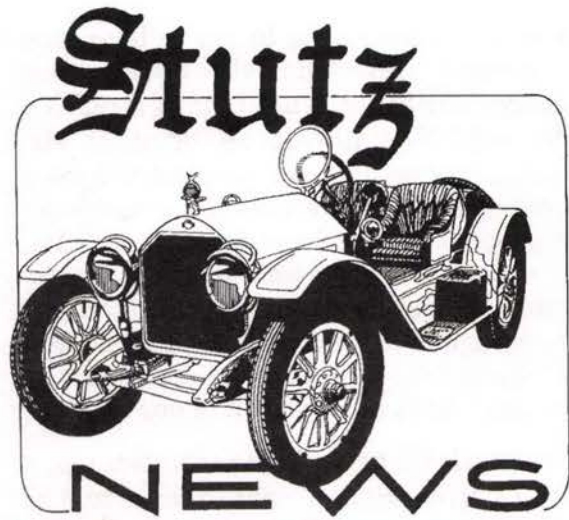


**The Stutz Club, Inc.**  
**William J. Greer, Editor**  
**7400 Lantern Road**  
**Indianapolis, IN 46256**

*Oct-Dec 96*

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**TO:**

**COMING EVENTS**

**The Splendid Stutz**

*The Splendid Stutz* book is now available from: Order Department, The Stutz Club, Inc., 583 Main Street, Wilbraham, MA 01095. See ad inside this issue.

Congratulations to Raymond Katzell, VP Publications!

**Happy New Year!**

The new Club year begins on January 1, 1997. Please pay your dues promptly upon receipt of notice from Dick Orr, VP Membership.

	Inside USA\$	Outside USA \$
Active	\$25.00	\$30.00
Associate	\$5.00	\$5.00
1996 Directory	\$5.00	\$5.00

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HARRY CLAYTON STUTZ (1876-1930)



# The Ninth Grand Stutz

---

by *Richard Orr*

Great cars, great weather, and great people. Mix the three together, stir well and it's a pretty good recipe to have fun.

This was the first time the Grand Stutz was held on the West Coast. Hopefully, it won't be the last time. We met at the Marriott Hotel in San Ramon, CA.

Friday the people and cars begin showing up. Registration was done in the lobby and this became a gathering place for conversation during the afternoon. Later we moved outside to the patio near the pool. One of the great things about this kind of meet is being able to meet so many people with a common interest. With people from the East Coast, Midwest, West Coast and South Africa present, we were all meeting new people.

Since the A.K. Miller auction was just one week before the Grand Stutz, there were some who felt they couldn't go to both events and we missed them. Since some of us did go to the auction, a lot of stories about A.K., his cars, his unusual lifestyle, etc. were being told.

Dinner was "on your own" so most of the group moved into the restaurant and continued meeting people and making new friends.

Saturday, the weather was great. The registration table, banner, photographs, etc. were moved outside to the area in the parking lot reserved for the Stutz Club. We had one full row set aside for the cars and plenty of space for unloading cars from trailers. People and cars continued to come in Saturday morning. Marshall Mathews drove his 1914 Bearcat from Palo Alto, CA.

Patrick Tidmore drove his 1927 Stutz from San Francisco, CA. John and Mandie Fossette drove their '27 Stutz from Sacramento, CA (on 40-year-old tires). Eldon Stutz was kind enough to go get the 1915 Bearcat belonging to Layden and Jean Butler and bring it to the event.

We ended up with 11 great Stutz cars on display. It was quite a sight. The cars ranged from early Bearcats (two), a Bulldog tourer (brought by Ken and Carol Beach all the way from Bainbridge Island, WA), a 1923 Stutz road-

ster (brought by Don Short all the way from Port Ludlow, WA), several 1927 Sedans (all uniquely different), to late model DV32's (two). Since a picture is worth a thousand words, we'll go on to the pictures.

It's always interesting to me to hear how someone became interested in old cars, how they came to buy their Stutz, what kind of condition it was in, work they have done (or plan), etc. Lots of great stories. It would be neat to have a Stutz display like this in a museum somewhere so more people could see and enjoy these cars. My special thanks to John and Mandie Fossette for driving from Sacramento to San Ramon several months ago to "check out" the Marriott Hotel and facilities. They recommended the Marriott and I believe it met all of our needs.

After lunch we had a Stutz caravan, yes, a caravan of nine Stutz cars drove to the Blackhawk museum. OK, so it was only six miles, but when was the last time nine Stutz cars were on the road again? Great fun.

Skip Marketti is the automotive director and chief curator for the Behring Automotive Museum. Skip arranged for us to park in the large round plaza in front of the museum. More photographs! Skip also gave us a special tour of the museum which includes a beautiful display of cars from the late 1890's to more modern sports cars. The interior of the building, lighting, etc. are such that the car displays are spectacular.

We also toured the recently opened automotive art section of the museum. I highly recommend seeing this museum. After driving back to the Marriott we had a little time to catch our breath, relax, change costumes and get ready for dinner. We invited everyone to wear vintage clothes during the event and to our delight, many did. About ten people were in costume for dinner. Dinner was in a private room at the Marriott. A delicious menu selection was offered, drinks were great, the companionship tremendous and the stories entertaining.

The annual business meeting of the club followed, conducted by Dale Wells, president. Other officers present who assisted were Bill

*continued on page 7...*



## Stutz Show at The Blackhawk Museum Danville, California

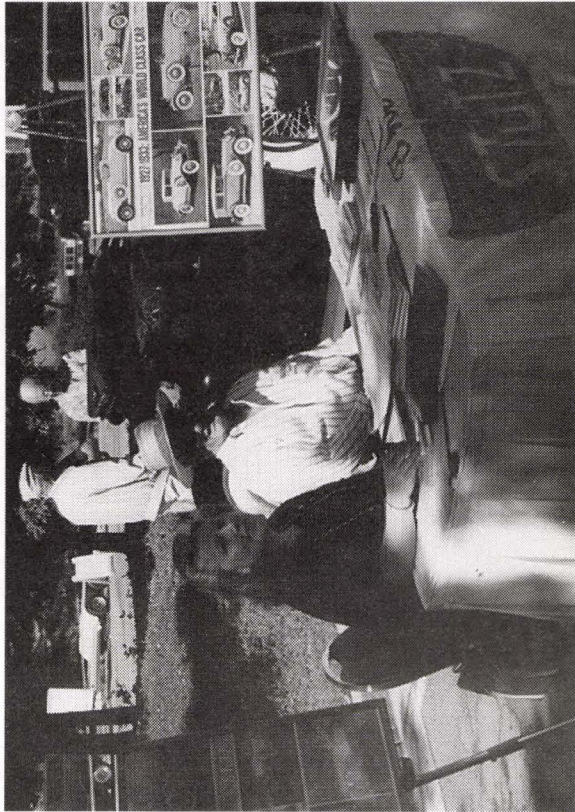


*After lunch on Saturday, September 14, 1996 nine Stutz cars toured to the Blackhawk Museum where Automotive Director and Chief Curator Skip Marketti arranged for special parking on the Fountain Plaza in front of the museum. What a great place to park!*

*By the time Norman C. Lausten took this photo John Allen had already left for Los Gatos with*

*Harry Windsor's 1932 DV-32 Le Baron Sedan and Patrick Tidmore had departed for San Francisco in his 1927 AA Brougham. Gary and Susie Dubnoff's 1931 DV-32 Rollston Conv. Victoria did not take the tour nor did Layden and Jean Butler's 1915 4F Bearcat.*

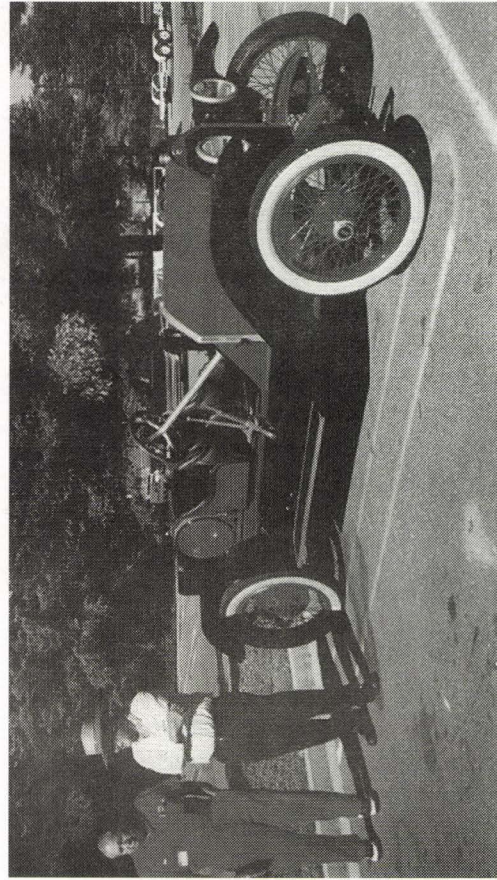




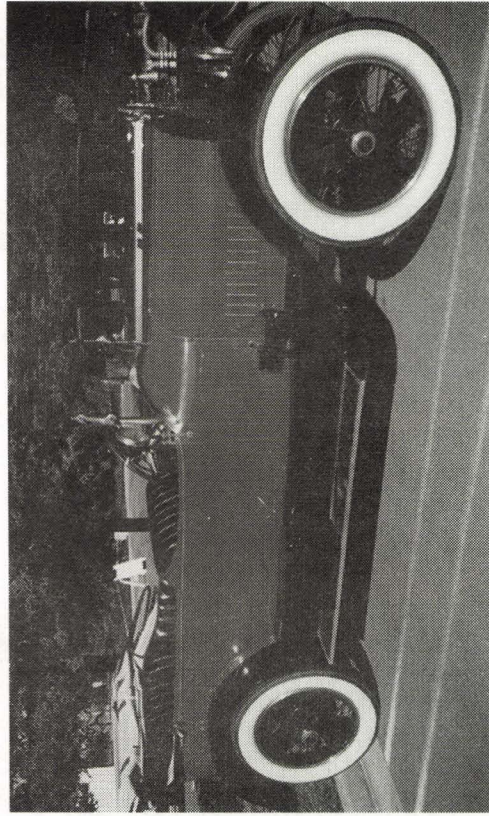
*Dick Orr's shot of Mandie Fossette and Don Short at the registration table set up in the Marriott Hotel parking lot. The other photos are by Norman Lausten.*



*Marshall Mathews driving his all black 1914 series 4E Bearcat. A great runner!*

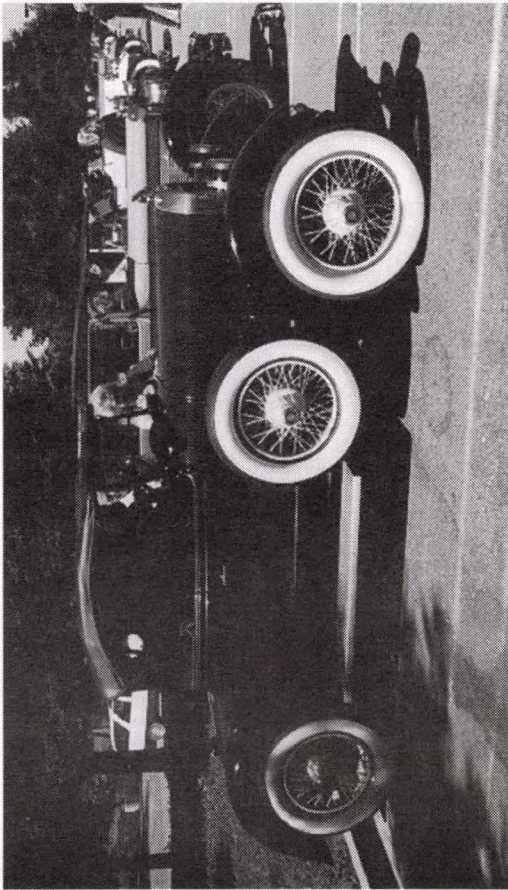


*Layden Butler's red/black 1915 series F Bearcat. Chic Postier (L) and Short talk Stutz.*

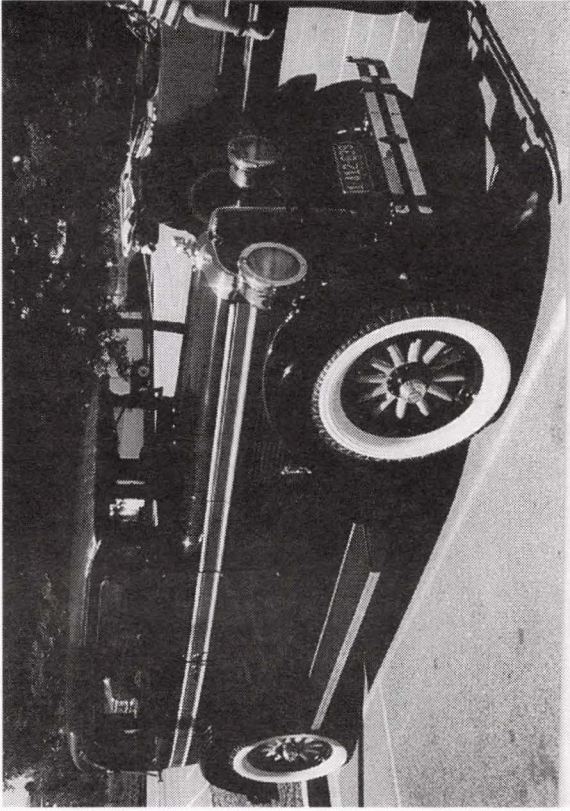


*Ken and Carol Beach trailered this 1918 Series S Touring all the way from Bainbridge Island, Wash. Your editor had a joyful ride in it to and from the Blackhawk Museum.*

