

Vol. XV No. 58 (October - December 2001)
The Stutz Club, Inc.
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TO:

www.StutzClub.org

Announcements

► **Grand Stutz 2002 at Kalamazoo is scheduled for May 30 - June 2, 2002**

This is the Club's first opportunity ever to come together to promote and enjoy Stutz in a "Triple Grand" event. A "Grand Stutz," a Classic Car Club "Grand Classic," and a CCA Museum "Grand Experience" with Franklin, Marmon, and Stutz as featured marques.

Plan now to participate. Make this your priority in 2002! (See page 5 inside)

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Stutz (1911-1937)			

HARRY CLAYTON STUTZ (1876-1930)

2001 Stutz Club Tour of England

Friday 24th August - Sunday 9th September

by your editor

President Norman C. Barrs of London, England not only planned an outstanding English Tour for the Club but also organized and executed the plan in an expert manner. The outcome was most rewarding to the twenty eight (28) members who were fortunate to join the tour from the USA. Some members arrived early or stayed on to enjoy the many attractions London offers.

At the "Get Together Dinner" on Friday held at the Moat House Hotel, Drury Lane, London. Norman reviewed how the tour would be conducted and introduced his son, Graham, and other who would make our tour so pleasant. Bill Ackroyd of Surrey would drive the 1960 Bristol "Royal Blue" coach and Peter Neville also of Surrey would serve as Baggage Master and follow us with the van (Peter operates Neville's Vintage Vehicle Hire business at Walton-on-Thames and has become a member of the club.) We also met member John Guyatt of Bucks, an expert who drives Norman's Supercharged 1929 Stutz Black Hawk Le Mans replica in record runs.

The editor requested volunteers to report on each day of the tour so that the Club would have an excellent report of what was seen and learned during the 15 days. These reports are being assembled by Toni Barry, Treasurer, on her computer for eventual publication into a booklet. The plan is to make this significant document, embellished by appropriate photographs, available to interested members at a modest price.

To refresh your memory, the main attractions visited on the tour are briefly listed:

Day 1 - Historic Hampton Court Palace and its magnificent Gardens.

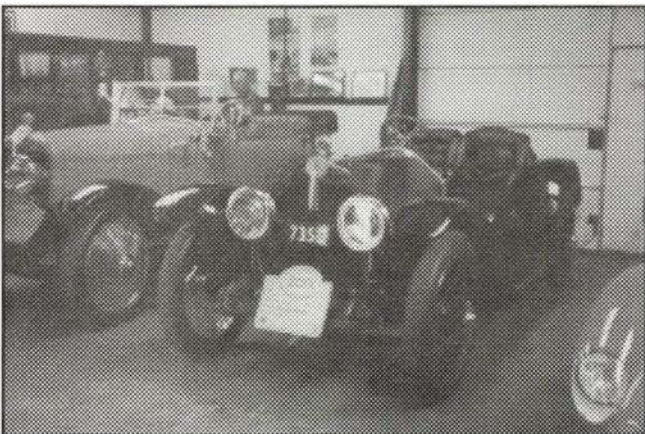
Day 2 - the most entertaining Country Craft Vintage Vehicle and Show at Enfield. (The only day we had some rain.)



Norman Barrs 1933 DV-32 Custom LeBaron Sedan (left) and his 1929 S/C Black Hawk LeMans (replica) on the field at Enfield.



Norman's Black Hawk is very correct and performs beautifully



The 1917 Bearcat in blue with black trim owned by Colin Crabbe (#501)

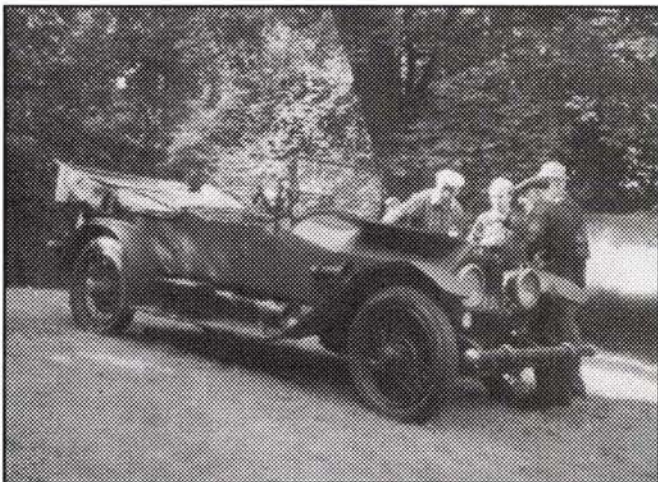
Day 3 - A fun visit to member Colin Crabb's collection at "The Olde Rectory Greatford" in Lincolnshire featuring a monstrous 1912 Benz 200 HP racer and a beautiful 1917 Stutz Bearcat. Then, on to beautiful Burghley House at Stamford.

continues

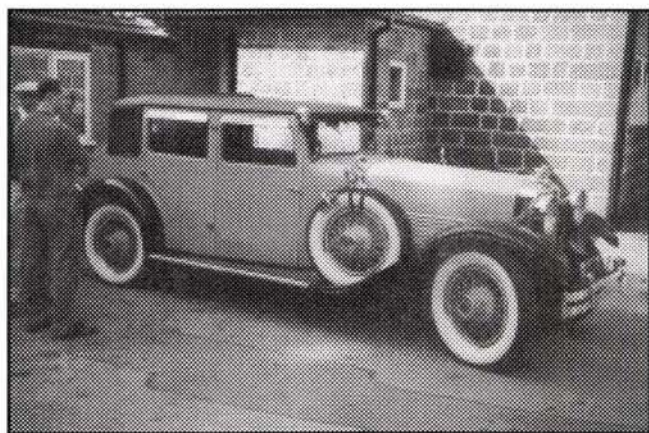
Grand Stutz 2001 English Tour (24 August - 9 September)



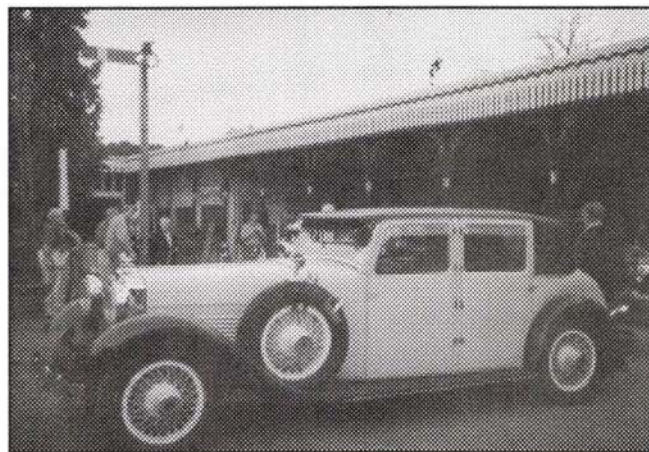
The 1960 Bristol “Royal Blue” coach that transported Club members comfortably and safely throughout the Tour of England. Expert driver Bill Ackroyd (at the wheel) drove this vintage coach over 1,200 miles without a scratch. Tom Cox, former Club Secretary, is in the front seat ready to go. Mike Barry took this photo on the first day of the tour.



The Ward's 1917 Stutz Bulldog (only mechanically restored)



Member Henry Garnett (#339) drove his fine 1929 Stutz Weymann Versailles Sports Saloon over to the Ward's from N. Yorkshire. His is the only existing Weymann bodied Stutz in England.



Norman's 1929 Stutz M Lancefield Saloon at Whitewebbs.

Day 4 - a special day in the charming old town of York.

Day 5 - Visit the Daniel and Tobie Ward fascinating collection at Nidd, Harrogate. Daniel (#451) attended the AK Miller Auction and purchased the 1917 Stutz Bulldog in which AK hauled aircraft parts.

Day 6 - The incredible Chatsworth House in Derbyshire.

Day 7 - The unusual Tram Museum at Crich.

Day 8 - The spectacular Victorian Village, the Ironbridge and the Coalsport Pottery and Tile Museum at Telford. Life member Francis GLF DePrins (#343) of Gordes, France joined the tour at Telford and spent Days 8 and 9 with us.

Day 9 - A ride down the Severan Valley by steam train and a visit to quaint Stratford -on-Avon.

Day 10 - To coventry to visit the Jaguar Heritage Collection and factory tour.

Day 11 - Charming Bourton on the water and the Keith Harding World of Mechanical Music, an unexpected treat.

Day 12 - The fascinating city of Bath and remarkable Stone Henge.

Day 13 - Bournemouth on South Coast through New Forest to noted Beaulieu and National Motor Museum.

Day 14 - Buckingham Palace State Rooms (no words to describe them). Unique Organ Museum at St. Albans and a delightful dinner at Whitewebbs Transport Museum where Norman keeps his three Stutz.

Day 15 - A free day in London, farewell dinner and 2001 Annual Meeting.



President Barrs with a couple of the tokens of appreciation presented. (Please excuse the editor's back!)

The total mileage traveled in the 1960 Bristol Coach was somewhat in excess of 1200 miles. Following the meeting, tokens of appreciation were presented to Norman, Bill Ackroyd and Peter Neville by the tour group. We are grateful for all the kindness extended to our group during the tour. We especially enjoyed meeting the friendly British folks who greeted us along the way.

Minutes of Annual Meeting

The 2001 Annual Meeting of the Stutz Club was held on September 8, 2001 at the Drury Lane Hotel, London, England, following the final dinner of the 2001 Grand Stutz.

The meeting was called to order by the Club's President, Norman Barrs, who reported that all of the officers (board members) were present and that, as far as anyone knew, this was the first time that all officers had been present for an annual meeting.

John Haydon, Secretary, reported that he had in hand a copy of the minutes of the 2000 Annual Meeting, as published in *The Stutz News*, and John offered to read them. A motion was duly made, seconded and adopted to dispense with the reading of the minutes of last year's meeting.

Toni Barry gave the Treasurer's report and stated that the club was solvent and that her report would be in the next issue of *Stutz News*.

