

Vol. XVI No. 62 (October - December 2002)
 The Stutz Club, Inc.
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 7400 Lantern Road
 Indianapolis, IN 46256

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Announcements

✓ **2003 Grand Stutz September 18-21, 2003 at and about Elkhart Lake Wisconsin**

Plans for the 2003 Grand Stutz have been approved and can be found on page 6 herein. John Haydon, Club Secretary, has done an outstanding job in establishing an attractive itinerary which can be enjoyed by all members in attendance. Please put the date on your calendar now. Don't miss this one!!

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Hershey 2002

by Bill Greer

We found Hershey unpleasantly wet and perhaps more normal than 2001 when it was sunny and dry. It began raining Wednesday night and continued uninterrupted until early Saturday morning. Many "Swappers" either didn't show up or left early to avoid getting stuck in unpaved fields. Some folks like yours truly felt disoriented by the multitude of layout changes.

I enjoyed making the trip again with Shawn Miller, new club member No. 624, the owner of James Scripps-Booth's "Da Vinci." We headquartered at the Comfort Inn, Hummelstown, PA where five other Indy classic friends lodged. The "Da Vinci" was the focal point of Booth's lawsuit against Stutz after the "Safety Stutz" was introduced in 1926. Louis Chevrolet built the chassis at this shop just two blocks west of Stutz factory and it was bodied by Fleetwood per Booth's design. (See Robert A. Titlow, Sr.'s account of The Scripps-Booth Affair," The Splendid Stutz, pages 156-160.) Bob Titlow who will celebrate 90 years in December was sloshing around Hershey with the other Hoosiers. Shawn Miller has promised to share his "Da Vinci" experience in an upcoming Stutz News edition.

We find the fun at Hershey comes mainly from seeking old friends, meeting new club members, and making the rare find of a missing part or an unneeded gem. Because of the rain, considerable time was spent visiting under tents. It seemed the heaviest rain fell while viewing the car corral located this year in a shopping center a bus ride away.

Thursday seemed to evaporate and we were late getting to the Stutz annual dinner meeting



Photos by Mike Barry

arranged by Treasurer Toni Barry at the Holiday Inn East Harrisburg. A very good buffet was enjoyed by the 29 members and guests in attendance. (see photos above.)

A Wet Hershey 2002 - October 9 - 12



One does have to admire those hard working Swappers who tote, load, transport and display (rain or shine) those gems we seek. Even though you may not need a spare part, the annual trek to Hershey, PA is still very rewarding.

Above photo by member Shawn Miller (No. 624)

The Stutz Club

Minutes of 2002 Annual Meeting

The 2002 Annual Meeting of the Stutz Club was held at the Harrisburg East Holiday Inn on Thursday, October 10, 2002. The meeting was called to order by Club President, Norman Barrs at the conclusion of the Club's traditional buffet dinner during Hershey week. Mr. Barrs welcomed the members and guests in attendance and introduced the officers who were present for the meeting. Thereafter, each of the other members and guests introduced themselves to the group.

A motion was made and adopted to dispense with the reading of the minutes of the last meeting and to approve of such minutes.

President Barrs asked John Haydon to report on the plans for the 2003 Grand Stutz, to be held at Elkhart Lake, Wisconsin in conjunction with the vintage car races to be held at the Road America course track in late September 2003. Mr. Haydon distributed copies of his preliminary itinerary for the event, reflecting the activities planned for Thursday, September 18 through Sunday, September 21, 2003 and invited questions and comments. A number of details were discussed and the suggested activities of the event were enthusiastically received. The precise dates are subject to confirmation since the sanctioning bodies for the races will not be setting the final 2003 dates until November, although these races have traditionally been held on the next to the last weekend in September.

Norman Barrs confirmed that his 1929 Stutz Blackhawk race car will be participating in the Road America vintage races, and we understand that member George Holman will also participate in these races (hopefully with his 1928 Stutz Blackhawk) which races will be the highlight of the 2003 Grand Stutz.

The financial report was presented by Treasurer Toni Barry who reported that the Club's finances were in excellent shape, with funds on hand as of September 30, of \$16,927.57 plus the

life membership reserve investment of \$14,000. The detailed Treasurer's report will be published in Stutz News.

The membership report was presented by Membership Chairman Mike Barry who reported that currently the Club has 339 members, which includes 22 new members this year. Mike also reported on the Club's successful web site.

Bill Greer, as Editor of Stutz News, reported on the Club's outstanding publication and reminded members that he is always looking for articles and information suitable for publication.

President Norman Barrs reported on the various activities of our European members, including their successes in vintage racing events. Norm also stated that the vintage race event at Le Mans will be repeated in 2004.

Regarding advance planning for our Grand Stutz 2004, the possibility of holding the event in California or one of the other west coast states was discussed. Bill Greer kindly volunteered to contact some of our members in Southern California regarding this possibility.

President Barrs then presented a summary of his and his crew's racing efforts with the 1929 Stutz Blackhawk during 2002. Despite some mechanical setbacks, he reassured everyone that the "bugs" would be all worked out for next year's campaigning in the United States.

A number of technical ideas were discussed by the Club's Technical Director, John Grunder, and others present. These included again proceeding with producing the higher speed rear end (3.8 to 1) project, possible production of exhaust manifolds for the 16 valve 8 engine, and projects.

With respect to the election for 2003 of officers (which constitutes the Board of Directors,) President Barrs requested approval for submitting the re-election of the present officers. The members in attendance informally approved, but this will need a formal vote. Accordingly, it was

decided that a ballot for this purpose will be included in the mailing of the dues notices for the 2003 Club year.

There being no further business to come before the meeting, a motion was made and adopted to adjourn the meeting.

Respectfully submitted,
John B. Haydon, Secretary

Members in attendance

Norman Barrs	Mike Barry
Toni Barry	John M. Blessin
James H Cox	Jason W. Gehring
William Gehring	William Greer
John Grunder	Tor B Haugen
John Haydon	Beverly Rae Kimes
Peter Neville	Dag Oppegaard
Robert Praetorius	Bobbie 'dine Rodda
Ernie Toth Jr.	Ernie Toth Sr.
Ruth M Toth	Dan Verdier
Bonnie Wells	

Guests in attendance

William and Corinne Hanafee	
Charles and Arlene Klepiz	
William H McGaughey	Shawn Miller
Per Skaare	David Spense

The annual "Get Together" was held Friday, October 11 on the newly paved Chocolate Field at Ernie Toth's space CN59-60. Several members attended who were not at the dinner meeting on Thursday night so most of the same subjects reported in the above minutes were covered. A special meeting of the Stutz Board of Directors was held during the "Get Together" on the field. At that meeting, charter and special member Keith H. Marvin was made an Honorary member of the club by acclamation. Bill Greer was requested to notify Mr. Marvin after reviewing the decision with Dale Wells who was not in attendance at this meeting of the Board.

No attendance record was taken but the writer recalls saying hello to the following members at the "Get Together" who were not at the dinner:

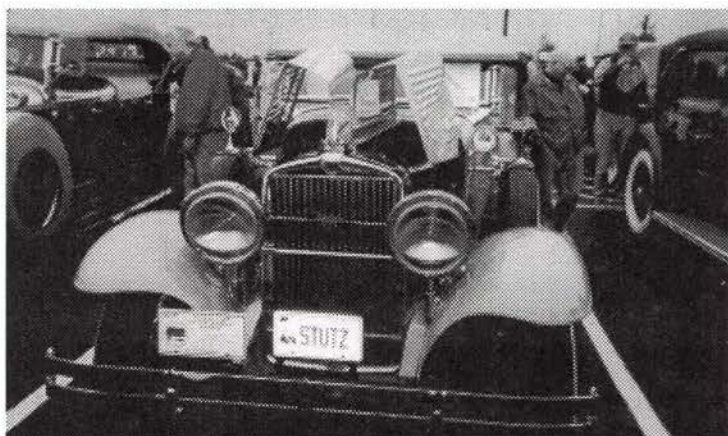
Victor Milke	Wayne Saunders
Gus Ludwig	Stephen Pugh

Ruben Roges
Jean Gorjot

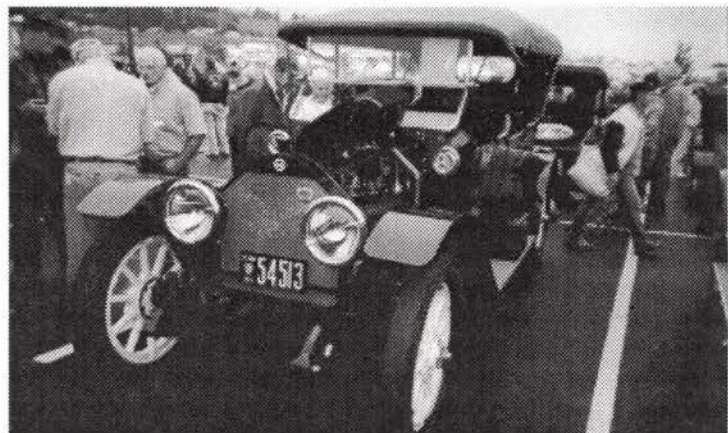
Eileen Roges

Members attending Hershey 2002 who did not attend either Stutz event included Fred Guyton, Dale Wells, Drew Lewis and Ronald Ruffle, MD.

