

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

Oct - Dec 97

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TO:

COMING EVENTS

Year in Review

After celebrating a banner year in 1997 The Club will begin its 11th year of operation on January 1, 1998.

Dues are payable promptly upon receipt of notice from Richard Orr, V.P. Membership.

Club dues for 1998 remain fixed at the following rates:

	<u>Inside USA</u>	<u>Outside USA</u>
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Active Membership	\$25	\$30
Associate (Spouse Only)	\$5	\$5
Directory (extra)	\$5	\$5

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Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)

Tenth Grand Stutz

Indianapolis, IN - September 26-28, 1997

PROGRAM SCHEDULE

Friday, September 26

10:30 a.m. - 5:00 p.m.

Registration at Hampton Inn

5:45 p.m. - 7:30 p.m.

Reception at Joe Sexton's "Cars of Yesteryear Collection,"

131 W. 22nd Street

Dinner

Make your own arrangements!

5:00 p.m.

Tour of Stutz facility by owner
Turner Woodard

6:00 p.m.

Cocktails (cash bar) with the cars -
South Dock

7:00 p.m.

Dinner on 2nd Floor of Stutz
Building C followed by Membership
Meeting

Saturday, September 27th

9:00 a.m. - 11:45 a.m.

Bus Tour by "Star of Indiana"
chartered coach departing from
Hampton Inn, 105 S. Meridian Street

11:45 a.m. - 1:15 p.m.

Lunch at Dr. and Mrs. John C. Klein's
historic residence
4343 N. Meridian Street

Sunday, September 28th

10:00 a.m. - Depart Stutz Business
Center and Caravan to IMS Hall of
Fame Museum, 4790 W. 16th Street

10:30 a.m.

Remarks by Ralph J. Kramer,
Museum Director and Museum Tour



Eds. Comment

The Program Schedule is reproduced above for the benefit of those who could not attend the Tenth Grand Stutz. Due to lack of adequate space in this issue, we have limited our coverage to the early part of the program up through lunch at the Klein's residence on Saturday. This permits us to show a number of photographs which would otherwise have to be omitted. The Tenth Annual Meeting was a "whopper" and deserves full coverage for the record. We hope the membership will understand and approve this approach.

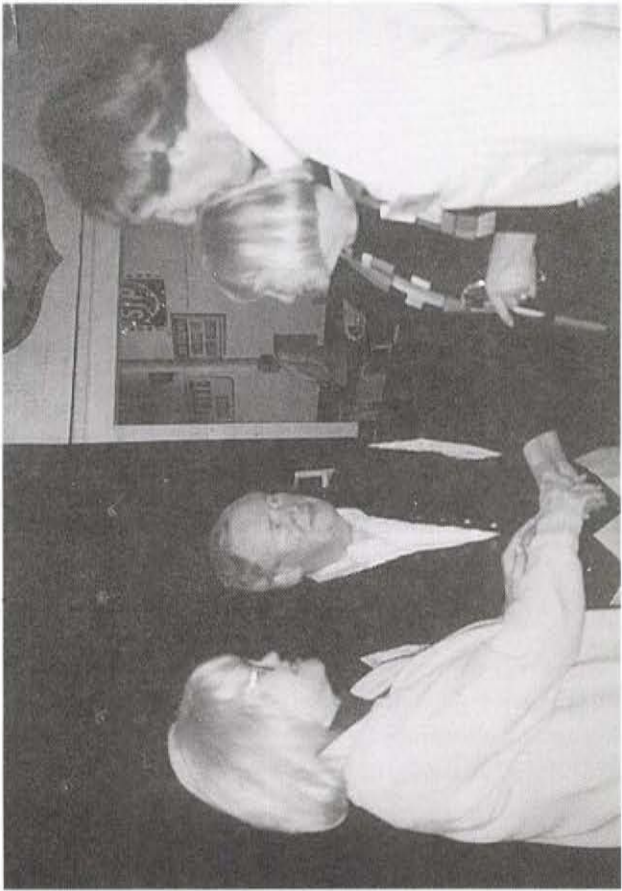
Cars of Yesteryear Collection



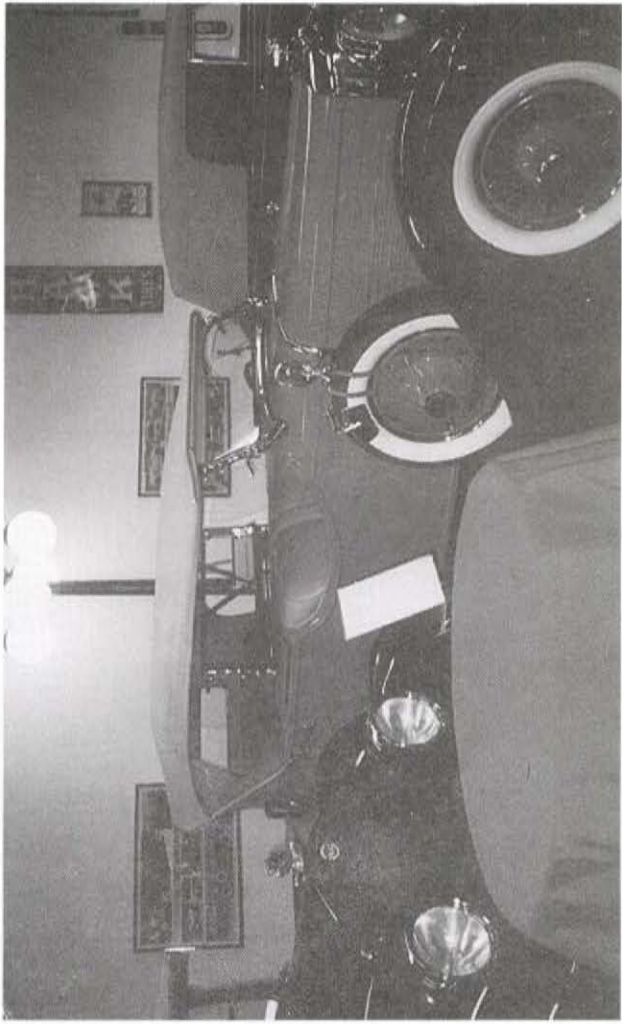
The Tenth Grand Stutz got off to a rousing start with a delightful reception hosted by Founding Life Member Joseph F. Sexton and his wife, Marlyne, at their "Cars of Yesterday Collection." Their eclectic collection is housed in an historic trolley barn which they rescued from oblivion.

About 80 members and guests enjoyed the fine hospitality and marveled at the diversity of the Sexton's collection. Our special thanks to Joe and Marlyne for hosting us in such a grand manner.

Photos by Jan Vaughan



(L to R) Hosts Marlyne and Joe Sexton greet Carmen and Larry Nicklin of Leo, Indiana. Larry is a charter and life member (#28L).



Among the many Indiana built cars in the collection are these two Stutz (L) a 1923 Series 690 Roadster and a (R) 1929 Blackhawk DC Speedster.



Your editors granddaughter Carla Vaughan (age 10) with a grand assortment of toys.



Eric Vaughan (age 13) is fascinated by the wide variety of interesting specimens in the car collection.

The Bus Tour on Saturday morning began at the Hampton Inn, the meet hotel, and made a mini-tour downtown Indianapolis. We then proceeded west on Washington St. (Old Highway 40) past the Convention Center and RCA Dome, State House and related government buildings, Victory Baseball Field, Eiteljorg Museum of American Indian and Western Art, White River State Park, Indianapolis Zoo, etc.



We then turned north and proceeded along White River Parkway, Riverside Park and City Golf Courses (3) to Cold Springs Road. Several of the early auto industry titans developed estates along Cold Springs Road. Among them was Henry F. Campell, business associate and close friend of Harry Stutz and James Allison and Carl Fisher, founder of the Indianapolis Motor Speedway. The Allison Mansion which cost \$2 million to build (1911-1914) and Fisher Mansion are part of the Marian College complex whereas Campbell's mansion houses 10 apartments. Other mansions seen along the road were built by Stokely and Sumner.

After passing through the extensive landscaped grounds of the Indianapolis Museum of Art we proceeded east on 38th Street to Crown Hill Cemetery. Harry's first wife, Clara Dietz Stutz (d. 1956), and his daughter, Emma Bell Stutz Horn (d. 1992), her husband, William, and son, William (d. 1982), are in crypts in the main mausoleum. We did not stop there but continued on to Harry's grave located in Section 47 Lot 334 where he is buried next to Mr. and Mrs. Secrest, the step-father and mother of Harry's second wife Blanche Clark Miller Stutz.

Your editor and meet coordinator, discussed the circumstances which probably led to Harry being buried with the Secrests and the sharing of the tombstone with that family (Stutz is on the west side and Secrest on the east side.)

In the photo shown here member Robert M. Stutz of Columbus, OH a fourth cousin of Harry, stands by Mr. H.C.S.'s tombstone.

Since John Dillinger's grave was located in an adjacent section, we paid it a visit before boarding the bus again.

Before leaving Crown Hill Cemetery we toured on to the James Whitcomb Riley tomb atop the hill for a good view of the city, past the Booth Tarkington mausoleum and the grave of President Benjamin Harrison.

Our tour took us by an early home at 3139 N. Capitol Ave. built by Harry Stutz circa 1914 and then on to the later Stutz home located at 3190 N. Meridian St. This home dates from circa 1920 and is now part of the Winona Hospital complex and used by the Psychiatric Dept. Dr. John Klein obtained the keys to the home so we were able to explore the ex-Stutz home at our leisure. The quality of the building and its inside trim reflect's Harry's taste - "Stutz is sturdy and quality built." You will note from the photo shown



here that the home still looks good after 77 years. Yes, buff-colored brick was used on this home just like all the factory buildings.

Seeing member Turner Woodard's recently acquired 1929 Stutz M Dual Cowl Speedster parked in front of the Stutz home was a treat. Your editor sort of felt Harry's presence, that he had stopped by to take a look at the home he left following his marriage to Blanche in December, 1925.

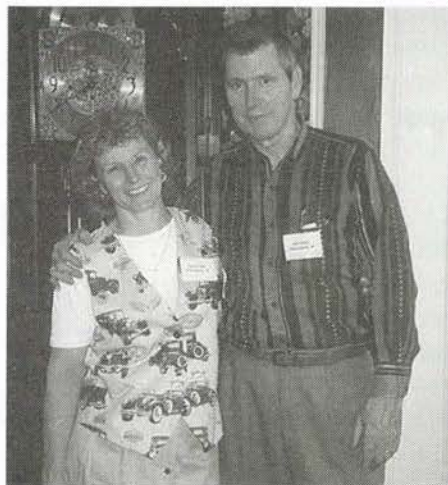
We reboarded the bus and continued on to 3656 Washington Blvd. where Emma Belle Stutz lived after her marriage in June 1925 to William Horn until his death in 1968. Emma's mother, Clara, lived with the Horns until her passing in 1956 at age 75, the home was in walking distance of the Flower Shop operated by William and brother Robert Horn just six blocks south on 30th Street.

The bus tour continued on north on Washington Blvd. to Kessler through an area noted as a fine residential area. Then we headed south on Meridian Street also noted for its fine homes.

Automotive leaders who resided on Meridian Street included Harold T. Ames, Duesenberg president; Joseph J. Cole, Cole Motorcar Co.; Arthur Newby, National Motorcar President, and, of course, Harry C. Stutz, previously mentioned, and William N. Thompson, Stutz President 1920-1925. The Thompson residence at 4343, dates from 1920 and from 1947-1971 served as the Governor's mansion.

Our hosts for lunch, John and Elaine Klein acquired the home in 1979. John claims there will be a Stutz in the garage in the future. Meanwhile, he displays a 1931 Duesenberg, J472, Rollston Conv. Victoria; a 1937 Packard 12, 1507 Formal Sedan; a 1940 Packard 8, 1806, Darrin Conv. Victoria; and I believe I saw a Cadillac V-16 under restoration in his shop.

The impressive Renaissance Revival home designed by architect Frank B. Hunter for William Thompson is shown here in a photo taken by Carolyn Greer. Many of the 75 or so luncheon guests enjoyed the beautiful veranda and front garden. After a sumptuous buffet many enjoyed the great soda fountain on the lower level where the younger Kliens satisfied all the customers



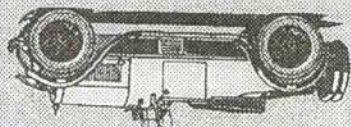
with giant ice cream cones, floats, sundaes, splits, etc.