Old Business:

1. Mike Barry reported on the schedule of Club activities planned for the AACA Fall Meet at Hershey, Pennsylvania October 10 - 13, 2001. There will be a dinner for members and guests at the Harrisburg East Holiday Inn on Thursday evening, October 11, and an informal meeting at Ernie Toth's booth on the field at 3:30 p.m. on Friday, October 12. Reservations and checks for dinner (at \$25 per person) need to be sent to Toni Barry, the Treasurer, so as to arrive on or before Friday, October 5.

2. Mike Barry reported that, pursuant to the decision made at the last Annual Meeting, he has established the Club's website, www.stutzclub.org. He was pleased to report that the cost of \$783 was significantly below the budgeted amount of \$1,500.

New Business:

1. Dale Wells reported that the 2002 Grand Stutz will be held at the Gilmore-classic Car Museum near Kalamazoo, Michigan on May 31 - June 2, 2002, and that Stutz will be one of the three featured marques at the CCCA Concours to be held at the Museum on Sunday, June 2. All Stutz automobiles (1911-1934), HCSs and Pak-Age Cars, as well as all Stutz Club members (whether or not bringing a car) and guests of the owners or Club members are invited. All Stutz owners are invited to attend the event with their cars, whether they are members of the Stutz Club or the CCCA.

The schedule for the 2002 Grand Stutz will include the following:

Thursday, May 30 - visits to the Museum and informal touring

Friday, May 31 - an organized tour, visits to the Museum; annual Club business meeting at 4:30 p.m. at the Museum; barbecue sponsored by CCCA

Saturday, June 1 - CCCA Grand Classic to which all CCCA members with Full Classics are invited to enter. In addition, there will be a separate

parking area designated for non-CCCA cars, including our Stutz automobiles. Everyone is invited to the Grand Classic for viewing the cars, etc. but only Full Classics may enter. There will also be a CCCA banquet Saturday evening, to which everyone will be invited.

Sunday, June 2 - The Concours itself, to which all Stutz automobiles (1911 - 1934), HCSs, Pak-Age cars and all Full Classics are invited..

Our mailing list will be given to CCCA and it will mail the Concours invitations to all our members (likely early in 2002). More specific details regarding our Club's participation also will be published in The Stutz News and otherwise.

Upon motion duly made, seconded and adopted, the above plans for the 2002 Grand Stutz were approved.

2. Norman Barrs reported that he plans to have his FIA registered 1929 racing Stutz Blackhawk in America in 2003 and that he plans to campaign it in various vintage races. John Haydon offered to host the 2003 Grand Stutz in Wisconsin and he outlined a suggested plan for holding it at Road America, located near Elkhart Lake, Wisconsin, in conjunction with the July 2003 Vintage Races held at the renowned road racing track. John will check on the dates and present a preliminary plan for consideration at Hershey.

3. Bill Greer reported that plans are underway to have the daily reports of the 15 days of activities during the 2001 Grand Stutz Tour England edited and published (with appropriate pictures) as a separate booklet. This would be made available to all members at a cost to cover publishing and mailing. The idea was enthusiastically received.

4. Ernie Toth suggested that we investigate the possibility of presenting suitable awards for accomplishments by Stutz automobiles. Examples included the speed records and other achievements by Norman Barrs' racing Stutz. This idea is to be pursued.

5. Tom Cox reported on the National AACA Meet to be held in June 2002 at Richmond International Raceway and conveyed his personal invitation to Club members to attend that event.

There being no further formal business, upon motion duly made, seconded and adopted, the meeting was adjourned.

Respectfully submitted,

John B. Haydon, Secretary

Members Attending 2001 Grand Stutz

Norman and Daphne Barrs
Mike and Toni Barry
Ken and Carol Beach
Bill Borden
Tom Cox
Jason and Katherine Gehring
Bill and Carolyn Greer
John and Betty Grunder
Bill Hanafee, Jr.
Connie Hanafee
John and Kathryn Haydon
Charlie Jurgens
George and B J Maley
AC "Chic" Postier
Don and Lynette Short
Ernie and Ruth Toth
Max Triplett
Dale and Bonnie Wells
Jack White

Additional Members Attending the Annual Meeting
Jean and Lucrecia Gorjat

Guests Attending the Annual Meeting
Mike and Kay Treutlein
Peter Neville
Graham Barrs

The 2001 Australian National Motoring Tour

The Canberra Rally Saga

by Hugh and Rayna Guthrie

For our readers who didn't pay attention in geography and history lessons at school, the following story is filled with references to Australian locations and history. This year, Australia celebrates a centenary of federation, having the distinction of being the only ongoing democracy that was formed by the will of the people, without warfare or bloodshed. We are celebrating this year with many Federation Year events. This is our story of our adventures as part of that celebration - get out your atlases and read on.

After some soul-searching and careful examination of our 1916 Stutz Bearcat, we decided to enliven the Federation Rally to Australia's national Capital Canberra by joining the Victorian contingent traveling from the start at Dandenong (near Melbourne), via Lakes Entrance, Merimbula, and Batemans Bay. We invited a couple of our similarly minded friends, John and Ann, to accompany us and act as spare driver/mechanic and company for the round trip of some 2000 km (about 1200 miles).

To accommodate the luggage and the paraphernalia that goes with two weeks away, we also took a modern Mazda. All the tools and spare bits and pieces were stored on the open bucket-seat roadster Stutz, which is not overly equipped with storage spaces.

We set off on Sunday, the 22nd of April, in very unsettled looking weather. It had been fine and warm for several days before that day and we were anxiously watching the weather charts. Hugh had suggested that Harry C. Stutz might look after the weather for us but Harry must have been decided to have a little joke to see how really dedicated we were.

We arrived at suburban Mt Waverley to pick up the crew in light drizzle but by the time we finished packing, the heavens had opened, with much needed rain for Melbourne. We waited for any break in the weather, which did not eventuate, so finally left, decked

out in "waterproof" clothing that the suppliers told us were capable of keeping us dry. All lies, as we were to find out soon enough. John and Hugh traveled the 15 odd kms to the start and breakfast at the Danenong Showgrounds, as neither Rayna nor Ann were at all interested in testing their waterproof-ness - they braved the elements in the Mazda with heater and radio! The Stutz has a monacle windscreen for the intrepid pilot but no protection at all for the passenger so the driver tried to travel at reduced speed to soften the impact of drops of water apparently intent on drilling little holes in the passenger.

The monacle does stop the impact of rain and other missiles and airborne flying objects but replaces that problem with wind turbulence which batters at the ears and face and causes the rain to travel upwards under the wet-weather gear, for which condition the gear is not too well designed. Anyway, what can you get but WET, after all.

Breakfast at the Showgrounds was a steamy exercise of pancakes and coffee, which was well and warmly received. The organizers had prepared our "showbags" containing well-documented instructions, maps and the extra little goodies to keep up content along the route. A mile down the road they were soggy!

The Minister of Tourism, complete with VIP broolly, flagged the cars away, and off we all headed towards the east and rain. And rain ...and rain. It was miserable and fortunately without a great deal of traffic, but we passed into Gippsland and onto lunch at Morwell. Organized morning tea, lunch, afternoon tea and dinner stops were an optional extra on the tour, and we took advantage mainly of the organized evening meals, preferring to resort to the thermos and light fare otherwise and the opportunity of flexibility in stopping spots - keeping options open should en-route maintenance be required.

After lunch at Morwell, we were delighted to see a touch of blue in the sky, as the weather brightened up a little and the rain stopped. The only other open car in the contingent was a little 1928 FIAT in sports car shape, without hood (top?) - but they did have a windscreen and scuttle!

There were some 80 cars in the group as we left Dandenong, several of which were forced to drop out, unfortunately, including a magnificent Rolls Royce Phantom 111 Roadster, which failed at Orbost. We were the only Veteran (cars built before 1918) vehicle in the contingent.

Lakes Entrance for overnight rest, the opportunity to put our very wet clothes (everything we wore!) in the motel dryer, and have the first evening meal with the group, and enjoyed meeting like minded folk from many parts of Victoria. Most of the evening meals were very capable organized and catered by Car Clubs along the route. This worked out very well for the whole tour.

At Lakes Entrance we did some minor maintenance on the hand controls for spark advance and throttle, but as it was getting dark we decided to leave it to the morning. Bad decision, as it rained in the morning and we had to finish the work in the rain with the bonnet up. The magneto got wet (to add to the humidity attained in the rain on the first day on the road.) From then on the engine was running very rich and was down on power. We had great RACV (the Victorian roadside service organization) support on the run up to Canberra so as usual they were prompt in responding to our plea to come and start the beast at the motel. The car was starting on the crank handle due to a minor problem with the starter, but the wet magneto meant that the pleasant and helpful Steve from RACV had to work hard.

The rain stayed with us for an hour or so, but then the weather started to brighten up and we had dried out by the time we stopped for lunch. The car was not running well, and continued to spew out black smoke unless running at 75-80 kmh, and seemed to not want to climb hills. We were passed by all sorts of vehicles but the one that hurt was a 1937

English Standard 8, which sailed past on the hills with a beautiful exhaust note. We altered all the variable adjustments available and swore a lot, but the gain was not very obvious. It wasn't impossible to drive and we always arrived at our destinations on time but it wasn't a happy drive. At about this time the clutch showed an aversion to engaging from rest, but was OK when engaged. This just meant some care in approaching situations requiring uphill starts, and will require an extensive future investigation chez Stutz (it turned out to be a problem with the tailshaft universal joint, which should slide to accommodate clutch movement, but didn't.)

The second overnight stop was Merimbula, and we got lost looking for the motel. Ann and Hugh were in the Stutz going one way and Rayna and John missed them in the dusk and went the other. We finally found the motel in the dark at about the same time, but the proprietors had mistakenly given away our room to another entrant, so we were sent to another place, with a better view anyway. That meant we were late for the dinner hosted by the Sapphire Coast Car Club, which was out at Pambula, miles away. It rained during the dinner, which didn't cheer us up, but the car was well protected under its cover, each night - as there is no other way of securing it - and generally it was quite safe outside our motel room. The RACV team was kept busy after the dinner with some of the entrants not being able to start in the rain. Next morning was fine and the glorious sunshine stayed with us for the remainder of the trip. We like to think that Harry C. had had his fun and wanted us to enjoy the ride - which of course we did, regardless of the elements.