Our thanks to Shawn Miller for the following photos taken at the big show on Saturday morning. Fortunately the weather was better and it was great to proceed without an umbrella.



John Grunder's L-6 Blackhawk Speedster



Drew Lewis' 1914 Stutz 4E 6-pass. touring



John Grunder (L) with Bill Greer (R)

THE STUTZ CLUB

Plans for the 2003 Grand Stutz

Thursday through Sunday, September 18-21, 2003

The following is the itinerary for the 2003 Grand Stutz, featuring Norman Barrs' participation with his 1929 Stutz Blackhawk race car in the vintage races at historic Road America, located at Elkhart Lake, Wisconsin. The dates for the 2003 Elkhart Lake Vintage Festival are September 18-21, 2003. The sponsoring organization is the Vintage Sports Car Drivers Association and detailed information regarding VSCDA can be found at its website, www.vscda.org. Similarly, detailed information on Road America can be found at its website, www.roadamerica.com.

Our Headquarters Motel will be the Microtel Inn & Suites in Fond du Lac, Wisconsin, where a block of 38 rooms has been reserved beginning with the night of Wednesday, September 17 through Sunday night, September 21. Our Motel is approximately 30 miles from the race track and otherwise conveniently located with respect to our other destinations.

Thursday, September 18:

- Morning: Welcome and Registration; hospitality room at our motel.
- Afternoon: Leisurely backroads tour, including Horicon Marsh area, Wisconsin Auto Museum (formerly the Kissel Museum), portions of Kettle Moraine scenic drive, possible visit to Holy Hill area, etc.
- Dinner at Shreiner's Restaurant in Fond du Lac, or on your own. We will order from the full menu and have individual dinner checks at Shreiner's.

Friday, September 19:

- Morning: Tour to and visit EAA Airventure Museum in Oshkosh, Wisconsin (for those who prefer, they may spend the whole day at the EAA Museum)
- Lunch at Culvers restaurant in Fond du Lac

- Afternoon: Spectating at the practice sessions for the vintage races at Road America (for those who prefer, they may spend the whole day at Road America)
- Camaraderie and display of our Stutz automobiles at the Stutz Club tent at Road America
- Other alternative activities for those who prefer: on your own interesting tours to various attractions in the area (maps, etc. provided), including attractive shopping venues
- Dinner and Annual Meeting at Rolling Meadows Family Restaurant located near our motel, in a private separate area. We will order from the full menu and have individual dinner checks.

Saturday, September 20:

- Morning: Self-guided backroads tour of the Northern Kettle Moraine area, with stops for visits at historic Wade House and other attractions (maps and instructions provided)
- Spectating at the vintage races (afternoon or all day)
- Camaraderie and display of our Stutz automobiles at the Stutz Club tent at Road America
- Lunch on your own at the track
- Possible noon tour of the track and parade of Stutz cars
- Other alternative activities for those who prefer: on your own interesting tours to various attractions in the area (maps, etc. provided, including attractive shopping venues)
- VSCDA buffet dinner and program at Siebkin's Resort, Elkhart Lake

Sunday, September 21:

- Spectating at the vintage races
- Camaraderie and display of our Stutz automobiles at the Stutz Club tent at Road America
- Lunch on your own at the track
- Possible noon tour of the track and parade of Stutz cars

- Other alternative activities for those who prefer: on your own interesting tours to various attractions in the area (maps, etc. provided), including attractive shopping venues
- Dinner on your own

Financial Information and Additional Details

1. Motel -- we have booked 38 non-smoking rooms at the Microtel Inn and Suites in Fond du Lac:

Regular room -- queen size bed -- \$40.95 + tax

Regular room - 2 queen size beds -- \$45.95 + tax

Suite -- queen size bed, couch, refrigerator, microwave, etc. -- \$60.95 + tax

Tax is 12%; a participant must make his/her own reservation prior to August 16, 2003 (unreserved rooms will be released after that date). Mention the Stutz Club to obtain the special rate. Telephone: 1-920-929-4000.

2. Ticket to Road America for the vintage races:

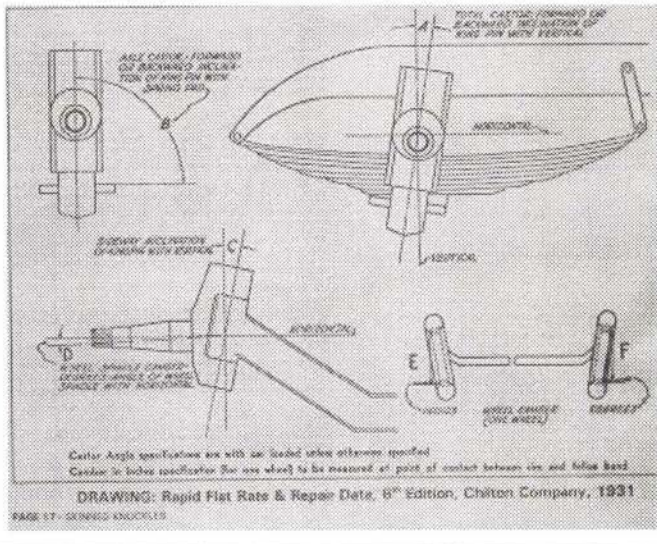
Prices for 2002: all three days -- \$30, or \$10 Friday, \$15 Saturday, \$15 Sunday.

3. In 2002, the buffet/VSCDA meeting on Saturday night at the famous Siebkin's Resort was \$30 (with cash bar).

4. The registration fee for the event is likely to be in the area of \$20.00 which would include a contribution to the cost of the tent and incidentals (postage, copy charges, etc.).

Tech Note

It is rare that we have a "technical article" in Stutz News. We have published a good number over the years but not recently.



Information on EVAPO-RUST can be found in John Boyles "Letter to the Editor." For more details on the rust removing properties of this product we refer you to Matt Joseph's report on EVAPO-RUST in the November 2002 issue of Skinned Knuckles, pages 3-10.

In the same issue of SK, pages 17-20 we noticed an article on "Steering Angles and Specifications" which may help resolve steering problems on Stutz models 1926-31.

	Total Castor (Deg.)	Axle Castor (Deg.)	Sideway Incl. of King Bolt With Vertical (Deg.)	Wheel Spindle Camber (Deg.)	Wheel Camber (Ins.) (One Wheel)	Wheel Camber (Deg.)	Toe In (Ins.)
	A	B	C	D	E	F	
Stutz 131" WB.....1926-27...	2½	0	6	2½	¼-¾	2½	¼-¾
Stutz 145" WB.....1926-27...	2½	0	6	2½	¼-¾	2½	¼-¾
Stutz BB.....1928.....	2½	0	7½	1	¼-¾	1	¼-¾
Stutz Series M.....1929-30.....	1	0	7½	1	¼-¾	1	¼-¾
Stutz MB.....1931.....	1	0	2	¼-¾	2	¼

Honorary Member Keith Marvin (No. 79H)

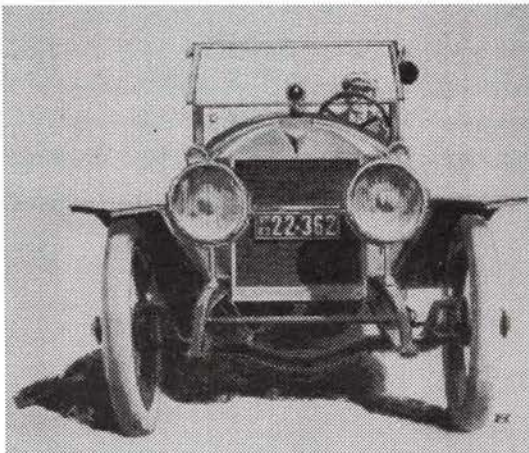
by your editor

Charter and special member Keith Marvin was made an Honorary Member of the Stutz Club by acclamation of the Board assembled at Hershey 2002 (see coverage of Hershey 2002 beginning on page 2 of this issue). Since Mr. Marvin was not at Hershey, it was your editors great pleasure to inform Keith of this acclaim as requested by president Norman Barrs.

Your editors thick file of Keith's contributions to Stutz Club publications contains too many items to list or mention here. But, we will mention some of them to help the membership appreciate Keith's overall impact on Automotive History and on Stutz in particular.

The first item in Ed's file is a copy of the June 1982 issue of *The Classic Car*, pages 19-29 which contains Keith's excellent article. "Stutz, the Twilight of the Car that made Good in a Day." It was this article that stimulated your editor to explore the world of Stutz with vigor. The second item is a letter from Mr. Marvin dated May 2, 1988 in which Keith states, "the second issue of Stutz News arrived today and I am greatly impressed. It looks as though we have gotten off to a great start!" With that letter Keith sent an obit of Peter Helck (1893-1988) the dean of American automotive art and illustration who died at his home in Boston Corners NY on April 22 at age 94.

Keith wrote this obit for the automotive press at the request of Jerry Helck, Peter's son. Mr. Marvin was a close friend of Peter Helck over a period of 41



years and Peter was best man at Keith's wedding and Helck's wife, Priscilla, was Matron of Honor. Honorary member Smith Hempstone Oliver was also a friend of Helck and Keith met Hemp at Peter's home in Boston Corners. The cover illustration for Marvin's book, *Bennington's Wasp* (shown here) was drawn by Peter Helck. Note that the license plate 22-362 represents the date of Marvin's wedding, February 23, 1962. This book was published when Keith was president of the society of Automotive Historians (SAH). Keith is also a noted authority on license plates.