Elaine and John Klein (see photo) were most gracious hosts giving everyone who desired a tour of their home. It certainly was a grand luncheon and our many thanks to the Klein family for hosting us in their home.

The bus reloaded for the trip back to the Hampton Inn and we were scheduled to reconvene at 5:00 p.m. on the south dock of the Stutz plant.

The remaining program of the Tenth Grand Stutz will be covered in the January -March 1998 issue.

CLOSE COVER BEFORE STRIKING



1920's STUTZ

Built in Indianapolis, Ind. with a three-speed transmission on rear axle. Sold for \$3,500. Came in yellow, red, blue, and brown.

©1920 STUTZ MOTOR CARS
INDIANAPOLIS, IND. U.S.A. 44221

The Bearcat illustration on this matchbook cover was produced under the reign of Stutz president William N. Thompson. Our thanks to Tom Cox, Secretary for this item.



THE SPLENDID STUTZ

SAH Journal No. 170

PUBLICATION AWARD NOMINATIONS ANNOUNCED

Eleven books published during 1996 have been nominated for this year's Nicholas-Joseph Cugnot Award, according to award chair *Nicholas Fintzelberg*. The Cugnot Award, presented annually, recognizes the best book in the field of automotive history. Nominated books are:

- A Century of Automotive Style: 100 Years of American Car Design*, by Michael Lamm and Dave Hollis, Lamm-Morada Publishing Company.
- Hispano-Suiza* by Ernest Schmid d'Andres, Editions d'Art J.P. Berthelemy.
- Offenhauser: The Legendary Racing Engine*, by Gordon Eliot White, Motorbooks International.
- The Metropolitan Story*, by Patrick R. Foster, Krause Publications.
- Phil Hill: Yankee Champion*, by William F. Nolan, Brown Fox.
- Setting the Pace: Oldsmobile 100 Years*, by Helen Jones Earley and James R. Walkinshaw; Publications International, Ltd.
- Steamy Dreamer: The Saga of Dr. Hartley O. Baker and the Baker Steamer Motor Car*, by Barbara Baker, Centennial Publications.
- The Splendid Stutz*, edited by Raymond Katzell, The Stutz Club, Inc.
- Quarter Ton*, by Pat Ware, Warehouse Publications.
- Military Scammel Illustrated*, by Pat Ware, Warehouse Publications.
- The GM Motorama - Dream Cars of the Fifties*, by Bruce Berghoff, Motorbooks International.

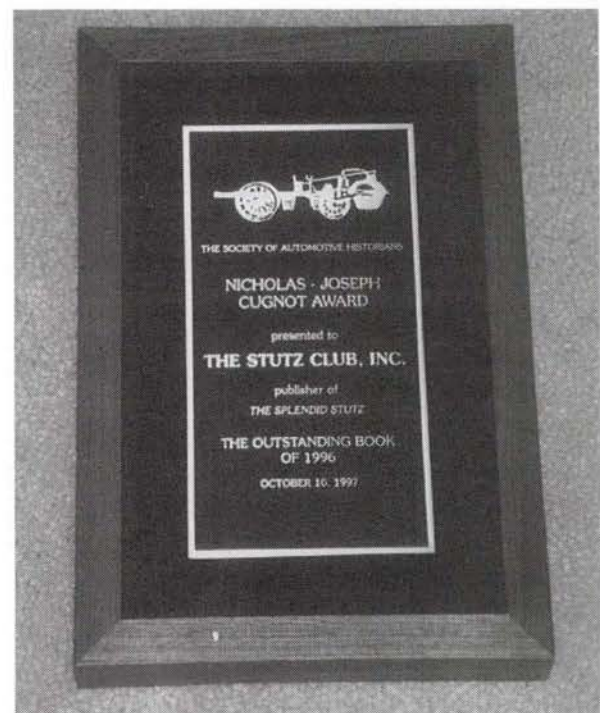
A very significant event in Stutz Club history occurred at the Annual Meeting and Awards Banquet of the Society of Automobile Historians held at the Hershey Country Club, Hershey, PA on Friday, October 10, 1997 when *The Splendid Stutz* received the prestigious Nicholas-Joseph Cugnot Award.

Authors, members and guests representing the Club at the SAH Awards Banquet included Kit Foster, William Greer, Mr. and Mrs. John Grunder, George Holman and Pat Conant, Mr. and Mrs. Raymond Katzell, Beverly Rae Kimes and husband James Cox, Wayne Saunders, Robert Titlow and Mr. and Mrs. Dale Wells.

Nick Fintzelberg presented the Cugnot Award (shown here in photo) to the Club for publishing *The Splendid Stutz*. This award was acknowledged by both President Dale Wells and Business Manager George Holman. In addition to expressing the Club's great pleasure in being so honored, Dale commented about the history of the book project leading to eventual publication and George remarked about the business side, financing and sales aspirations. Nick then

Nicholas-Cugnot Award

The Cugnot Award is presented for the book published during the previous calendar year which represents the most outstanding writing and original research in automotive history. The award is named for Nicholas-Joseph Cugnot, a French army officer who is generally acknowledged to have built the first self-propelled vehicle. His steam-powered fardier, built in 1769, was used as an artillery tractor; its likeness appears on the Society's emblem. The Cugnot Award was first presented in 1972.



presented a similar plaque to Raymond Katzell in recognition of his outstanding work as editor of *The Splendid Stutz*. Ray expressed his sincere appreciation for the Cugnot Award and commented upon the fine work by the contributing authors (a total of 18 contributed). Upon request, Ray also remarked about noted novelist John O'Hara's story entitled, "The Stutz Bearcat."

Following Ray's remarks, Cugnot Award Certificates (size 8 1/2 x 11") were distributed to each contributing author present. Those authors not present will receive their award certificate by mail or by personal delivery. The editor has copied his award in 1/4 scale for display in this article.

After the banquet a group photo was taken of those present who contributed to *The Splendid Stutz* project. (Left to Right) Wayne Saunders, Ray Katzell, Editor, George Holman, Business Manager, Beverly Rae Kimes, Robert Titlow, Kitty Katzell (holding the Cugnot Award), William Greer, Dale Wells, President, John Grunder and Kit Foster.



Unfortunately, your editor did not get to the SAH Tent on the White Field for book signing per clip from the SAH Journal No. 170 reprinted herewith.

CUGNOT AUTHORS TO SIGN AT HERSHEY

The authors of this year's winner of the Nicholas-Joseph Cugnot Award will be at The History Tent at Hershey spaces WAY 11-12 to sign copies of the book. The signing will be from 10:00 AM to noon on Saturday, October 11th, and copies of the book will also be available for sale.

Announcement and presentation of the award will take place the previous evening at the SAH banquet and awards ceremony at the Country Club of Hershey.

The Society of Automotive Historians, Inc.



NICHOLAS-JOSEPH CUGNOT AWARD

presented to

William J. Greer

Contributing Author of

The Splendid Stutz

The Outstanding Book in the Field of Automotive History 1996


President

October 10, 1997


Chair, Cugnot Committee

The Splendid Stutz book was being promoted and sold at several other places on the Hershey fields including the Classic Car Club tent on the Green Field, Ernie Toth's space on the Chocolate Field and Dale Wells' space on the White Field.

An unexpected promotion of the Stutz book occurred recently in *WHEELS*, Summer 1997, page 8. This is a publication of Friends of the Detroit Public Library, 5201 Woodward Avenue, Detroit, Michigan, 48202. We have reprinted the plug.

Generally *Wheels* doesn't review books and articles but we can call attention to certain contributions of the extraordinary type. First, The Stutz Club, after prodigious adventures and efforts, published *The Splendid Stutz*, which it turns out, is a splendid book. It's available from the club, \$69.95 plus \$5.95 shipping, write to: The Stutz Club, 583 Main Street, Wilbraham, MA 010895, and include the check!

This ad appeared in the September 1997 edition of *Classic Motorbooks*. You will note the ad says: *The Splendid Stutz*, Edited by Mike McCarthy. No one at *Motorbooks* can explain this gross error. Nor can anyone else.



The Splendid Stutz

Edited by Mike McCarthy. Subtitled: *The Cars, Companies, People and Races*. With nearly 400 pages, *The Splendid Stutz* is a massive work which covers nearly every aspect of this highly respected American marque. Filled with thumbnail sketches of important Stutz personnel, Stutz's racing efforts, plus a section devoted to coachwork from 1926 on. A complete and comprehensive company history. Contains company finances and model tables with prices. Recommended reading. Hdbd., 11"x 8 3/4", 392 pgs., b&w & color ill.
125688N NEW \$69.95

STUTZ NEWS/ OCT.-DEC. 1997

The Stutz Club proudly announces that its book

THE SPLENDID STUTZ: Its Cars, Companies, People, and Races

has received the Society of Automotive Historians

1997 Cugnot Award

as the best automotive history book in the last year

- "monumental in scope and impact" (*Old Cars Weekly*)
- "essential to anyone's automotive library" (*Bulb Horn*)
- "highly recommended" (*AutoWeek*)
- "one of the most thorough, well written books available" (*CCCA Bulletin*)

Hardbound; 392 10½ x 8½ pages;
over 500 illustrations.

To order, send check for \$69.95 plus \$5.95 S&H per copy to:
The Stutz Club, 583 Main Street, Wilbraham, MA 01095

Please send _____ copies of *The Splendid Stutz* to:

Name: _____
Address: _____
City, State, Zip: _____
Phone: _____

The CCCA Bulletin for October 1997 carries the new ad reprinted herein. A very similar ad in design was placed in SAH Journal No. 170 but it stated, "The Stutz Club is proud that its book has been nominated for the 1997 Cugnot Award.

At the 10th Grand Stutz Annual Meeting on September 27, 1997 in Indianapolis, IN Ray Katzell, VP Publications, gave a tally of the number of Stutz books sold and otherwise distributed as follows.

Collector's Editions sold by TPP	133
Standard Editions sold by TPP	90
Complimentary Books (authors, reviewers, etc.)	38
General Sales	306
Museum Sales	19
Bookstores	13
<u>Motorbooks International</u>	<u>95</u>
<u>Total</u>	<u>694</u>

In the October, 1997 issue of *Cars & Parts* our VP of Publications responded to articles pertaining to problems with the delivery of books ordered by Turning Point Press. (See reprint)

Stutz book published

In *Cars & Parts* Vol. 40, No. 3, reference was made in "Ford Country" and "Reader Forum" to problems with the delivery of books ordered from Turning Point Press. One of the books mentioned was on Stutz, which was written by members of The Stutz Club and entitled *The Splendid Stutz*. Readers who ordered the Stutz book from Turning Point Press will be glad to know that it has now been published by The Stutz Club and is available by writing to the club at 583 Main St., Wilbraham, MA 01095. The club will supply the book at no additional charge, but, because Turning Point has not supplied a list of orders, the club asks that requests include some documentation of the order, such as a copy of a canceled check or credit card invoice. New orders for the Stutz book may be sent to the same address, accompanied by a check for \$69.95 per copy, plus \$5.95 shipping in the U.S.

Raymond A. Katzell, V.P.
The Stutz Club, Inc.
Medford, N.J.



CARS & PARTS 9

1. The compression ratio for the 1926 AA Series has been given as 4.8 to 1. The *STUTZ Parts Book*, April, 1928 does not give the compression ratio for the standard stock cast iron pistons. *Chilton* gives the height of the piston head from the wrist pin center as 2 7/16 inches. Calculations adjusted for scale from drawings in the *STUTZ Parts Book* of the cross-sectioned engine confirm that the compression ratio in for the 3 3/16 bore was 4.8 to 1, and the 3 1/4 bore was 5 to 1. Calculations from measurements taken from a 1927 3 1/4 in. bore engine confirm the 5 to 1 ratio.

2. The 1927 trade journals state that for 1927 STUTZ increased the cyl. bore from 3 3/16 in. to 3 1/4 in.; increased the compression pressure from 70 psi to 80 psi (by increasing the piston ring lands).