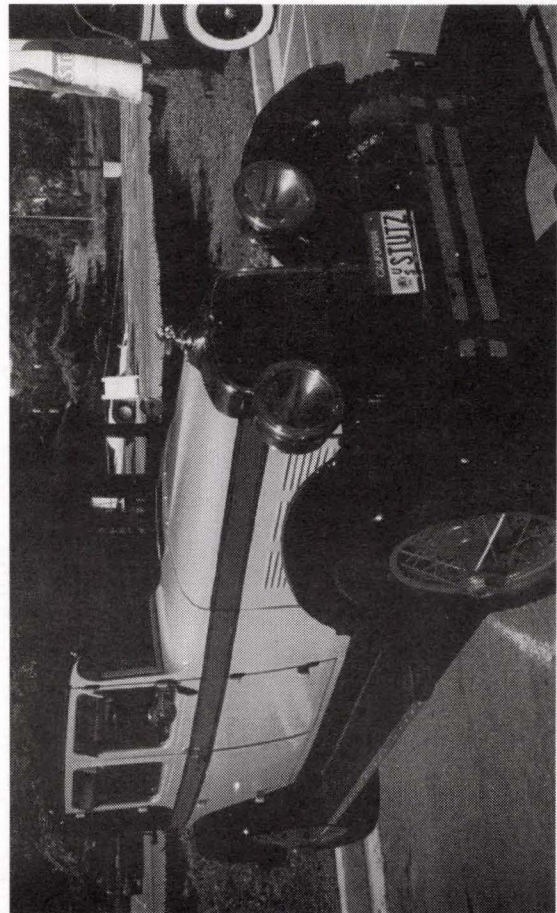




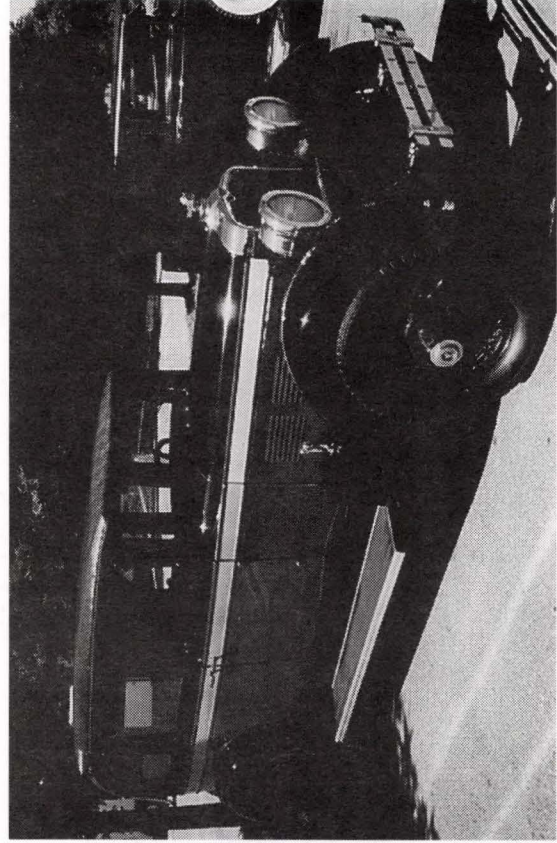
*Don Short's 1923 Series 690 6cyl roadster came the farthest. It trailored down from Port Ludlow, Wash. It runs great too!*



*Dr. Lyle Walker's 1927 Series AA Brougham. Nicely restored from a good original. Note the wood-spoke wheels.*

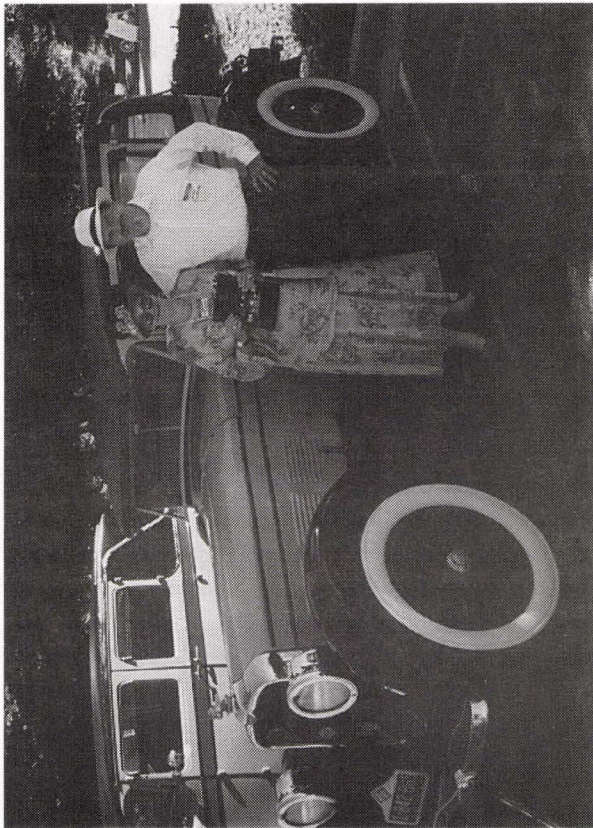


*John and Madlyn Fossette drove their 1927 Series AA Touring Brougham from Sacramento, CA to San Ramon and won the trophy for "longest distance driven."*

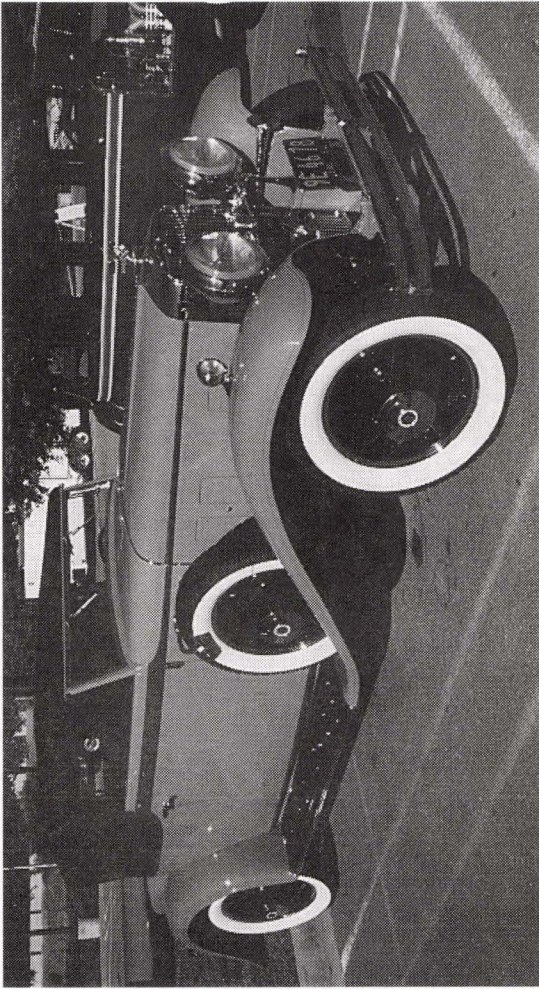


*Patrick Tidmore drove his cherished 1927 Series AA Brougham to the meet from nearby San Francisco.*

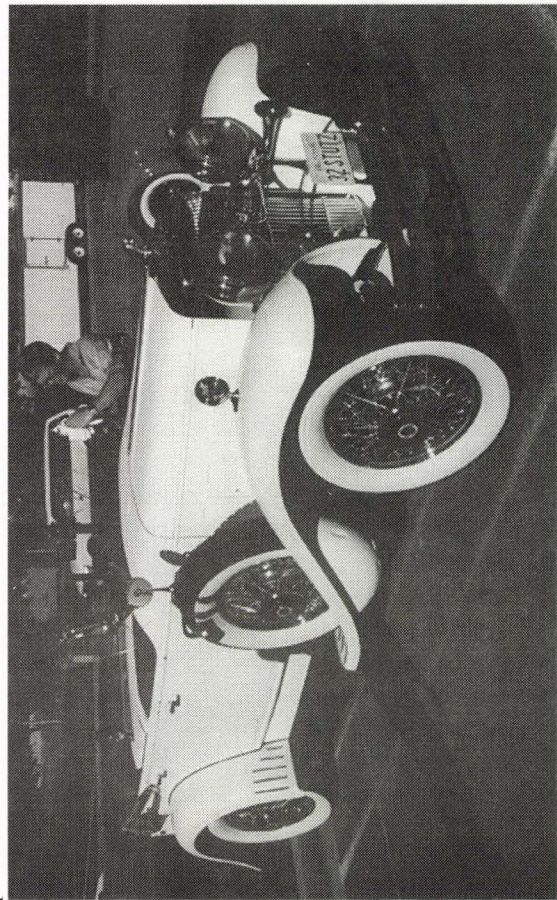




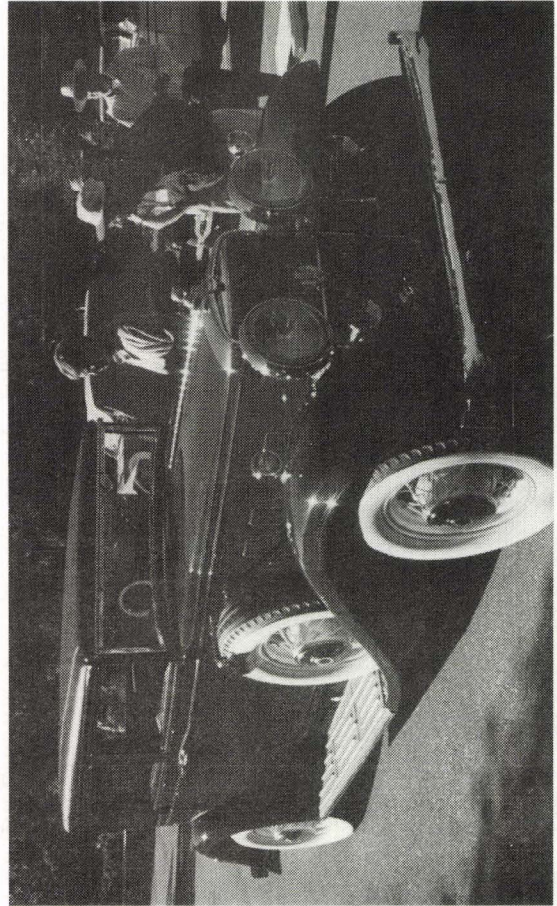
*Norman and Jeanne Lausten drove their fine 1927 Series AA Brougham from Pebble Beach, CA. Thanks Norman for these car photos.*



*You should see the outstanding color Gary and Susie Dubnoff of Vallejo, CA selected for their gorgeous 1931 DV-32 Rollston Conv. Victoria.*



*That's Richard Orr cleaning his gleaming white 1932 DV-32 Dual Cowl Speedster which got a little dusty coming up from Woodland, CA. yum!.*



*Harry and Peggy Windsor's beautiful 1932 DV-32 Le Baron LWB Sedan was driven to the meet by John Allen of San Jose, CA.*



Greer, vice president technical services and editor, and Dick Orr, vice president membership. Details are covered in the minutes which follow.

Craig Gagnon and his guest, Vickie Henke, brought a video of member Kenneth H. Koenen's 1932 Stutz DV-32 Sports Sedan and parts available to buy. This is a custom built car by Rollston in beautiful condition.

After dinner and the business meeting, many of us adjourned to the bar for more stories.

List of attendees:

Dale and Bonnie Wells  
Bill Greer  
Don Short 1923 Stutz Roadster  
Larry Cummings (guest with Don)  
Ced Pearce and Pat Stern  
John and Mandie Fossette  
1927 Stutz AA Touring  
Jim Crank  
Norman and Jeanne Lausten  
1927 Stutz AA Sedan  
Malcolm Bauer (guest with Norman)

Richard and Nancy Orr  
1932 Stutz DV32 4 passenger Sp.  
Gary and Susie Dubnoff 1931 Stutz DV32  
Harry and Peggy Windsor 1932 Stutz DV32  
John Allen  
Marshall Mathews 1914 Bearcat  
Ken and Carol Beach 1918 Stutz Touring  
Dr. Lyle Walker 1927 Stutz 4 door  
Doug Klinger (guest with Lyle)  
Layden and Jean Butler 1915 Bearcat  
Eldon Stutz  
Patrick Tidmore 1927 Stutz 4 door  
Clifford (Bud) Jacobs  
Craig Gagnon and Vickie Henke  
Arnie (Chic) Postier Jr.  
Ken Slater  
Dick Schneider  
Carroll Benter  
Dick Beak  
Troy Destfino and Cheleyne Parsons (guests of R. Orr)  
Richard and Kim Moore

## **Minutes of the 1996 Annual Business Meeting**

---

### **Marriott Hotel, San Ramon, California-September 14, 1996**

The annual business meeting was called to order by President Dale Wells following the evening dinner. Twenty-nine members and guests were present, each introducing themselves in turn. Richard Orr, chairman of the weekend Grand Stutz meet, welcomed the members and extended thanks to his committee for making all arrangements.

Secretary Tox Cox was absent, and the minutes of the previous meeting were read by Vice-President Bill Greer and approved by the members. The Treasurer's report was also presented by Greer who was acting treasurer following the resignation of Joe Folladori due to personal and health reasons. Cash balances total \$15,999. Report approved.

Vice-President for Membership Richard Orr gave a report of the current status and commented that 47 members had been present weeks earlier for the A.K. Miller estate auction in Vermont. Sixteen new membership applications were received there. Membership directories were available for sale at \$5.00.

Bill Greer gave the publications report about the status of the newsletter and the forthcoming book, *The Splendid Stutz*. Because of the necessity of making new publication and printing arrangements, future sales of the book will be at an increased price of \$69.95 plus \$5.95 for shipping and handling.

Plans were discussed to feature stories in future newsletters about the A.K. Miller auction, and stories about Miller and members' experiences in dealing with him for parts and information. All members are requested to pass along their stories to Bill for that future series.





*John Fossette happily and proudly accepts a trophy for driving his 1927 Stutz AA "the longest distance" to the meet.*



*Ced Pearce traveled all the way from Bedfordview South Africa to attend the meet. President Wells presents Ced with "the longest distance traveled" award.*



*There was fierce competition for the "best vintage costume" award. Here (L to R) Pat Stern, Jeanne Lausten, Bonnie Wells and Nancy Orr received applause.*



*Ed's note: Dick it was a great weekend filled with fine Stutz camaraderie. Many thanks to you and Nancy for hosting the first Grand Stutz held on the West Coast.*



Future plans and goals were discussed, and members invited to offer ideas and suggestions to the club. The book project has been long-drawn and challenging, but has brought excitement and enthusiasm to the club, and provided a source of pride and strength to those involved in the effort. Future projects could continue to build on this success and add to the strength and recognition of being a club member, and owning and driving a Stutz. Parts manufacturing and technical information are particular areas where we can be of great service.

Results of the election of officers, which was conducted by mail ballots as prescribed in the by-laws, was announced as follows:

PRESIDENT:	Dale Wells
VP MEMBERSHIP:	Richard Orr
SECRETARY:	Tom Cox
VP PUBLICATIONS:	Ray Katzell
TREASURER:	Ruth Toth
VP TECH SERVICES:	Bill Greer
ARCHIVIST:	Stephen Dean
V.P. PROGRAMS:	Ray Bowersox

Grand Stutz awards for members attending the weekend were as follows:

**LONGEST DISTANCE TRAVELED:**

Ced Pearce, from South Africa

**LONGEST DISTANCE BRINGING CAR:**

Don Short, from Blaine, Washington with 1923 Stutz Roadster

**LONGEST DISTANCE DRIVEN:**

John and Madlyn Fossette from Sacramento, California with 1927 Stutz Brougham

**OLDEST CAR AT THE MEET:**

Marshall Mathews with 1914 Bearcat

**MOST AUTHENTIC COSTUMES:**

Norman and Jeanne Lausten

**ANNUAL PETER HELCK TROPHY:**

Ernie Toth, Sr. for his lengthy and enthusiastic service as a Stutz technician in helping owners find parts and information. The Toths hosted the 3rd Grand Stutz.

Plans were discussed for holding the 1997 Grand Stutz at the Stutz factory in Indianapolis. There being no further business to come before the members, the meeting was adjourned.

Respectfully submitted,

Bonnie Wells, *Acting Secretary*

## Stutz Score High at CCCA Grand Classics

*by your editor*

It was great to see the Stutz marque so well represented at Grand Classics held July 13 this year as reported in the September 1996 issue of *The Classic Car*.