In 1995, Keith Marvin was awarded the Club's Peter Helck Stutz Memorial Trophy for his extraordinary contributions to Stutz Club publications. This trophy was established in 1989 by AJ (Tony) Koveleski (deceased) and the first recipient was Hemp Oliver.

We suggest you read again Chapter Nine, pages 213-238 of *The Splendid Stutz* by Keith Marvin titled, "Stutz in the Sunset." Its a real treat! In Keith's sidebar beginning on page 232, "The 1935? Stutzes," he reviews the history of an English bodied SV-16 Stutz he had the pleasure of using for some three months. The mystery surrounding the origin of this Stutz has now solved. Our president Norman Barrs acquired it and is proceeding with its restoration. It is the last Stutz made and you will hear more about it in Stutz News.

In a recent letter dated June 19, 2002 Keith related "The Grand Stutz 2002 must have been a great experience! Time was when I participated in such events, especially in the five Glidden Tours I participated in. My 1928 Cadillac Dual windshield close-coupled phaeton took me on the 1951 and '52 events; in 1957 it was an '18 Locomobile and in 1963 it was the big Wasp Victoria. The final one in '68 was covered in a '23 Pierce Arrow." Hopefully Keith can join us at Elkhart Lake WI for Grand Stutz 2003, September 18 - 21.

Please enjoy the following tribute to Keith Marvin published in the June 1994 issue of AutoIndia by Manvendra Singh (page 1 of 3).

HOOKED ON CLASSICS

FOR KEITH'S SAKE



Keith Marvin is one of the foremost car historians in the world. He has written several books on such rare cars as the Dagmar McFarlan and the Wasp, and more than 3,100 book reviews — a record in itself. Marvin has written automotive articles for more than 70 publications worldwide, among them the weekly American publication, Old Cars Weekly News & Marketplace to which he has contributed stories and book reviews since 1976. He has also done automotive research for Harvard University, as well as contributed material to television, motion picture and radio. A past president of the Society of Automotive Historians, Inc, and winner of numerous awards, Marvin has been instrumental in uncovering a number of fake automobiles — cars which have been claimed to be what they are not and the histories of which had been falsified to increase their value in the automotive marketplace.

A veritable storehouse of automotive facts and figures, Keith Marvin has been fascinated by automobiles and subjects relating to them from his early childhood. Among his many automotive awards are the Society of Automotive Historians' Friend of Automotive History and an honorary membership of The Antique Automobile Club of America, the latter being presented at the annual awards dinner in Philadelphia, last February, where he was also presented the Editorial Award by Antique Automobile magazine to which he has been a contributor since 1959.

Marvin and his late wife, Dorothy, were greatly interested in India — so much so that they named their daughter, India. Among Marvin's most prized possessions are two letters written to him by the late Prime Minister, Jawaharlal Nehru. The following are excerpts of his views and opinions as discussed with MANVENDRA SINGH.

A TRIBUTE TO A FIREARMS LEGEND

BY R.L. WILSON

William Batterman Ruger 1916-2002

Quietly and with the dignity for which he was renowned, William B. Ruger, Sr., died peacefully at home in Prescott, Arizona on July 6. A long period of failing health which he had endured so courageously had come to an end.

A charismatic leader, gifted inventor, innovative manufacturer, and marketing wizard, Bill Ruger possessed all of the talents required to create a manufacturing concern renowned for its expertise.

Fifty-three years ago, ignoring the self-styled experts who had said "it couldn't be done," Ruger and his friend and partner, Alexander Sturm, pooled the former's design for a .22 caliber self-loading pistol and the latter's \$50,000 investment, and created a gunmaking empire. The fledgling company was guided by several well-thought-out concepts, not the least of which was Bill Ruger's intent to build products "to a standard so I would want it even if it was made by a competitor."

Today, Sturm, Ruger & Co. includes some 2,000 employees, has produced more than 20,000,000 firearms, boasts over \$200 million in annual sales—and operates with not one penny of debt. Since 1990 Sturm, Ruger & Co. has been traded on the New York Stock Exchange (NYSE: RGR).

In a nation crying out for heroes, William B. Ruger was all of that, and more. Tortured for nearly 50 years with rheumatoid arthritis and various other afflictions, he nevertheless carried on with an indomitable spirit, an unflappable sense of humor, and ample doses of sheer grit and tenacity. He felt no matter how grand a design was for a product, it had to be manufactured at a fair price. His designs are legendary for their clean lines and forms, for

their practicality and strength, for innovation and performance. Each was an original made with time-honored style, but using space-age technology.

Ruger's pioneering efforts in the world of lost-wax castings for firearms manufacture, and the quality and strength which resulted from this innovation, catapulted the company to a commanding lead in the industry, surpassing even the big four U.S. gunmakers: Colt, Remington, Smith & Wesson and Winchester. Over the years, Ruger could have purchased any of these firms but preferred to carry on solo.

Bill Ruger was frequently called a Renaissance Man. With his incredible memory, lucid mind, broad interests and achievements, he was the spiritual and intellectual leader of the vast world of firearms. The Ruger line boasts the broadest client base of any armsmaker in history.



Several members have submitted articles pertaining to the passing of Charter and founding life member William Batterman Ruger (No.

Ruger's creations brought pleasure to countless plinkers, hunters and competitive shooters, as well as practical and reliable weapons for law enforcement and the military. Long a leader in gun safety and responsibility, the company proudly markets itself as "arms makers for responsible citizens."

A strong and generous supporter of many causes and charities, especially those involving company employees and the conservation of wildlife and natural habitats, it was Ruger's \$1,000,000 donation which was crucial in establishing the Cody Firearms Museum at the Buffalo Bill Historical Center in Wyoming. A keen collector of American paintings, he was instrumental in underwriting the Center's publication of the landmark catalogue of the art of Frederic Remington.

When the National Firearms Museum at NRA headquarters in Fairfax, Virginia launched its first major exhibition, the theme was "Ruger & His Guns." The display was held in the William B. Ruger Gallery, an exhibit area made possible by another \$1,000,000 donation from him—given with no idea the inaugural program would be based on his life's work.

As stated in the preface to *Ruger & His Guns*: "In Ruger's career one can clearly see the evolution of expertise and achievement in the history of firearms, from their inception as an invention through their engineering, tooling up, manufacturing, marketing, collecting, and use. No one has done this better, more comprehensively, more convincingly, or more successfully."

Ruger's achievements are remarkable not only for our time, but for any time. In the process of building the Sturm, Ruger marque, he left a legacy of which not only his family, friends and employees can be proud, but the world of arms can be proud, and America can be proud.

Ruger is survived by a son, William B. Ruger, Jr., chairman of the company, daughter Carolyn R. Vogel, a sister, Elizabeth Hamilton, six grandchildren, and 10 great-grandchildren. His wife, Mary Thompson Ruger, and son James Thompson Ruger died in 1994 and 1995 respectively. *

*R.L. Wilson is the author of many well-known books on classic firearms and their place in history. One of his popular titles is **Ruger & His Guns** (Simon & Schuster, 1996), the story of Sturm, Ruger & Co. Among his other books are **Colt: An American Legend**, **Art of the Gun**, **World of Beretta**, and **Winchester: An American Legend**.*

145F). We wish that we could reprint all of them. Charter members Cathy and Lyle Patterson (No. 241) shared the following items with the editor:

Valley News, July 9, 2002 - article titled "William B. Ruger Firearms Pioneer"

Daily Courier (Prescott, AZ) - July 9, 2002 - article titled "Prescott manufacturer was an innovator with a sense of humor and a flair. Also a full page under obituaries.

Argus - Champion (Newport, NH) - July 10, 2002 - "He built largest gun maker from scratch"

Eagle Times, Washington, DC, July 10, 2002 - "US Rep Charles Bass (R. NH) paid tribute to Bill Ruger on House Floor, July 9th.

Argus Champion (Newport, NH) July 10, 2002 - Notice of death: William Ruger Sr. dies at 86
Tribute: William Bettermann Ruger, 86, founder and chairman emeritus of Sturm, Ruger and co.

Daily Courier (Prescott, AZ) July 10, 2002 "City welcomes Ruger with open arms he always gave back" also an editorial "Bill Ruger, genius stood above the rest."

Valley News, July 13, 2002 - Ruger, A Pioneer of the Gunsmiths

Tribune (Arizona) July 14, 2002 - One Straight Shooter" special edition, Sturm, Ruger & Co's RUGER INSIGHT, XXI, July 2002, 6 pages in color - "IN Memoriam"

Life member Larry Nicklin submitted David E. Davis Jr.'s Tribute to Ruger, AUTOMOBILE, October 2002, pages 44 and 45

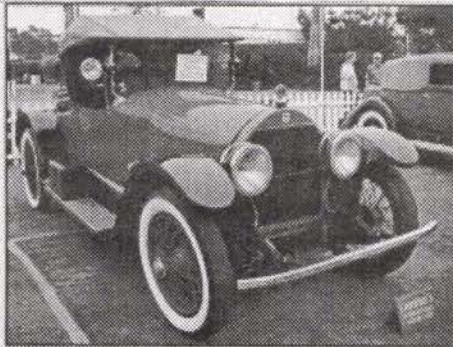
John Haydon (No. 486) Secretary, forwarded the article reprinted herein written by Mr. RL Wilson, author of *Ruger & His Guns*, published in "Gun Dog Magazine," Oct/Nov. 2002 pages 104/105. Mr. Wilson gave the Eulogy at the Memorial Service for Mr. Ruger on July 13, 2002 at Croydon, New Hampshire.

