence dictated a limit of 4500 rpm.

Also, a friend of mine who works as a design engineer for the F1 race team has come up with a design to lighten the valve gear and reprofile the cams to get an estimated 10 percent increase in power. Still, that will have to wait until funds allow!

Anyway, we also have had quite a few complimentary articles written in various magazines and the general populace's exposure to Stutz has been greatly improved with much good impressions of Stutz in print.

Ed's note: There was a crowd of members at the Stutz get-together at Hershey. I did take issues No. 31 and 32 with me and I do hope they got into John's hands during the meeting.

Date: October 5, 1995
From: Phil G. Johnson, Sherwood Park, Alberta, Canada (in part)

Enclosed is a copy of my mailing label from the Stutz News. It usually gets here this way but I'm afraid that a copy may go missing due to the address being incomplete as it won't fit on the label. The publication is too good to miss a single issue and I must commend you on the quality of the Stutz News.

I have been contacted by the owners of two more Stutz projects here in Alberta. I say projects because both of them are incomplete. One owner has recently acquired the body, hood, fenders, running boards, top bows, wind wings, etc. of a 1926/27 Speedster, and is looking for a chassis and running gear to assemble a car. The other has various pieces; a 131" BB frame, engine and transmission, rear fenders, a 1930 engine and most of a 1929 engine and various other '29 bits. I have strongly recommended that both join the Stutz club.

(We hope these owners will join the club and that the membership will help with parts and technical inputs. Ed)

Date: October 13, 1995
From: Smith Hempstone Oliver, Tarpon Springs, FL

I am pleased to report that I also proudly own a 1913 Stutz Bearcat radio like the one Phil Johnson illustrated in the July-September 1995 issue of Stutz News, page 26.

It was a nice gift from Tony Koveleski. Surprisingly, the radio still works fine on the original battery. Definitely a "Sturdy Stutz!"

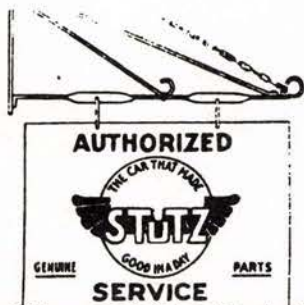
(The editor also thanks Tony for his gift of one of these fine Bearcat radios. Ed.)

Date: October 15, 1995
From: Norman C. Barrs, London, England (in part)

We only seem to meet for a few brief moments at Hershey, but our common purpose seems to be sharing our enjoyment of Stutz cars with others.

I am only too aware of the enormous effort that you and your intimate colleagues have put into the Stutz Book that we look forward to so much.

I was and am still quite serious that several



Classified Ads

Mrs. Genevieve Varnum
519 State Street
Boyne City, MI 49712
Home Tel: 616-582-7138

HAS FOR SALE

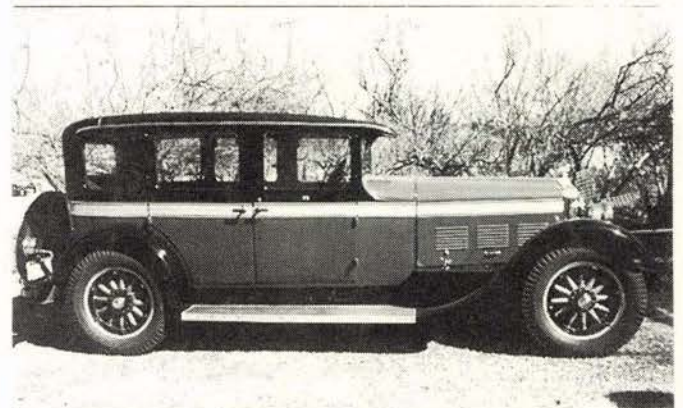
Judge Varnum's 1927 Stutz AA Sedan, completely restored. A full classic running and ready to go for \$27,500.00

of us would like to bring our cars to the USA. How about a Grand Stutz at Hershey in 1996 or 1997? Now there's a challenge.

After Hershey we all flew down to Florida. We enjoyed our rest in Florida and had quite good weather.

Ed. Note:

Can any member help the Editor understand why he is receiving appeals for help from Nigeria? This is the third such request received — all long two-page appeals?