At the Eastern Grand Classic held in Valley Forge, PA, our V.P. Programs Ray Bowersox's 1932 Stutz DV-32 Bearcat Speedster scored 99.0 points for first place in Senior Division Production (1930-1932).

Ray Katzell, V.P. Publications, entered his "KISMET" 1929 Stutz M Four-Passenger Speedster, Le Baron in Exhibition. Ray is also serving as Director, CCCA's Delaware Valley Region this year. Hurricane Bertha tried to blow away the Grand Classic but Ray held on for a good show.

At the Midwest Grand Classic held in Hudson, OH, member Bill Synder's 1927 Stutz Black Hawk Two-Passenger Boattail Speedster

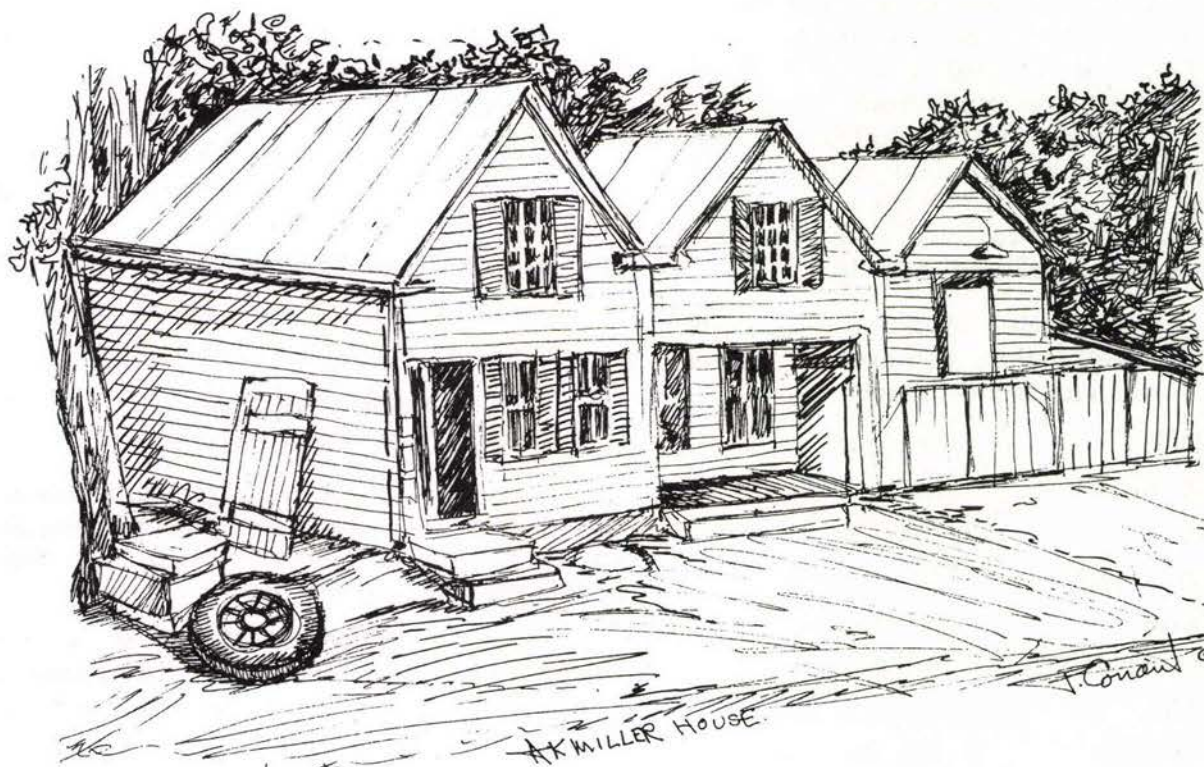
scored 100 points for first place in Primary Production (1925-1929). So, another Stutz now proudly wears a CCCA Senior Badge.

At the Far West Grand Classic held in San Ramon, CA, two Stutz took first place in Primary Division and became Senior cars. V.P. Membership, Dick Orr's 1932 Stutz DV-32 Dual Cowl Four-Passenger Speedster scored 97.0 points in Production (1930-1932) and Gary Dubnoff's 1931 DV-32 Conv. Victoria, Rollston scored 99 points in Custom (1930-1932). Photos of these two Stutz are shown in the coverage of the 9th Grand Stutz elsewhere in this issue.



# The A.K. Miller Story

---



*by your Editor*

*Sketch of A.K. Miller House by P. Conant*

Our many thanks to artist Pat Conant of Westfield, Mass. for her on-site rendition of the Miller home in Vermont.

The revelations regarding Alexander Kennedy Miller (#76) and his wife Imogene and their estate have made International News. CHRISTIE'S Auction provided some closure but the A.K. story will continue on for years to come.

The story broke in The Sunday Rutland Herald and the Sunday Times Argus (Vermont) on April 28, 1996 under the caption "Thrifty Vermont Couple Leaves Massive Fortune". This original story was reprinted on pages 21-23 in the July-Sept. 1996 issue of Stutz News.

Listed below are captions of other stories which have come to your editor's attention.

"Trove of rare cars found in Vermont."

"Treasure Found at Widow's Death."

"Stutz Hoard Uncovered."

"A Recluse and His Long-Hidden Trove of Cars."

"The Hermit who collected gold, silver and cars."

"Barn Discovery Reveals Treasure Trove of Rare Cars."

"The Madness of AK Miller."

"Buyers crazed at Stutz auction."

"Going Nuts for the Stutz."

"A Car Auction of Legend."

Over 50 club members attended the unique auction covered in the following pages. It was an event capturing the essence of the old car hobby. As new member Dale M. Robinson commented, "That was the most car fun I ever had."





*Norman Barrs (L), London, England; John Grunder (center), Torrington, CT and Ernie Toth, Jr. (R), Chagrin Falls, OH, discuss bidding plans. John, you bid Lot 226, Ernie you bid No. 228, etc., etc.*



*Founding Life Member William B. Ruger enjoys a discussion while stopped in front of the rare 1913 Stutz Series 6B Bearcat.*

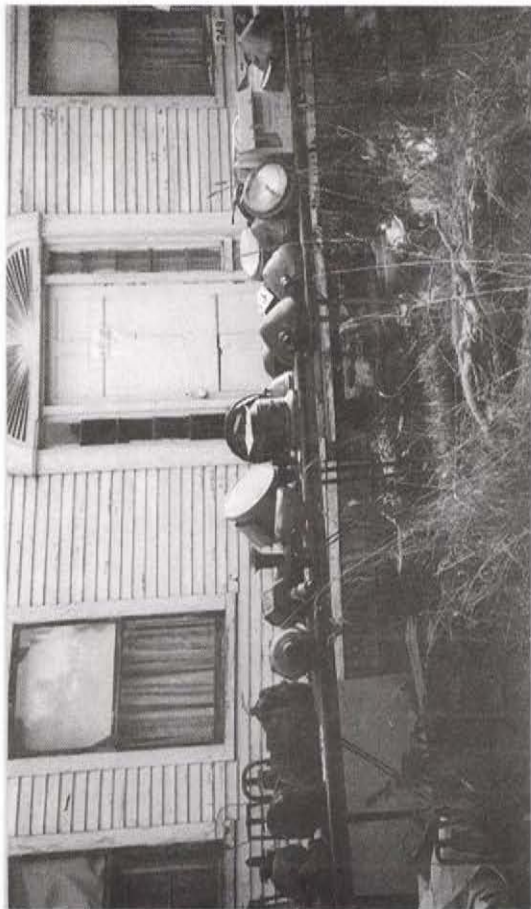


*Facing camera (front center) is Dick Orr, V.P. Membership of Woodland, CA; Roberts Reed, North Kingston, RI; Mike Holt (holding catalog), Scotland, and Daniel Ward (with glasses) of England. New member Ward bought the 1917 Bulldog. That's Ernie Toth in Stutz cap behind Dick Orr.*

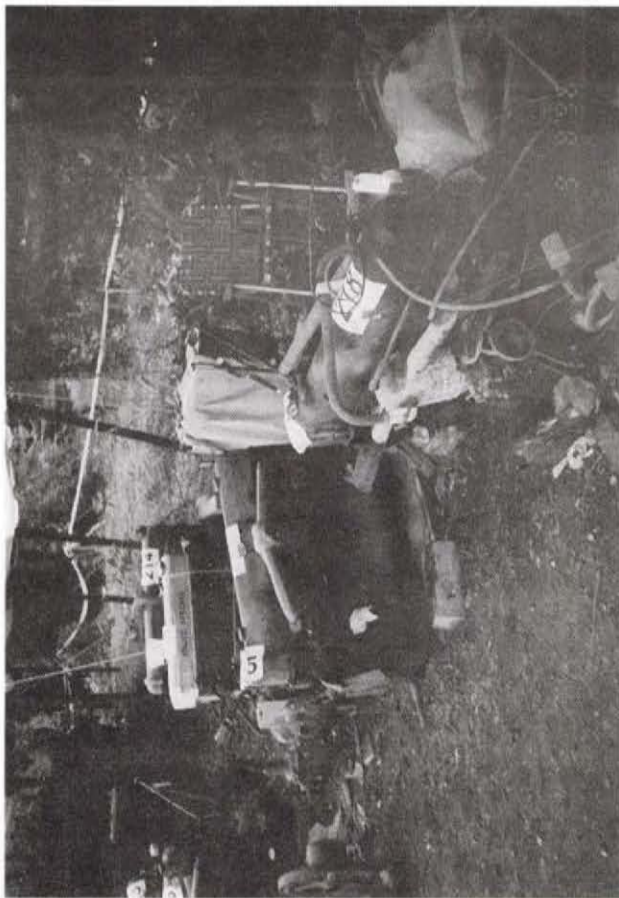


*George Holman (center), Wilbraham, MA and Lyle Patterson (R), Newport, NH, wait in line to pay Christie's for purchases. George bought a very complete DV-32 engine. Photos by Norm Miller, Summit, NJ.*





*Parts were offered in large lots and often it was difficult to ascertain what items were included. Such was the case with lamps.*



*Here are some of the engines accumulated by Alex Miller over the years. Photo by Tom Cox.*



*Norm Miller (L), Summit, NJ, and Ernie Toth, Sr., (R), Chagrin Falls, OH, swap Stutz lore around the 1913 Series 6B Bearcat which was purchased by Stanley Lucas of Long Beach, CA.*



*The 1916 Stutz Bearcat now owned by Dr. Harvey L. Carter of Dallas, TX sits for the last time in A.K.'s shop furnished with some interesting old tools. The Bearcat is currently being freshened up in Paul Freehill's Stutz Specialty Shop. Photo by Tom Cox.*



# AUCTION EXPRESS

EDITED BY JAMES T. LENZKE



This week's auctions include the culmination of one of the more bizarre recent "Classic-in-a-barn" stories, the no-reserve sell off by **Christie's** of the collection of eccentrics **A.K. and Imogene Miller**. Despite the fact that not one of the vehicles sold was rated over condition No. 4, six brought more than \$100,000 each!

Reporting on a lively and fast-paced **Dana Mecum/Marengo** sale, Mike Harris cites the '65 Pontiac LeMans convertible and '74 Mercedes 450SL as his personal choices for "best buys" (although he really fell in love with a no-sale '32 Packard).

**Christie's**  
**A.K. Miller Estate**  
 East Orange, Vt., 9-7/8-96  
 Scott Green reporting

Christie's David B. Gooding, Vice President, kindly allowed your editor to make brief remarks about The Stutz Club and its book project, *The Splendid Stutz*, to the auction crowd prior to the start of the bidding on Saturday.

Vehicles listed are those sold. Reportedly, 44 were offered.  
 Note: Bold type in list separates vehicle makes.

Year/Make/Model	Price	Condition
1927 Franklin 4d Sed	\$1,400	6
1928 Franklin Airman 4d Sed (6-cyl)	4,600	5
1931 Franklin 153 4d Sed (6-cyl)	6,500	5
1934 Franklin 19-A Airman 4d Sed (6-cyl)	6,200	4
<b>1923 H.C.S. Model 4 4d Trg (4-cyl)</b>	<b>12,000</b>	<b>4</b>
<b>1923 H.C.S. Model 4 4d Trg (4-cyl)</b>	<b>14,500</b>	<b>5</b>
<b>1923 H.C.S. Model 4 4d Trg (4-cyl)</b>	<b>19,000</b>	<b>5</b>
<b>1923 H.C.S. Model 6 2d Rds (6-cyl)</b>	<b>4,200</b>	<b>6</b>
1914 Henderson Trg (4-cyl, year approximate)	15,200	5
<b>1925 Locomobile 48 4d Twn Car</b>	<b>44,000</b>	<b>4</b>
1926 Rolls-Royce Silver Ghost Piccadilly 2d Rds (American built, Merrimac body)	115,000	4
<b>1924 Stanley 4d 7P Sed (year approximate)</b>	<b>15,000</b>	<b>6</b>
1913 Stutz B Bearcat Spds (only 6-cyl known to exist)	105,000	4
1914 Stutz 4d 7P Trg	62,000	4
1916 Stutz C 2d Rds (4-cyl, RHD)	62,000	4
1916 Stutz C Bearcat 2d Spds (4-cyl, RHD)	155,000	4
1917 Stutz Bulldog 2d Rds (4-cyl, RHD)	30,000	4
1919 Stutz Series G 4d Spt Trg (4-cyl, RHD)	21,000	5
1920 Stutz Bearcat 2d Rds (RHD, year approximate)	50,000	4
1920 Stutz Bearcat 2d Rds (4-cyl, RHD, year approximate)	50,000	4
1921 Stutz Bearcat K 2d Rds (4-cyl, RHD)	58,000	4
1922 Stutz 4d Trg (4-cyl, disassembled)	10,000	6
1922 Stutz K 4d Trg (4-cyl, RHD)	25,000	5
1923 Stutz Special Six 2d Trg (6-cyl)	3,500	6
1923 Stutz KLDH 4d Trg (4-cyl)	22,500	5
1923 Stutz Special Six 4d Trg (6-cyl, year approximate)	22,000	4
1924 Stutz KLDH 4d Trg (4-cyl)	18,000	5
1925 Stutz Speedway Six 4d Sed (6-cyl)	9,000	4
1927 Stutz Vertical Eight AA 4d Sed (8-cyl)	6,500	5
1927 Stutz Vertical Eight AA 4d Sed (8-cyl)	12,000	4
1927 Stutz Vertical Eight AA 4d Sed (8-cyl)	17,000	4
1928 Stutz BB Blackhawk 2d BT Spds (8-cyl)	80,300	4
1928 Stutz BB Blackhawk 2d BT Spds (8-cyl, Woodlites)	105,000	4
1929 Stutz Blackhawk 2d PU (converted to PU, 6-cyl)	3,800	6
1929 Stutz Blackhawk 4d Sed	7,000	5
1929 Stutz M 2d (incomplete chassis w some body parts, LHD, 8-cyl., partially converted to truck)	6,000	6
1929 Stutz M 4d Sed	27,000	4
1929 Stutz LeB Spds 4d DC Phae (8-cyl)	68,000	4
1930 Stutz Eight 2d S C Cpe (body by Lancefield, one of two known)	135,000	4
1930 Stutz M 4d Sed	14,000	4
1931 Stutz SV-16 4d Sed (8-cyl)	10,000	4
1932 Stutz DV-32 4d Sed (8-cyl)	27,500	4
1933 Stutz DV-32 2d LeB Rds (8-cyl)	150,000	4
<b>1924 Stutz Fire Engine Co K Wrecker</b> (fire truck converted to wrecker, year approximate)	<b>15,500</b>	<b>4</b>