The Good Newsletter, Vol XIXI, No. 8 Croyden, NH, August 2002 - "A Story of personal connections with Mr. Ruger by Pastor Donna Leslie."

Market Reports

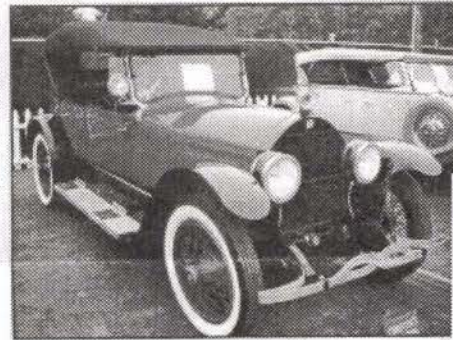
Christie's - Pebble Beach, CA

#114-1919 STUTZ SERIES G Roadster. S/N G 4342. Eng.# G 4151. Red and black/tan leather. RHD. Odo: 28,497 miles. Rip in seat, paint going dull, damaged headlamp rim, paint scratched and chipped. Less than 50 miles since



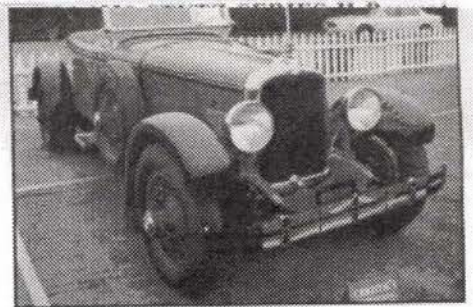
full engine rebuild. Modern oil pressure and temperature gauge installed under the dash. No reserve. Cond: 3-. **SOLD AT \$38,775.** Literally a Bearcat with doors, but for half the money. One of the genuine bargains of the Ruger Collection. Drive and enjoy as is or upgrade the cosmetics.

#108-1921 STUTZ SERIES K Touring Car. S/N 10273. Eng.# K 10255. Red and black/black leather. RHD. Odo: 10,961 miles. Some wear



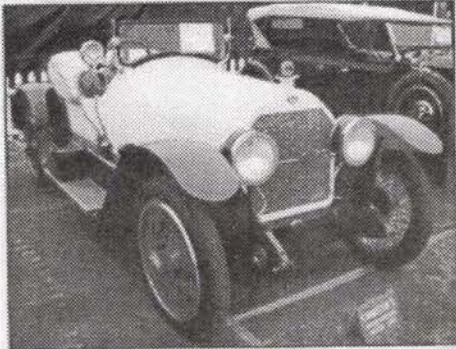
on running boards and seats. A generally good older restoration. Top and trunk recently installed. Cond: 2-. **SOLD AT \$44,650.** K series cars share many four-cylinder Bearcats' mechanical components, and were among the last Stutzes to use the T-head engine. A good-looking car that appears ready for shows and touring. Fairly bought.

#112-1928 STUTZ BB BLACK HAWK Four-Passenger Speedster. S/N N/A. Eng.# 92177. Red and black/tan leather. LHD. Odo: 69,202 miles. Tear in driver's seat, few paint chips, okay door fit. Generally very good appearance for touring; not quite sharp enough for serious show work. No-reserve Ruger car. Ex-A.K. Miller Collection, restored in early '90s from a #4 car. Cond: 2+. **SOLD AT \$64,625.**



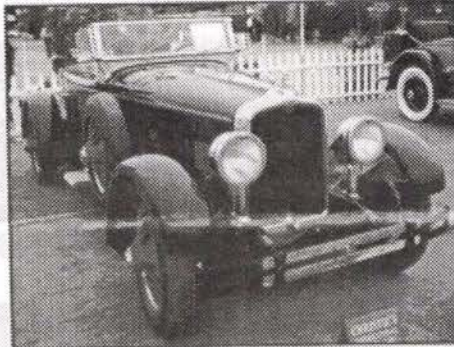
Cost \$3,495 when new. Purchase price cheaper than a full restoration in today's market.

#104-1920 STUTZ SERIES H Bearcat. S/N 5959. Eng.# 6001. Yellow and black/brown



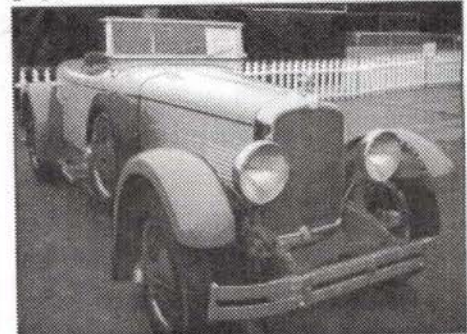
leather. RHD. Odo: 19,469 miles. An older restoration done correctly, including Spanish leather. A little honest wear here and there, but still a good looker and strong runner. Used very sparingly since a 1996 restoration. Cond: 2+. **SOLD AT \$64,625.** Another no-reserve Ruger Stutz. Buyer got a new car in terms of mechanical condition. Half the price of a comparable Merve Raceabout from the early '20s.

#116-1927 STUTZ AA Four-Passenger Speedster. S/N AA C1886581. Eng.# 87594. Black/black leather. LHD. Odo: 3,330 miles.



Very well restored with just a few paint scratches showing. Looked infinitely better with top down instead of up. Participated in 1993 Copperstate 1000, which was the last time it was campaigned. No reserve. Cond: 1-. **SOLD AT \$82,250.** AAs offered a low profile courtesy of their worm drive, and strong performance from their 299-c.i. single overhead-cam straight-eight. Handsome Classic Stutz bought at a fairly low market price from the Ruger Collection.

#102-1928 STUTZ BB BLACK HAWK Four-Passenger Speedster "Special." S/N BBC18-BB23S. Eng.# DV33171. Two-tone gray/red leather. LHD. Odo: 1,825 miles. Bill



Ruger's grand experiment in squeezing optimum power out of a Stutz DV32 engine, done in collaboration with Reeves Callaway of Corvette fame. Car had a few paint chips, carried modern bucket seats. The sleeper of sleepers and a true Q-ship. Cond: 1-. **SOLD AT \$76,375.** A giveaway price. Ruger had invested more than \$300,000 in engine development alone. The lucky new owner should have scads of fun embarrassing modern hot-shoes at stoplights and on the road.

Our thanks to life member Larry Nicklin (No. 28L) for contributing this page. The editor has rearranged the Sports Car Market Report to show only the six (6) Stutz cars from the Ruger estate auctioned by Christies on 18 August 2002.

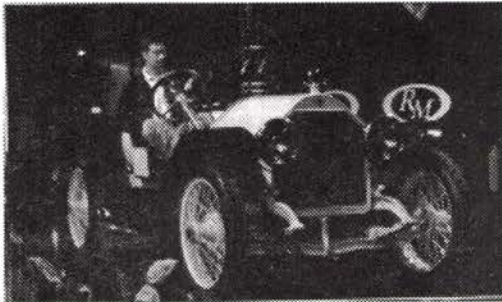
Stutz for Sale

by your editor

A number of great Stutz cars were sold at recent 2002 auctions. You will find a separate report on the sales of six (6) Stutz from the Ruger Collection on August 18 by Christies at Pebble Brook elsewhere in this issue.

August 3, 2002: Meadow Brook Hall RM Auction - OLD CARS of 09-19-02 p. 28 reported the sale of a condition 2 Stutz DV-32 Dual Cowl Speedster for \$270,000 (\$297,000 with premium.)

August 16-17, 2002: RM Monterey Sports & Classic Car Auction - CAR COLLECTOR's December 2002 edition p. 28 reports the sale of a superb condition 1916 Stutz Series C Bearcat at a bargain price of \$169,400 (with 10 percent premium). David Brownell remarked "why a real early Bearcat brings this kind of money and the



next night a T-head Mercer Raceabout in lesser condition, but just as real, bring five times as much is one of the mysteries of car collection." OLD CARS reported that the referenced Mercer was a condition 3 Type 35J Raceabout which sold for \$780,000 plus premium. Ye olde editor wonders why too.

August 29 - September 2, 2002: ebay/Kruse International 32nd Auburn Fall Classic Car Auction - OLD CARS of 10-03-02 reports that a condition 1 1913 Stutz Bearcat sold for \$95,400 (includes premium 6 percent). Was this the 6 cyl. 1913 Bearcat previously owned by Charter member David Uihlein (No. 143)?

Who owns the above Stutz cars now? If you know, please tell Mike Barry, VP Membership.

A number of Stutz cars have been advertised for sale. In the previous issue of Stutz News No. 14

61 charter member Guy J. Davis (No. 94) offered his 1928 Stutz BB Limousine and 1928 Stutz BB Cabriolet by Phillips. New member Brian Harlanoff (No. 615) of Santa Cruz, CA bought the Phillips bodied Conv. Coupe. We understand the Limousine is being held for a potential owner in Germany.



1919 STUTZ Series G roadster, 130" wheelbase, dual valve, dual ignition four cylinder, six 23" Rudge wire wheels, twin spares, recent rebuilt engine and transmission, red & black with black top. For sale at Hershey Blue Field BG-5, \$49,500. Ph. 860-529-7177 or cell 860-830-6616 CT.