PHONE: (203) 529-7177

FAX: (203) 257-3621

The editor had a brief visit with member Lettieri at Hershey and learned he does have gaskets for Stutz including original head gaskets for Series KDH/KLDH engines of 1921-23.

GASKETS

for all
Antique Autos, Trucks, Tractors, Marine Engines

GERALD J. LETTIERI

132 OLD MAIN STREET
ROCKY HILL, CONN. 06067

TUNE UP INFORMATION

The club is pleased to offer again "Motor Tune-up Information for 1925-30 Stutz." These seven (7) pages offer pertinent data and instructions pertaining to Series 693,694, and 695 Stutz of 1924 - 25, Series AA of 1926-27, BB of 1928, M of 1929-30 and the L-6 and L-8 Blackhawk cars of 1929. Get in Tune for just \$2.50 (\$3.00 outside USA to cover added postage.) Send your check made out to The Stutz Club, Inc. to Bill Greer, Editor, 7400 Lantern Road, Indianapolis, IN 46256.

G. Bruce Shealy
336 Windward Point Road
Columbia, SC 29212
Home: 803-781-8167

HAS FOR SALE

1926 Stutz AA 2-pass. Speedster with rumble seat. This car is a CCCA Grand Classic winner. Call me for details if interested.

Andrew J. Dadagian, MD
106 Cove Circle
Marion, MA 02738

WANTED

Haven't been able to use my 1929 Stutz Blackhawk Roadster for ten years because I cannot find a Zenith 105 DC Carburetor. Isn't there some kind soul who can help me in this dilemma:

My telephone number is (588) 748-2911. (Call collect if you have a carburetor for me!)

Your editor noticed this ad in a recent issue of the Indianapolis News. What caught my eye was the unique spelling of phaeton. Also, its hard to get used to 60s cars as antiques. Which one is the classic?

Walter Miller
6710 Brooklawn Parkway
Syracuse, NY 13211
315-432-8282
FAX 315-432-8256

ORIGINAL STUTZ LITERATURE

Good Selection of Stutz sales brochures, factory manuals, etc. for all models. Send stamped envelope with year(s) for free list. Please specify Stutz as I have list for all cars/ trucks/ motor-cycles, worldwide.

Gus Ludwig
605 Dyer Cemetary lane
Bloomington Springs, TN 38545

HAS FOR SALE

1928 Stutz Blackhawk Speedster, AACA 1st place winner, runs very well. Serious offers considered. Call for more info.

1927 Stutz 4-passenger Speedster project. Have all mechanical parts, lights, instruments and original tail section

Six (6) 700 - 17 wide white-wall Lester tires, approx. 1,500 mile on four
\$500.00

Prefer to sell all 3 as one (1) lot. Reason for sale: Health and change of interest. Call GuS Ludwig 615-653-4517, evenings please.

803 Antique, Classic Cars

'33 FORD FAYETON, show car, totally modified 4K mi. Must see to appreciate. 251-0999

'59 MACK B61 Semi, 673 eng, 10spd, polished alum tanks, 3800 lb rears, \$7,500. 881-6634

'63 Ford Thunderbird 2DR Landau, exc cond, red, \$6,500. 812-988-2090 or 317-306-7663