*Bidders congregate to the registration table and begin to line up for the auction.*

*The large crowd of bidders overflowed Christie's tent for the car auction conducted Saturday afternoon, September 7th.*





# WHEELS WEEKLY & CLASSIFIED

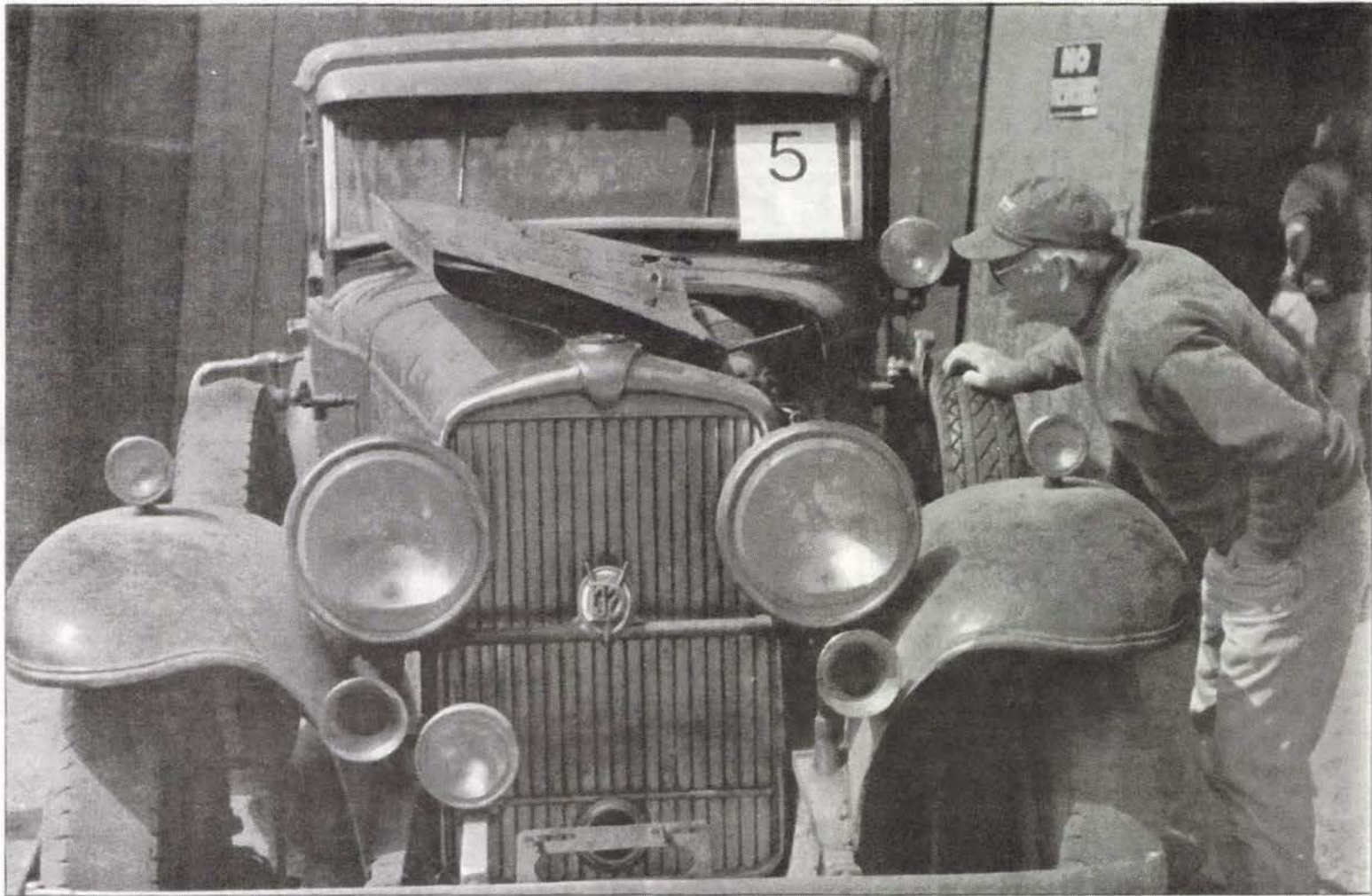
WEDNESDAY, SEPTEMBER 18, 1996

THE PROVIDENCE JOURNAL-BULLETIN

SECTION 1

## Antique auction at the miser's place

Dozens of vintage autos fetch \$1.8 million in Vermont

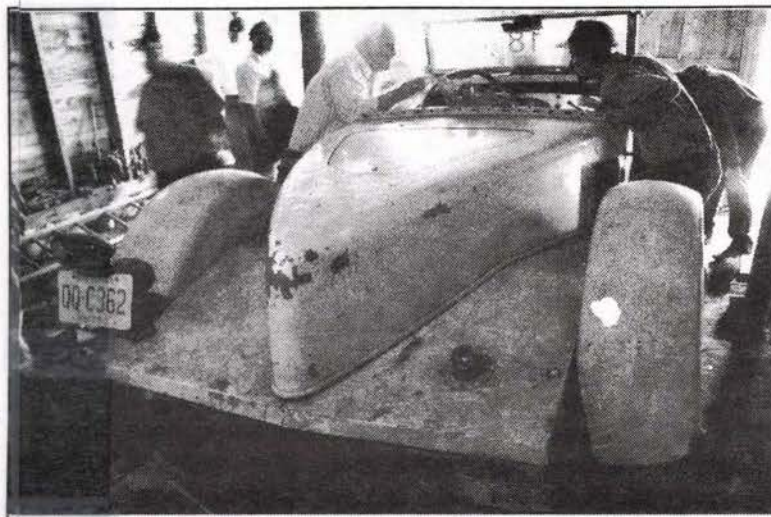


AP/WIDEWORLD

The editor is indebted to new member Dick Shappy, Dick Shappy Classic Cars of Providence, RI, for sending the "Wheels Weekly" section from the September 18th issue of The Providence Journal-Bulletin. In it were two articles of great interest by none other than John A. Heilig, Jr., Associate Executive Producer/Editor of The Auto Channel whom we had the pleasure of meeting at the Christie's auction in Vermont.

Many thanks to Mr. Heilig for the approval to reprint these articles in Stutz News. The original copy was reduced by a factor of .75 which resulted in the smaller print.





JOHN HEILIG

**JAZZ-AGE UNEARTHED:** 1928 Black Hawk Boattail Stutz Speedster, above, sold for \$105,000 even though it needed extensive restoration. At right, the queen of the ball, a 1926 Rolls-Royce, went for \$115,000.

## Vintage Stutzes, VW go separate ways

The late A.K. Miller's barnfuls of beauties bring \$1.8 million at Vermont auction

By JOHN HEILIG  
Special to the Journal-Bulletin

Christie's auctioned off the Stutzes and the Volkswagens, the old car magazines and the 100-pound anvil — everything that was left of the A.K. Miller estate in East Orange, Vt., went down the one-lane dirt road to locations around the world.

And with the sale, one of the strangest stories in automobile collecting reached its climax and drifted quickly toward its conclusion.

Top dollar bid of \$155,000 (\$173,000 including the seller's premium or commission) was for a 1916 Stutz Model 4C Bearcat. According to the catalog, this car was partially restored (probably by Miller) and appeared to be nearly road ready.

The Bearcat had a T-head Wisconsin 390-cubic-inch four-cylinder engine rated at 50 hp, with a three-speed manual transmission and right-hand drive. This car sold for \$2,000 when new and was the epitome of Stutz's motto, "The Car That Made Good in a Day." The "Day" was the running of the first Indianapolis 500, where a Stutz finished 11th.

The total sale for the cars was \$1,864,186, which included a premium of \$220,116 for Christie's. The cars were auctioned on Sept. 7, while the automobilia and remainder in the sheds went the following day.

### Ultimate collector

Alexander Kennedy Miller ("A.K." or Alec to his friends) amassed a remarkable collection of Stutz automobiles, a few HCS automobiles, some Franklins, a Rolls-Royce, and a handful of Volkswagens in his 87-year lifetime. He also stashed amazingly large amounts of gold and silver (several million dollars worth) under the floors and in the safes in every building on his property and at his home in New Jersey.

Yet A.K. and his wife Imogene — or Jean — lived like paupers, saving every penny and sometimes living on dog food and home-baked bread made from flour scraped off the floor of the local general store.

Miller also had 45 automobiles, all well-used and in unrestored condition. Thirty-three of the cars were Stutzes, built from 1913 to 1936. Also included were four Franklins, four HSC cars that were built by Harry C. Stutz after he left the company that bore his name, a Henderson, a Locomobile, a Rolls-Royce and several Volkswagens.

One car was stored in the old schoolhouse that A.K. bought nearly 40 years ago. It had to be taken apart to remove it from the building. On the blackboard, in faint chalk, you can still read the word "STUTZ."

### About the photograph on the cover

1932 Stutz DV32 Four Door Sedan catches the eye of Charles Courtemarche of Columbia, N.H.; it's among 45 antique autos auctioned Sept. 7 in East Orange, Vt. hidden treasures of the late Alexander and Jean Miller. It sold for \$27,500.



Packed alongside the cars and in the lofts of barns, in the house and all over the property was an amazing assortment of car parts and literature, from the early years of the century through the 1960s.

"Alec liked Stutzes because his father had one," longtime family friend Andy Bizub said. "We would visit him every summer and he'd show me what he had and where it was stored. He even had an autogyro (half airplane, half helicopter) stored on the third floor of one barn."

Stutzes always made their mark on the race tracks of America, often racing against the equally dashing Mercer Raceabouts. The "White Squadron," as the team was known because of its resplendent white uniforms, included at one time the famous Cannonball Baker of long-distance-run fame.

A 1913 Stutz 6B Bearcat, built the year the company's name was changed from Ideal Motor Car Company to Stutz Motor Car Company, went for \$105,000. This car had a 468-cubic-inch, six-cylinder engine.

Dave Brownell, publisher of Hemmings Motor News, said in the catalog that this may well be the last remaining six-cylinder T-head Bearcat. A Californian who dropped out of the bidding at \$100,000 said later that he should have paid \$110,000 for the car because it would be worth \$200,000 after it's restored.

### Stutz history

Harry Stutz left the company bearing his name in 1919 to build the HCS car in 1919. Shortly thereafter, the Stutz Motor Company was taken over by Bethlehem Steel magnate Charles M. Schwab. In 1925, Frederick E. Moskovitz became president of the company and, as one book said, "revised the marque's image from hairy beast into sophisticated beauty."

One of the best cars built by the Stutz Motor Company was the 1933 DV32 Roadster, which sold for \$150,000. This eight-cylinder 156-horsepower car "epitomizes the Classic Car era," according to Christie's catalog.

With a 145-inch wheelbase, wire wheels, leather seats and side-mounted spare tires, this car is considered to be the last remaining long-wheelbase DV32 Roadster. It has a 322-cubic-inch, 156-hp engine built by Stutz. It was dirty but undamaged, except for a few minor

Turn to **JUNKYARD**, Page 10



# Junkyard Rolls

Continued from Page 8

dents and some surface rust, and would be worth almost double its selling price when restored.

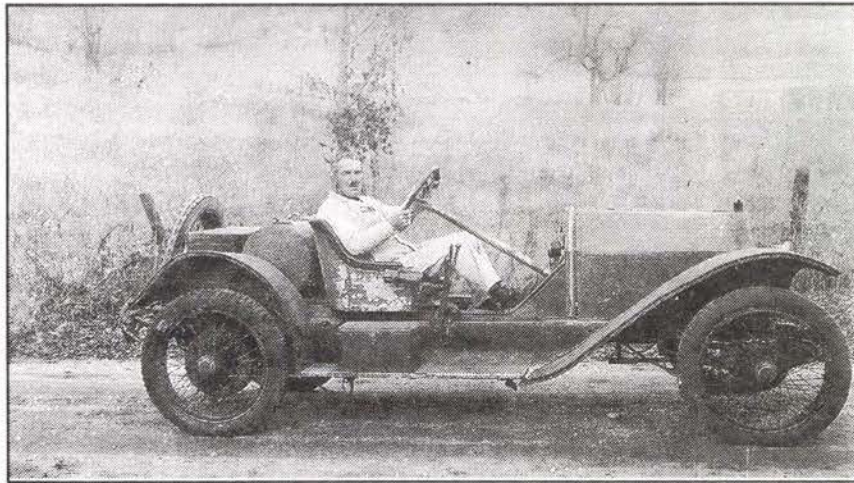
The Rolls-Royce sold for a bid price of \$115,000. This 1926 Silver Ghost Picadilly Roadster was one of the last Rolls-Royce cars built in Springfield, Mass. Its first owner was Countess Carla Filippini of Chicago.

According to Bizub, A.K. Miller bought the car from a

junkyard for \$25 or \$50. "He drove it for his everyday car, and took it to Canada a lot," Bizub says.

The only other car to top \$100,000 was a 1928 Stutz BB Black Hawk Boattail Speedster, which went for \$105,000. This red car, with its classic boat tail rear end and black, racing-style cycle fenders, carried side-mounted spare wire wheels and a long, low hood. In 1928, Stutz entered a single car in the LeMans 24-hour race and finished second to a 4½-liter Bentley, the most formidable racing machine of its time.

Stutz chassis were also converted into working vehicles, one of which was a 1924 Model K Fire Engine that

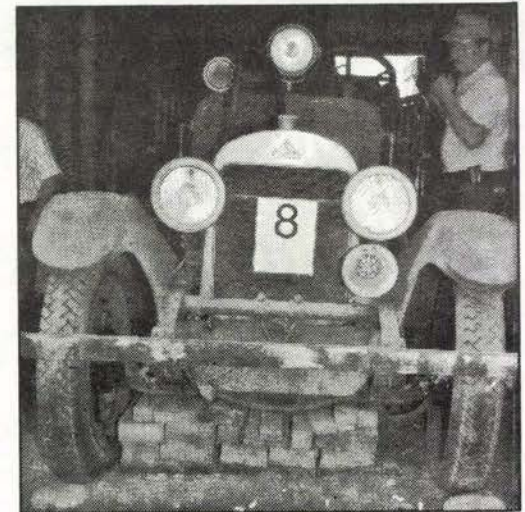
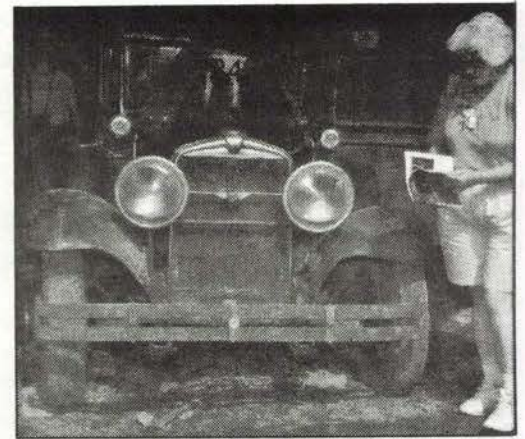


JOHN HEILIG

**ROOT AND FRUIT OF A RUT:** Eccentric Alex Miller, top, in one of the antique cars he collected. His passion for Stutzes was revealed when his Vermont storage barns were opened after his death. Christie's auction house set up temporary headquarters in the Millers' condemned home.