This ad is from OLD CARS of 10-03-02 and is the 1919 Stutz roadster from the Ruger Collection sold by Christies at Pebble Beach on August 18, 2002 for \$38,775. We looked but did not find it at Hershey. Who has it now?

1925 STUTZ 695 Conv. roadster Weymann body, only one known, excellent driver. Timken 4-wheel hydraulic brakes, \$47,000 OBO. 954-599-8015 FL.

This ad has appeared in several issues of OLD CARS over the past four months. A photo of the other 1925 Stutz 695 Weymann roadster was shown in "Editorial Comments," p. 18 Stutz News/July - September 2002.

1925 STUTZ Speedway 6 Speedster, white/red interior, no expense spared restoration of a very rare model Stutz with only 8 known to exist, features include dual side mount spares + dual rear spares, 6-cyl engine with overdrive transmission, running board mounted fire extinguisher, leather bucket seats, ready for vintage racing or touring. Owner has \$140K invested. It can now be purchased for quite a bit less, offered @ \$85K. Bumper To Bumper, Inc. 305-883-7774, FL.

This ad from OLD CARS of 08-01-02 p. 41 is somewhat misleading in that, to our knowledge, the Stutz Co did not produce a Series 695 in this body style with features mentioned. However, it would be a fun car to drive.



1921 H.C.S. Stutz Series III Sport Touring, older, presentable restoration with recent mechanical upgrades. Effortlessly completed 2001 Glidden Tour. Pictured in Stutz book. Fast, sporty & reliable. The ultimate roaring 20's touring car. Asking \$45,000, trades considered. 734-913-9762, MI.

This ad appeared in OLD CARS on 11-07-02, p. 40. This is the HCS that was registered for the 2002 Grand Experience by the CCCA Museum but was a "no show." When pictured in The Splendid Stutz book, the 1921 HCS touring was owned by Dr. John McAnlis (an ex-member.)

Pebble Beach announces concours winners

Edited by Old Cars Weekly staff



First place in the Vintage 1916-1924 class went to this 1920 Stutz Series H Bearcat owned by Steve Finn from Los Altos Hills, CA (MSN Photo)

The editor has taken considerable license with the OLD CARS articles covering Pebble Beach 2002 published in the September 12 and 19 editions and we "beg forgiveness" from OLD CARS staff. The size and format of the original articles were unsuitable for reprinting in Stutz News. Therefore, we extracted those parts of keenest interest to the Stutz membership for this publication.

Mr. Steve Finn, First Place winner in Class B Vintage 1916-1924 has been invited to join the Club (see photo of his 1920 Bearcat above). The names of Stutz Club members who won Class Awards have been underlined.

Winner in the "American Classic Closed" category was this 1930 Stutz MB Weymann Monte Carlo owned by member M. Andrew Simo of Riverside, Illinois (MSN Photo) (see photo at Right, Ed.)

2002 Pebble Beach class winners

Class A-1, Antique Through 1910

First Patrick Craig, Stockton, California
Second Drew Lewis, Lederach, Pennsylvania
Third Richard Rash, Portland, Oregon

Class A-2, Antique 1911 - 1915

First Otis Chandler, Oxnard, California
Second Ron Blissit, Norman, Oklahoma
Third Stan Lucas, Long Beach, California

Class B, Vintage 1916 - 1924

First Steve Finn, Los Altos Hills, California
Second Jorge Fernandez, Australia
Third John Mozart, Palo Alto, California

Class D, American Classic Closed

First M. Simo, Riverside, Illinois
Second Terry Jarvis, Woodinville, Washington
Third Mike Ames, Arlington, Texas

Class F, European and American New Coachwork

First John Groendyke, Enid, Oklahoma
Second Jay Kaufman, Scottsdale, Arizona
Third Fred Lax, Malibu, California

Class J-3, European Classic 1935 - 1939 Open

First William Connor, Hong Kong
Second James Sprague, Washington D.C.
Third Joseph Cassini, New Jersey

Class L, Prewar Preservation

First David Schultz, Massillon, Ohio
Second Jim Callahan, Oakland, California
Third Mike Mol, Amsterdam, Holland

1907 Pierce-Arrow Great Arrow touring
1903 Packard F rear-entrance tonneau
1910 Stoddard-Dayton 10-H double roadster
1912 Oldsmobile Limited touring
1914 Cadillac Model Thirty touring
1913 Stutz 6B Bearcat

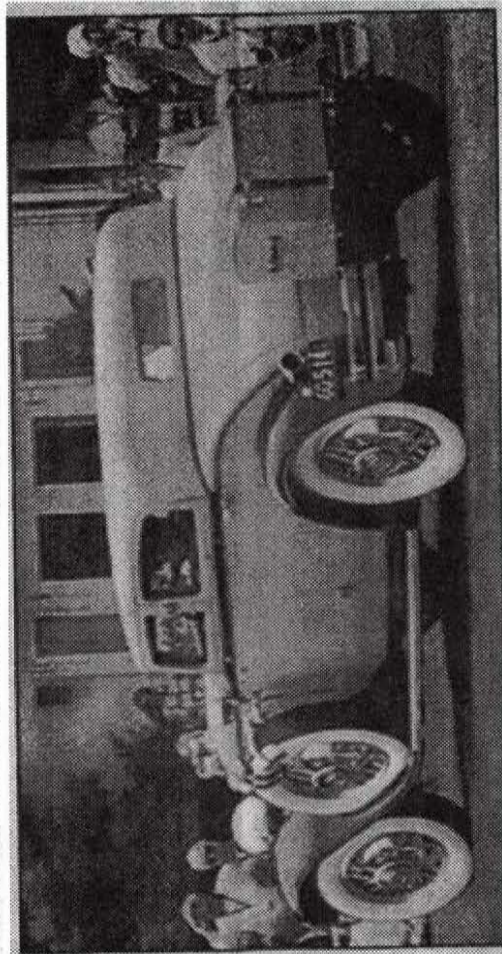
1920 Stutz Series H Bearcat
1918 Hispano-Suiza Type 32 Fiol landaulet
1917 Pierce-Arrow 66 town car

1930 Stutz MB Weymann Monte Carlo
1934 Nash Ambassador Eight sedan
1934 Cadillac 355D Fleetwood coupe

1934 Packard 1108 LeBaron Style sport phaeton
1930 Duesenberg J Derham Style tourster
1930 Cadillac 452 Fleetwood Style roadster

1938 Alfa Romeo 8C 2900B Touring Spyder
1937 Alvis Speed 25 Offord & Sons open two seater
1937 Lagonda LG45 Rapide tourer