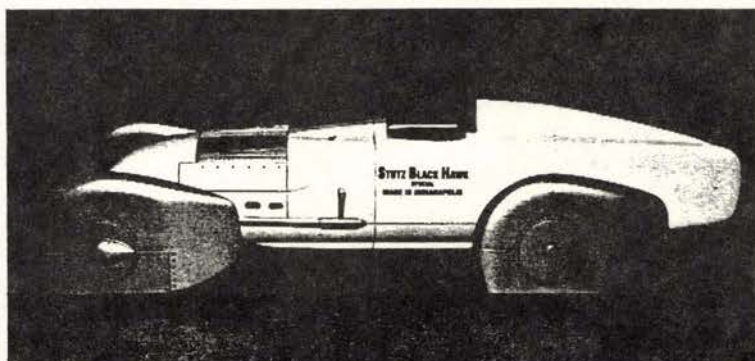
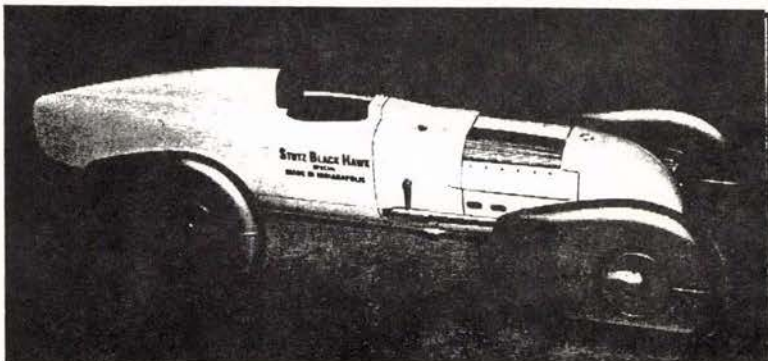
'69 GTO
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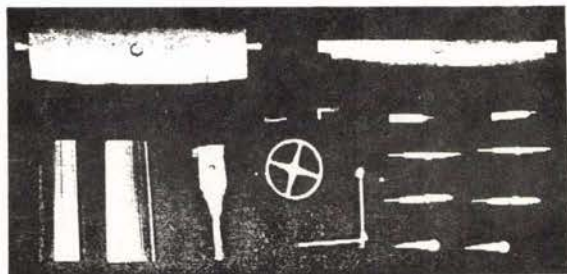
Frank Lockhart's 1928 LSR Stutz Black Hawk in 1/25th Scale



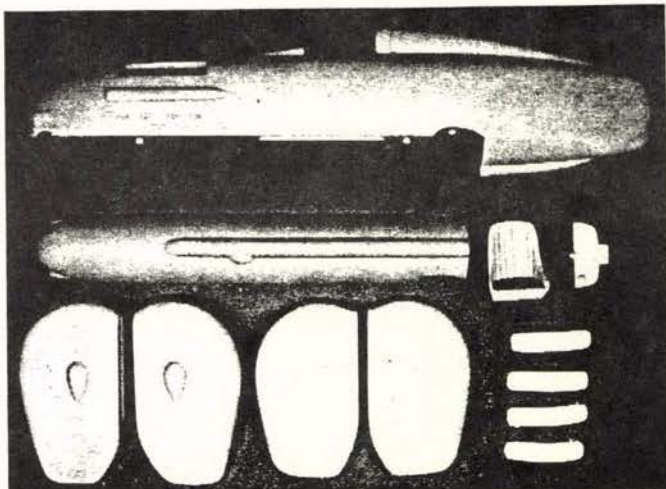
Frank Lockhart was already very famous when he started the Black Hawk in mid 1927. His quest was the Land Speed Record, and with Financial backing from Fred Moscovics, President of the Stutz Motor Car Company, Lockhart assembled quite a team to achieve his goal. Working with Jean Marcenac, John and Zenas Weisel, Myron Stevens as well as Floyd "Pop" Dryer's (in first big time effort), Lockhart began the construction of the Black Hawk in the Stutz factory building in Indianapolis. What emerged was completely antithetical to the LSR cars of the day. It was about half the size, and rather than a large number of massive engines, it relied on a small yet very efficient engine that was built from the blocks of two Miller 91s on a common crankcase. Equipped with dual intercooled superchargers, it supposedly was capable of over 400HP. The Black Hawk was the first car to be designed with the aid of a wind tunnel, testing being conducted at Wright-Patterson Army Air Corps Base and the Curtis Airplane Factory. Tipping the scales at 2800 lbs., estimates were the car was capable of between 275 and 330mph. The land speed record at that time was held by Major H.O.D. Seagrave at 203.79MPH in his 2760 ci, 8000 lb Sunbeam.

After a few abortive attempts and a wreck in February 1928, the car was repaired and modified with the addition of two small scoops at the rear of the carburetor intakes to solve an air starvation problem. On April 20th, 1928 Lockhart returned to Ormond (Daytona) Beach, Florida to try again. After a few days of runs to sort the car out, he was ready for a serious attempt on Wednesday April 25th. The first runs North and South warmed up the car and at 7:32AM Frank made a third run south averaging 203.50480MPH. On the required return trip, 700 feet short of the timing wires, his right rear tire blew. The car skidded, bounced and flipped before coming to rest 1000 feet down the course and ejecting Lockhart's lifeless body. AAA estimated he was traveling about 220MPH when the unproven Mason tire blew. Because the run wasn't completed Frank never actually set the LSR overall, but he did set the American National Class D record (122-181 cubic inches) and it stood for nearly 40 years.