Your editor set up a small Stutz Club table by the Christie's bidder area to welcome members and solicit new members. A blue/white Stutz banner was hung under the window on the side of the house. Author John Heilig's photo above caught the editor (billed cap at center) pointing upward at the window where A.K. must have been working (speculation) when he fell to his death from a Stutz Fire Truck ladder in the fall of 1993.

**"They shopped at yard sales," a neighbor said, "and their clothes looked like it."**



JOHN HEILIG

**HOT WHEELS:** Ann Cole of Randolph, Mass., eyes a 1929 Blackhawk 4-door sedan (\$7,000), top; a 1924 Stutz Model K fire engine eventually sold for \$15,500

brought a price of \$15,500 from a British investor. Stutz built fire engines from 1919 through 1928. This model has been converted to a wrecker as well, probably by Miller, which reduced its value somewhat. But its bell and siren worked well, as many who climbed up into the driver's seat discovered.

## Top lots

Other cars drawing top dollar at the auction included a 1929 Stutz Model M Dual Cowl Phaeton with body by LeBaron, which went for \$68,000, a 1914 Stutz Seven-Passenger Touring car (\$62,000) and a 1916 Stutz Model 4C Roadster (\$62,000).

Tamara and John Lory of Orlando, Fla., returned home with five cars: a 1925 Stutz Speedway Six four-door sedan (\$27,500); a 1927 Stutz AA Eight four-door sedan (\$6,500); a 1932 Stutz DV32 four-door sedan (\$27,500); a 1923 Stutz KLDH Touring Car (\$22,500 bid); and a 1929 Blackhawk four-door sedan (\$7,000).

The jewel of the group, the DV32 sedan, has wire wheels and a 322-cubic-inch, 156-hp eight-cylinder engine. According to Brownell, the car is a rare find and represents a potential prize-winning example of the model.

## \$70 Karmann Ghia

The least expensive car in the lot was a partially disassembled Volkswagen Karmann Ghia convertible, which tentatively passed under the gavel of auctioneer Dermon Chichester with a bid price of \$70. However, transport to the United Kingdom may have proven too daunting for the British buyer of the car. It was back on the auction block at the conclusion of Sunday's sales.

According to neighbor Alden Chapman, A.K. bought many of his cars right after World War II. "There were a lot of cars around," Chapman said. "People kept them in garages during the war because they used too much gas or because they didn't want them cut up for scrap. After the war, they traded these old cars for newer models. A.K. saw the future collectibility of these cars and bought them for nothing or next to nothing."





JOHN HEILIG

**CAN'T TAKE IT WITH YOU:** The tombstone of Alex Miller and his wife, Imogene ("Jean").

# Crafty Millers hid their wealth from the taxman, and from themselves

By JOHN HEILIG  
Special to the Journal-Bulletin

When Imogene Miller died in February, it was after she had been found in her freezing Montclair, N.J., home. She had had a heart attack and her toes had to be amputated because of frostbite. The fire in the wood stove had gone out.

On her death bed, "Jean" told her sister, Rhoda Reynolds, to check under the schoolhouse on their property in East Orange, Vt. First examination brought no results, but after metal detectors were brought in, a large metal box was unearthed. It was welded shut. When the box was opened, a large cache of silver dollars poured out.

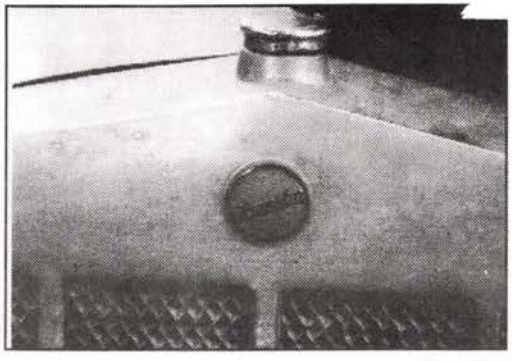
Their interest obviously piqued, the neighbors and police who did the digging checked the other sheds and barns on the property and in New Jersey and uncovered approximately \$3 million in additional gold and silver.

### Only paid property taxes

Jean's husband, Alexander Miller, was self-employed his entire life, running Miller's Flying Service in New Jersey in the 1930s. From then on, he bought and sold planes and cars. He never paid Social Security or income taxes. Therefore, federal and state officials have brought claims against the estate which are being challenged by the sole heir, Mrs. Miller's sister.

Total claims exceed \$7.3 million by the federal government and \$899,742.45 by the state of Vermont. Miller always paid his local property taxes on time and in cash, though, according to neighbors.

"Alec never paid top dollar for anything," longtime family friend Andy Bizub remembered. "He knew which cars to keep and which ones to sell. He went to England a lot and they're way ahead of us over there as far as collectibles are concerned. Alec appreciated the future value of



JOHN HEILIG

**NAMEPLATES** of cars no longer made, like a Franklin.

## Saved for the taxman?

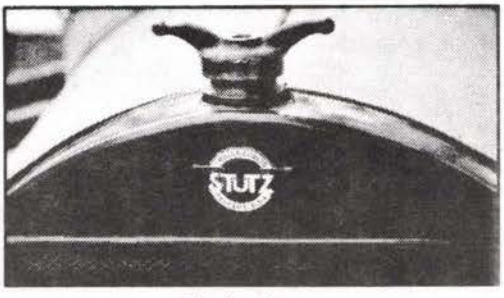
these things."  
"They shopped at yard sales," a neighbor said, "and their clothes looked like it." Another neighbor said they'd go to stores and buy dented cans of food, the ones nobody else will buy, at half-price.  
When Alec and Jean traveled to England, they usually went by freighter, working for their passage.

### Church of the miser

It was Miller's lifestyle as much as the cars that drew the curious to the auction. He was treasurer of the East Orange Church for 40 years, but he infuriated churchgoers when he disconnected the electric meter because he wouldn't pay the \$7 a month charge. He excused himself from visitors one day because he had to light the candles and kerosene lanterns in the church for a wedding.

Neighbors also accused him of stealing the church bell. He did most of his business with people by mail, but even here he would literally cut corners to save a penny. If he went to the Post Office and a post card he was mailing was slightly over the allowed weight, he'd trim the corners off the card so that it was under the weight.

When people would send him self-addressed stamped envelopes, he'd often cross out the name and address of the person who mailed it and send the envelope to someone else. And if a letter required 6 cents postage, he'd put a 3-cent stamp on the envelope and let the addressee pay the postage due. Once he used S&H green stamps for postage.



Chintzy, too

He'd always give you a receipt if you bought a car part from him, but the receipt could just as well be from Joe's Bakery as from anywhere else. And if you did buy a part from him, many people at the auction said that Miller would send the worst one he had.

Steve Teel, a neighbor who is writing a biography of the Millers, said, "From their photographs when they were young, he looked dapper and she looked beautiful. They seemed to belong to the slick Stutz Bearcat time. But when they stepped out of their cars in recent years, they just seemed shabby."

Teel said an earlier three-day auction of household goods brought \$168,000.

At the end, A.K. Miller was buried in a "plain splatter-paint box," according to neighbor Bill Caughey. "She made arrangements for the stone. The headstone was a piece of marble from a building in Montclair. He had three and sold the other two to pay for his. When Alec died, Jean put it there and had it engraved. Then she told the people to engrave it (with her name and dates) when she died."

Deeply religious people, the Millers have two Bible passages cited on the stone. The first, from Acts, says, "Believe on the Lord Jesus and you will be saved, and your entire household." The second, from Thessalonians, tells what happens to a Christian when he dies and that those remaining should be happy.

### Exposed at last

Neither A.K. nor Imogene Miller would have been happy with the circus that surrounded the final disposal of their worldly goods. Thousands of people were walking all over the grass and property, wondering at the shabbiness of the Miller's living arrangements.

But Andy Bizub couldn't help stare at the front door. "I keep expecting Alec to come walking out," he said. "I'll miss him. He was my friend."

*Eds Note: The Miller tombstone (upper left) reads:*

Alex Kennedy	7-14-1906	10-22-1993
Imogene Raymond	9-3-1917	2-19-1996

*Reproduced below is a typical postcard from Alex dated October 30, 1989.*

Dear sir: Oct 30  
I note you still seek a Romy O-F generator. I will swap you a good one for rear axle 4cyl items, such as axle housings, driveshaft cover plate to 4cyl transmission; rear axle hubs & drums, left frt mudguard, any shape; 18-24 starter, differential (don't need the ring gear);. There is a good selection of 4cyl items to work on, see what you can find. I know of a rear axle housing unit that Freehill sold to a man, but I dont know where that man is now, except he is up your way somewhere. Its no good to him, so he ought to be able to deal. But if you say items are for me, some chaps say "He is a dealer & you wont get them. I want these for one of my cars. See what you can find. I got my 1914 15 STUTZ HOS from original owner & Mr Purdy is not right in what he says about the rad. emblems & my car is #93, not #6. I have owned & still do, some of my Stutz since 1925. I have a car like page 10. There were only 3 DV6 engines & 1 car vty a miller. I know Frank is wrong.



DALE K. WELLS  
7906 South 10th Street  
Kalamazoo, MI 49009-8952  
(616) 375-4844

Nov. 1, 1996

Financing "The Splendid Stutz"

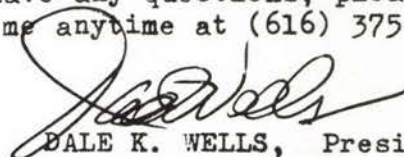
As reported in the July-September 1996 issue of Stutz News, the Club decided to complete publication of The Splendid Stutz on its own. From the enclosed advertisement, you can see that the book has now been published. It undoubtedly will make a long-needed and lasting contribution to automotive history, and we're both pleased and proud about that.

The original arrangement with Turning Point Press called for that firm to finance the publication, with the Club receiving royalties of 10% of the sales. The revised arrangement meant that the Club itself has had to finance publication. To avoid further delay, it was decided to obtain short-term advances quickly from Club funds and from a few Club members. Now that the book has been published, we need to restructure our debt on a longer-term basis. We are therefore turning to you for help in doing so.

The Stutz Club, Inc. is issuing 70 non-interest bearing debentures, each having a par value of \$1,000. The debentures are secured by some 1500 copies of The Splendid Stutz. Sale of the book would generate more than enough funds to liquidate the \$70,000 raised by selling all of the debentures. (Surplus sales will add dollar-for-dollar to the Club's treasury.) The debentures will be re-paid pro rata in annual installments equal to the income from book sales during the preceding 12 months. The financial figures are shown on the following page.

Hopefully, repayment will be completed within five years or less. The prospect of selling sufficient copies seems reasonably conservative. (By way of comparison, approximately 2300 copies of the recent book on Marmon have been sold at its original list price of \$75, plus about 500 copies at a later reduced price.)

The Stutz Club is soliciting its members to invest in at least one, and hopefully several, of the debentures. Please pitch in by returning the coupon on the next page. And, if you have not yet ordered your copy of The Splendid Stutz, or wish to order more copies (they make great gifts), please use the coupon in the enclosed advertisement. Thank you for your consideration and support in this project. If you have any questions, please feel free to call any of the officers, or call me anytime at (616) 375-4844.

  
DALE K. WELLS, President







**BOOK PROJECT ESTIMATED COSTS**

Stutz Club advances to Turning Point Press	\$ 15,900
Printing costs for 2025 books	44,000
Out-of-pocket editorial expenses	8,000
Marketing and advertising	2,000
Other obligations: Shipping costs collected by Turning Point Press for approximately 500 books @ \$5.00 ea.	2,500

<b>TOTAL ESTIMATED COSTS FOR PROJECT</b>	<b>\$ 72,400</b>
Stutz Club Book Fund donations from members	-8,200

**NET LONG TERM FINANCING NEEDED** **\$ 64,200**

**BOOK'S PROJECTED INCOME**

Total books printed = 2025	
400-500 books sold by Turning Point Press	
Assume worst case of 500 @ \$0.00	\$ 0.00
25 books to reviewers and contributing authors	\$ 0.00
1500 books to be sold by The Stutz Club	
Assume 1000 @ full retail of \$69.95	\$ 69,950.00
500 @ 50% discount (\$35.00) to wholesalers	\$ 17,500.00
<b><u>TOTAL PROJECTED INCOME</u></b>	<b><u>\$ 87,450.00</u></b>

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**TO: RUTH TOTH, Treasurer**  
**The Stutz Club**  
**3301 S.O.M. Center Road**  
**Chagrin Falls, OH 44022**

I hereby subscribe for \_\_\_\_\_ Stutz Club debentures at \$1,000.00 each. Enclosed is my check for \$\_\_\_\_\_.

Name \_\_\_\_\_

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# THE SPLENDID STUTZ

## BOOKS & VIDEOS

EDITED BY CHAD ELMORE

**BOOK** *The Splendid Stutz* "The Car that Made Good in a Day" was the earned motto for the speedy Stutz, which successfully took honors on racetracks with as much style and respect as decathlon athletes who take the gold at Olympic games. There is much to respect about the marque, and it takes a respectable book to do the job right. Call this book more than respectable; it is monumental in scope, depth, and impact. Through its 392 pages, (hardbound), more than 500 illustrations - mainly black-and-white vintage photographs that are generally very good in quality - carry the visual story of Stutz automobiles, personalities, and achievements. There is even an eight-page color section on the artistic nature of the car. But as enlightening as the visuals are, this reviewer is in awe of the text, the facts, the nearly forgotten information that the book now preserves for our generation and those to come. Edited by Raymond Katzell, the book includes submissions by 16 contributors, including Beverly Rae Kimes, Keith Marvin, and Kit Foster. Fifteen chapters carry the action from the insightful opening section by Charles Betts Jr., on Harry Clayton Stutz himself, to the various company endeavors

under Stutz and later leadership, to the successes in racing the the car's later years. James Petrik does an admirable job with the chapter on coachwork back to 1926. There's even a chapter on the H.C.S. automobile named after Mr. Stutz, fire engines, and the Pak-Age-Car. Dale Wells leads off the final chapter on "The Memory Lingers On," which shows how the name and image of Stutz have not been forgotten in recent years, even in specialty cars and miniatures. For readers who like technical information, model comparisons, figures, and specifications, the information is laid out like an intricate road map. For readers who like human interest, the book comes across like a print-time special. Research in the book appears as solid as the car itself, and ample quotes from main figures in Stutz history abound. No one can lay claim to knowing the Stutz story in a comprehensive manner without absorbing the information presented in this book. No better monument can be raised to the memory and importance of Stutz. Price: \$69.95 plus \$5.95 S&H (\$12.75 overseas), standard edition. To order, contact The Stutz Club Inc., Dept. OC 583 Main St., Wilbraham, MA 01095.