1923 Locomobile 48 Bridgeport Sportif
1926 Duesenberg A Rubay sedan
1930 Rolls-Royce Phantom I Brewster Special St. Re

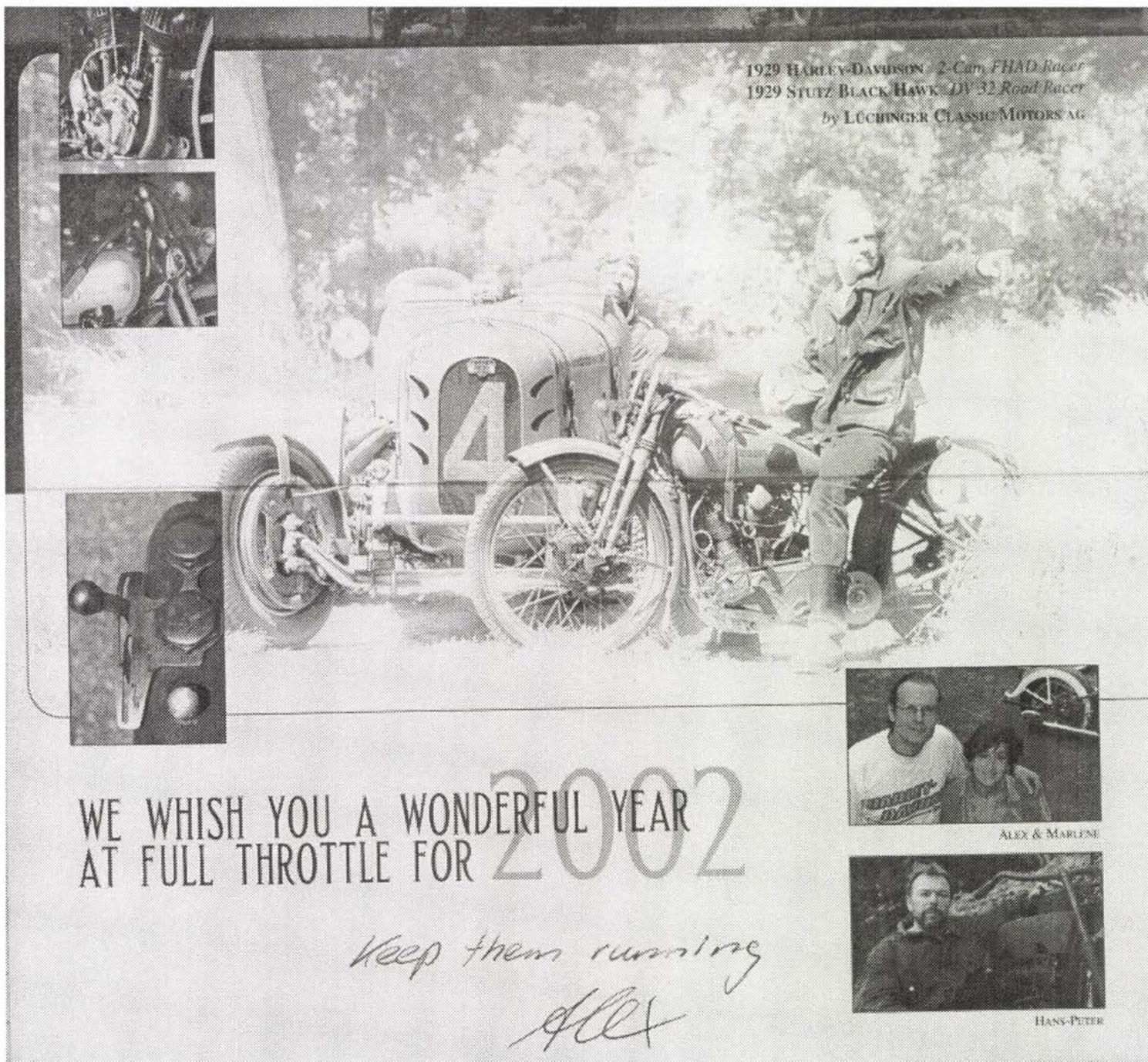


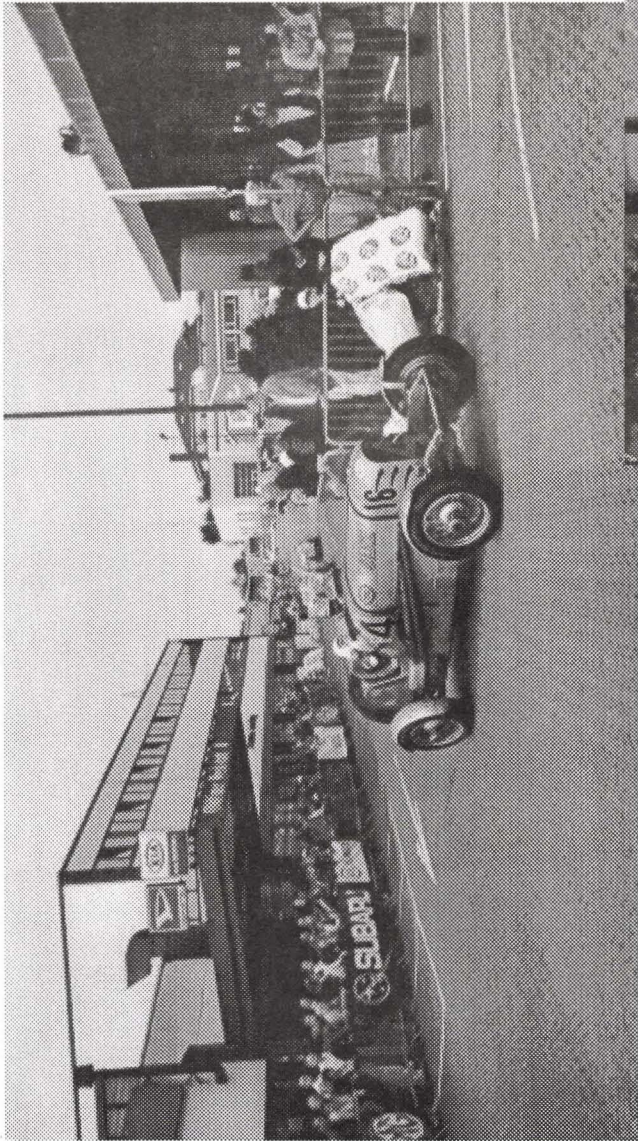
A Very Small World

by your editor

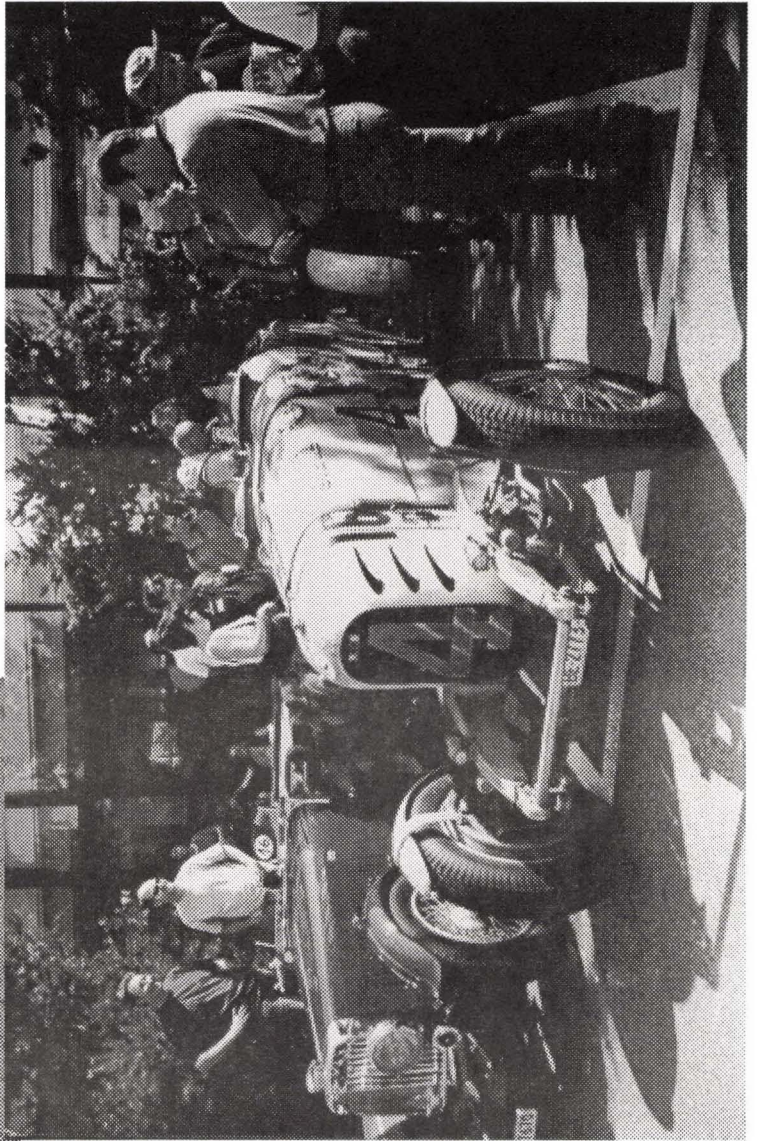
Early in January 2002 the New Year's card reprinted below was received from Alex Luchinger of Niedersonz, Switzerland. Ed. knew about the DV-32 Race car previously as President Norman

Barrs had examined it for an appraisal he made for the auction company who had it for sale. Your editor responded on January 13, 2002 with a letter to Mr. Luchinger enclosing a membership registration form. But, no further inputs were received until recently.





In a letter dated September 8, 2002 friend Ferdinand Hediger sent the editor the photo (at left) he took September 7th near Staufen, Switzerland. Mr. Hediger obtained the following information from Alex Luchinger:
 1929 Stutz Black Hawk DV-32 Racer with 4-speed gear box made in Indianapolis for Luis Angel Firpo noted Argentine boxer and Stutz importer in Buenos Aires.

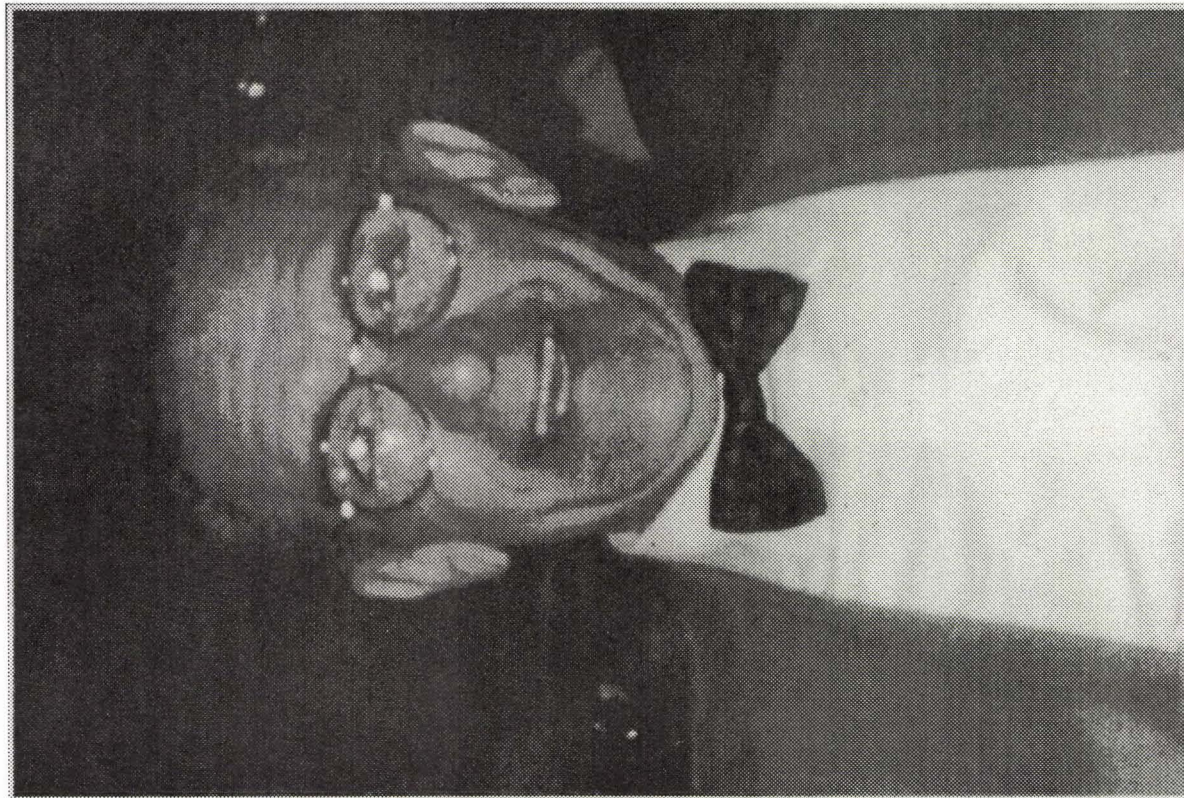


On October 15, 2002 Ed. received a letter from Constance Hanafée (No. 618) in which she enclosed the photo (below r) taken by friend Eduard Preiswerk in Switzerland on September 2nd. A note on the back of the photo is as follows:

“The only Stutz in Europe according to the Swiss owner.”