At the next overnight stop, at Batemans Bay, Hugh finally became frustrated with the poor performance, faced with the crossing of the mountains required to reach Canberra on the morrow. He wanted to fix the magneto, as he knew, from a few tests, that the exhaust spark plugs were not firing at all, and the spark to the inlet plugs was feeble. For the non-Bearcat people, there are spark plugs over the inlet valves and also over the exhaust valves, which fire together to allow the mixture the time to burn in the very large combustion chamber. John advised

against this move, preferring to keep the car running, and not tempting fate!

However, we took off the magneto and dismantled it on the table in our motel room. Sure enough, there was a very obvious short-circuit in the bakelite connector linking the armature to the exhaust plug high tension lead. The bakelite was cooked and properly carbonized. Vindicated, Hugh cleaned out the carbonized (and hence conducting) burnt bakelite, and bought some "5-minute" Araldite from Woolworths during the wait between entree and main course at the dinner! That night, after dinner, he spent a few hours filing the fitting with Araldite in an approximation of the original moulding, and added an insulation piece. Next morning he carved the moulding to a shape to fit, and reassembled the magneto. After a quick breakfast, the magneto was installed. Hugh took the car out for a test run and it was transformed from a stuttering slowcoach to a racing car, flying up the first hill. Success - but just in time - as the next run to Canberra was over the ranges with a sharp climb over a mountain pass called "The Clyde" by the locals. John and Hugh traveled on this section, as we were a bit apprehensive about the performance as we attacked the steep hills and we wanted to spare the ladies the language that might have ensued!

The run was a delight as the engine ran much better - not perfectly but very well - and we went over the Clyde without much trouble. The two worst horseshoe bends needed first gear but not for long and there were one or two sections of second gear work, but at reduced throttle. Smaller climbs were taken in top, and we overtook several vehicles, including several stopped to cool off. On the flat, she ran up to 100 kmh relatively easily and seemed to be happy to cruise at 80-90. Ah, joy and rapture.

We stayed at Queanbeyan, a few kms out from the city centre of Canberra and went to register at the Exhibition Park in Canberra (EPIC) on the other side of the very extensive Canberra metropolis. Many gorgeous cars and crowds of entrants were already milling around. On registering, all entrants received a sponsor showbag containing "Australia on Wheels" a book by Peter Wherrett which catalogued all the

vehicles taking part, a polo shirt, cap and other necessary bits and pieces. All entrants and crew were invited to sign 2 copies of the book, beside our entry. One copy is for the National Archives and the other to be given to the Governor-General.

Next morning we drove to the Exhibition Park from the motel, some 15 - 20 kms, for an observation and navigation run to some of the outlying attractions around Canberra. Beautiful weather and interesting countryside but spoilt a bit by having to travel behind slow smokey cars through some hills. The carburetion was playing up at low throttle and so we also covered the following vehicles with unburnt fuel at times. We visited Tidbinbilla Deep Space Tracking station and enjoyed the light lunch provided. By the time we left to return to Canberra, the traffic had disappeared, so we had a clear run back.

It was becoming obvious that the Bearcat needed a bit of love and attention so we decided to pass up the organized activities for Friday and carry out some maintenance and wash and polish it for display on Saturday.

On Saturday we were up before the birds and left for the EPIC start by 6:00 a.m., for breakfast. Cold and foggy in places but a bracing drive around Canberra, past the airport. The monochrome kept fogging up and then demisting itself. The run to Old Parliament House where the cars were to be displayed was arranged with age groups of vehicles converging on the centre of Canberra, like the spokes of a wheel (which would have looked spectacular from the air). We were in the 1901 to 1925 group - some hundred of cars but with the advantage of police escort had green lights all the way, with the locals having to give way to the procession. The display was fantastic - beautiful weather, a great number of very interested onlookers, and a fine array of cars - about 1300 or so, the organizers were not sure due to late withdrawals and late entries.

Some 25 of those on display were Veterans, which was a surprisingly low number - about the same number as MGB's? The cars came from all States of the Commonwealth, including several

Austin 7's that were driven across the Nullabor Plain from Western Australia and were to be driven back (now you should check your atlas). Mad, some people! We also met entrants from King Island and Tasmania - so they really had made great efforts to participate. There were two other Stutz cars in the display, Paul Gillespie's 1927 AA Sedan and Nick Melbourne's Blackhawk L4 roadster. Both were absolutely magnificently displayed examples of the marque.

On the Saturday night a Rally dinner was held at EPIC with several thousands in attendance, which was well catered for considering the size and appetite of the gathering.

It was great to see the very young taking an interest in the vintage/veteran movement. One entrant was a vintage 1925 Fabrique Nationale, restored beautifully by the secondary school students (aged 14 to 18 years) of Molong Central School in NSW, as part of a skills workshop. The cost of restoration work was met by donations and fund raising. Attendees at the dinner gladly made donations to further the work of these young enthusiasts. Perhaps that is a good way to have young enthusiasts join the Stutz Club.

Sunday we started on the homeward trek. With no real pressure we traveled to Wagga Wagga for the first night, and then Corowa for the Monday night rest. This journey took us through the open countryside and it was relaxing and invigorating. Unfortunately, John and Ann had to leave us on Sunday, as Ann's father had died and they wished to return to New Zealand to be with the family. This meant that Hugh drove the Bearcat and Rayna the Mazda. This made for some lonely travel although several other entrants took the opportunity to occupy the passengers seat in the Stutz. There is not a great opportunity to chat, with the noise of wind and machinery, but the company is good.

Monday we diverted to Chiltern as we entered Victoria, to visit some of our favorite antique places,

so we fell behind the rest of the tour, which had now dropped down a bit in numbers as others had to return earlier, or turned off in other directions.

Enter the gremlins. As we thundered down the Murray Valley Highway at a comfortable 90-odd kmh, about 100 kilometre from Strathmerton, Hugh was suddenly showered with hot water. A stud holding the exhaust manifold to the front of the two engine blocks had blown out allowing all the water to exit the engine. Despite several close inspections of the highway, we could not find the stud, so a similar stud was taken from the fan mounting and reinserted. We filled the radiator with the four litres we carried, and off we went.

Why the gremlins? Hugh was raised in Strathmerton and the Stutz spent several years in Guthrie hands on the farm there and we wanted a photo at the farm gate. The Stutz probably didn't want to be reminded of those days!

We pulled in to an automotive mechanic's establishment at Strathmerton, the "Strathy Truck Stop" and after some 3 hours, and the meticulous and painstaking work of the mechanic (and Hugh), the stud hole was retapped and a new stud fitted. It was slow work because he (the mechanic) was sooo careful!

When we hit the road it was dark. The headlights were adequate, but Rayna was concerned that the single tail light was not sufficiently obvious so sat in behind the Stutz, pretending to be a taillight all the 35 miles to Shepparton. For the final night of the Victorian tour, we were due in Shepparton for a special dinner, which the Goulburn Valley Drivers Club was organizing. So off we went, but the coolant temperature could only be hecked on the radiator-mounted Motometer when another vehicle overtook, or the car passed under a street light. The weather was clear, bright stars showed the way, the road was generally smooth and the drive was absolutely glorious. The car ran beautifully, travelling at about 90 to 100, so that both car and driver were singing as they rushed along. Fortunately for any listener, the car drowned out the other! We arrived at the dinner, ours

had been kept for us - we had phoned ahead - and we were greeted with applause as we entered.

The next morning, whilst Hugh was considering a return to Strathmerton, the car refused to start.

After a very short sharp jolt of 12 volts, by the RACV (the Stutz carries its own RACV roadside service membership, although when we rang in, the operator could not understand what type of car Rayna

was talking about - saying they only had it registered as "red.") We were on our way again for another glorious day of motoring until we met the traffic coming in to the Melbourne city environs. It was a tired but triumphant quartet - R and H, Mazda and Stutz - that motored up the drive at Bulleen.

2001 Hershey Get-Together

Thirty (30) members and guests attended the Stutz Club dinner held at the Holiday Inn East on Thursday evening, October 11, 2001. Following the very tasty buffet dinner president Norman Barrs of London, England conducted an informal meeting. Mike Barry, VP Membership, reported on the proposed new roster now in process and requested input from those present. Mike stated that 32 new members had joined the club in 2001 and suggested that members take a look at the Club's website (www.Stutzclub.org) to see the progress made there.

Norman paid a salute to Bill Greer for his work as Club founder, leader and editor whose Stutz News received the "Golden Quill" award by OLD CARS again this year.



Future plans were discussed:

Grand Stutz 2002 at Kalamazoo (May 30 - June 2)

Grand Stutz 2003 in Wisconsin being organized by John B. Haydon, Secretary

President Barrs commented on the importance of early planning which is necessary for good participation. He also mentioned the importance of John Grunder's assignment to correlate engine and Serial No.s for Stutz Cars.

Bill Greer thanked president Barrs for the 2001 English Tour which he expertly planned, organized and executed and presented Norman with a Stutz "RA" mascot mounted on a black marble base as a token of appreciation from the 28 members from the USA who participated in the fabulous tour of England.

The "Get Together" at Ernie Toth's space CN 59/60 held Friday, October 12 at 3 p.m. was attended by 29 members, somewhat smaller than in previous years. Discussion on the field were along the same lines as reported above for the Dinner Meeting on Thursday evening.

(The editor thanks John Haydon for his input on Hershey.)

**STATE OF VERMONT
DISTRICT OF ORANGE, SS.**

**PROBATE COURT
DOCKET NO.**

**IN RE: ESTATE OF IMOGENE RAYMOND MILLER
LATE OF CORINTH, VT**

FINAL DECREE OF DISTRIBUTION

On application and account of Aniello Romano, Co-Executor, and Stratevest Group, N.A., Co-Administrator, c.t.a., of the above entitled estate for a Decree of Final Distribution, due notice to interested persons having been given pursuant to the Rules of Probate Procedure and a hearing held on the petition for such decree, and all taxes of the estate owed to the Internal Revenue Service or the Vermont Department of Taxes having been paid, and,

WHEREAS, it appears by the records and files of the Court that after the payment of debts, funeral charges of the deceased and the expenses of administration of the estate there remains in the hands of the Fiduciaries cash in the sum of \$ 277,258.26, and,

WHEREAS, the bequests and devises referred to in sub paragraphs (a) and (b) of Article FOURTH of the Last Will and Testament of the Testatrix have been fully paid and satisfied, and,

WHEREAS, the court has determined that Shelton College, of Cape May, New Jersey, although in existence at the time of the death of the testatrix has since had its Charter revoked so that the gift of one-half percent (1/2%) of the residue of the estate to Shelton College is no longer deliverable and such share is to be distributed to the other organizations named in Article FOURTH (c) of the decedent's Will.