3. The volume displaced by the piston is:

$$V_p = (\pi D^2 L) / 4 \text{ per cylinder}$$

$$\text{For } D = 3 \frac{3}{16}, L = 4.5, V_p = (\pi \times 3.1875^2 \times 4.5) / 4 = 35.909 \text{ cu. in.}$$

The idealized compression/expansion for a heat engine is $PV^n = \text{Constant}$, so

$$\frac{P_1 (V_1)^n}{P_2 (V_2)^n} = \frac{C}{C} = \frac{P_1}{P_2} \times \left| \frac{V_1}{V_2} \right|^n; \text{ so } \frac{P_c}{P_i} = r^n, \text{ where } \begin{array}{l} P_c = \text{compression pressure} \\ P_i = \text{intake pressure} \\ r = \text{compression ratio} \\ n = \text{exponent}^* \end{array}$$

* The exponent n is determined by the ratio of specific heat at constant pressure over the specific heat at constant volume, for the gas compressed or expanded. This is taken as 1.4 for air, but for a gasoline engine where the gas is a mix of gasoline vapor and air, the value of n is generally "between 1.28 and 1.38, increasing with engine speed and decreasing with r. A fair average value for n is 1.30" (*Internal-Combustion Engines*, V.L. Maleev, 1933). *Self-Propelled Vehicles*, Homans, 1908 prints a table (p. 167) for determining pressures and temperatures for compression ratios from 3 to 6, taken from *Power*. This is based upon an exponent n = 1.35.

4. Calculating the theoretical intake pressure in the cylinder before compression:

$$\frac{P_c}{P_i} = r^n, \text{ so } P_i = P_c / r^n, \text{ Then:}$$

Given for the 3 3/16 bore with r = 4.8 and $P_c = 70$, for n = 1.35:

$$P_i = 70 / 4.8^{1.35} = 8.42 \text{ psi, and}$$

Given for the 3 1/4 bore with r = 5 and $P_c = 80$, for n = 1.35:

$$P_i = 80 / 5^{1.35} = 9.11 \text{ psi.}$$

But this is "irrational" inasmuch as the increased displacement demands greater intake air flow which would offer a greater resistance, thus lowering the intake pressure. One factor could enter our analysis: efficiency increases with increase of compression ratio, although the value of the exponent n decreases! To obtain the same theoretical intake pressure of 8.42 psi of the 3 3/16 bore, the 3 1/4 bore would require an increase in n to 1.399, which is contradictory to theory.

Of course, this is idealized theory, which does not consider all factors actually entering into gasoline engine functioning. However, if the intake pressure should drop from the 3 3/16 bore 8.42 psi to 8.29 for the 3 1/4 bore, and the value of n

THOUGHTS ON COMPRESSION RATIO OF SERIES AA STUTZ

decrease to 1.33, and the compression pressure were 80 psi, then the compression ratio would be:

$$r = \left[\frac{P_c}{P_i} \right]^{1/n} = \left[\frac{80}{8.29} \right]^{1/1.33} = 5.5 \text{ which is consistent with theory.}$$

5. The trade announcements claim that the 80 psi compression pressure resulted from increasing the piston ring lands. It is difficult to understand how any such change could create a contradiction to theory, inasmuch as no mention of any change to the piston rings themselves was claimed. The standard rings of that time were highly developed, and those in the 1927 STUTZ engine are nothing unique. The only manner in which a change to the piston lands will effect compression is if the top land is increased, the distance from the wrist pin to the piston top would increase, thus increasing the compression ratio above the 5.0 to 1 of the standard 3 1/4 in. piston. A change of 1/8 inch in the top piston ring land would effect a compression ratio of 5.5 to 1.

Unfortunately, the literature in my possession gives no information as to the compression ratio upon which the compression pressure is founded. The choice is left to the reader as to how the 80 psi pressure resulted. Inasmuch as some members of the press must have been present at the Sales Convention in Dec. 1926, where the Stripped chassis test vehicle was demonstrated, it is possible that the 80 psi referred to that test vehicle. Contrary to commonly published reference to that vehicle in a manner to imply that it was a "Black Hawk" prototype used to determine a suitable design for a boattail body, it appears to have been nothing more than a standard AA chassis (lacking any standard body components) upon which an older STUTZ body had been "rigged" for the convenience of the driver. Such a chassis was commonly used by the automobile factories to test proposed engine modifications.

It was common knowledge in the twenties that greater power could be achieved by boring a standard engine oversize plus installing higher compression ratio pistons. Pistons were available commercially up to .062 inches (1/16 in.) oversize (*Dyke's Automobile and Gasoline Engine Encyclopedia*, 1924). *Chilton*, 1931, lists 181 different size pistons (and trade announcements claim 500). There is no piston listed of a 3 3/16 in. diameter which would increase the STUTZ compression ratio. Oddly, there is one 3 1/4 in. diameter piston (# GL-164) listed which will produce a 5.5 to 1 ratio (if it proves otherwise suitable). Its overall length is satisfactory, and its wrist pin, being slightly smaller (.859 in. v. STUTZ .875 in. dia.), but it can be reamed to size. To add to the oddity, that piston is not listed as being used by any automobile from 1925 to 1931!

It is very reasonable to assume that STUTZ would not consider a change in bore from 3 3/16 in. to 3 1/4 in. as economically feasible for production simply to gain 3 horsepower, without conducting a relatively cheap test. An existing block could be easily bored 1/16 inch oversize, and commercially available pistons installed, costing very little. This engine would be tested as part of a larger design proposal, to bring about modifications worthy to be placed into production. These tests were preliminary to the production changes made later. Whereas the 3 1/4 in. bore was introduced with chassis no. 84542 and 70296, the necessary modifications to the head and manifolds were introduced in chassis no. 85444 and 70519, at least 461 engines into 1927. The test vehicle was not a "prototype" of the reputed Black Hawk, it was merely a test "fixture" used to evaluate proposed improvements which, when "debugged" evolved into the Challenger engine and the Black Hawk.

Ed's Comment: Our special thanks to Ray for his good thoughts on C.R. While the editor is quite knowledgeable in this area, he would prefer you to direct any questions you may have to the author.

The AK Miller Story Continues



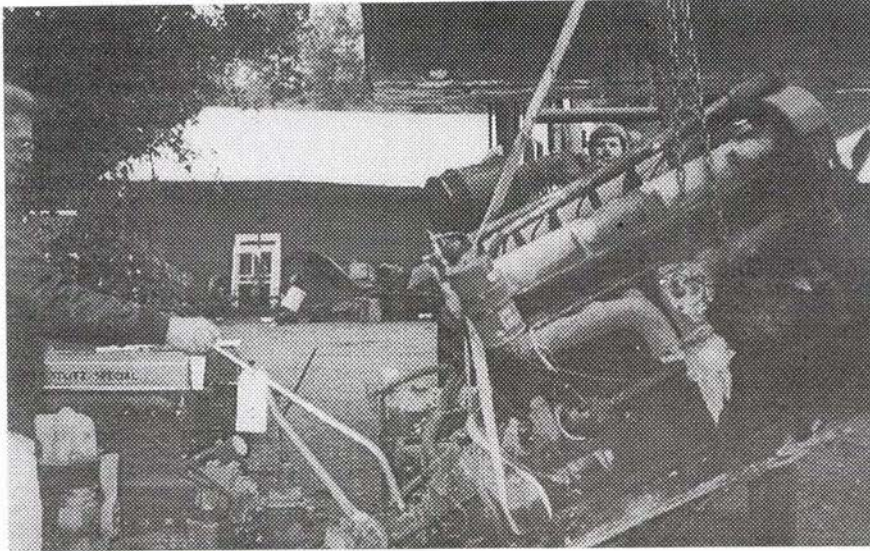
by your editor

Sketch of A.K. Miller house by P. Conant. Our many thanks again to artist Pat Conant of Westfield, MA for her on site rendition of the Miller home in Vermont which was sketched during the exciting Christie's auction in early September 1996. Another of Pat's sketches was shown in *Stutz News*, No. 38, page 10.

Member Don Short of Port Ludlow WA has submitted the photo on the right which Don took of the A.K. Miller brand Stutz gas tank fill spout. He asks "was this whimsey or ego?" If you look carefully at the rear of the Short's 1920 Bearcat shown in Ken Beach's article on the 1997 Northwest Stutz meet, you will see the fill spout mounted on top of the gas tank, right side.

On Sunday, September 8, 1996 it was load out time in East Orange, Vermont following the culmination of the auction.





In the photo (left) member George Holman steadies his newly acquired Stutz DV-32 engine with a shifter while the tractor operator hoists it up for deposit in George's trailer with bucket loader.

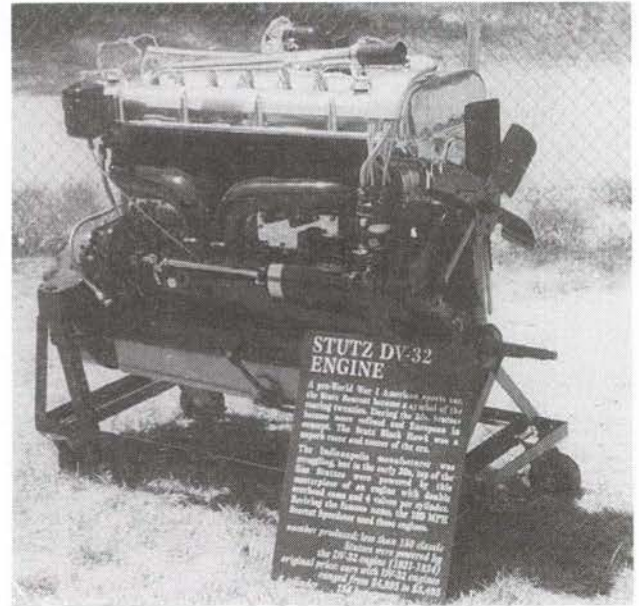
Yes, that's the same engine on the stand in the photo below following some great cosmetic work. The DV-32 engine was displayed in June at both the Eastern Concours and at the Vintage Celebration in Loudon, NH.

Member Stephen Dean recently submitted the following inputs:

"Here's more for the 'A.K. Miller File.' Here he (incorrectly) 'explains' that 'M' Series cars do not have a red right rear tail light lense. And that 'he knows what he is talking about' and that this is a 'homemade idea' of the 'younger crop' of Stutz experts!"

Of course A.K. Miller is wrong. See below for part of page 47 of the 'M' parts manual. Part No. 30824 'Red Pyralin Stop Lamp Shield.'

A lot of his advise, and parts supplied!, was bogus. I always maintained - and still do - that anyone that had 'a good experience' with A.K. just didn't understand that they were being had!"



Dear Friend; Boxing Day '90. I thank you for your nice photo & note. You have done a good job. I wish my Monte Carlo looked as good. Now I can supply a new plastic red lens for rear. But, I will tell you, & I know what I am talking about, the right rear light is not supposed to have a red lens. It is supposed to have a clear lens like you have, & it is for both a stop light & backing up light. If it is now wired up otherwise it is wrong. If you doubt me, study the manual & wiring diagrams has come up before, & the new younger crop of owners think it should be a red lens & they are not right. And they never, originally had any red plastic half way down - that is someone's homemade idea. One of these days I will run out of running boards and will sell yours for you. But, the other you got is not stainless, unless they have changed. Happy New Year to you. A.K. Miller

PARTS LIST STUTZ EIGHT SERIES M

Part No.	DESCRIPTION	No. Req. Car	All Mod. els
Tail and Stop Lamp and Brackets			
29644	Tail lamp assembly.....	1	X
29643	Stop and back up lamp assembly.....	1	X
30805	Tail lamp body.....	1	X
30820	Stop lamp body assembly.....	1	X
30806	Tail lamp back plate assembly.....	1	X
30821	Stop lamp back plate assembly.....	1	X
30807	Tail and stop lamp door.....	2	X
30796	Tail and stop lamp door screw (No. 6-32x $\frac{3}{4}$).....	2	X
30808	Tail lamp door lens.....	1	X
30819	Tail and stop lamp door lens retainer.....	2	X
30822	Stop lamp door lens.....	1	X
30824	Stop lamp shield—red pyralin.....	1	X
30809	Tail and stop lamp door lens gasket.....	2	X
30804	Tail and stop lamp jewel—red glass.....	2	X
30810	Tail and stop lamp jewel—clear glass.....	2	X
30798	Tail and stop lamp jewel retaining sleeve.....	4	X
30799	Tail and stop lamp jewel retaining spring.....	4	X
30811	Tail lamp lower lens.....	1	X

BEHIND THE COVER

The mysterious goddess staring out from under her serpent bound crown with the air of eternal knowledge is an original Stutz mascot from the collection of Carl Pennrich, author of this issue's feature article. The figure, which has been reproduced without retouching, is a true piece of sculpture. Wear and weathering have added to the interest which the feeling and motility of the regal but completely human features invokes. Typical of the Classic Era, this form of art is completely foreign to the grossly designed, lifeless ornaments and pretentious pseudo-heraldics which add their further touch of bad taste to most current models. No domestic production automobile carries such a mascot as standard equipment. But the art of the miniature sculptor is far from dead. Such craftsmen as Mr. Pennrich and Don Clairmonte continue the Classic tradition, producing original pieces and exact replicas of these small masterpieces from the Golden Age.