There are several others - Ed.

In Memoriam - Paul Cosmi



Paul Cosmi, 77 a retired business man died Wednesday Sept. 5 2001 at his Philadelphia home. Mr. Cosmi who was the owner of Cosmi's Cake Box specializing in Italian-American Fancy Pastries, was a life long resident of Philadelphia.

During his early years his hobby was building miniature racecars for which he won many trophies. He also had a love for antique and vintage automobiles, which he collected and restored to their original condition. He enjoyed showing his cars at shows.

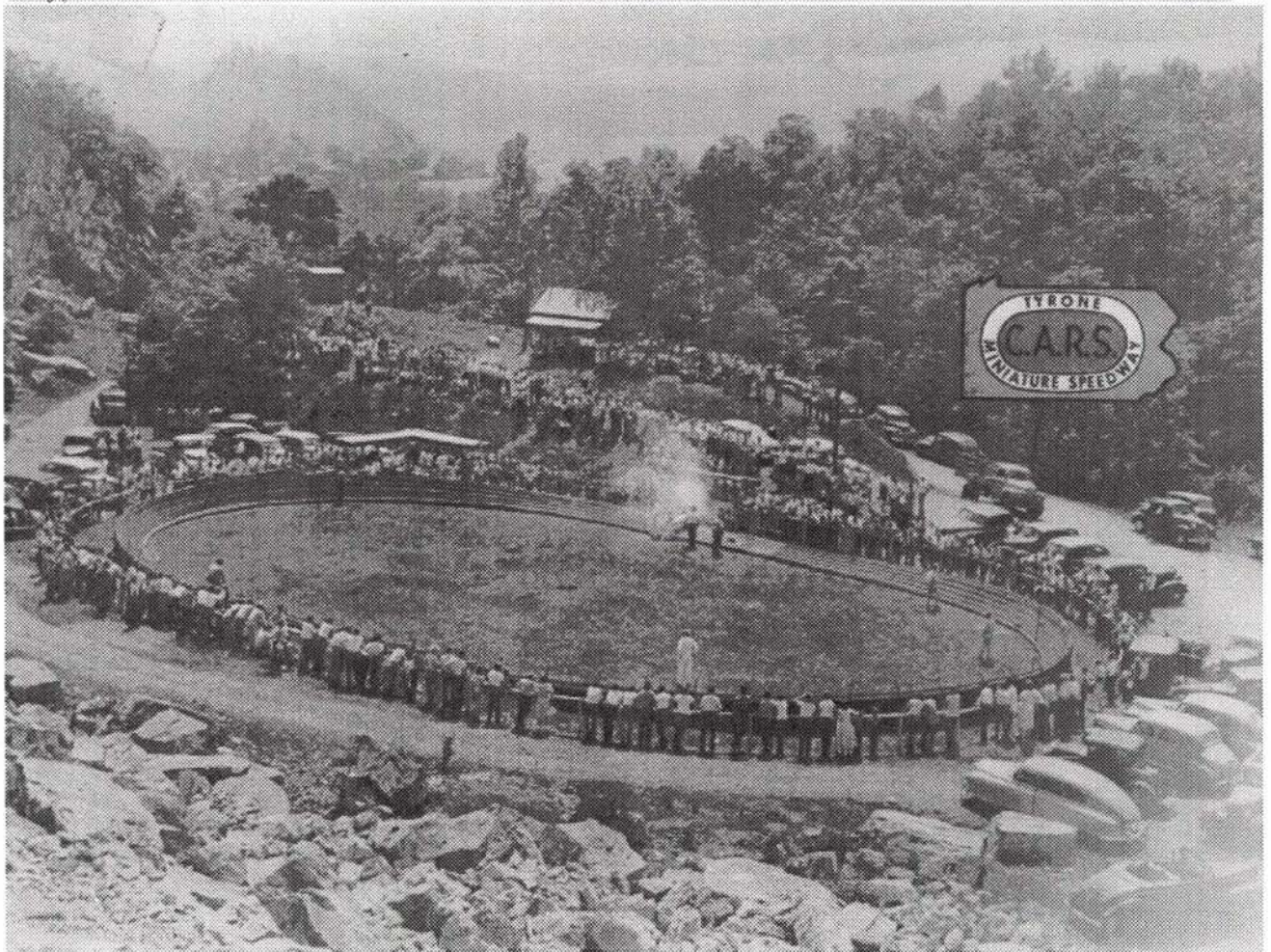
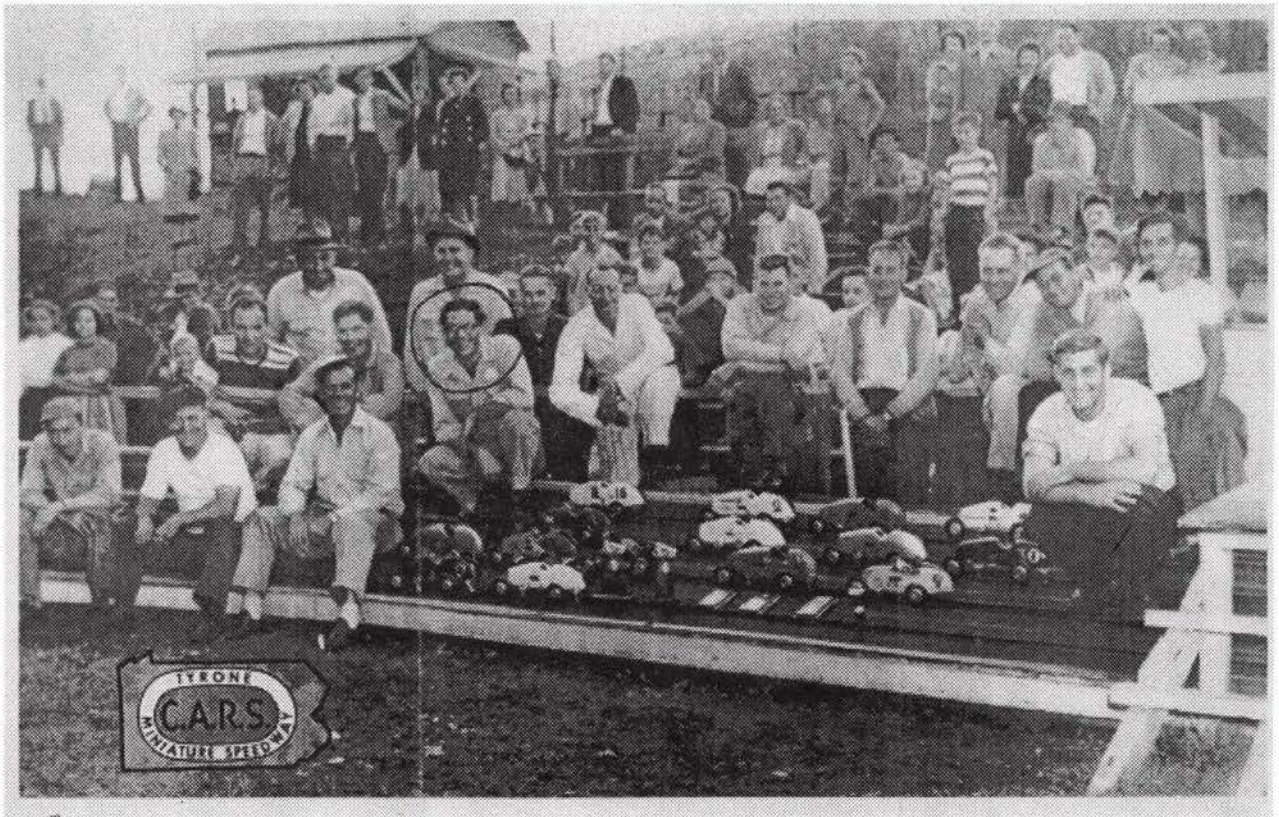
- 1932 Stutz DV-32 Bearcat Speedster
- 1978 Lincoln Town Sedan
- 1929 Rolls Royce Town Sedan
- 1931 Auburn Speedster

Editor's Comments:

We were unaware of Mr. Cosmi's passing until this summer when the follow-up on 2002 membership was made. Many thanks to Mrs. Rosetta Cosmi for the photos and information used in this tribute.