NOW, THEREFORE, the Court hereby decrees the following sums of money to the following named organizations:

Ed's comment:

Our thanks to Ernie Toth, Jr. for submitting this document pertaining to the final disposition of the estate left by ex-members Alexander Kennedy and Imogene Raymond Miller. The \$277,258.26 was distributed to some 54 church entities (copies available upon request). The editor recalls that the estate had been valued at \$3.2 million.

Stutz Night Before Christmas

Twas the night before Christmas and all through the house, not a Stutz car was stirring, not even a mouse. The stockings were strung in the carport with care, with hopes that "Fast Nick" soon would be there.

The kiddies were nestled all snug in their beds, while Bearcats and Bulldogs raced in their heads. Mom in her goggles and Pop glad to say, Had just tucked the Stutz in, then hit the hay.

When out on the roadway arose such a clatter, Pop sprang out of bed to see what was the matter. Expecting to see a Stutz Bottail roar by, We raced to the window, dear Carolyn and I.

And, there to be seen in our own driveway, A bright red Stutz firetruck pulling a sleigh. Seeing the jolly fat driver both strong and quick, We knew in a moment it must be "Fast Nick."

The sleigh was aluminum of LeBaron design, painted lemon yellow and black, it really looked fine. The badge bar up front stood out clear and bold, Its DV-32 emblem was a sight to behold.

"Fast Nick" was dressed in Stutz racing white, From head to toe he looked just right. A large bundle of car parts hung from his back, and he chuckled in glee as he opened his sack.

His eyes sparkled like a fine chromed wheel, While his beard looked silver like special tool steel. With a little round face and a chubby waist line, That shook when he laughed like that touring of mine.

Nick started his work without mouthing a word, the thundering exhaust was all that we heard. Out came a new wheel for Jr, to fit his "BB", A distributor and starter for the coupe and me.

A can of paint came next marked "Blackhawk blue", Some spark plugs and points and a tube or two. The last thing he left was truly the best, An NOS head for "Harry," our HCS.

Then "Nick" leaped to the firetruck and gave it commands, The Stutz sped away like the start at Le Mans. And we heard him proclaim as he quickened the pace, Merry Christmas to all, keep a smile on your face!

Grand Stutz 2002 at Kalamazoo May 30 - June 2, 2002

The proposal for Grand Stutz 2002 by Dale K. Wells, VP Programs (see page 18 of the previous issue) was approved at the 2001 Annual Meeting (see minutes by John B. Haydon, Secretary reprinted herein).

This program offers members a unique opportunity to participate in a "Triple Grand" event to be held at the Gilmore Classic Car Club Museums. For the first time the club's Grand Stutz is being held in conjunction with a CCCA "Grand Classic" and the

CCCA Museum's "Grand Experience" at which Stutz, Franklin and Marmom will be the featured cars.

Members are requested to set aside Thursday, May 30 - Sunday June 2, 2002 as their priority event of the year. It is doubtful that there will ever be another opportunity like this to enjoy and promote Stutz in such a grand fashion.

Please respond favorably when your invitation is received. Club president, Norman Barrs of London, England looks forward to seeing you in Kalamazoo.

James William (Jim) Parsons - Part III

Lets begin by going back to September 1915 at Seattle, Washington with Jim Parsons at the wheel of the 1913 No. 8 Stutz which famous driver Ed Cooper had sold to Oral Palmer of Indiana. Jim acquired the No. 8 Stutz from Palmer (this is the photo that should have been shown on page 27 of the last issue.)

After doing well in the match race at the old Ascot track in the Los Angeles area on Christmas Day 1915, Jim decided to stay on and bring in the New Year there with three boys who worked at Master Carburetor plus racing buddies Joe Clarey, Bob Burman, Dave Lewis, Louis Nickrint, Eddie O'Donnell and a few others. We now quote Jim's own words from his autobiography dated April 16, 1968 written at the age of 77 years.

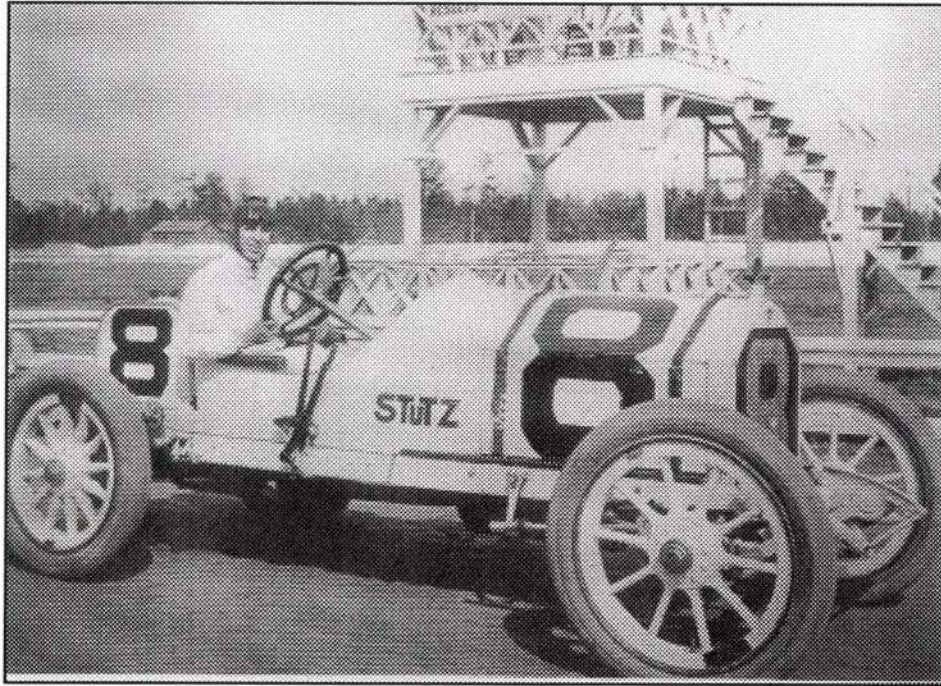
"A few doors from Oldfield's Bar on Spring Street was MacKee's Cafe. Daddy MacKee, as he was known by everyone, had by far the largest and best entertainment group in Los Angeles. They were hot stuff. Daddy had bought a new Duesenberg racer. It would be in Los Angeles by February. Omar Toft, spelled with an O, was to drive it. Daddy had twelve pictures of top race driver, taken after a race (at least they all had dirty faces in the pictures!). He had them enlarged and hung up over twelve tables with a name plate for each table. He called them his "dirty dozen" My picture and table was near the entertainer's platform. I was dropping in almost every evening. I was glad that I would be taking off soon for Seattle as the free eats and drinks were getting to be more than I could handle. When a driver showed up at his table, no matter how many people were sitting at it, they always got another chair and the drinks started coming.

On Monday morning, January 3rd, I went down to the PE station on 6th and Main to take the electric down to San Pedro. Two girls were standing in line in front of me, talking. I could hear that one was going to Yakima, Washington to visit their mother, so they were sisters. I thought to myself, "Which one is going... hope its the brunette." The blond was nice

looking but that other one! When we got on the PE car, it was the other one who got on. The blond got out of line and headed for the door to the street. I saw this girl get on a car up ahead. I didn't see her again on the shop that day or night. We docked in San Francisco at noon the next day, and we would sail at noon the following day.

I went up to auto row on Van Ness to the Lathem & Davis Stutz dealers. My brother, George, and I had talked about taking on the Stutz Agency in Seattle. No one had taken it since park Brawley went out of business. George had written several letters to the factory, signing my name, and he had sent their replies on to me. It did not look like I could swing it. I was telling Bert Lathem about it. He said, "Jim, do you know something? The Stutz factory signed up with us just before you started writing, giving us the State of Washington to place a sub-dealer for them." They would give me twenty percent instead of twenty-five percent discount with the factory. I would only put up a hundred dollars deposit instead of the thousand with the factory. I could get my cars, one at a time, out of their stock by boat from San Francisco instead of a three car load from the factory. He wired Harry Stutz about the deal. Harry wired back that they were about to sign up Jim Parsons with a direct dealership so I wired that I would like to take the deal with Lathem & Davis, for the time being. Mr. Stutz wired, "If you will sign up direct with the factory at our fiscal year, September 1916, okay, but you must agree to quit racing." I wired back that I would quit racing as soon as I had run-off the races I was signed up for. Harry wired back, "Okay, it's a deal."

A few months later, the trans-continent phone system was working but not yet on that day. It was the next day, almost noon, when I signed up. I gave them a deposit, ordered the first car - a maroon Sports Bulldog, with wire wheels - Bert Lathem got in his car and rushed me down to the dock. He drove me up the dock as far as he could. I jumped out, a running ,



This was Earl Cooper's famous Stutz #8. In 1916 it had won more races than any other race car in America. (photo from Herstad collection)

got to the gangplank just as they started pulling it in. The whistle was blowing. It was high noon and the SS Congress was sailing. My clothes were on board in my stateroom. I had to make it if I could. I ran up the gangplank with the guys pulling it in, yelling for me to stop. I made a leap. I was on board! Many of the passengers were standing on dock, all looking and laughing at me. Among them was that girl that I had seen two days before in the PE station. Yes, she was laughing also. I started to talking to her.

Fifty-two and a half years later, I am still talking to her! Odd as it was, on that day, January 5, 1916, between 11 and 12 o'clock noon, I signed up for the Stutz Agency for the State of Washington and met my wife in the same hour. She has outlasted the Stutz by thirty-four years. We did not see much of each other on the way up to Seattle. I gave her my phone number and told her that I was going back to LA in February. She said that she thought she would be going back about the same time.