Reasons of space forced the exclusion of much of the material contributed by members to this Stutz issue. It has been particularly disappointing to have left out the intriguing tales of personal encounters between members and the species Stutz. Among these are the saga of Bill Snyder who rescued a speedster from hotrodders in mid winter then lost it in a snow drift, Charlie Allen's nostalgic recollections of mighty sedans, and the true but unbelievable story of the man who owns 52 Stutz, including a fire engine. The editors are grateful for everything submitted and will treasure the material for future issues.

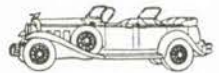
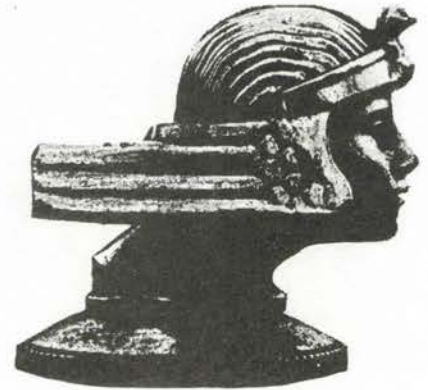
PHOTO CREDITS

Cover, DV 32 Rollston Vict. — *Carpix*; Ojai — *Goodell*; Biltmore — *Timson*; Packards — *Yost*; DV32 Conv. Sed. — *Richards*; 1930M — *Morelock*; M27 — *Chambers*; 1929 Le Baron — *Barr*. The Stutz renderings are from a 1929 catalogue kindly lent by Dr. Willis Hammond. Dagmar cuts courtesy of Fred Simeone.

NOTE

THE CLASSIC CAR

Spring 1954
OFFICIAL QUARTERLY OF THE
CLASSIC CAR CLUB OF AMERICA



STUTZ ISSUE

Unique New Automobile History Museum is now open

The long awaited Museum of Automobile History is now open to the public. Reflecting over two hundred years of the world's love affair with the automobile, the museum is located in the heart of downtown Syracuse, at 321 Clinton St. It is the largest museum anywhere dedicated to memorabilia and art related to the history of the automobile.

An estimated ten thousand items reflect every aspect of car history from 1770 to the 1990s. It evokes the world that the automobile left in its wake, in extensive displays of advertising, posters, toys, models, design drawings, fine art, folk art, and more. The museum building itself is already an eye-catching landmark off Clinton Square, as it is lined with 20 vintage automobile billboards, some advertising cars no longer made.

The Museum of Automobile History will be open every Wednesday through Sunday from 10 a.m. to 5 p.m. Call 315-478-CARS for information.



Stutz in Europe

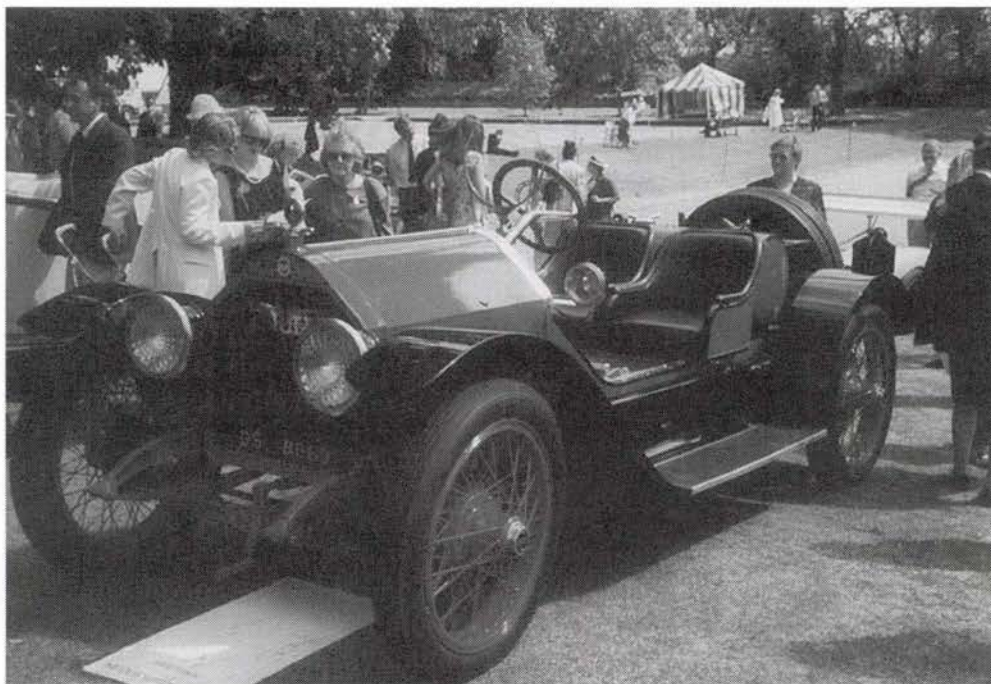
by Jean Gorjat

I'm just back from another rally in Sweden and Norway with the Bristol 401 --beautiful! This was already my fourth rally of the year.

Now, some news from Europe for the Stutz Club. The major Concours d' Elegance is the Louis Vuitton one held in the excellent Hurlingham Club of London. I entered my 1937 AC competition roadster. Member Timothy Moore entered his 1915 Stutz 4 F Bearcat. (See photo of Tim's Bearcat on the field.)

During our trip to Norway I met member Dag Oppegaard and had a look at his two Stutz, which were in a restoration shop about 50 miles

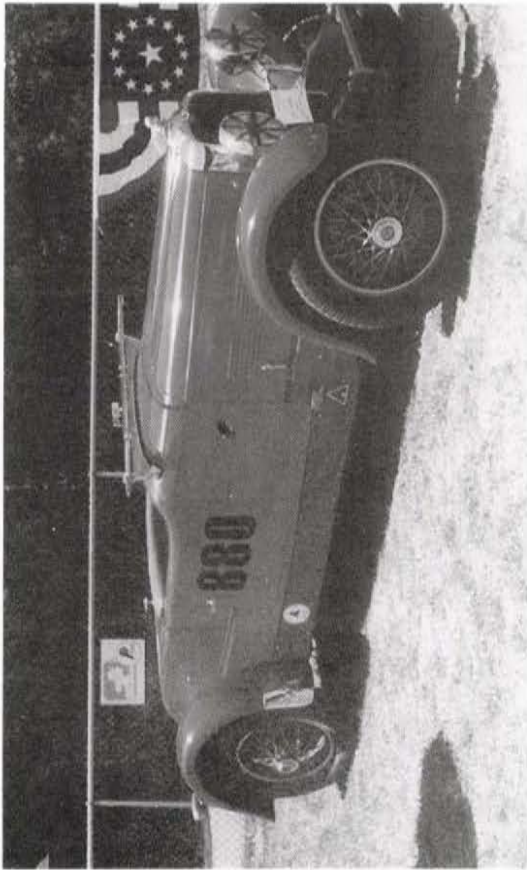
north of Oslo. The body of his 1928 BB phaeton was off the chassis. (See photo of Dag's 1932 DV-32 Sedan which presently has an SV-16 engine.)



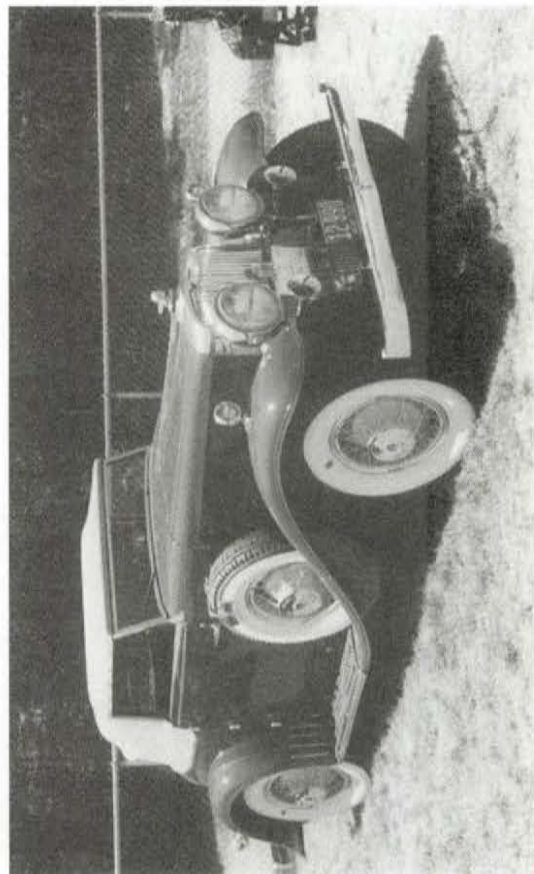
Stutz is featured at Car Meets

In the last issue of Stutz News, Vol. X, No. 41, Ray Katzell and Geroge Holman reported on the Stutz cars that participated in the annual Evan G. Moulas Memorial Vintage Celebration held at the New Hampshire International Speedway in Loudon, June 25-29, 1997 but we were unable to show photos of all the cars.

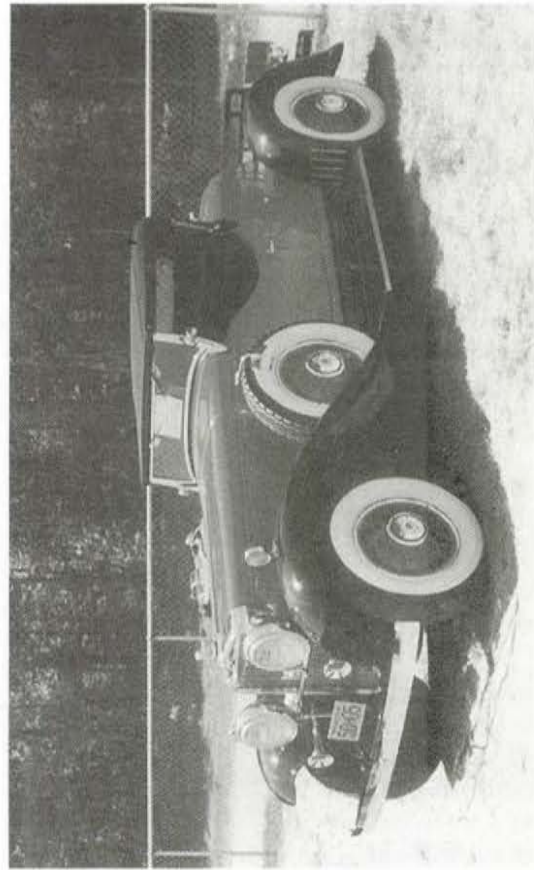
We are indebted to member Lyle Patterson for the following photos which capture 20 years of rare, fine Stutz sport cars enjoying this event. (Ed.)



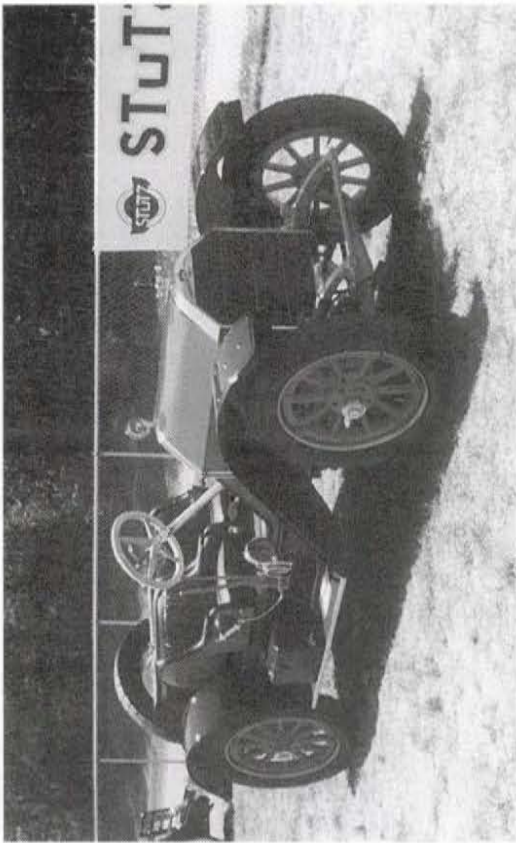
George Holman's 1928 Stutz Black Hawk powered now by a DV-32 engine.