-Gerald Perschbacher

### Editor's Comments:

Most members have recently received Dale Wells' letter of November 1, 1996 pertaining to "Financing *The Splendid Stutz*". However, since the newer members beginning with No. 448 did not get this mailing, the letter and attachments have been included in this issue.

The "Flyer" on *The Splendid Stutz* which follows was circulated at the AACA Hershey Meet in early October. Members are encouraged to make copies of the "Flyer" for use in promoting sales of the book. The key to the Club's success with the book project lies in getting buyers.

We are pleased the *Hemmings Motor News* and *Old Cars* carried notices of the availability of *The Splendid Stutz* in recent issues as reprinted below. A special ad has been placed in CCCA's November 1996 *Bulletin* and other promotions are planned.

George Holman and Ray Katzell also have been busy on other aspects of the book project. George has been getting set up to handle book orders and take care of the entire distribution process - a monster job. Ray has been soliciting book reviews which are critical to sales success. We have reprinted here the first review published. It is a great one by Gerald Perschbacher found in the November 21, 1996 issue of *Old Cars*.

### Stutz stamina

Readers of *Old Cars* who placed orders for *The Splendid Stutz* will be glad to learn that the book is now available. Orders placed with the previous publisher, Turning Point Press, will be filled at no additional cost by the new publisher, The Stutz Club, Inc. Anyone who placed an order with Turning Point Press that has not been refunded should send their name and address, along with documentation of the order (cancelled check or credit card record) to the address given below.

New orders for the book will also be accepted, and should be accompanied by a check for \$69.95, plus \$5.95 shipping and handling per copy.

The Stutz Club, Inc.  
583 Main St. Dept OC  
Wilbraham, MA 01095

### To Those Who Have Ordered Copies Of The Book

#### "The Splendid Stutz"

**T**he Stutz Club is pleased to announce that it has taken over publication of "The Splendid Stutz" from Turning Point Press. We will fill new orders beginning October 21.

For those of you who sent orders with payment to Turning Point Press before July 22, 1996 (and who received no refund), we will fill those orders ourselves *without additional charge*.

However, we have no list of those who bought copies of the book. So, before we can fill those orders, we must ask you to send us a copy of your cancelled check or charge card record, along with your complete shipping address.

Regrettably, publication has been delayed but we trust that the quality of "The Splendid Stutz" will help make up for it. If you wish to buy additional copies, the price will be \$69.95 + \$5.95 shipping.

Please send your requests and orders for "The Splendid Stutz" to:  
Order Department Stutz Book, Stutz Club Inc.  
583 Main Street, Wilbraham, MA 01095.



**N O W   A V A I L A B L E !**

The only comprehensive book on that legendary marque, **The Stutz!**



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- the fabulous cars: the Bearcat, the Black Hawk, the DV-32, and all the rest.
- other great Stutz-built vehicles: the H.C.S., the Blackhawk, the fire trucks, and the Pak-Age-Car van.
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- Stutz miniature models, toys, etc.
- and a whole lot more!

If you have not yet ordered your copies, please use the order form below.

If you placed an order with Turning Point Press that was not refunded, The Stutz Club will fill it at no additional cost. Just enclose documentation, e.g. cancelled check or credit card record, with your request, including name and address.

**To: Order Department, The Stutz Club, Inc., 583 Main Street, Wilbraham, MA 01095**

Please send me \_\_\_\_\_ copies of The Splendid Stutz.

Enclosed is a check for \$69.95 plus \$5.95 for shipping and handling for each copy, \$12.75 overseas. Sorry, no credit card orders.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone ( \_\_\_\_\_ ) \_\_\_\_\_



## Editorial Comments

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This has been a fun issue for your editor there being a number of interesting events to cover. Behind us are the unique Christie's auction of the A.K. Miller estate, the enjoyable Ninth Grand Stutz held in San Ramon, CA, and the friendly get-together at Hershey. Ahead lies the important task of completing *The Splendid Stutz* book project. You will find a number of items related to the book project in this issue. Now that *The Splendid Stutz* has finally been published, the club's immediate challenge is to finance the debt incurred and then to sell as many books as possible to liquidate the loans. Please help in any way you can. You may have noticed this correction which appeared in the November 14, 1996 issue of *Old Cars* on page 5. The address at the bottom of the original article entitled "Stutz stamina" was inadvertently followed by Flagstaff, AZ, which confused a number of readers. The club appreciates this clarification by *Old Cars*.

Did you know that the 1914 Stutz Bearcat was one of The 24 Most Important Automobiles of the Century? Our thanks to Life member A.J. (Tony) Koveleski of Scranton, PA for bringing this important declaration to our attention. The September 1996 issue of *Automobile*, Vol. II No. 6 carried the article on pages 74-79 with an illustration of each of the 24 automobiles and a significant paragraph of information. Tony's 1914 Bearcat was illustrated.

Here's what David E. Davis, Jr., Editor/Publication Director of *Automobile* had to say about the 1914 Stutz Bearcat: "If you say 'sports car' to anyone my age or older, their immediate reaction is apt to be 'Stutz Bearcat'. Created by the flamboyant Harry C. Stutz and minimal in the extreme — consisting of little more than an engine, four wheels, a gas tank, and two seats — the Bearcat's purposeful appearance screams sports car even today. The Bearcat had a rear-mounted transaxle and was available with either a six or a four-cylinder engine, and 1915 racing versions boasted sixteen valves and a single overhead camshaft. In 1915 Cannonball Baker drove a four-cylinder from San Diego to New York in a record eleven days, seven hours. I've driven one of these, and it is an astonishingly modern car."

While speaking of Bearcats, your editor is hoping to obtain for the club a videotape of a 1915 silent movie shot in Muncie, IN. The 29-minute film, "The Man Haters," features a chase involving a Stutz Bearcat. If a copy can be obtained it will be shown at the 10th Grand Stutz being planned now to be held in Indianapolis in 1997.

In the previous issue of *Stutz News* covering July-Sept. 1996 (see p. 11) we reported on making contact with Edison A. Brubaker, grand nephew of Harry C. Stutz. Recently, the grand daughter of Harry's sister Frances Almeida Stutz, Kay Bowers of Florida, contacted Dale Wells. In a subsequent telephone conversation with Mrs. Bowers I learned that her mother, Almeida Stutz Brubaker's daughter, lives in New Carlisle, OH in a home purchased by Harry Stutz for the family. Apparently, only three (3) of the eleven (11) Brubaker children survive. Our hope is to get an interview with Mrs. Bower's mother at her home in New Carlisle.

While surfing the NET, my grandson Eric (age 12) discovered The Stutz Club at location <http://hfm.umd.umich.edu/SHOW/clubs/stutz.html>. Your editor plans to investigate via E-mail message to: [rescntr@umd.umich.edu](mailto:rescntr@umd.umich.edu) as to what's up.

While attending the Ninth Grand Stutz in San Ramon, Calif. member Ken Beach (#101) of Bainbride Island, Wash. handed me an astounding life story written by Jim Parsons.

Jim Parsons was the Stutz distributor for the state of Washington from 1916 through 1934 with dealerships in Seattle, Spokane, and Walla Walla. Jim was also a noted race car driver in the Pacific northwest and won many events with Stutz cars.

The Parsons story is 100 typed pages and the editor is trying to find a way to edit it down, that is, condense it to a size that can be published here in *Stutz News*. Its a marvelous piece of history!



# Andrew Darling and his beloved Stutz

by Ray Katzell

The news coverage of the recent Miller auction, including Bill Greer's report in this issue, has certainly spotlighted the Christie auction company. But some of you may not be aware of another recent auction of important cars, this one conducted by Christie's main competitor, Sotheby's.

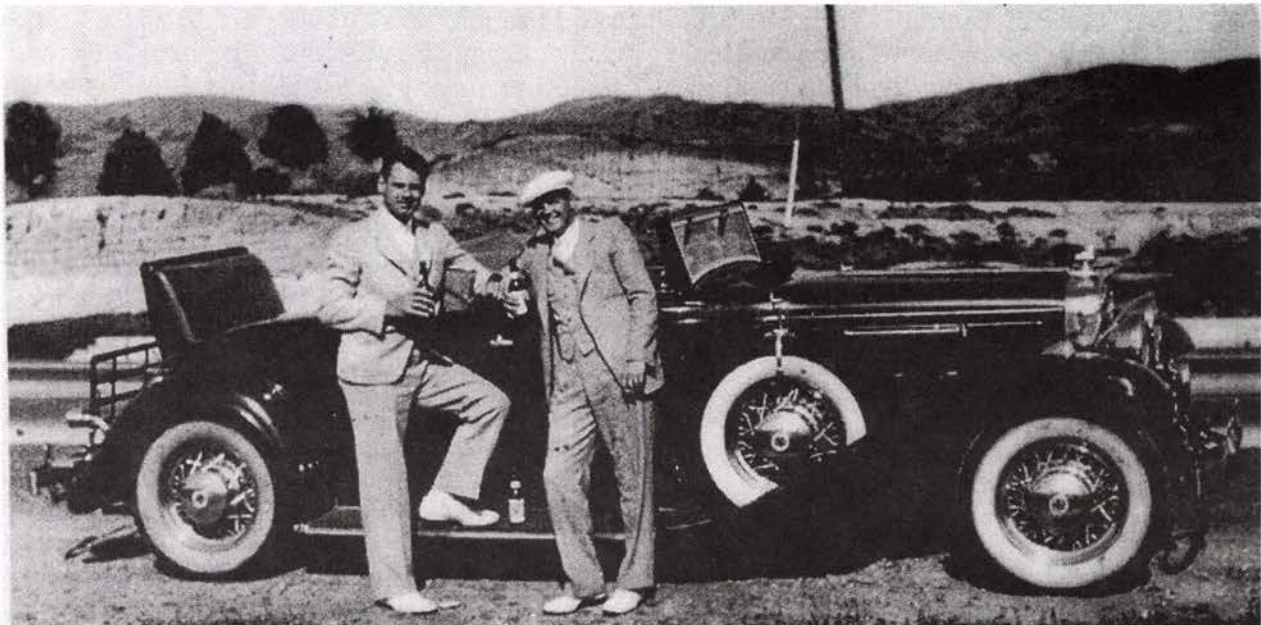
It was held in New York City on October 5 and 6, and was devoted to the collection of cars and automobilia that had belonged to the late Andrew Darling. The collection included such gorgeous classics as a 1937 R-R Phantom III Henley roadster, a 1933 Pierce-Arrow convertible coupe by Le Baron, a 1930 V-16 Cadillac all-weather phaeton by Fleetwood, a 1942 Packard Darrin convertible coupe, and two Duesenbergs.

There were more than a dozen other dazzling cars in pristine condition -- but no Stutz. So why am I writing about the event? You'll see when you read the following excerpt written by Darling's son and published in Sotheby's catalog, together with the accompanying photo:

"(My) father remembered fondly his first car, R.E. Olds' Reo, in part because he later became a dealer at Darling Olds in St. Paul. But his first *real* car (italics his), the one he forever carried a torch for, was his 1933 DV-32 Stutz Roadster, the first American production car guaranteed to have done 100 m.p.h. before rolling onto the showroom floor. He was 27 at the time and ... was living in Minneapolis ... but it was Indiana that his world revolved around, home of the Duesenberg, Cord, Auburn, and his prized Stutz.

He often drove down to the Stutz factory where he soon knew the name of every man in the building. Fridays at quitting time he'd buy the beer and pick their brains for every last thing he could do to wring from it an extra pound of torque and another horsepower. He knew every nut and bolt of his Stutz blindfolded, kept it immaculate, and jumped at every chance for another roaring, headlong adventure."

The catalog makes no further mention of that Stutz. It would be nice to know its present whereabouts.



Andrew Darling (left) and friend giving his Stutz DV32 a break in southern California circa 1936.



# Once Upon a Stutz — We gathered at Hershey 1996

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by Dale Wells

As is becoming a tradition, Stutz Club members were invited to stop by Ernie Toth's and visit on Friday afternoon. There was great excitement this year because of the recent A.K. Miller auction and the prospect of seeing all kinds of new Stutz parts for sale on the field. Several members reported finding some choice material in the swap area. Four or five Stutz Blackhawk cars were seen for sale in the field, at least two of which were also seen last year. Aside from a muddy beginning Tuesday and Wednesday, the weather was clear and crisp the rest of the week, and for the most part, the fields were passable.

Of even greater excitement was the proof copy of "The Splendid Stutz" book brought by our Vice President for Publications, Ray Katzell. Most members had a chance to glance through some of the pages. It is a landmark effort and has now come to completion through the generosity of all those contributing time and materials, and most especially the tireless efforts of Ray and Kitty Katzell in overseeing the compilation of all the material, writing and researching many details, and constantly supervising and negotiating with our first publisher whose business failed. Special thanks also go to Bill Greer who regularly publishes this newsletter, and worked late many, many nights to pick up loose ends and fill in numerous chapters of the book where there was more to be documented. Last but certainly not least, we especially thank George Holman for his business expertise in pulling the manuscript, pictures, and draft materials from the first publisher after default on the contract, and developing a financing plan to finish the printing. This was explained to all the members present at Hershey, and by now all should have received my letter requesting consideration to help finance the printing and distribution of the book. Eleven members and friends signed up on the spot, and more have shown expressions of intent to assist if possible.

Obviously, in order to pay off the installments on this debt, we must SELL and SELL and SELL more books. We hope all Stutz members will help promote the book by telling the

world and all car collectors about the book's availability. You might also consider gift copies to your local schools and libraries. Every large city library should have a copy, and every college and university should also. If you cannot buy and donate a copy to any of these institutions, you should at least tell any staff members, board members, and school officials about this important part of history. Then the world will be able to find out what the heck a Stutz Bearcat really is. The sooner the books are sold, the sooner everyone will get their money back, and a sense of having done a great service to the automotive enthusiasts and historians. Let's all get behind this and finish the job!

Forty-three members and friends signed in at Hershey, and after a short meeting to discuss all of the above and answer questions, we broke up into various groups to discuss individual problems and interests. Several mentioned that they were disappointed in the quality of some of the pictures in the new book, and we acknowledged that they are not all the best. However, please recognize that much of the source material was of poor quality, and it was better to print the history we have rather than miss this opportunity. Many illustrations were from faded photographs and old newspapers. By selecting a good grade of paper for the book and a quality printer to do the job, most photos are as vivid and detailed as could reasonably be expected, while some are grainy and dull just like the source material. We tried to do the best we could with the time and resources available rather than delay this project any longer and risk complete failure. Thank you all for your help. Thank you all for your patience. Thank you all for any financial assistance you are able to provide. Thank you all for selling these books in the future.