When I got to Seattle, George was surprised and glad that I had the Stutz Agency. He quit school and we found a place to open up. We got space with Bardshire Motors, King dealer, the same Bardshire I had the Marion agency with in Grays Harbor in 1911. That January, Seattle had the biggest snow it had ever

had. I had hired Charles Drumm as mechanic and shop foreman but for the time being we had only one other mechanic. We all had to get out and shovel snow off of our roof.

Lathem & Davis were slow shipping our first car. It was on the dock the same that I was sailing for LA, February 8th. I had transferred my money from LA to Seattle, fixed it so George could sign checks, and left him in charge.

I had made a trip to Olympia and talked with Mr. Waldrip. He thought that it was fine that I had gone into the selling business. He would put up someone money in the business later if I had to have it. He was the salt of the earth.

When I got on board, the SS Congress, Peggy Burgen, the girl was on board on her way back to LA. She was working in the movies doing bit parts and had to get back to work. Her mother and step-father lived in Yakima. We got much better acquainted on the way back down. I got her phone number and told her that I would call her up soon. I had known lots of girls in my twenty-five years of life, but, since my Dad was killed and I had taken on the responsibility of raising my three brothers and caring for Mother, I

never went steady with any girl. I was beginning to wonder about this now.

The track would not be ready in time for a race in February. They set the date up to March 19th. I was unhappy about this. I could have stayed in Seattle another month. Every few days I would get a telegram from George in Washington wanting to know this or that. He sold the first car to Harold Stinson, a mill owner in Seattle. I ordered another sent up from San Francisco. George was getting deals lined up and was wiring me to chuck the race and come home.

I would have but Corona was going to hold it's third and last race on April 9th, 1916. I had talked with Earl Cooper about it. He had two Stutz racing cars that were newer than the one I had and he offered one of them to me for the Corona race.

At last the Ascot track was ready and we started practicing on it. We soon found that the fine, crushed rock that they had used was very hard on tires. Omar Toft was warming up Daddy McKee's new Duesenberg, lost control and rolled over on the first turn. I was just pulling out on the track when he went by. I followed him into the turn, saw him spin and roll. I stopped on the inside skirt, ran over to where his mechanic, Art Kincaid, was lying on the track. The car had hit him when it went over, his legs were broken. I could not pick him up. Soon the ambulance came and got him and took him to a hospital. He was there for months. Omar was just shaken up, not hurt badly. MacKee never let him drive his car again.

Eddie O'Donnell was captain of the Duesenberg team and MacKee wanted Eddie to drive his car at Corona. Tom Alley was the second driver; the third Jack Callahan had been killed at Ascot in September 1915. Eddie asked Jim to drive his Duesenberg at Corona on a 50 percent basis. When Parsons talked to Cooper about it, Earl told Jim he could drive the other Stutz at 25 percent of the winnings. Parsons said "50 percent or nothing," Cooper said. "Nothing" and Jim said "Goodbye." So Jim told Eddie he was all set to drive the Duesenberg at Corona.

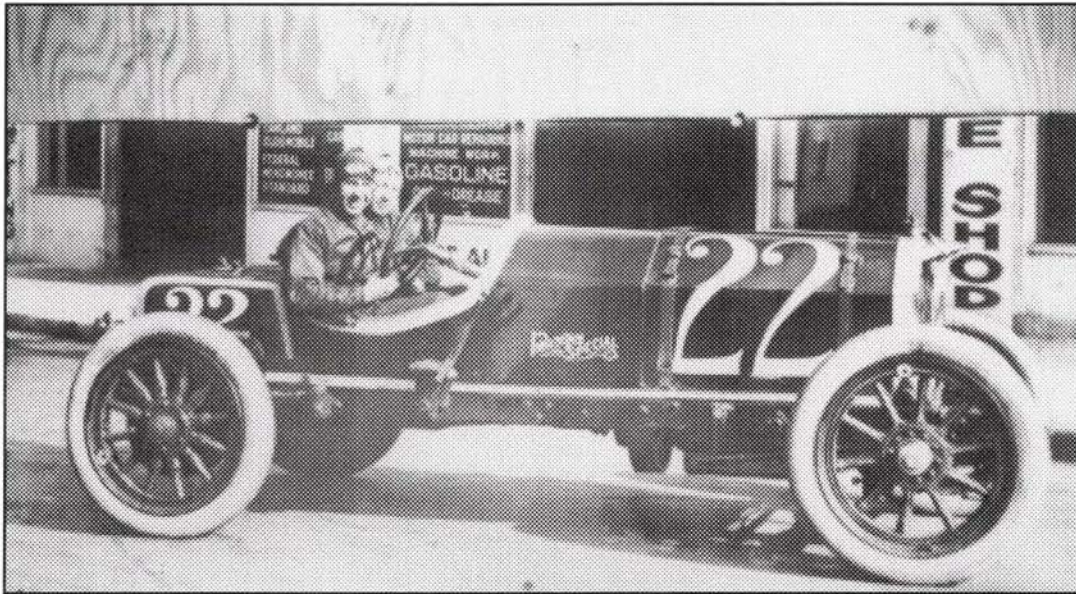
Parsons did not do well at Ascot on March 19th.

He had on four new Firestone tires and the track was hard and fast. Burman was driving a new Peugeot and was setting the pace. Jim was close behind him in second and O'Donnell was running third. Burman and O'Donnell were running on the new Palmer Cord tires from England whereas Firestone only made fabric tires at that time. Going into the turn on the 10th lap, both the right front and right rear tires blew a the same time and Jim only heard one BANG. This was a new experience and Parsons' Stutz hit the outside guardrail, glanced off to the inside, then hit the guardrail again and rode along the rail until Jim got control and limped in on two flats. The next day Jim discovered he had broken the steering arm. Parsons then went to see Eddie O'Donnell about the Corona race but Eddie told Jim he was undecided about the deal. Jim decided to enter his own Stutz but found it was too late as entries were closed as of the 20th.

"By now I was talking to myself. I called up Peggy Burgen and told her that I wanted to see her at once. I met her at the apartment I was sharing with the boys. We had been seeing each other as often as we could since arriving back in LA. She wasn't working steady right then. We took many drives out

Trophy won by Jim Parsons for "Inter City Race" at Tacoma Speedway, July 1914 (one of many trophies in the Herstad collection.)





Jim Parsons in Parsons Special (Stutz) #22. Picture taken in Seattle, WA, July 15. This racecar was previously named "Frantz Special." (photo from Herstad collection.)

in the country in the Stutz racer. You could drive a racing car around on good roads as much as you liked then. Well, I told her that I was going to Seattle. I had phoned and found out that there was no ship out of LA for a week but the SS Queen was sailing from San Francisco on the 24th. I told her that we would drive up to Fresno, stay all night with my sister Ann, and Otis (they had a hotel in Fresno) and drive on to S.F. the next day. We would load the race car on board, get two tickets and go to Seattle where we would get married as soon as we got there. She said she would be ready - when do we start? I said "Daylight, tomorrow morning. Pack and ship your trunk. We can take only what we have on with us in the race car."

Peggy dashed home. I shipped my tool box and spare tires, said goodbye to my three apartment-mates and went to bed. Before daylight the next day, I picked Peggy up and we were off. As we started up Tejon Pass, it began to rain. That was a cow trail in 1916, a narrow winding road, mostly clay and slick as glass when wet. We slipped and slid; mud flew up from the wheels. With no fenders, it flew in our faces, in our laps and around our feet. I had to stop time and time again to scoop mud out of the cockpit with my hands. As we reached the summit, it turned to snow. There were some men working near Castaic. These were the only people we saw all the way into Bakersfield.

From Wheeler Ridge, the road was paved into Bakersfield. It wasn't over fifteen feet wide but it was the longest stretch of paved road in the USA at that time. We stopped and ate at Bakersfield, got warmed up and started on for Fresno. Now it was really raining and we were driving in a lake all the way.

We did not have on dry spot on us when we got to Ann's hotel. They gave us some dry clothes. We dried out our wet ones, sent them out to be cleaned and pressed, got up early the next morning and drove to SF. The weather was sunny and bright. We stopped to eat in Tracy.

I forgot and left the valve open too long from the oil tank to the crankcase and when we started out of town, she was smoking. So I did as I had many times before, shifted into second gear and ran her down the road aways, fast, in second, to burn out the excess oil. After it was cleared, I shifted back into high and was going along easy when a motorcycle cop stopped me. Racing cars did not have license plates then so when he asked for my address, I gave him one on Van Ness, San Francisco. I was sure that if I told him that I was from Seattle he would haul me back and I would miss the boat. He gave me a ticket for speeding at fifty miles per hour and let me go.

We arrived in San Francisco in time to make the ship, car and all, and arrived in Seattle on Friday night. All of my family who were still living at home

came to meet me. They knew nothing of the lady with me.

May had been married for sometime now and was living in Butte, Montana. I had thought it all out - I was twenty-five, past; George was eighteen and half; Bill was sixteen and half; the same age I was when Dad was killed; Ed was past fourteen. So I told myself that it was time the boys started making it on their own. I was in love for the first time in my life; of course, I had always been in love with myself, but not with a girl before!

The three boys and Mother were surprised but aired no complaints. We all went home. Peggy stayed at our house. It helped with Mother when she found out that Peggy had been born and raised in Iowa!

I was at the place of business on Saturday and Sunday, going over things with George and planning

the future of the Stutz Motor Car Co of Washington. We did not want to make a fuss about this marriage deal. Peggy was raised by her grandparents, mostly. They were strict Methodists but she was willing to go along with whatever I wanted. So at ten o'clock on Monday morning, April 1st, Glen Walker (who was living and working Seattle), brother Bill, Peggy and I went down to get a license, then up the street a block to a Justice of the Peace and were married. I took Glen back to where he was working and then drove Peggy and Bill back to the house, and I went to the office. I was there from eight until nine thirty, and then back a little after 11 a.m.

Ed's Note: I hope you have enjoyed the Parson's story with all the Stutz action. We have now covered 88 of the 100 pages and will persevere. Your patience is again requested.