Even though it isn't an Indy car, I couldn't resist doing a model of this beautiful machine, especially since Frank Lockhart is one of my all time favorite drivers. The Black Hawk is a curbside model (no engine), but includes a full interior and is designed for quick, trouble free construction. Consisting of twelve resin castings, plus seventeen white metal castings, decals are also included. The finished Black Hawk model measures over 7 1/2 inches long and is a stunning piece of automotive sculpture.



Above: The white metal parts included in the Stutz Black Hawk.



Right: The resin parts included in the Stutz Black Hawk.

The Black Hawk is \$60.00 ppd, overseas customers add \$10.00 for Airmail postage.



Phone: 317-474-0205 or 317-538-2233
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Kit# 25005



GROVE STREET BOX 566
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TELEPHONE: (508) 888-3300

Mr. William J. Greer
The Stutz Club
7400 Lantern Road
Indianapolis, Indiana 46256

October 20, 1995

Dear Bill:

I want to express my profound appreciation for being our guest speaker at the Eighth Annual G. Robert Melber Memorial Automotive Lecture. Your willingness to adjust your schedule to meet our demands was most gracious of you. I'm sorry to hear that the airlines (and) the weather wasn't more accomodating for your visit to Hershey.

Everyone thought your presentation on "Harry Clayton Stutz, his life and accomplishments", was terrific. Mrs. Kay Melber, Bob's widow and her sister-in-law, Mrs. Joan Warburg, who, as you know have endowed the lecture series, mentioned that it was a delightful departure from the more "technical stuff" that was discussed at some of the earlier lectures and provided an interesting insight into the lifestyle of one of the prominent automobile manufacturers of the time.

Ed's Note:

We are pleased to reprint this letter from Mr. Robert F. Rogers, Curator, Antique Automobile Museum. Heritage Plantation also features an Art Museum with a restored, running 1912 carousel; a Military Museum displaying the Josiah K. Lilly, Jr. collections of firearms and over 2,000 hand-painted miniatures depicting history from 1620 to 1900, and 76 acres of horticultural views of over 1,000 varieties of trees, shrubs and flowers featuring Charles O. Dexters internationally recognized Dexter rhododendrons.

The fine automobile collection is housed in a two-level, 96 foot diameter round Shaker Dairy Barn (reproduction.)

Bob allowed new member Thomas L. Eschweiler (#420) and I to have a good visit while examining the under carriage of the 1915 Stutz Bearcat on display in the Musuem's 2nd level. Heritage Plantation, Founding member No. 39, is simply a wonderful place to spend a day or two.

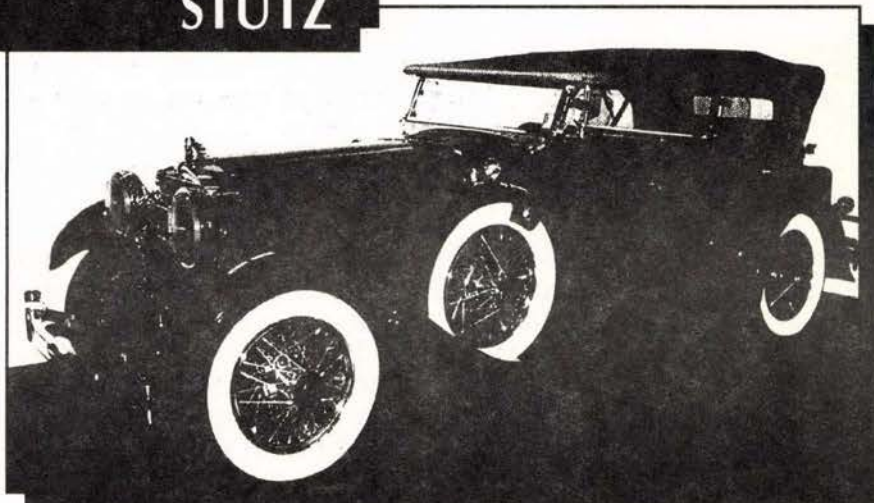
Auctions

(Ed's Note: We are seeking information as to the new owners of these two Stutz and their addresses. If not presently Club members, we would like to invite them to join the club.)