If you previously ordered a book, please dig out your cancelled check or credit card receipt to verify which copy you ordered — the standard or leather edition. Send a copy of your proof along with the order blank in this issue and The Stutz Club will fill your order as a matter of trust and honor. If you have knowledge of anyone who ordered the book but does not belong to the club, please do let them know how to get their copy, as they will not receive this newsletter. (The sales records of the previous publisher have not



been made available to us.) Make copies of the order blank and pass them around at car shows and swap meets. If you are a vendor at swap meets, buy an extra copy and sell it at your table to help the club. We are very pleased and proud of the spirit and dedication shown so far in getting this book published, and with your continuing help and suggestions, we will get the job done.

Members and friends at Hershey: Frederick Shoemaker, C.A. Smith, Walt Johnson, David Reeder, Tom Carey, Steve Teel, Dale Wells,

Bonnie Wells, Norman Barrs, Frank Stepanek, Paul Freehill, Bob Adams, John Grunder, George Holman, Joseph Freeman, Piers MacDonald, Ruben Roges, Eileen Roges, Richard Belveal, Harvey Carter, R. Avery Hall, Sherwood Kahlenberg, Chic Postier, Raymond Katzell, Norman Roberts, Max Triplett, Wayne Saunders, Bill McCleary, Jerry Hanauska, Michael Green, Larry Denney, Mark Wallach, Bill Gehring, Jason Gehring, Ray Bowersox, Lou Bowersox, Glenn Wright, John Wright, Ruth Toth, Ernie Toth, Ernie Toth, Jr., James Lockwood, Ed Rittenhouse.

## Membership Report

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by Richard Orr, Vice President Membership

August, September and October (1996) were very interesting and BIG months for many of our members and for our club. Many of our members are active in some way in working on, restoring, driving, or showing their Stutz. Several of our members are active in making our club work and grow. Bill Greer and Dale Wells and many others are devoted to the club and spend a tremendous amount of time making it work.

The word "active" was underlined above. I feel the more active members have more fun. If your car is just gathering dust (or rust) somewhere, you're not having as much enjoyment as you could.

With all these Stutz cars and parts being sold, we have had a big jump in membership. This in large part due to Bill Greer organizing a Stutz information and recruiting table at the auction. There were about 15 new members signed up that weekend and many more since then. Please look at the list below and help us welcome these new members. If any of you live close to a new member, you might call and introduce yourself. Who knows, they might become a friend and we can all use more friends.

Many of the cars purchased are going to need parts to get running and/or restored. If you have any extra Stutz parts stored away, this might be a good time to advertise them in the Stutz News to convert some assets to cash and help someone to find the parts they need. The next car activity for me was the Grand Stutz

held at San Ramon, CA. There were 11 Stutz cars there. This will be covered separately but I do want to say "thanks" to all who attended particularly to those who brought cars. Special thanks to John and Madlyn Fossette for all their help.

My report is so long, I'm going to summarize. 1. Lots of activities; 2. Lots of new members; 3. The club is alive and growing.

Please direct questions on membership to me at 1244 E. Beamer Street, Woodland, CA 95776, U.S.A., Tel. 916-662-9638.

*Have you driven a Stutz — lately?*

### **Please welcome our new members.**

#448 Jon Lee  
115 Bath Rd., Brunswick, ME 04011  
(H) 207-442-7819 (B) 207-729-6883  
1933 Stutz DV-32 Sedan

#449 Edward Downey  
R.R. 1, Box 242, Woodstock, VT 05091  
(H) 802-457-2793  
1922 Stutz Series K touring

#450 Michael Lalancette  
6 Tamarack Dr., Essex Junction, VT 05452  
(H) 802-878-4433 (B) 802-657-7124'

#451 Daniel Ward  
Rock Hall, N.DD, N. Harrogate  
North Yorkshire, England HG3 3BB  
(H) 01423 770077 (B) 0171 581 1852  
1917 Stutz Bulldog 4 Str. tourer



#452 Brian Brooks  
2 Arun Way, Aldwick Bognor Regis  
Sussex PO21 4HF England  
(H) 01144 1243 262300 (W) 01144 1243 265611  
1923 Stutz Firetruck

#453 James King  
32 Grinnell St., Berkley, MA 02779  
(H) 508-823-2978 (B) 508-823-8136  
1928 Stutz speedster

#454 Harvey Harper  
1504 Beehive. Eureka, CA 95501  
(H) 707-442-7979 (B) 707-443-9114  
1917 Stutz Bulldog and 1921 Stutz Bearcat

#455 George J. Schuetz  
"Cricklewood" - Route 12, Woodstock, VT 05091  
(H) 802-457-4444 (B) 802-649-8277

#456 C. Arthur Smith  
24 Middle Hollow Rd., Huntington, NY 11743  
(H) 516-423-8325  
1916 Stutz Model 4C Roadster and 1920 Stutz  
Bearcat

#457 Tor B. Haugen  
Nordbyun 228, 2013 Skjetten, Norway  
(H) 47-63844094

#458 Wolfgang F. Schmidt  
Donner Schweer' str 236  
Oldenburg, Germany D-26123  
(H) 449-44133118

#459 Michael Frank  
108 Cassillis Ave. , Bronxville, NY 10708  
(H) 914-337-6873 (B) 212-764-5285

#460  
Don M. Bosco  
c/o 19 Eltinge St., Staten Island, NY 10304  
(H) 718-351-0929  
1931 Stutz MA 4 dr. sedan and 1930 Stutz M Conv.  
Sedan

#461 John D. Rees  
424 So. Holt Ave., Los Angeles, CA 90048  
(H) 310-477-0137  
1924 Stutz KLDH 4 pass. sports touring

#462 Mike Painter  
78 The Mount, Grinshill, Nr.  
Shrewsbury Shropshire SY4 3LH England  
(H) 01939 220 576 (B) 01743 362024  
1926 Stutz AA Sedan

#463 James F. Mason  
4007 Travis St., Dallas, TX 75204

#464 James D. Crank  
1621 Palm Ave., Redwood City, CA 94063  
(H) 415-365-2005 (B) 415-604-4436  
1928 Stutz BB Boattail Speester

#465 Don Feller  
703 S. Main St., Morton, IL 61550  
(H) 309-263-0091 (B) 309-266-5913

#466 Thomas J. Carey  
234 Barrett St., Belchertown, MA 01007  
(H) 413-283-4223 (B) 413-283-4223 1923  
HCS Series IV Model M4 5 pass. phaeton

#467 Thomas Mclaughlin  
5 Greenock Ave., Montpelier, VT 05602  
(H) 802-223-2241 (B) 802-229-9144

#468 William O. Martner  
247 Simms St., Aurora, IL 60505  
(H) 630-896-4460

#469 Dick Shappy  
26 Katherine Ct., Warwick, RI 02889  
(H) 401-732-4909 (B) 401-521-5333  
1923 Stutz 5 p. touring, 1924 Stutz 5 p. touring and  
1932 Stutz DV-32

#470 and 470A Norman and Carla Messier  
216 Richardson Rd., Barre, VT 05641  
(H) 802-476-4244  
1927 Stutz AA 4 door sedan

#13 (rejoining) Sherwood Kahlenberg  
12760 Kahlenberg Lane  
Valley Village, CA 91607  
(H) 818-980-7500

#471 R. Avery Hall  
387 So. Union St., Burlington, VT 05401  
(H) 802-864-6003 (B) 802-658-1827  
1924 HCS Series IV, M6 touring

#472 Calvin G. High  
1909 Old Philadelphia Pike  
Lancaster, PA 17602  
(H) 717-394-8381 (B) 717-293-4455  
1933 Stutz DV32 Roadster

#473 Dale Ogden  
Indiana State Museum  
202 N. Alabama St., Indianapolis, IN 46204  
(H) 317- 259-4909 (B) 317-232-8177  
1927 Stutz AA 4 dr. sedan



#474 Dale Robinson  
575 Clapboard Hill Rd., Guilford, CT 06437  
(H) 203-458-6054

#326 (rejoining) Norman A. Arbour Jr.  
37 Hillcrest Blvd., Warren, NJ 07059  
(H) 908-755-0508 (B) 908-755-0508

#475  
C. Paul White III  
3209 St. Andrews Ct., Findlay, OH 45840  
(H) 419-424-5916  
1923 Stutz Speedway Roadster

#476 Ross Erickson  
71427 Estellita Dr., Rancho Mirage, CA 92270  
(H) 619-346-3117 summer 406-837-3117  
1915 Stutz 4F Bearcat

#477 Piers M. MacDonald  
5 Mianus River Rd., Bedford, NY 10506  
(H) 914-234-6758 (B) 203-622-7602  
1928 Stutz BB Speedster phaeton

### Address Changes

Miles C. Collier  
C.H. Motorcars , 2500 S. Horseshoe Dr.  
Naples, FL 34104  
Phone 941-643-5783

Francis GLF De Prins  
La Bastide Leonard  
Les Repieras, 84220 Gordes, France  
Phone 90-720553

## Letters to the editor

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From: Keith Marvin, Menands, NY

Date: August 16, 1996

I thought you might get a charge out of the enclosed item which appears in the summer issue of the CAMP DUDLEY ASSOCIATION NEWS, publication of the summer camp for boys (now co-ed), at Westport-on-Lake Champlain, New York which I attended for four summers — 1935 and from 1938 through 1940. Founded in 1885, it is probably the most renowned camp in the country and is operated by the YMCA of the State of New York.

*"We received a great letter from Keith Marvin #5305, who lives in Menands, NY. Keith recently received a great write-up in Auto India — and was described as being one of the "fore-*

Dolores Foglio (member #210)  
8004 SE Johnson Creek Blvd.  
Portland, OR 97206  
Home 503-775-4983

John D. Kirkman  
P.O. Box 15194101 Lower Schooner Rd.  
Nashville, IN 47448  
Home (812) 988-9325

J.F. McCloud  
6 Clarewood Mall, Oakland, CA 94618  
Home 510-654-6538

Terry Rogers  
12 Woodberry Close Moss Pit  
Stafford ST17 9HL England

Max Triplett  
101 Ranch Encino  
San Marcos, TX Phone 512-392-3821

Michael P. and Jan Vaughan  
10230 Coral Reef Way  
Indianapolis, IN 46256  
Home 317-578-4297 Bus 317-299-4060

Norman Walz  
Cite #1 Box 10 R.R. #1  
Dewinton Alberta, Canada TOL OXO

*most car historians in the world. Keith wrote at some length and we're saving his newsy letter for publication in our next issue ... it contained such a wide range of information and reminiscences it deserves better exposure than we can handle here. Be patient — you'll hear a lot more about "Stutz" Marvin and his fellow campers in our Fall / Winter issue."*

I had forgotten over so many years that my nickname while at the camp was "Stutz." The reason for this was that a chart was prepared in each tent or cabin with various activities which were checked off when completed. These varied from subject to subject and at the tender age of 11, our group decided to identify ourselves with automobiles.



That was in 1935 (my God — 61 years ago!), but the name stuck throughout my years there. I'd been in correspondence with the company but didn't realize that it had marketed only six cars the previous year and that, although still ready and waiting to supply cars for its clientele, no cars were made that year or to the end, the borderline being the DV-32 and the SV-16 (the latter of which I had in 1960) which were shown at the Olympia Show in London in October 1934 and with a dated 1935 catalogue as well, the last cars to be exhibited by Stutz abroad, by their distributor, Warwick-Wright, Ltd.

But whoever wrote this remembered something I'd forgotten and I thought you'd get a charge out of it! I'm sending a copy of this to Ray Katzell as I think he might enjoy it too. Best wishes to you and yours in the Hoosier State from big, downtown Menands, which takes about 120 seconds to drive through without speeding!

Date: September 17, 1996

From: John C. Lanford, Roanoke, VA

Thank you for your note of July 20 requesting information about me and my interests. I am sorry it has taken so long for me to answer. I am 66 years old. I am a highway and bridge construction contractor, operating throughout Virginia and surrounding states.

My interest in older cars goes back to my youth when I was carrying newspapers. I would stop to identify any car that I did not recognize. I have to admit that I never saw a Stutz in those days (it was during World War II.) Like many others, I had early Chevrolets and Fords to start with in the hobby. In 1971 we were building some bridges near Morgantown, West Virginia. I met a man there who had several Franklins and I bought one of them. That got me interested in Classics. I have had 8 Franklins since then but have sold them all but one. I am enclosing a picture of it. Stutz aroused my interest because of the fabric covered bodies they used. Franklin was bodied at least once by Weyman using a 1929 chassis. I have very little information on that Franklin, having only seen a picture of it in the AIR COOLED NEWS, the publication of the H.H. Franklin Club. I am impressed with your publication and the beauty of the Stutz automobile. I hope I can add one to my collection sometime.

You asked for my telephone numbers. My work number is 540-982-2366, FAX is 540-982-2942, and my home number is 540-774-8969.

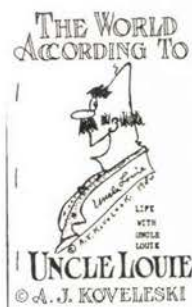
Date: Various (Recap)

From: A.J. (Tony) Koveleski, Scranton, PA

One of my pleasures recently has been the production of a booklet entitled, "The World According to Uncle Louie" which I have been sharing with relatives and friends. The booklet contains about 100 of Uncle Louie's verbal gems such as: "How do you know the ocean is friendly? It waves;" "You can lead a horse to water but a pencil was lead;" "How do you speak to a chicken? Use fowl language."

All of these "quips" are clean and can be used with children as well as adults to obtain a good chuckle and reduce stress.

I am so pleased and proud of the Stutz Club and its accomplishments that I wish to provide one of the booklets to each member. I would appreciate your assistance in supplying a set of address labels. Upon receipt of the label set I will proceed with the mailing in early 1997. With over 300 members this will take me awhile to get done due to the handwork involved.



Date: October 3, 1996

From: Dick Shappy, Warwick, RI

Thank you very much for sending me the club information so promptly. I have sent in my membership fee today and will be anxiously awaiting the newsletter and directory.

Yes, I did purchase two Stutz automobiles at the A.K. Miller estate, along with a spare engine and various parts and literature. I also own a restored 1932 DV 32 Stutz which had aroused my interest in the Stutz automobiles. As you already know, I specialize in multi cylinder Cadillacs, specifically 1930 to 1932, and am proud to own a few of the finest examples of these great automobiles.