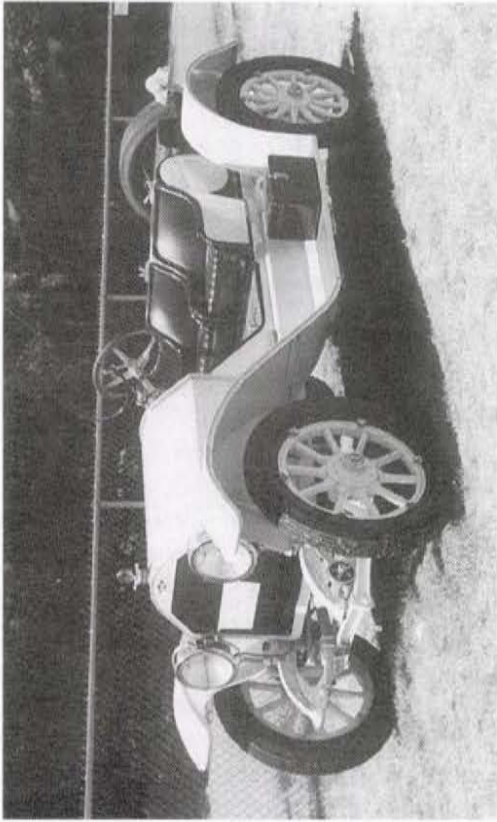
Robert and Sandra Bahre's 1932 Stutz DV-32 Super Bearcat by Weymann.



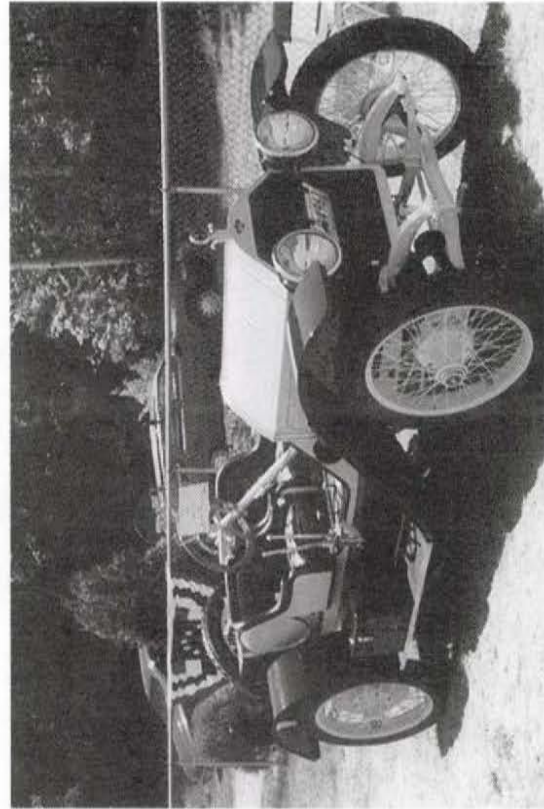
Ray and Lou Bowersox's 1932 Stutz DV-32 Bearcat Speedster by Weymann now on display at the A-C-D Museum in Auburn, IN.



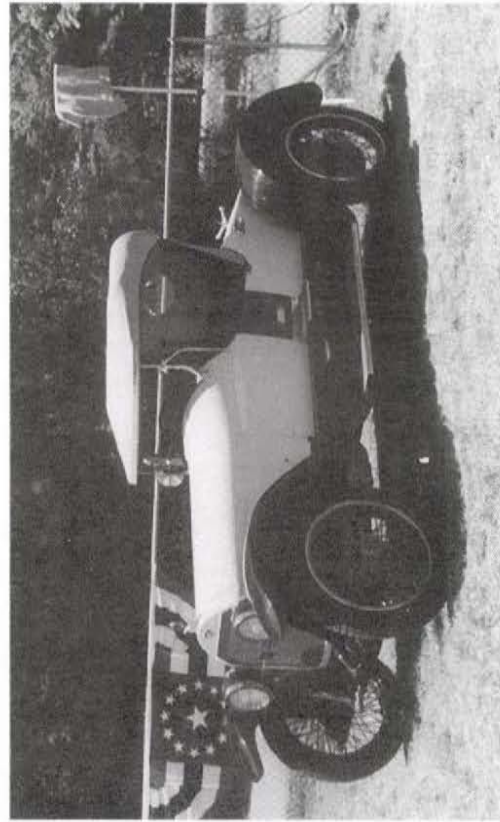
Bob and Alice Valpey's 1912 Stutz Model A Bearcat (red / black).
 Note: Stutz Banner also displayed at the Eastern Concours
 d'Elegance.



Robert and Sandra Bahr's 1914 Stutz Series 4E Bearcat (cream.)



Robert Reed's 1915 Stutz Series 4F Bearcat (yellow / black).



William R. Ruger's 1920 Stutz Series H Bearcat (yellow / black).
 This Stutz was previously owned by member Harry Dunville
 (deceased).

1997 Northeast Stutz Meet-September 12 -14, 1997

By Ken Beach

Members attending were:

Charlie and Gerri Riel

David Cammarano

Don and Lynette Short

Phil Brooke and Roberta Heidenrich (guest)

Gene and Delores Byrnes

John and Mandie Fossette

Ken and Carol Beach

Bill Kent (guest)

Larry Cummings (guest)

Ted Buckland (guest)

Stutz automobiles attending were:

1915 Weightman Special Indy Race Car (David Cammarano)

1920 Bearcat (Don and Lynette Short)

1923 Special Roadster (Don and Lynette Short)

1928 3-seat Coupe (Charlie and Gerri Riel)

Friday afternoon, September 12

Registered at the Old Alcohol Plant, originally built in 1909-1910. The plant was built to make wood alcohol from saw dust provided by the many saw mills in the area. Production continued from 1911 until 1913 when competition

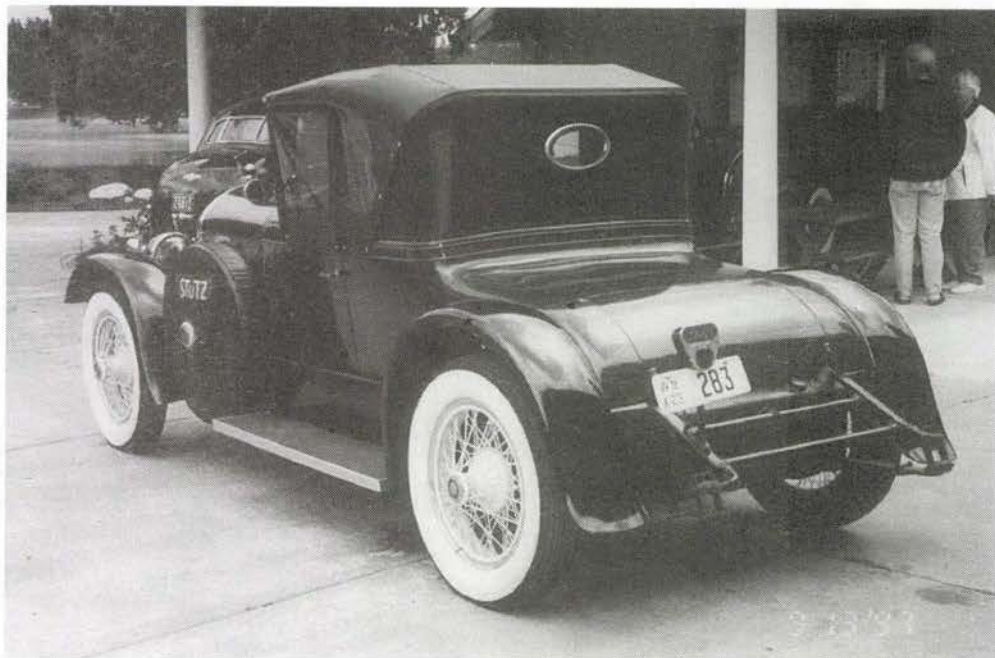
from Hawaii forced it to close down. These buildings stood vacant until the late 1980s, when they were remodeled into a resort with a large marina. A very pleasant evening was spent meeting new members and visiting old friends.

Saturday, September 13

A short drive to Port Townsend in the morning to meet with the Seattle BMW Club who were in town for a road rally. A tour of historic Port Townsend and then to Fort Flagler to enjoy the scenery (Fort Flagler is one of three forts built to protect the straits of Juan de Fuca from enemy attack during World War I).

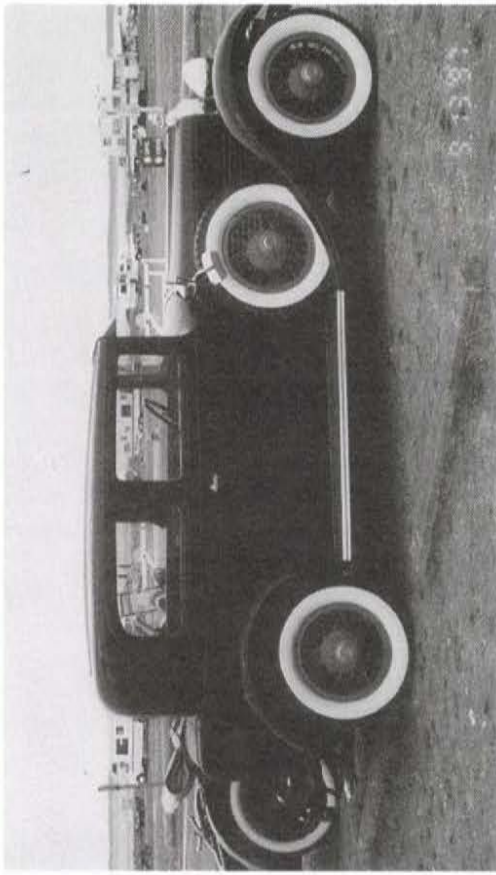
Ted Buckland's home on Marrowstone Island was the next stop. He is restoring a 1920 French Ballot Indy race car. This is a most interesting project as most of the body and all of the engine were missing. Body is now complete, being hand formed of aluminum. The engine is a cast in block eight cylinder 3 liter 32 valve DOC cast in two blocks of four cylinders each. Using copies of the original drawing, the blocks and cam covers have been cast and he is now in the process of machining. Last stop of the day was to Don and Lynette Short's home to look over their eight Stutz automobiles plus many other makes ranging from 1905 REO to 1967 Amphicar.

Rear view of the Short's 1923 Stutz Series 690 roadster. We seldom get to see the rear view.





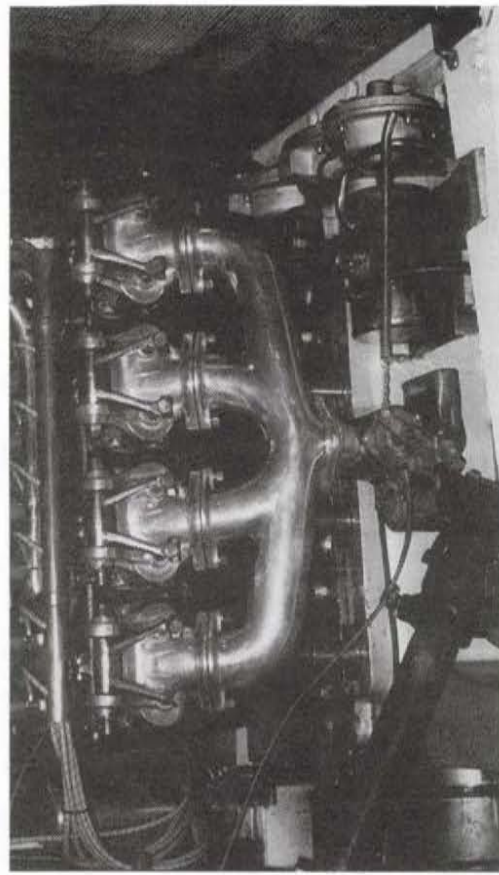
Rear view of Don and Lynette Short's 1920 Stutz Bearcat and Geri Riels rare 1928 2-door sedan.