Editorial Comments

Several of our members have been recognized this year for their dedication to the hobby. Our former president, Dale K. Wells, (#92), now VP Programs, has been elected president of the Society of Automobile Historians. The SAH lists around 925 members worldwide. Fred F. Guyton (#163) is the newly elected president of the CCCA Museum and also serves as a National Director of the CCCA. Beverly Rae Kimes (#25) is the editor of another new book, *The Classic Era* (see book reviews page 16 of previous issue). Bev again served as Grand Marshall for the 12th Annual Concours of the Eastern US held on June 16, 2001 at Bethlehem, PA. William S. Abbot (#49) was recognized in *OLD CARS* on November 8, 2001 for his gift of a fine 1919 Pierce Arrow Model 31 Brougham to the Auburn Cord Duesenberg Museum.

Several rare Stutz were offered for sale in 2001. At the Kruse Scottsdale (1/12 - 1/14/01) a 1929 Stutz Blackhawk R/S roadster (#3 cond.) sold for \$49,900. *OLD CARS* 2/15/01 reported the sale of a 1929 Stutz BT Speedster (#3 cond) for \$52,500. Who bought the 1933 DV-32 Dual Cowl Le Baron Speedster at the

Leake Auction at TULSA 2001 held June 1 - 3?? The ex AK Miller 1928 Blackhawk BT speedster (white, cond #4) sold for \$82,000 at the RM Auction at Meadow Brook. This Stutz sold for \$78,000 at the Miller auction. Did the 1931 Stutz DV-32 Super Bearcat Conv. sell at the Bonhams & Brooks 8/18/01 Auction at Qual Lodge? A 1931 Stutz SV-16 Cabriolet was listed for the Auburn Auction. Did it sell? Member Turner Woodard (#367) bought a fine 1927 Stutz AA Brougham at Auburn 2001. The 1930 Stutz MB Weymann Monte Carlo (#1 Cond.) offered at Hershey 2001 brought \$170,000. We note that Leo Gephart, Inc. is offering a 1927 Stutz AA Blackhawk BT Speedster for \$150,000 (see *OLD CARS* 10/11/01). In the same issue Bumper to Bumper Inc. is offering a 1925 Stutz Speedster as 1 of 8 known to exist? The editor questions if any such speedsters were made by the Stutz company.

Members in New England should contact either George Holman (Home: 413-596-4911 or Bus: 413-781-0530) or Bob Valpey (Home: 603-279-4034) to arrange transport of their cars to Grand Stutz 2002 at Kalamazoo.

President's Message

54 Canonbury Road, London N1 2DQ
Tel No: 020 7226 2823/8483
Fax No: 020 7359 6812

22 November 2001

Dear Fellow Members:

May I first call you all to delete from your records our old address of Osborne House, 111 Bartholomew Road, London, NW5 2BJ together with the telephone and fax numbers and in their place put the new address listed above together with the new telephone and fax numbers. This way we shall be able to communicate. Sadly several of you have written, those letters are lost because Osborne House no longer exists.

Thankfully our English Tour was concluded before the tragic events of September 11th, the majority of you arrived home safely and although two families were inconvenienced by the delay they too arrived home safe and sound.

What a pleasure it was to have 28 Stutz Club members and their families for a 15 day sightseeing tour, it really was for me a privilege to be with you all. I have always enjoyed being the company of Americans because we are all so much alike, and I suppose that is only natural that we have so much in common with our regard for classic automobiles, particularly Stutz.

The success of our tour was due in no small part with thanks to Peter Neville who served as our baggage master and deputy courier and of course to Bill Ackroyd, pilot and navigator of our vintage Britol bus. I look forward so much to seeing the photographs and account of the tour from those who participated when finally this document is published and available to us all.

It seemed to me that no sooner had you returned then we were all meeting again at Hershey, it was indeed a privilege for Graham and I to meet so many of you again and I can confirm that I have already made arrangements to fulfill a long standing ambition, that is to attend the Grand Stutz at Kalamazoo in May 2002. Please all of you make a note in your diary about

this wonderful event, I know many of you have Stutz cars which could quite easily travel this journey and participate in this event, indeed I can tell you that Peter Neville although not yet a member of the Stutz Club intends to travel over to be with some of his many good friends he made on your recent visit.

The success of our Club depends on the amount of effort that people are prepared to put into it to make it work. I would like to say a great big thank you to Mike and Toni Barry who have been very supportive and helpful in bridging the large number of miles that separate your President from the USA, and I must say that I was very impressed with the roster they have produced in draft form, many of you have seen this, made your own observations, these related to size and content and members helpful observations will be incorporated in the final version when it goes to print. Many of you are aware of my own feelings with regard to vehicle documentation and identification, there are many Stutz cars that are what I call benchmark cars with their original body, engine and chassis, particularly from 1929 onwards documentation of this information will help us to continue the work started several years ago by David Braunn, we now collectively have a lot more information which can be published.

In addition, we have had a very helpful letter from member Hugh Guthrie and I too share many of Hugh's concerns. My own view is that any car using principle components as manufactured by Stutz Motor Company up to 1934 is a genuine Stutz car, there are several wonderful examples which I would love to own which do not have the original factory mix of engine, body and chassis, but all of the components are Stutz manufacture, that car is just as much a genuine Stutz as any other. My own case is a perfect example, the Black Hawk chassis with an 8 cylinder engine together with a replicated Weyman body, this car has fully international FIA documentation and accreditation. The body in that documentation is clearly defined as being constructed as Charles Weyman would have made it and acceptable because no original body survived.

At the appropriate time I hope you will all agree that such information as you have can be made available to enable our roster to be well researched and documented. Finally, may I take this opportunity to wish you all a very Happy Christmas and good health and enjoyment for the coming year.

Membership Report

by Mike Barry, VP Membership

Renew in 2002!

In January 2002 we will be sending our notices for renewal of membership dues of \$35.00. The club is in the process of exploring the possibility of using credit cards as an alternative means for members to renew their membership dues. Keep you posted.

Our members are the Heart of this car club and the membership dues are the Blood that keeps this club alive.

Please check out our club website:

www.StutzClub.org

Welcome New Members:

#599

Dennis Mitosinka
619 E 4th Street
Santa Ana, CA 92701
Phone: 714-953-5303
Fax: 714-953-1810
Email: mitoclassic@earthlink.net
1928 Stutz Black Hawk Speedster Corsica Coupe,
BB12C Engine # 90137HC VIN BBC12-BA29Y

#600

Alan Shay
6141 Oakwood Ave.
Los Angeles, CA 90004
Phone: 323-935-7748
1933 LeBaron Prince of Wales

#601

Thomas Fuller III and Karen Fuller
999 Settles Road
Suwanee, GA 30024
Phone: 770-887-0747
Bus Phone: 770-457-1211
Stutz LeBaron bodied

#603

Dale D. Ruohomaki
23930 Michigan Ave.
Dearborn, MI 48124
Phone: 313-561-0812
Fax: 313-561-1967
Email: druohom190@aol.com

#604

Barbara S. Oliver
1390 Pinellas Rd.
Belleair, FL 33756
Phone: 727-501-1502

#605

Valor D Blazer
7382 Doniphan Dr.
Canutillo, TX 79835
Phone: 915-877-3343
Fax: 915-877-7071
Email: info@mft-usa.com

In Memoriam: Jane Bell Folladori

JANE BELL FOLLADORI, 66, Jacksonville, Fla., formerly of Indianapolis, died Nov. 13. She was a homemaker. Memorial contributions may be made to the American Cancer Society. Memorial services: 10 a.m. Nov. 16 in Our Lady Star of the Sea Catholic Church, Ponte Vedra Beach, Fla. Calling: none. Burial: Our Lady Star of the Sea Columbarium, Ponte Vedra Beach. Survivors: husband Joseph Folladori Jr.; daughter Dawn Kaufman; brother Harold Bell; sister Joanne Jones; five grandchildren. Har-dage Giddens Funeral Home, Jacksonville, is handling arrangements.

Ed's Comments: From The Indianapolis Star, 11/16/2001. Jane was the lovely wife of Joseph B. Folladori, Founding Life Member No. 29.

Report From the Treasurer

TREASURER'S REPORT

JANUARY 1 THROUGH OCTOBER 31, 2001

Balance as at January 1, 2001 \$ 22,930.41

Income

Membership dues	2001	\$ 8,362.00	
	2002	435.00	
	2003	<u>35.00</u>	\$ 8,832.00
Interest income			1,029.52
Splendid Stutz sold		2,934.44	
Mailing expense		<u>(216.77)</u>	2,717.67
Stutz News			220.00
Donations			30.00
Posters & publications			55.00
Hershey dinner net			<u>(4.94)</u> 12,879.25

Expenses

Stutz News (print & mail)	5,541.58
Administrative expense	414.88
Directory Expense	129.20
Membership expense	138.31
Treasurer's expense	45.35
Website Expense	<u>743.33</u> (7,012.65)

Cash Balance October 31, 2001 \$ 28,797.01

Life Membership Reserve \$ 14,000.00

Respectfully submitted,



Toni Barry
Treasurer

Letters to the Editor

From: William N. Hanafee
(#582), Merion Station, PA

Date: September 19, 2001

I am very glad that Mom and Carolyn maintained their friendship over the years. I am one very lucky guy who was able to take advantage of that friendship and participate in a tour of England that is no doubt one of the highlights of my life!

When I am asked, "how was your vacation?," I am provided with another opportunity to relive all the wonderful experiences of the Stutz Tour. I can't say enough how wonderful the English are, how beautiful England is, how interesting the historical sites are and how much fun talking cars is. As I convey my travels, I relive over and over in my mind the delightful 1960 Bristol Motor Coach and visiting the fascinating locations like Enfield, Burghley House, York, Trolley Museum, Cotswolds, Jaguar Factory, Victorian Village, Chatsworth Manor, Stafford upon Avon, Bath, Beaulieu and back to London. I can't praise enough what a wonderful tour Norman Barrs organized.

With all the tour sites, activities and people, I am asked repeatedly "what was the best thing about your trip?" Without a doubt, I enjoyed speaking with people like Bill Greer, John Grundy, Max Triplett, George Maley, Mike Berry, Bill Borden, etc and etc. about CARS! It is inspiring to speak and listen to individuals who really know and understand cars and mechanical devices. The Stutz Club is an awesome resource for friendship and knowledge.