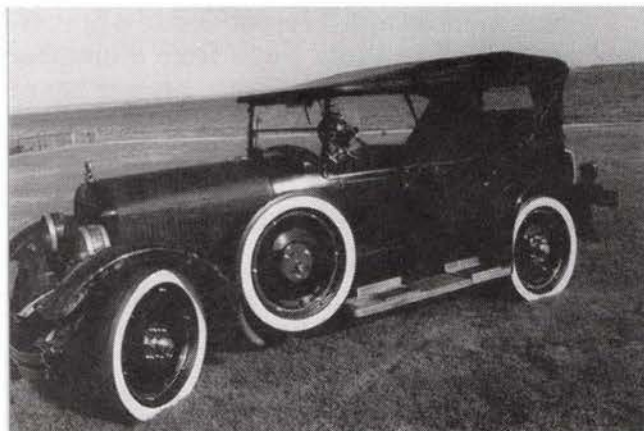
After learning more about the Stutz automobiles since the Miller auction and re-thinking the whole two-day event, I wish that I had



purchased a few more of the fine Stutz's that were offered. I have tried to locate a few of the cars that were sold but have been unsuccessful at this time. One of the two cars I purchased, a 1924 Stutz 5 passenger touring is what I believe to be probably the finest original example of this automobile in existence. When we got the car home, we first gave it a good cleaning and after a little rubbing, could see the original paint begin to shine through the years of dust and grime which had accumulated on the surface. After cleaning the leather interior and applying various saddle oils, the interior is now immaculate and appears new. The tires were cracked and would not hold air so they were replaced. We were surprised to see that after we placed a new battery in the car, the whole electrical system was intact and in working order and there was spark to the points. We cleaned the carburetor, added gas to the vacuum tank and within a minute the car was running beautifully. The newspapers in the trunk and inside the car were dated July 16, 1946, which would indicate that the car had been stored for 50 years. Unbelievable. Again, I wish I had purchased more of these beautiful pieces of history but I must add that I am very happy that not only was I able to attend that historic event but that I was able to come away with two of A.K.'s beautiful toys.

P.S. I will get photos and serial numbers to you as soon as I can.

On October 28, Mr. Shappy sent four (4) photos of his Stutz Special Six Touring and its engine No. 401501. Stutz Company reports indicate that 1,946 Series 690-692 Stutz Special Six cars were sold in 1923 and another 402 in 1924. The Stutz Model 660 Weidely engine was used with numbers running 400,001-402,348. *Ed.*

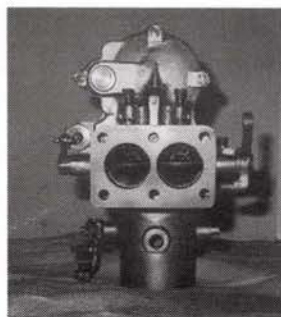


Date: October 6, 1996

From: Ivan E. Saxton, Darnum, Victoria, Australia (in part).

Thank you for your letter. I am enclosing photos of the carburetor I made for Vic Melbourne's Blackhawk L6 roadster. Sure, I can make carbs for anyone who wants one, but I can't test run them on an engine yet, which is what I really would prefer to do. However, with jets and venturis matching the original specifications, the only thing that might need altering is float level (apart from idle adjustments). I might be over sensitive about it, but I would really like to be able to send carbs people can just bolt on and run.

There is an unbelievable number of separate operations in making one of these carburetors. It is all "knife & fork" work, much of which cannot be readily appreciated. When I measured original jets, the length of metering orifice varied by 50%, which would probably make some difference even though the actual holes are the same diameter. The way I have made the jets, the lengths should all be standard, so the mixture should be the same from both barrels of the carburetor. I have not yet made replacement floats, and I have very few original ones to re-use. Apart from this item, every other component of these carbs is new.





Some months ago, I responded to a desperate "wanted" ad in Stutz News from a member who was unable to use his Stutz. I never heard back from him which makes me worried that the price I need to charge may be more than some people would like to pay. I am able to supply replica Zenith 105 DC carbs at \$2,500.00 including delivery by Federal Express. With each carb I will provide data including diagnostic information, so it is possible to know what to alter if necessary. And, I would provide the jets or venturis to do this if necessary. I have one carb here ready for final hand finishing and for fitting with

jets and venturis that are required, and I could do this as soon as someone wants it.

I have quite a bit of machining to do on the next batch of carbs, and there would be a little delay on these — much more if people cannot send me a good float to use and I have to start making these. I have been working on carb pieces in between my regular work.

For further details contact Mr. Saxton, (member #205), Shady Creek Road, Darnum, Victoria, 3822 Australia (Ed).

## Classifieds

**HAS FOR SALE:** A.K. Miller (Stutz) sweatshirts with design shown at right, "I overpaid at AK's." I have a few left. Price is \$40.00 plus \$4.00 shipping. Sizes left in this lot are medium and large.

Mail check and order to N. Arbour, 37 Hillcrest Blvd., Warren, New Jersey 07059. Phone 908-755-0508.

**HAS FOR SALE:** -1918 Stutz Series S 6-pass. Touring. New Transaxle Case included.

Ken Beach, 4979 N.E. Avalon Lane, Bainbridge Island, WA 98110. Phone 206-842-4371.

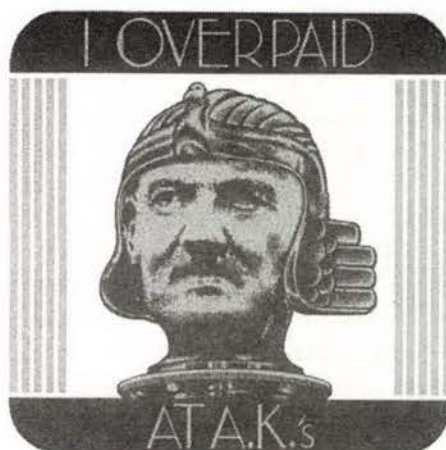
**WANTED:** Francis GLF De Prins, La Bastide Leonard Leo Rapières, 84220 Gordes, France. Home 90-720553; FAX 90-721383.

-Bosch ZR4 2-spark magnets -Upper water pipe for Series C Bearcat

**WANTED:** Hugh Gutherie, 33 Vista Street, Bulleen 3105, Australia. Phone 61-393504462.

-For 1916 Stutz Series C Bearcat

Pair headlites and fork; Ignition switch; Light switch, HS&T (Box with 3 double buttons)



**FOR SALE:** Greg Schneider (non-member), Box 4608, St. Paul, MN 55104. Phone (612) 690-2348.

-Stutz 6 cyl. Blackhawk engine with transmission and cracked exhaust manifold. No valve cover and without some accessories. Photos upon request.

**Has For Sale: 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 lists for all cars/trucks/motorcycles, worldwide.

Walter Miller, 6710 Brooklawn Pkwy., Syracuse NY 13211. 315-432-8282. Fax 315-432-8256.



**Has For Sale:** The Stutz Club has all back issues of Stutz News, Nos. 1 through 37 available at \$3.50 per issue. Just tell Bill Greer, Editor, the issues you need or the years wanted (4 issues/year) and send check payable to The Stutz Club, Inc. Mail to 7400 Lantern Road, Indianapolis, IN 46256.

**Restoration Offered:** In these United States, only a handful of restoration shops have existed more than 25 years: Tyree's is one! Now for club members, Tyree's is offering a 25% discount on all restoration work!

Tyree is in the club because he owns and loves these cars. Why not have someone who knows and loves your car work on it?

"Quality work only." Call 209-667-7366 for info, please mention club. Greg Tyree, 424 N. First, Turlock, CA 95380.

**Has For Sale:** 1928 Stutz BB Custom Cabriolet Coupe (convertible) with rumble seat and side golf bag door. Custom aluminum body by Philips. Side mount spares, all 6 wheels are chrome plated wire wheels in excellent shape. This is an original car, not modified or restored. The wood is solid. The metal is solid, there are a few dings in the fenders but there are no big problems. The engine runs good and the car is ready to drive. This car is in much better shape than any of the A.K. Miller cars. Asking \$39,000. Richard Orr, 1512 Midway Dr., Woodland, CA 95695. Phone 916-662-1267.

**Wanted:** Parts for 1928, BB 5 Passenger Speedster. Knobs and switches for dash lights and cowl lights. Bumper brackets, front and rear. Pattern for rear side curtains. Sales literature for '28. Lens for license plate light. Piers M. MacDonald, E. Middle Patent Road, Bedford, NY 10506. 914-234-6758. Office 203-622-7602.

**Has For Sale/Or Trade:** Jay Traner 15267 Forest Park Dr. Strongsville, OH 44136 (216) 572-4932

Valve cover for 1924 Stutz 6-marked "Stutz Six" (Indented Letters). Great condition. Make offer. Will trade for same marked "Stutz Special" with Breather on top.

**For Sale:** Robert L. Weber, 1025 Green Acres N.W., Albany, OR 97321, Home (541) 926-7367

1929 Blackhawk Stutz — \$26,500. 4 dr. sedan, OH V6, dual ignition, 4-speed. Beautiful paint, upholstery, 6 w.s.w. tires. Could be interested in trading for 1914 or earlier Touring Brass Car, one possibly needing some restoration.

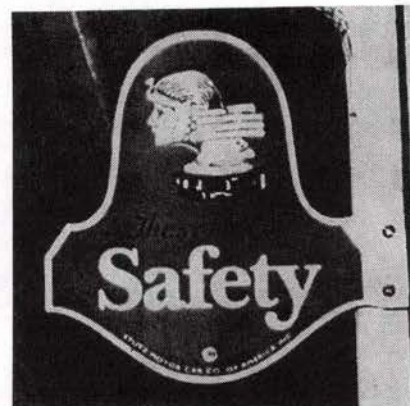
**Has For Sale:** Ernest J. Toth, Jr., 8153 Cloveridge Road, Chagrin Falls, OH 44022, Home (216) 338-3565.

Stutz parts from Miller auction:

'17 Stutz frame side panels (new)/ '21-24 Stutz frame side panels (new)/ '18-24 Stutz front splash pan (new)/ '19 Stutz front axle w/rudge hubs /'23 Stutz gas tank /Early Stutz metal running board box /HCS instruction books, literature /Package car literature (4 pcs) \$80.00 /Stutz fire engine literature (5 pcs) \$75/AA Stutz - front axle, running board/ Moulding Watson stabilator shocks/AA sedan rear window wire glass, (2) door ventilator wire glass/ AA "Handbook for Salesmen" \$175.00/ Spark plug with "Stutz" logo/ '29 Blackhawk 8 cyl generator/ "Stutz owner register" publications \$30.00

Other Items: Lockhart/Blackhawk t-shirts \$20.00/ Porcelain "Symbol of Safety" signs 11-1/2" high one side \$45.00-two side \$75.00/ Owner's manuals (repo) AA, M, DV-32, BB \$45.00 ea./ Stutz literature 1926-1934 original or copies (The new Xerox color copiers let me copy anything I have)

For \$1.00 I will provide a copy of a very good article from Maine Antique Digest, November 1996 covering the Christie's auction of A.K. Miller estate. Four full 10"x14" pages with 35 captioned photos.



**Wanted:** 3.8 rearend gears recently offered by Mike Holt. George Holman, 583 Main Street., Wilbraham, MA 01095. (H) 413-596-4911 (B) 413-781-0530.



# Why Safety Glass "all around"

**M**MOTOR CARS—motor cars. Millions of motor cars scurrying over the roads of the country. Millions of drivers at their wheels—careful drivers—reckless drivers—sometimes drunken drivers. Responsible owners and irresponsible owners. Sensible men and show-offs.

Amongst them, your car, your family, you. Precious lives. Exposed, despite your watchfulness, to the incompetence, the carelessness, the foolhardiness of others.

Is it right to withhold from them and from yourself any available protection, any procurable security?

The New Safety Stutz *alone* provides maximum defense. Just one of its safety features, Protex Safety Glass, costs the makers an extra quarter-million dollars a year.

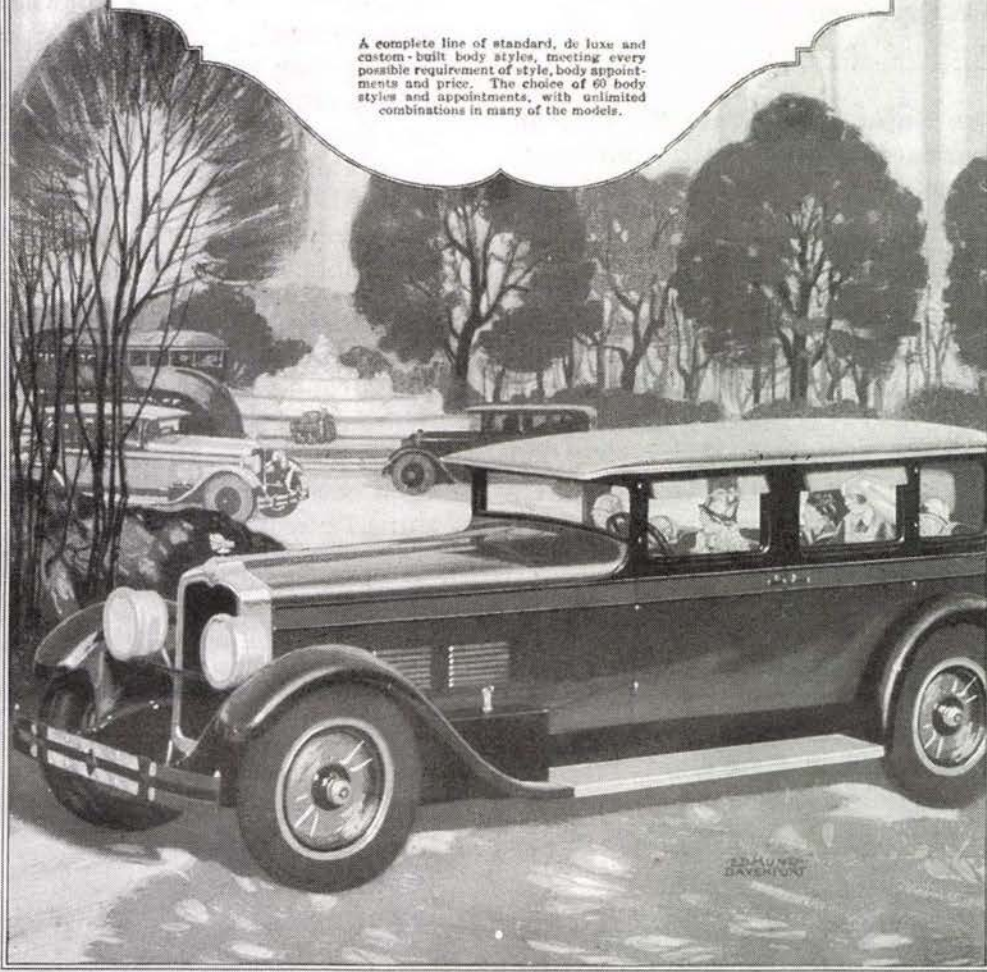
Yet all this surpassing security is plus value—plus the ultra-low smartness of line, plus the road-smoothing riding-ease, plus the easy-as-wishing control, plus the dogged dependability and the marvelous performance of this incomparable car.

STUTZ MOTOR CAR COMPANY of AMERICA, Inc.  
Indianapolis

A complete line of standard, de luxe and custom-built body styles, meeting every possible requirement of style, body appointments and price. The choice of 60 body styles and appointments, with unlimited combinations in many of the models.



THE SYMBOLOF SAFETY



The Improved New  
**SAFETY STUTZ**