Side view of the Riel's 1928 Stutz with rare body style.



David Cammarano's 1915 Weightman Special which William "Wild Bill" Weightman had built for private racing. (See page 75, The Splendid Stutz.)



Stutz / Wisconsin B16 engine (#3 of 3), 269 C.I. est. 100 H.P. @ 3,000 R.P.M. This 4-cyl. 16-valve engine used in "Wild Bill's" Stutz was based on 1914 French Delage Engine.

Sunday, September 14

A beautiful drive on the back roads to Sequim to the home of Dr. and Mrs. Harris to look over his collection of three Stutz and other fine automobiles, including a sixteen cylinder Cadillac all weather phaeton. After a pleasant

visit over coffee and cookies it was off for home with thoughts on how to make next year's Northwest Stutz Meet bigger and better.

Our thanks to Ken Beach for the story and the photos. (Ed.)



The Harris 1927 Stutz Series AA Boattail Speedster. Dr. Harris story of the acquisition and subsequent building of this Stutz was published in Stutz News, No. 17 pages 3-9.

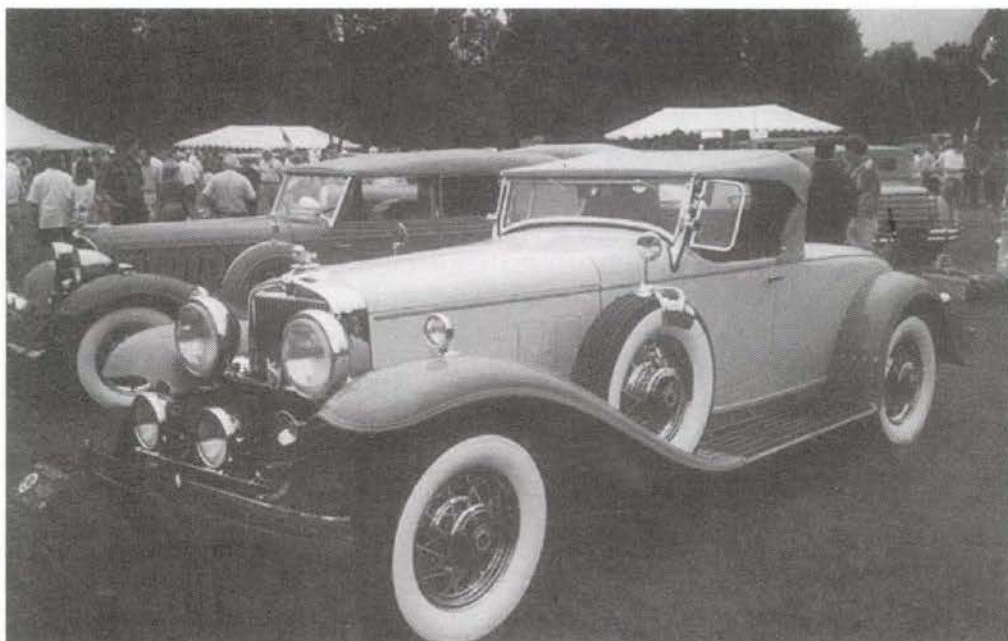
The Harris 1929 L6 Blackhawk Roadster. This Stutz like the 1928 above is painted in rich red. Mighty pretty! The third Stutz in the Alvin J. Harris, M.D. family is a 1931 DV-32 2 pass. Boattail Speedster.



Members' Cars

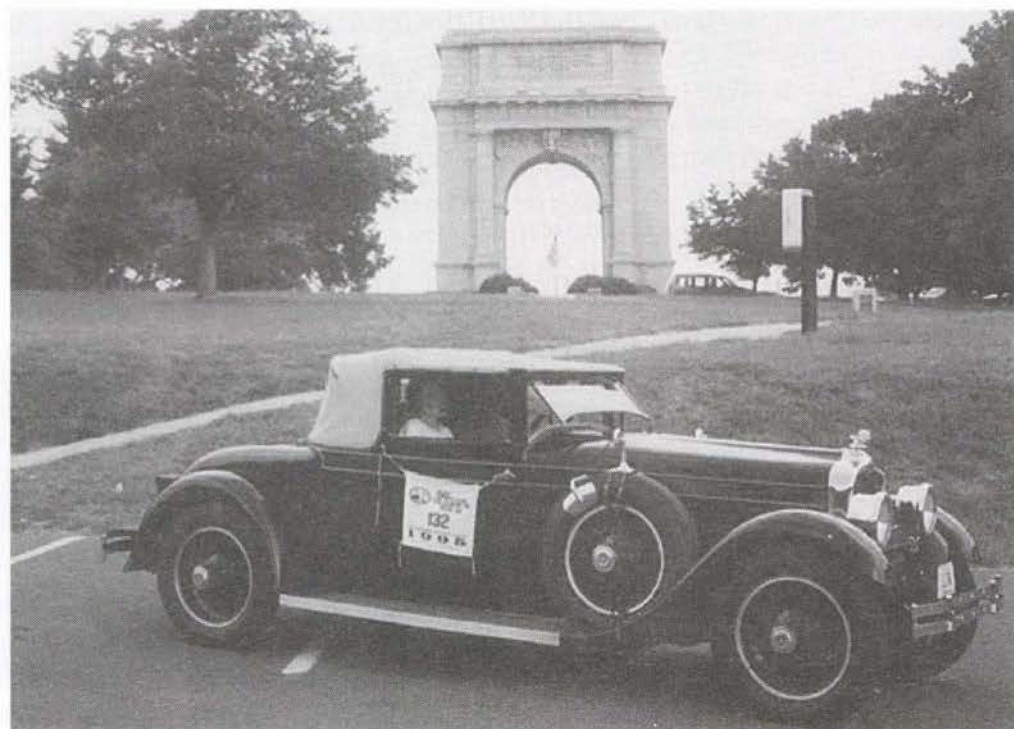
This photo of member Calvin G. High's DV-32 Roadster was taken by Jason Gehring at the 1997 Meadowbrook Concours d' Elegance.

Mr. High (#472) purchased this Stutz at the A.K. Miller auction in September 1996 and has accomplished an amazingly fast restoration of this fine example. The editor admired this DV-32 on the Show Field at Hershey but couldn't get a good photo due to the crowd surrounding it.



Charter member Bill K. Shreves (#153) and Lois have owned this Stutz BB1 C Convertible Coupe, Phillips Body #85896 for many years. It has engine #31735.

This photo was taken on the 1995 Glidden Tour. You will note that what appears to be a 1928 Stutz has earlier (1926 - 27) headlights and Bill says the tail light matches the headlight. Is it a 1927 or a 1928?



Please give the Shreves your opinion. Tel. (216) 259-5617.

Editorial Comments

In the last issue your editor commented upon the extraordinary number of Stutz cars displayed at noted events during 1997. This remarkable participation has generated considerable press and good publicity for the club.

In the September 1997 issue of *The Classic Car* we noted that the 1928 Stutz Cabriolet owned by member Jerry Hanauska of Portland, OR scored 100 points for 1st in Premier Division at the Pacific Northwest CCCA Grand Classic. In the Western Penn Grand Classic member William Snyder's 1927 Stutz Black Hawk speedster scored 99.50 points for 1st in the Senior Division. Our hearty congratulations to both.

The September 18, 1997 issue of *OLD CARS* p. 39 had coverage of the Forest Grove Rotary Club's "silver anniversary" concours d'Elegance held June 29. Member Edward A. Rittenhouse, M.D. participated with his magnificent 1933 Stutz DV-32 Waterhouse Conv. Victoria which scored 100 points and was awarded the coveted Stanley Wanless Award for best exemplifying artistic style in auto design.

Space does not permit the editor to reprint all the clippings related to the 8th Eastern US Concours held June 21st at LeHigh University's mountain top campus. The clip shown here was taken from *Hot Spots*, a publication of The Burn Prevention Foundation (concours sponsor). I quote from the Summer 1997 issue, "A big highlight of the show is always the spirited and fascinating commentary on the cars provided by Grand Marshal and famed automotive historian Beverly Rae Kimes." Member Kimes also gave commentary as each award winner drove up to receive a trophy. The August 21, 1997 issue of *OLD CARS*, p. 33 gave good coverage of the 8th Annual Concours d'Elegance of the Eastern U.S. (see clips).

CARS & PARTS when all out in its coverage of the Eastern Concours in the September 1997 issue, page 24 & 25. Seven (7) of the 12 Stutz were featured in the photo display with good commentary and I quote: "A magnificent gathering of Stutz vehicles was arranged next to the large fountain adjacent to Iacocca Hall."

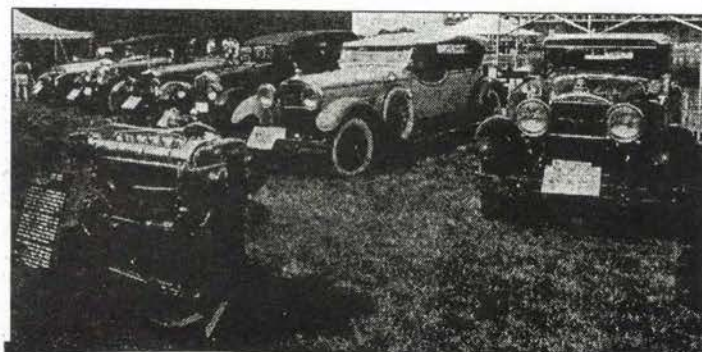
Not to be outdone the October 1997 issue of *Car Collector* devoted a two-page photo (pages 22& 23) to the Stutz display at the Eastern Concours with the following caption, "An enthusiastic crowd enjoyed the largest exhibit of cars in show history. The special Stutz Exhibit around the reflecting pond was a popular attraction." Even the Sept./Oct. issue of *M-B Star* mentioned the Stutz Exhibit.

We discovered a nice photo of member Phil Reed's 1928 Stutz Roadster in the *Side Mount Mirror*, Issue 20 1997, p. 12 which was taken on a So. Calif. CCCA Tour.

The *Side Mount Mirror*, Issue 3 - 1997, published by the So. Calif. Region CCCA carried a good article on member Stan Lucas' car collection. In the commentary we found, "Right below a giant flashing Firestone tire sign (the coolest old sign I've seen yet) there was a '13 Stutz Bearcat, and nearby was its original competitor a 1912 Mercer raceabout. Wow - the very first muscle cars." Stan's 1925 Doble Series E Murphy coupe was featured at Pebble Beach 1997 Concours.

We were pleased to see a Stutz featured on the front cover of the *CCCA Bulletin*, October 1997. The illustration is from the August 1929 issue of German *MOTOR* magazine.

There was a lot of Stutz activity at the Kruse Auburn Auction held August 28-September 2nd, 1997 at Auburn, Ind. A 1918 Stutz Bearcat was purchased by Jay Leno for his world-renown collection. It sold for \$94,500 including fees. A 1920 Stutz 4-door touring brought \$28,000 and a 1928 Stutz Roadster sold for \$63,000 (both prices before commission fees). A 1928 Stutz



Above: The Stutz Circle featured a rare DOHC DV-32 straight engine on display.

STUTZ NEWS/ OCT.-DEC. 1997

Black Hawk Speedster did not reach minimum. The top sale at Auburn '97 was \$650,000 for a 1934 Packard Le Baron Coupe.

The November 1997 issue of *Cars & Parts*, p. 41, shows a photo of Jay Leno with the 1918 Stutz Bearcat. New member Randy Ema will bring the Stutz back to top mechanical condition. In "The Car Coral" on p. 42 we note a picture of Paul Freehill's 1914 Bearcat priced at \$135,000. Paul wanted \$150,000 for his 1913 Stutz Roadster with 450-cid engine. This is the only 1913 Stutz Roadster known to exist. (Ed's comment).

Other Stutz recently advertised in HMN for sale include Bill Irvin's 1926 AA Coupe at \$40,000, a 1929 M. Conv. Coupe at \$39,900 and

a 1931 DV-32 LeBaron Speedster at \$86,500. A 1915 Bearcat (restored) has been listed in OLD CARS at \$150,000 (Oregon). See Hershey '97 coverage for others.