I thank you for your efforts to make the Stutz

Tour of England a reality. I have nothing but wonderful memories to treasure for the rest of my life.

From: Mrs. Richard (Julia) Rush,
(#248), N. Ft. Meyers, FL

Date: October 26, 2001

We were shocked and saddened to read the Smith Hempstone Oliver obituary written by his wife, Barbara. It is an excellent story of Hemp's life (if a bit modest as he was truly one of the great car enthusiasts and experts, who is often quoted in Richard's writings.) In fact, we had hoped that Richard's new book (coming out next month - and prepublication copies arriving next week) would be in our hands in time to send to him - as he is mentioned again many times in this latest book of Richard's. Alas, we will not be able to send him this book, but we will, of course send a copy to Barbara - and, in fact, when we read the article, we called Barbara immediately and told her we would send the book and gave her our deepest sympathy. But Hemp will always be alive in our memories and thoughts about collecting fine cars. With the arrival of each Stutz News we will think of him, as he was one who arranged for us to join the club some years ago, as Richard at one time had been the proud owner of a Stutz - and always read your Stutz News from cover to cover. We have watched it grow into a very professional publication - and it is still always interesting.

I enclose a press release on the new book, and if any of your Stutz Club members order a book, and mention membership on their order, we will donate \$10 upon receipt of payment for each book ordered

by a member to your Stutz Club in memory of our good friend of many years, Smith Hempstone Oliver.

From: Dale K. Wells, (VP Programs), Kalamazoo, MI

Date: October 30, 2001



Max Kennedy's 1928 BB Blackhawk Coupe (Engine No. 90137HC)

Glad to hear from you, and I too am sorry we didn't get to visit at Hershey. It was great weather, ut we didn't have the trailer this year - Suburban problems prevented us from towing, so we stayed at a Comfort Inn northeast of Hershey. Did not get around the field much as I spent several hours each day at SAH tent, and visiting with others at my space. On Friday when Stutz members gathered at Toth's I had a visit by a gentleman from Spain and his interpreter regarding my 1934 Stutz. They were enroute to Chicago the next week so came by Michigan to see the car, and seemed quite interested. We'll see what comes of their visit.

I've had two meetings with Gilmore staff about the 2002 meets, and we're working on details and

From: Barbara Oliver, Bellair, FL

Date: October 10, 2001

Thank you for printing Hemp's obituary so exact and adding the sentences about the Stutzes he owned. The photos also added a great finishing touch. The Stutz news is just what an old car publication should be with plenty of photos and a lot of Stutz info and input by members. My best to Carolyn.

Keep motoring!

ideas for the total weekend of our Grand Stutz. Will keep you advised on details as we go along so we can keep the members interested and excited.

Regarding the last Stutz News and the 1928 custom coupe, I knew I had some material about the car when it was in Australia. I'm sending same to Dennis Mitosinka, but if you find it interesting you could also comment in our Stutz News. The article is from the June 1966 Vol. 2, #3 Journal of the Stutz

a new book by RICHARD H. RUSH
COLLECTOR CARS: Classics for the New Century

Publication Date: December 1, 2001

This is a book for the all Collector-Car enthusiasts, from the first time buyer to the major collectors and Connoisseurs. It is a book which contains a lifetime of knowledge and collecting experience by a man who has owned 100 collector cars and has written twelve books and over 700 articles in the area of investing. His prophetic writings foretold the rise in the market for various collectibles, including classic cars.

Richard H. Rush, awarded a Department Chairmanship and appointment as Professor of Finance and Investments at The American University, Washington, D.C., holds two Masters Degrees (MCS from Dartmouth's Tuck School, and MBA from The Harvard Business School) and a Doctorate (DCS from the Harvard Business School.)

The thirty chapter, 326 page book is divided into five parts.

Part I, *Guide for the Collector* covers:

How a Car Gets to be a Collectible

The "Fortune Maker" Cars

The Fine and the Great Collector Cars

Establishing a Collection Today with Good Buys

Buying a Collector Car - Where to Find and How to Buy

Assessing Condition and Detail

Restoration, Repairs, and Parts Needed

Selling your Collector Car

Part II covers *The Important Foreign Collector Cars*

Part III *The Important American Collector Cars*

Part IV *Special Interest Cars*

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**If you would like to have a chapter for publication in a review of the book
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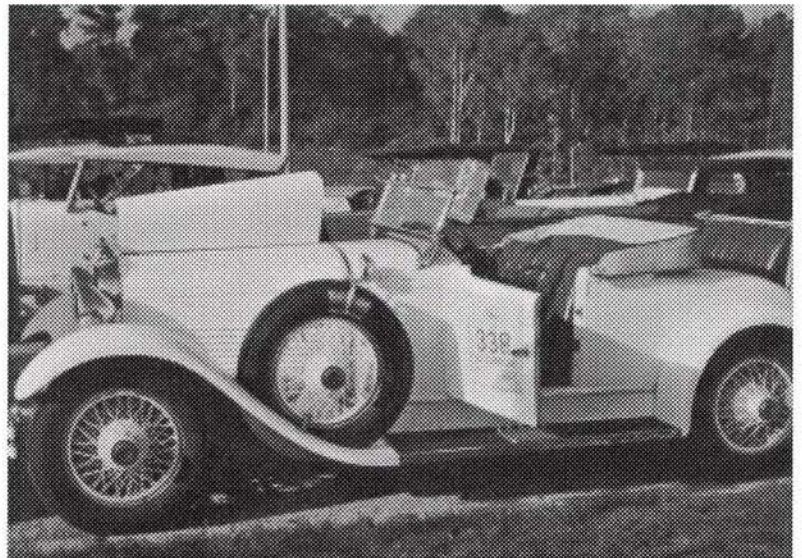
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*Member Peter Carden (#571),
Castlehill, Australia and his 1928 Stutz
Black Hawk Boattail Speedster on his
wedding day.
Congratulations!*

*Member Tom Cox (No. 78) submitted
these photos taken in Williamsburg,
VA during the 1957 Glidden Tour.
The 1922 HCS Touring was driven by
Charles Kurtzborn, Chicago, ILL and
the 1928 Stutz roadster (right) by
Burnice Hawk, Stroudsburg, PA.
Who owns these great cars now?? Ed.*



Readers respond to another mystery car challenge

In the July 5 issue, *Old Cars Weekly* ran a second set of photos sent in by reader Lew Dandurand of Tucson, Ariz., that were snapped at a Kansas car show in 1954. Dandurand sent them in for identification, as well as for the enjoyment of other readers.

Apparently, the staff should have guessed the Stutz question much sooner. Upon his return from a car show, Research Editor Ken Butolph quickly identified the car in question. Soon after, letters identifying Harry C. Stutz's H.C.S. quickly poured into our mailbox. At any rate, it was certainly enjoyable to hear from so many readers.

While every letter addressed the H.C.S., and most of them correctly so, only one letter attempted the brass-era car from 1911. This letter, from reader Stew Reamer, arrived through e-mail. Reamer wrote the following letter:

"Enjoying *Old Cars*, as always! The photo page was indeed 'eye candy.' The roadster at the lower right is an easy one; it's an H.C.S., the car Harry C. Stutz made after he left Stutz Motor Co. I have the emblem in my collection. I imagine quite a few readers will get this one.

"The 1911 touring car is a tougher one. Many cars of the era had that radiator shape. From its appearance and features, like the front fender

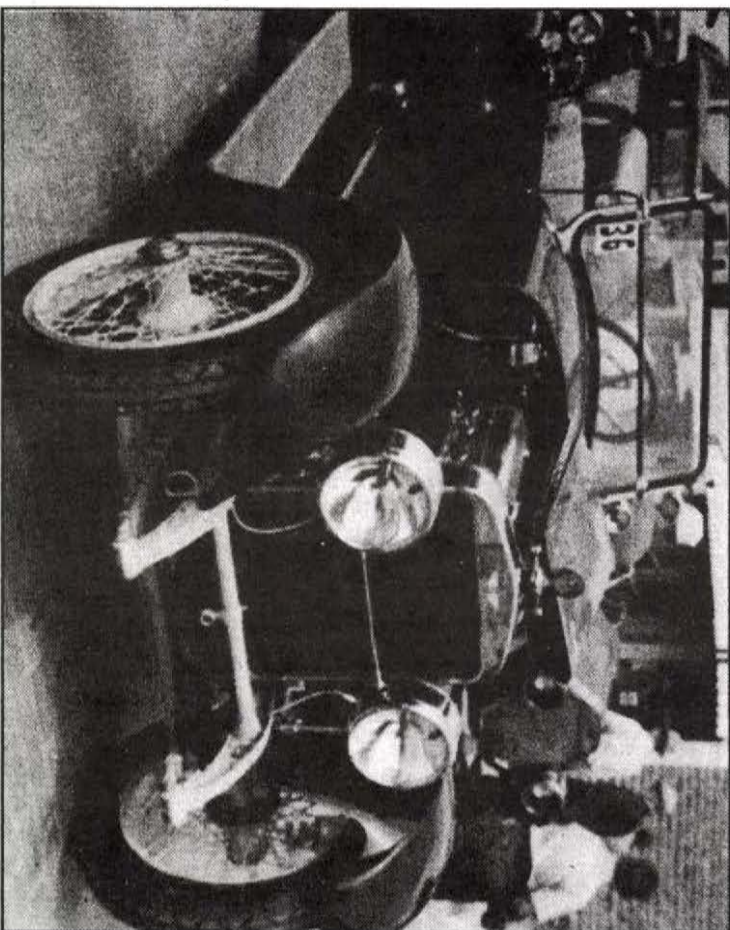
were either side-mounted or stacked in a recessed section of the rear deck, although this isn't visible in the photo.

"The car was powered by a 50-hp Weidely engine of OHV design — a strong performer. In 1921, the Indy 500 Pace Car was an H.C.S. roadster driven by Harry Stutz with Barney

splash 'cuffs,' I'd guess it to be one of the prestige makes of that time. If you have the original photo, you might be able to make out the emblem with a

jeweler's loupe.

"Hope you'll continue these 'what-is-it's' — they help us old car geezers stay mentally active."



Most hobbyists agree that the car in question is a 1921 to 1923 H.C.S. They also agree that the running boards are incorrect; there should be step plates here instead, which may have thrown a few spotters off.