THE ED WEAVER ESTATE COLLECTION

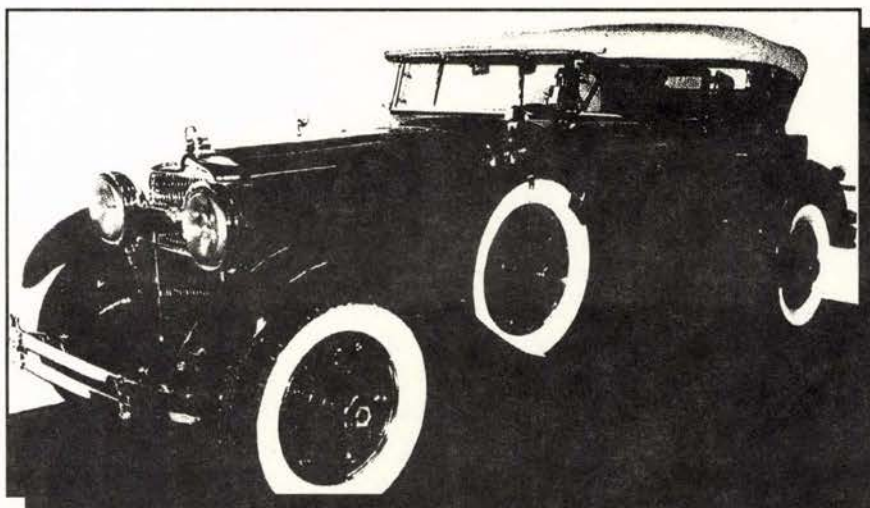
August 25, 26 & 27, 1995 • 10 a.m. Daily • Chatsworth, Georgia

STUTZ



1929 STUTZ DUAL COWL PHAETON, 8 cylinder, restored 12 years ago, trunk with cover, wind wings.

1930 STUTZ DUAL COWL PHAETON, 8 cylinder, frame-off restoration, chrome wire wheels, dual side mounts, trunk.





The Society of Automotive Historians

KEITH MARVIN,
PAST PRESIDENT

APARTMENT A-13
THE VILLAGE ONE APTS.
587 BROADWAY
MENANDS, N.Y. 12204

September 28th 1995.

Mr William Greer,
THE STUTZ CLUB, INC.,
7400 Lantern Road
Indianapolis, Indiana 46256

Dear Bill,

Your call the other evening came as a great surprise and today the beautiful trophy arrived. It is on display in my living room. And although, I try to keep my automotive material in other places and out of sight, I am leaving it so all may see and thank you and the Board of Directors.

I accept the trophy proudly but with humility. Surely, I felt, there must be more worthy members in the Club who have practically lived their automotive lives with Stutz and what it represented over the years, whereas I am a wearer of many hats and try to cover as much of the automotive historical field as I can and have been doing since I was in grammar school. That this was a unanimous decision gives me an added sense of pleasure for as you know, it has always been my policy to write prolifically, accurately and trying to get as much material as I can get chronicled as much of the information still available to those who will search for it will not be readily available in the future. This is one reason why I was so anxious to write the final chapter for "The Splendid Stutz".

I am neither over-reacting ^{or} exaggerating when I say that this is one of the most treasured accolades I have ever received, not only for what it is and represents but for the thought behind the presentation.

I thank you and the Board of Directors for this honor, especially as it carries the name of Peter Helck on it who was like a second father to me.

Kindest wishes.

(Ed's Note: We are pleased to reprint this letter from member Keith Marvin who was named the recipient of the Stutz Club's Peter Helck Memorial Trophy for 1995. The trophy recognizes Mr. Marvin's many fine contributions to Club publications over the eight years of the Club's existence. We look forward to reading Keith's final chapter for "The Splendid Stutz" and to many interesting Stutz articles to come.

Most sincerely,