STUTZ-A-RAMA — *The largest collection of Stutz automobiles ever assembled at one time help grace the outstanding Concours showfield on June 21, at Iacocca Hall, Moutaintop campus of Lehigh University, in Bethlehem, Pennsylvania*

Once Upon a Stutz - We Closed Another Season

by Dale Wells, President

November is here and families are planning for Thanksgiving and other Holiday activities. Here in the Midwest we have had snow and ice storms, and many friends are planning their annual migration to the sunny Southlands. My Stutz cars are resting quietly after their summer exercises, and I must remember to place some moth balls inside to discourae any varmits that may slip through the cracks into the storage area. We can only dream about how you members in the desert, Southern California, and Deep South may get in some winter driving activities.

1997 was a great year for the Stutz Club. You will read elsewhere in this newsletter about the Grand Stutz in Indianapolis with a record turnout of Harry Stutz vehicles. It was a beautiful, warm fall weekend, and our Indiana hosts are to be complemented on their careful planning and warm hospitality. At the same time the Grand Stutz weekend was in final preparaiton, we received notice that "*The Splendid Stutz*" book has received the Nichols-Joseph Cugnot Award as the outstanding book in the field of automotive history for 1996.

All of the contributing authors are to be congratulated. Special thanks go to everyone who invested in debentures to finance the publication, with top honors to Ray and Kitty Katzell along with George Holman for pulling it all together, paying the rest of the bills, and carrying the workload to get the manuscript printed and the book distributed.

The season wrap-up was at Hershey, Pennsylvania where the Cugnot Award was actually received at a fabulous banquet and awards ceremony by the Society of Automotive Historians. Yours truly was priviledged to attend, along with members/authors Katzells, Kimes, Holman, Greer, Grunder, Foster, Titlow, and Saunders. The SAH also hosted book-signing at their tent to help promote book sales, and several authors were on hand there to oblige.

Friday afternoon, the Toth's hosted the annual get-together at their tent and an impressive number of members arrived representing 20 states and 5 foreign countries. After the usual socializing and informal technical discussions, we gathered in a big circle behind the tent and held an informal meeting about club activities and goals. Each member introduced themselves, described their cars, and had an opportunity to talk about Stutz cars and the club. The interest

and enthusiasm has never been higher. Attendees at the 1997 get together were:

Ted and Charline Austin	Bremerton, WA
Norman Barrs	London, England
Harvey Carter	Dallas, TX
Glen Davis	LaJunta, CO
Edward Downey	Woodstock, VT
Bill and Jason Gehring	Cleveland, OH
Jean Gorjat	Harrisburg, PA/ London, England
Bill Greer	Indianapolis, IN
John Grunder	Torrington, CT
Fred Guyton	St. Louis, MO
John Haydon	Fox Point, WI
George Holman	Willbraham, MA
Ray Katzell	Medford, NJ
Jim Lockwood	Frankfort, IL
Adrian and Alex Luchinger	Niederornz, Switzerland
Piers MacDonald	Bedford, NY
Mason Maynard	Crete, IL
Norman and Carla Messier	Barre, VT
Dag Oppegaard	Oslo, Norway
Chic Postier	Kennesaw, GA
Bob Reed	North Kingston, RI
Ruben and Eileen Roges	Buenos Aires, Argentina
Wayne Saunders	Dorchester, Ontario, Canada
George Schuetz	Woodstock, VT
Fred Shoemaker	Dundee, NY

Keith Sparks	Roanoke, VA
Jay Traner	Strongsville, OH
Ernest and Ruth Toth	Chargin Falls, OH
Ernie Toth Jr.	Chargin Falls, OH
Mark and Elizabeth Wallach	Nyack, NY
Dale Wells	Kalamazoo, MI
Ralph Wilcox	Trenton, NJ
Glenn and John Wright	Carrollton, GA

Other members seen on the field were George Cooper of Marion, NC and John Greenleaf of Oxford, ME, Calvin High, Lancaster, PA and William McCleary, Ridgeville, Ontario, Canada.

Cars for sale at Hershey included a nicely restored DV-32 sedan, an original M sedan (somewhat tired looking but mostly complete although the front windshield had been modified with slanted glass sans visor), a 1925 Weymann roadster, and a very original 1923 Series 690 touring. The latter three cars were reportedly sold. In the Saturday car show Piers MacDonald showed a beautiful 1928 Stutz phaeton, and Calvin High showed a 1933 Stutz DV-32. Hopefully our pictures turn out and can be included in the next issue. Until then, best wishes for the Holidays, and we'll be visiting again in 1998.

A host and place is needed for the Eleventh Grand Stutz. We prefer holding our 1998 Annual Meeting at a convenient location in the East Coast area. Your inputs are welcomed.

Membership Report

by Richard Orr

The membership in the Stutz Club has grown considerably during the past 12 months. In the Oct. - Dec. '96 Stutz News the last new member was #477. A year later the last new member is #514. We've also had some previous members rejoin. Some members have dropped out or passed away. Add it all up - it was a very good year.

The biggest puzzle to me is the members who don't pay dues. For the price of a tankfull of gas they can belong to an active organization for one of the most impressive classic cars in the world. But for some people they either can't make up their minds about paying dues or conveniently forget. The club is very reluctant to drop members but if the dues aren't paid we can't afford to keep sending the Stutz News etc. Your prompt payment of dues will be appreciated.

continued...

Please welcome our New Members

0493 David Reeder
3421 South Zero
Fort Smith, AR 72908
B - 501-646-8271
800-643-2013
1918 Stutz Bearcat
1919 Stutz Sport Touring
1920 Stutz Bearcat
1920 HCS Series II Roadster

0506 David Cammarano
1715 18th Ave. SE
Olympia WA 98501
H - 360-943-8645
B - 360-357-8411
1915 Stutz "Indy Car"

0507 Lee Bhert
63 Thompson St.
Ashland, NH 03217
H - 603-968-3674

0508 James R. Borisch
213 Deer Ridge Dr.
West Bend, WI 53095
H - 414-335-1819

0509 Randy Ema
142 N. Cypress
Orange, CA 92866
B - 714-633-3883

0510 James A. Grundy Sr.
7704 Bloomfield Rd.
Easton, MD 21601
H - 410-822-6888
'29 Stutz M 4 pass. speedster, dual cowl

0511 Charles O. Semple
2606 McClintic
Midland, TX 79705
'20 Stutz H 7 passenger tourer
H - 915-682-9086
B - 915-684-9711

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0512 Greg Schneider
Box 4608
St. Paul, MN 55104
H - 612-690-2348

0513 Juan A. Molinari
3 de Febrero 312
2000 Rosario-Argentina
H - 54-41-514223
B - 54-41-250040
'29 Stutz M roadster

0514 Richard Miller
Box 204
Gatlinburg, TN 37738
'29 Stutz Sedan

Address changes:
John B. Greenleaf
174 Kings Street
Oxford, ME 04270
H - 207-539-8142

Keith Marvin
10 Montrose Street
Worcester, MA 01610
H - 508 - 767- 9808

Have you driven a Stutz lately?

In Memoriam

We are saddened by the passing of member and friend Ruth Purdy (#8) wife of long time Stutz enthusiast and charter member C. McCord Purdy. A tribute to Cordy was reprinted in the previous issue on page 8.

OO **THURSDAY, NOVEMBER 6, 1997**

RUTH GORDON PURDY, 79, Indianapolis, died Nov. 2. She was a secretary 20 years for C. E. Pauly Printing Co., retiring in 1980. She was a member of Indiana Region Classic Car Club and Milestone Car Society. Memorial contributions may be made to the Development Department of the Indianapolis Art Museum. Memorial services: 2 p.m. Nov. 8 in Flanner & Buchanan Broad Ripple Mortuary, with calling from 1 p.m. She was the widow of C. McCord Purdy. Survivors: children Mac Purdy, Lissa Hunter; caregiver Martha Fougousse; two grandchildren.

Financial Report

THE STUTZ CLUB

FINANCIAL REPORT

January 1, 1997 to September 30, 1997

Balance 1-1-97		\$35,117.79
Income:		
1997 Dues	\$5,825.00	
1996 Dues	130.00	
Interest Income on checking account	676.79	
Directory Income	260.00	
Debentures	10,000.00	
(23 debentures sold)		
Donations	195.00	
Stutz News copies sold	507.40	
Miscellaneous Income	65.00	
"Splendid Stutz" books sold	\$14,033.98	
Mailing expense	<u>2,464.66</u>	<u>11,569.32</u>
Total Income		<u>\$29,228.51</u>
		\$64,346.30
Expenses:		
Stutz News (print & mail)	\$3,663.57	
Administrative expense	632.53	
Loans to finish "Splendid Stutz"		
partially repaid	26,000.00	
Debenture Expenses	51.93	
Bank charges	<u>12.00</u>	
Total Expenses		<u>30,360.03</u>
Balance 9-30-97		<u>\$33,986.27</u>
Life Membership Reserve	\$14,835.00	

Letters to the Editor

From: Shirley Davis, La Junta, CO

Date: October 24, 1997

I wanted to especially thank you for encouraging me to attend the National Stutz Meet with my husband, Glen. What a wonderful time we had: the people, the cars, the food, the scenery, the history, (did I mention the food?). The trip out was fantastic but somehow the solar-powered compass Glen depends on was not working well in Indiana. Not to say he got lost but let's say he was geographically impaired many, many times. Glen and old cars have and always will be a 'thing.'

But, Glen in a Stutz, in a Stutz factory surrounded by Stutz cars, Stutz Nutz and Stutz talk - well, what can I say, he will never be the same. Friday night's reception at Joe Sexton's Cars of Yesteryear Museum was wonderful. (And the food was delicious!) I was as fascinated with the toys as Glen was with the cars. Saturday's tour was so well put together.

The history presented during the tour and at the cemetery was interesting. Really enjoyed the tour of the Stutz home. Our very special thanks to Dr. and Mrs. John Klein for the delicious luncheon and great tour through their fabulous home. The stained glass bath and sunroom were absolutely beautiful. Please mention to them that I am adoptable.

I'm so glad I didn't miss the Stutz factory tour Saturday evening. Dinner at the factory was a tribute to all the hard work and planning that went into making this meet such a wonderful success. Turner Woodard and his family certainly know how to throw out the welcome mat. Thanks, Turner! Glen is still wondering why he can't have his Stutz parked in our dining room, after all, Turner does. I tried to explain to him that Turner does not live at the factory but he won't believe me. Maybe someday Turner will tell him the truth. For now, we'll just let him think some lucky guy gets to eat and sleep with his cars.

Sunday morning found Glen starting up his engine for the run to the Indy Speedway. To his embarrassment, it bucked, roared and backfired. So many kind offers of advice were received and

noted: check the coils, could be wrong plugs, maybe manifold problem, etc. And, of course, my un-informed, un-educated question of whether or not we had gas was immediately ignored. We did make it to the Speedway encased in that grand Stutz caravan. What a sight! New found friends, John and Katherine Haydon, rode in the rumble seat in spite of noise and fumes. The basement tour at the Speedway was a rare treat. I didn't want to embarrass the club by taking forbidden pictures, but my camera finger was twitching the whole time. What an amazing collection.

After the tour, everyone said reluctant good-byes and headed back to the factory to load up for the trip home. Halfway back, the noise and smoke suddenly stopped and so did the car. A quick check under the hood quickly revealed the problem. No, it wasn't the coils. No, it wasn't the plugs. No, it wasn't the manifold. It was NO GAS! This mechanically impaired wife will say these words any and every time she gets the chance IToldYaSo IToldYaSo!! As luck would have it, Chic Postier and Wayne Saunders were close behind. Chic brought back gas wouldn't take a penny for it and even put it in the tank--what a guy! Thanks! (see photos)

I caught Glen on film putting gas in the Stutz at the first station we came to that afternoon looked a little silly putting gas in a car loaded on a trailer. Oh, well, his tail lights always have worked better than his headlights!

We left the car in Fort Wayne with Paul Freehill who did an excellent job replacing the manifold gasket and tuning it up--runs like a dream now. He also informed us we didn't have brakes which he also fixed. (Now, we know



Katherine no gas and no brakes we live dangerously!) A trip to the Studebaker Museum and then on to Carlisle and Hershey. At Hershey we met up again with the Stutz gang. Wayne took Glen under his wing and took him around to find all kinds of good Stutz stuff.