Oldfield as the passenger.

"I am the proud owner of a rare 1923 Series IV Model 6 H.C.S. touring with the Weidely-designed and Midwest-built 80-hp OHV engine with six cylinders. We estimate that around 2,400 H.C.S. cars were made, of which some 400 were six-cylinders."

Another Stutz club member, Vice

President Dale K. Wells, wrote and reiterated Greer's comments. Wells also points out that the H.C.S. "was a great car but short-lived, as were so many others in the 1920s."

Argyle Wolf of San Diego, Calif., did some spotting of his own, but several

Of all the letters regarding the H.C.S., the following letter from The Stutz Club founder William Greer was certainly among the most informative. He writes:

"It is a pleasure to respond to your request for identification of the roadster on page 12 of the July 5, 2001 issue.

"The small winged emblem on top of the radiator has the letters H.C.S. designating the marque. H.C.S. stands for Harry Clayton Stutz, who manufactured cars at 1400 N. Capitol Ave., Indianapolis, Ind. It appears to be a 1922 or '23 4-cyl. model, Series III or IV. The series II of 1920 and 1921 was called H.C.S. Special and the word "Special" appeared in the emblem along with the initials H.C.S. The Series I H.C.S. was a smaller roadster manufactured only one year — 1915 — by the Stutz Motor Car Co.

"For complete information on the H.C.S. cars, please refer to *The Splendid Stutz*, a book published by the club in 1996. I contributed to the chapter on the H.C.S. cars, plus other chapters on the earlier years of Stutz cars.

"I wish to point out that the running boards shown in the photo on page 12 are unusual, as the four-cyl. was normally equipped with aluminum step plates. Spare wheels

years ago. He witnessed an H.C.S. first-hand and wrote to share the experience with the car. Illinois Stutz fans, track this one down!

"The car in the lower right-hand corner of page 12 of the July 5, 2001 issue is probably an H.C.S. for Harry Stutz, that was produced in Indianapolis from 1920-'25.

"We had at least one in River Forest, Ill. — I remember the winged emblem."

Bob Bliss of Monroe Township, N.J., also spotted one of these rare H.C.S. cars several years ago and recalled the instance in the following letter:

"I saw one of these cars at Hershey many years ago, and I remember the front end and the winged H.C.S. radiator emblem."

Harold Worley of Williamsburg, Ky., goes one step further — he owns an H.C.S. similar to the one pictured. His letter also provides an excellent physical description of the H.C.S. car.

"The car in the lower right-hand corner that stumped *Old Cars* is an early 1920s H.C.S. It has the same emblem on the radiator, the polished aluminum, and the long-stroke engine appear to be the same, as do the headlight spring horn and wire wheels.

"I have a 1921 H.C.S. roadster that looks the same, except mine has step plates, not running boards."

We are glad you enjoyed this round of photos and wish to thank all of the readers who sent in responses.

Bugatti to Be Sold in United States by Stutz

Molsheim Maker at Same Time to Market Indianapolis Car in France

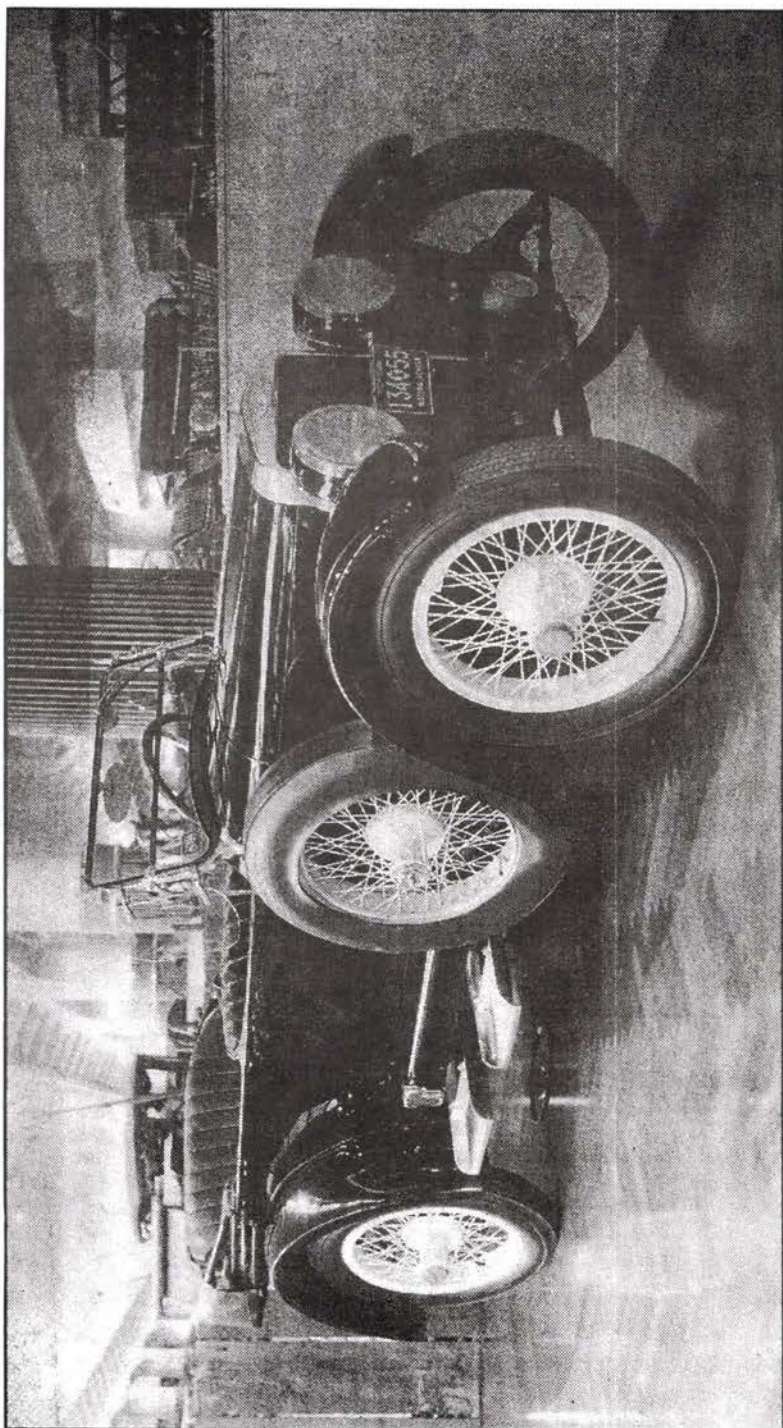
PARIS, July 24.—(By Mail)—Bugatti cars are to be marketed in the United States by the Stutz Motor Car Company of America, Inc., and Stutz cars will be sold in France by the Bugatti Company, according to a statement made by F. E. Moscovics, president of the Stutz Company who is at present in this city. Bugatti, whose works are at Molsheim, near Strasbourg, specializes in a straight eight 122 in. sporting type chassis sold in France at \$2,000. A pure racing type car, similar to the normal model in external appearance, but having a built-up roller bearing crankshaft, is also marketed. A very costly straight eight with a piston displacement of 898 cu. in. is also being prepared, but is not yet on the market.

To assist sales in the United States, Ettore Bugatti states that he will race extensively on American tracks next year, opening his campaign with six cars, handled by American drivers, in the Indianapolis race.

The first Stutz chassis to be seen in France is now at the Weymann body works, being fitted with a special low-built fabric leather body.

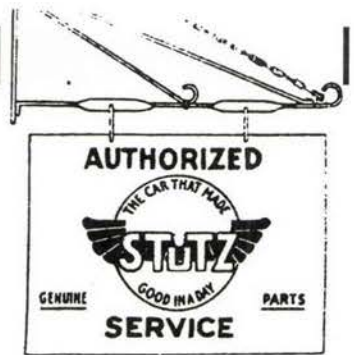
The 1921 HCS roadster owned by Harold Worley (#41) has dual sidemounts with a trunk on the rear deck whereas other HCS roadsters carry spare wheels there. The 1920 HCS roadster owned by Mike Barry (#504) has a unique "Dickey" seat in the rear deck.

We thank member Keith Marvin for the Bugatti article found in *MOTOR AGE*, August 12, 1926. This marketing arrangement never came to fruition. Note misspelling of Moskovics.



This touring car illustrates what the correct aluminum step plates should look like on a 1922 or '23 H.C.S. car.

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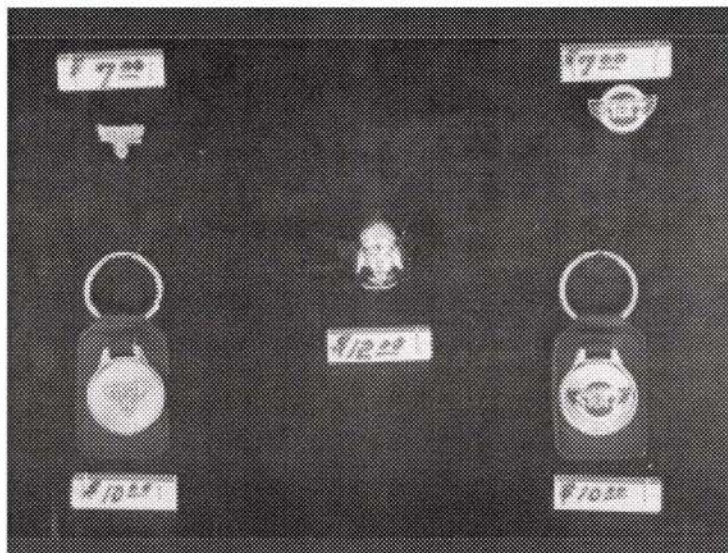
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1 Stutz hood maybe 1928 give or take, never used, holes not drilled for handles or clamps - could be early 30s \$500

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This very unusual ad (?) was submitted by Ernie Toth, Jr. The editor would like to know the origin of this item and date used. To which model are we to attribute "The Baby Stutz."



Start of Decoration Day Race, June 3, 1916

*#8 Jim Parsons in Earl Cooper's old #8. #14 Ulysses Aubry in Mercer (with Stutz 450 cu in engine).
Aubry won. Photo from collection of Wayne Herstad.)*