I didn't tag along, as Wayne puts it, you never take the game warden hunting with you. That's okay, Wayne, I went SHOPPING without the banker so as they say, a good time was had by all.

A true marriage compatibility test is spending 3 weeks in a P.U. camper with a car nut, Scottie dog #1 (aptly named Stutz McDougal, alias Buddy) and Scottie dog #2 (named Bailee) and over four thousand miles behind the wheel. We're home, (still married) tired, happy, and very grateful for a safe trip. Thanks again for everything!

From: Wayne and Mary Saunders,
Dorchester, Ont., Canada

Date: October 1, 1997

Just a note to tell you what an enjoyable time Wayne and I had at The Grand Stutz. It was delightful that we could bring our Stutz home after 67 years. Again, many thanks to the Greer family. All the best!

From: Lyle Patterson, Newport, NH

Date: October 12, 1997

It's good to hear from you. I'm sorry I didn't reply to your first letter as we had to go to Wyoming and then to Arizona. I have a lot of projects going on. Let me fill you in:

1928 Stutz at Callaway

- D-V 32 Super charged
- New domed pistons
- New Titanium connecting rods
- Fuel injection
- New overdrive transmission

Maybe it will be done by the end of this month. I hope so as it has been gone for over a year this month!

1919 Locomobile

Complete rebuild this summer: motor, transmission, and rear end.

Building a new model railroad for Mr. Ruger. It has over 400 feet of rails. I am just now wiring it up so the trains run. (Maybe.)

My Stutz is finally in the body shop for metal repairs and paint. Maybe by this spring I will start putting it back together for the road. Can't wait.

The 1920 Stutz Bearcat is yellow and runs great. I had to do a little work on it to make it run and start as good as it looks. Mr. Ruger bought it from the Dunvill family in Stowe, VT. Mr. Dunvill had died just after completing the restoration, and it had sat in a garage for about 2 years. We took it to the New Hampshire International Speedway in Loudon with the other Stutzes in June. It ran great around the track. It wanted to go faster than the other cars but I held it back. The serial number is 5959; the motor number is 6001. It is a series H and it is yellow.

I am sending some pictures of the car and, also, some of the other cars at the Speedway. I wish I had the time to make Hershey, but I am working 7 days a week. I'll close for now. My best to you and Carolyn. Hope to see you soon.

From: Harvey G. Harper, Eureka, CA

Date: September 17, 1997

Thank you for the three copies of the newsletter. They are collector's items! Mr. Myers has done an excellent restoration on the 17 Bulldog. The Bearcat is next. Best regards.

From: Jason Gehring, Cleveland, OH

Date: October 27, 1997

It was nice to see you at Hershey last week. Have you bought that black 1932 DV-32 sedan that was on the Green Field yet? Just kidding. I sent a picture of it for you to put in the Stutz News. I imagine you saw the 1929 Model M sedan on the White field with altered windshield. The gentleman was asking \$16,500 and said he sold it for \$13,500 to a man in Ohio. I can't figure out who he sold it to though (he didn't want to tell me). Let me take this opportunity to thank you for a great time in Indianapolis last month. See that much Stutz history in one day is a once

in a lifetime experience that I will never forget. Keep up the good work and I'll see you at Kalamazoo or Hershey next year.



From: Mark Wallach, Nyack, NY

Date: June 13, 1997

Here's a photo of our friend Norman Barrs (London, England, *Ed.*) in his garage with Stutz chassis tools. Yes, he has his hernia belt on!

From: Bowersox Stutz

Date: October 28, 1997

Sorry to be so late in sending my Thank You for the Family reunion for my siblings and myself. It was wonderful to be in our birthplace and homestead. We honestly never thought we would all be together again in our home. When we were all left alone in the factory we had so much to talk about and catch up on. After all, it had been 60 years since our homestead was sold.

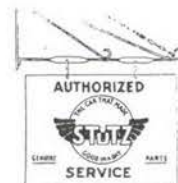
It has been a busy year for us Stutz with the Eastern Concourse d'Elegance recognizing us and then the Elegance Concours at the Vintage Celebration at the New Hampshire International Speedway. After that I was packed up and rushed to Indianapolis for the Grand Stutz.

As for myself, after I left Indianapolis, I went to the Auburn-Cord-Duesenberg Museum in Auburn Indiana where I will live this next year. I am in the Indiana Made Cars Room and, of course, have a spot of honor.

Again, Thank You and your committee, Mr. Greer - we Stutz all Thank You. Seeing family was so wonderful - even for us cars!!

P.S. My owners say THANKS too!!!

Classifieds



FOR SALE

John Klein
2727 N. Pennsylvania St.
Indianapolis, IN 46205 FAX: 317-925-1732

Side Mount Metal Tire Covers. Many Sizes. Leather, good quality, purchased from Bill Hirsch, Champagne color Scottish, 6 hides = 298 square feet. \$1200 + \$20 S.H. Please FAX or write for further information.

FOR SALE

Charlie's Radiator Service (non-member)
740 East 106th Street
Indianapolis, IN 46280
Business: 317-846-4924 or 317-844-9452

Stutz radiator without shell, in excellent condition. Believe to be for a circa 1926-28 Stutz. Ask for Charles Massey.

WANTED

John Courtney
11 Huia Road Titirangi,
Auckland 7 New Zealand

Photographs of Rear Section of 1922 or similar Stutz Bearcat Body. I will pay necessary costs of photos. Please forward to above address.

WANTED

Ken Beach
4979 NE Avalon Lane
Bainbridge Island, WA 98110
Home: 206-842-4371

The following items are wanted for 1928 Stutz BB: Hood or hood panels Early '28 steering wheel Ignition switch with transmission lock cable Parking light lens Fuel gauge cable for 145 inch wheel base

FOR SALE

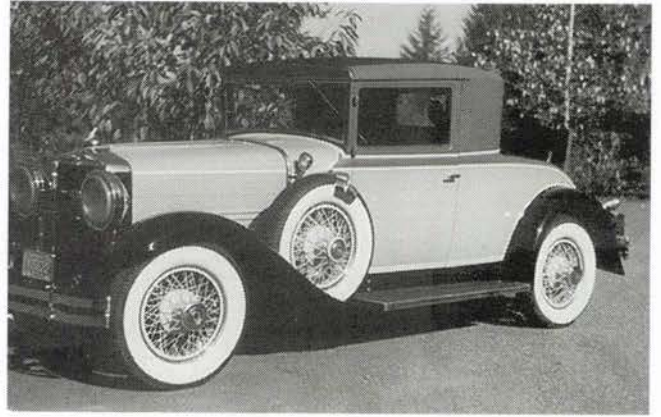
Michael J. Felton (non-member)
24025 N. Gabriel Drive
Lake Zurich, IL 60047

Stutz 4 cyl. Pak-Age Car engine, \$300 If interested, request photos (3) from the editor.

FOR SALE

Gene Byrnes
4376 Viewcrest Rd. S.
Salem, OR 97302 PHONE: 503-364-6646

1929 Blackhawk Coupe. 6-cyl. engine, Buffalo wires, DSM, 2-tone blue exterior, black fenders; presentable but not concours. \$26,000 or best offer.



FOR SALE

Fred Chaparro (non-member)
Automotive Books
1508W. Magnolia Blvd.
Burbank, CA 91506

(818) 845-1202

1929 Blackhawk 6 cyl. engine and transmission.

WANTED

Gene Byrnes
4376 Viewcrest Rd. S.
Salem, OR 97302
Home: 503-364-6646

The following items are wanted for a 1929 Stutz Blackhawk 4-pass. Speedster: Gas cap, Tail lights and 2 stands Cowl lights Sidemount hardware Horn 'ring' plate Thumb control levers on steering column Instrument cluster surround

WANTED

Keith L. Canouse
535 South Chickasaw Trail
Orlando, FL 32825
Home: 407-277-1031

Four 19" Blackhawk wheels

FOR SALE

Dale H. Gosa (non-member)
4146 Habana Ave.
Jacksonville, FL 32217

Stutz trunk. 15" high, 23" wide, 10" deep. It is cloth lined with a shelf. It has an iron bracket on each side with a hole in each bracket running top to bottom as though it might slide down on two steel posts. There are leather handles on

each side as well. Nailed to the top is a Chicago passenger vehicle tax plate dated 1918. The person I purchased this trunk from said that when he was a boy his family had a Stutz in the teens and when they got rid of the car they kept the trunk. It would look better on the back of a Stutz than on my Model A. I am an avid Model A Ford owner.

FOR SALE

Keith Sparks
7646 Mt. Chestnut
Roanoke, VA 24018
540-774-8145 or 540-774-8085

CUNO NOS lighter from late twenties in original box, \$200 S & M spotlight NOS, \$125 H.C.S. windshield, left rear and right rear touring doors (all hardware, original paint and striping, good leather for patterns)

H.C.S. Series 3, 4 transmission Other H.C.S. parts including: aluminum floor board plates, hubs, front axle complete with hubs, caps, rods, dash hand pump, tail light, etc.

WANTED

Keith Sparks
7646 Mt. Chestnut
Roanoke, VA 24018
540-774-8145 or 540-774-8085

H.C.S. connecting rod for Series 4 Weidley engine Weston ampere meter, headlight rim (H.C.S.), hood ornament wings Call if you have 1920-22 H.C.S. parts

FOR SALE

Richard Orr
1512 Midway Drive
Woodland, CA 95695
Home: 916-662-1267

A number of parts for vertical eight Stutz cars
SV Engine complete, excellent
3 speed transmission
4 speed transmission
differential & rear axle
front axle
6 wire wheels '28
radiator, radiator shell
lots of other mechanical parts, no body parts

FOR SALE - 1926-1928 Stutz parts

Gerald Lettieri
132 Old Main St.
Rocky Hill, CT 06067
Tel: (860) 529-7177, or FAX: (860) 257-3621

Luggage rack, \$450
Renickled sidemount arms, perfect condition, \$400
Two 20-inch Buffalo wire wheels, \$300
New distributor cap and rotor, \$75
Restored bumper, \$80
Two 7.00 X 20 Lester whitewall tires, \$175
Steering control levers, \$60
Misc. engine parts, \$100
Misc. other parts

WANTED

Charles Semple
2606 McClintic
Midland, TX 79705 Business: (915) 684-9711

An 11-tooth Pinion or Ring and Pinion Set for
1920 Stutz Series H 7-pass. Touring

FOR SALE

Walter Miller
6710 Brooklawn Pkwy.
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 lists
for all cars/trucks/motorcycles, worldwide.

FOR SALE

Hudson Essex Terraplan Club Inc.
Carl J. Weber (Non-member)
183 West Street
No. Attleboro, MA 02670

I purchased the following items at the A.K.
Miller auction in Vermont which may be of in-
terest to your members. ALL ARE STUTZ
SCRIPT

Brass, flange mount, gas pressure gauge	\$60
Teens gas pressure gauge NOS	\$45
Fire engine Co. gauge	\$55
Teens Warner speedometers	\$35

Also have an All brass Warner Autometer with
a Chelsey Clock, excellent \$2,000

WANTED

Brian W. Hall
5007 W. 20th Ave.
Anchorage, AK 99502
Home: (907) 248-2564

My 1918 Stutz Series S Bearcat needs a Pull
Handle (inside) for windshield plus Patent and
Serial No. Plates for dashboard.

FOR SALE

Calvin G. High
1909 Old Philadelphia Pike
Lancaster, PA 17602 717-394-8381

1 set of 4 hubcaps with medallions
1933 DV 32 (other years?) \$650

FOR SALE

John B. Hayden
317 East Acacia Road
Foxpoint, (Milwaukee), WI 53217
414-352-1669

Two 20" wire wheels, with snap rings, for 1928
Stutz Model BB (will fit other models and years),
\$800 for the pair, plus shipping.
Also, one front and one rear brake backing plate,
complete with brake shoes, brake cylinders, etc.
\$75 each, plus shipping

AUGUST OUTING NUMBER

WESTERN MOTOR CAR

PRICE
TEN CENTS

AUGUST
1914



STUTZ

Accredited the greatest American Car from actual demonstrations. Always first in the marathon of daily service.

909 E. Pike St., Seattle

Stutz Motor Car Co.

Our many thanks to Wayne D. Herstad, D.C. of Tacoma, Wash. for this interesting Stutz 2-color cover ad from 1914.