Paul, a charter member, supported the club from its inception. We are very pleased that Mrs. Cosmi is continuing this support under Paul's membership No. 152.

The photos which follow in the next page take us back 60 years to the Tyrone Miniature Speedway, Tyrone, PA where Paul sharpened his interest in the car hobby.



2002 CCCA MUSEUM CONCOURS —

Marmon and Stutz

By Dale Wells, V.P. Programs, CCCA Museum

In the last issue of the Herald, the Franklin car files found in the Derham records, located in the CCCA Library, were reviewed. Since the 2002 Concours featured also Marmon and Stutz cars, those files were researched for this issue. Only four files were found regarding Marmons.

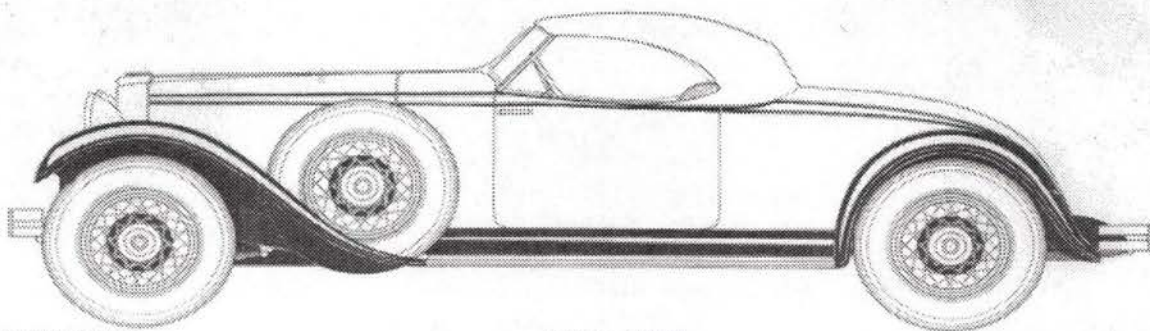
So now, let's see what the Derham files have about the Stutz. The earliest Stutz file is #1489 for a 1920 4-passenger sedan ordered in February and shipped in July, for Mr. John Sinnott of Philadelphia. The radiator, hood and wheels were painted blue, and the chassis was black. Derham charged \$ 3,500.00 plus the War Tax still in effect at that time for WW I. No other Stutz files are found until 1929.

1929 was the last good production year for Stutz when over 2,000 cars left the factory in Indianapolis. The Stutz New York branch ordered ten cars that year, all being convertible coupes, except the last one which was an all-weather landaulet. The convertibles were on the 145" wheelbase, each specified with distinctive color and trim, of which three were sold before completion by Derham:

- * #2135 painted black with chrome wheels for Mr. Ben Ali Haggin was shipped May 4th.
- * #2136 painted Arcadian Gray with Argent hood top and moldings, also had chrome wheels, and was shipped to Mr. Alfred Fellheimer on May 29th. Correspondence in the file indicates Fellheimer had bought previous cars from Derham also.
- * #2137 painted black with moonstone stripe and window reveals was sold to Mr. Charles Levine, and shipped June 21st.
- * #2164 painted Artic gray and Argent was marked for a Saratoga car showing, and was shipped April 8th.
- * #2165 painted gray with cream wheels and stripe was shipped August 30th.
- * #2166 painted Sable with Argent stripe and window reveals had chrome wheels and was shipped September 6th.
- * #2167 painted Cigarette and black was shipped September 14th.
- * #2168 painted maroon and red was shipped November 9th.
- * #2169 painted Sable with Argent window reveals and stripe had chrome wheels and was shipped December 16th

The files do not show who the buyers were for the last six cars, but it is interesting to speculate about the effect of the October 1929 stock market crash. The New York sales office may have had the last few cars in stock for some time before finding buyers. They may have wanted to delay shipment and payment if they had no prospective customers in mind anyway. Derham charged \$2,000 each for the first three convertibles, and then offered the price of \$1,942 each for the remaining cars if Stutz would give them the order for six more at one time. A few years later as the Depression years lingered on, the factory f.o.b. price for the convertible coupe in May 1932

Ed's Note: This article authored by Life Member Dale K. Wells (No. 92L) is reprinted courtesy of THE HERALD, a joint publication of the Gilmore Car Museums and the Classic Car Club of America Museum. A surviving Derham Stutz convertible submitted by Life Member Larry Nicklin (No. 28L) follows for your enjoyment.



DERHAM CUSTOM BODY CO.
BALTIMORE, MD.

SPECIAL DESIGN
COMMERCIAL MODEL
MR. ALFRED FELLHEIMER

STUTZ CO.
STUTZVILLE, OHIO

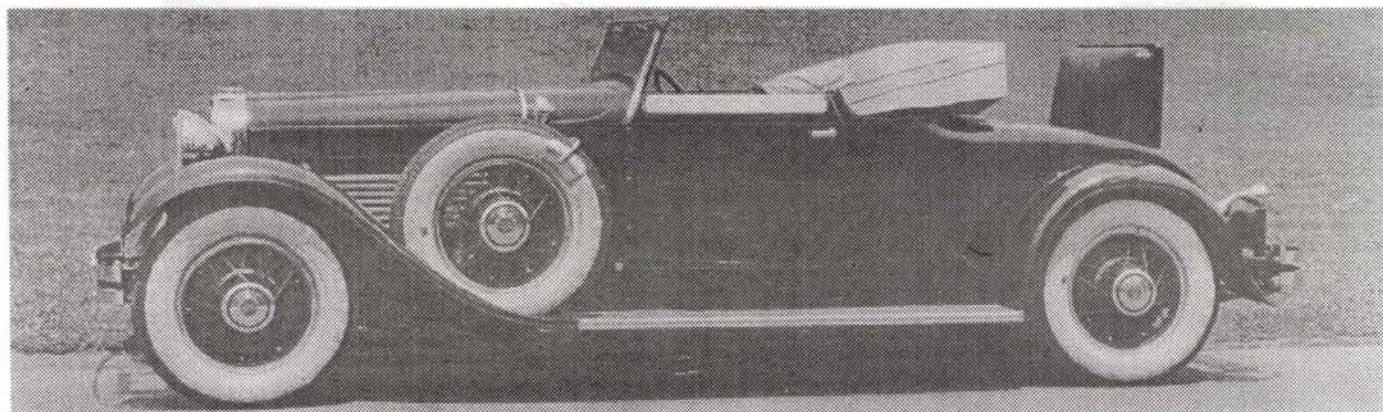
A Stutz Convertible Roadster specially designed by Derham for a Mr. Alfred Fellheimer.

was \$3,345 for the basic model on the 145" wheelbase and \$3,660 for the custom series, both using the same single camshaft overhead valve engine as the 1929 cars. By 1932, the DV-32 dual camshaft engine was available, and that price was increased to \$4,360. Thus we see the impact of buying a Derham custom body on the Stutz chassis resulted in about a 50% price increase.

The last Derham Stutz in the records is #2238, a 7-passenger, all-weather landaulet built on order dated November 6, 1929 from Stutz New York for Gilbert Kahn. There is considerable correspondence in the file about the various details and features to be built into the car at the price of \$4,218. After five months in the Derham shop, the car was delivered to New York on April 15, 1930, and Mr. Kahn refused to take delivery. He stated that there was inadequate interior room when compared to his Lincoln. No further information is in the file about the car. In other cases, Derham would try to work with the customer to resolve any errors or discrepancies. Perhaps they were able to do so with Mr. Kahn, or perhaps the Stutz agency sold the car to someone else.

So ends the story of Derham Franklins (covered in the last issue) and Marmons and Stutz. We had an excellent showing of these cars at the Grand Classic and Museum Grand Experience on June 1st and 2nd. The Stutz Club arrived a few days early for a few days of local touring, camaraderie, and their annual business meeting.

Our poster this year includes both a Marmon convertible and coupe along with an antique Franklin in front of the museum's replica early gas station. A reflection of the museum's 1928 Weymann Stutz is cleverly reflected on the door of the coupe. It is a fascinating interpretation of the cars honored this year by our featured artist, David Chapple. If you didn't take one of these posters home for your collection when you visited for this year's Concours order yours today.



One of ten 1929 Stutz Convertible Coupe Manufactured by the Derham Body Co. for the New York Branch

1932 Stutz SV-16 Derham Convertible

Chassis number: MB-PC-1001
Engine number: 32707 HC

Harry C. Stutz was born in Ohio in 1876 where he grew up caring for and repairing agricultural machinery on the family farm. Fascinated by gasoline engines, he built his first car in 1897 followed by a second effort using an engine of his own design and manufacture.

By 1925 the Stutz Motor Car Company was under the stewardship of Frederick Moskovics, who had left Franklin to become Stutz's new president. Moskovics was responsible for the new Vertical Eight engine in a car that created a sensation among dealers and the public. With eight cylinders and an overhead camshaft, hydrostatic brakes and windshield safety glass, the new model was unlike any other American car of the time. The chassis was just as radical and the cars were noticeably lower than the competition, making them an immediate hit. The SV-16 engine was eventually superseded by the DV-32 with its dual overhead camshafts and four valves per cylinder. Whatever engine was chosen, a Stutz was elegant, exclusive and less overpowering than the opulence of some other marques.

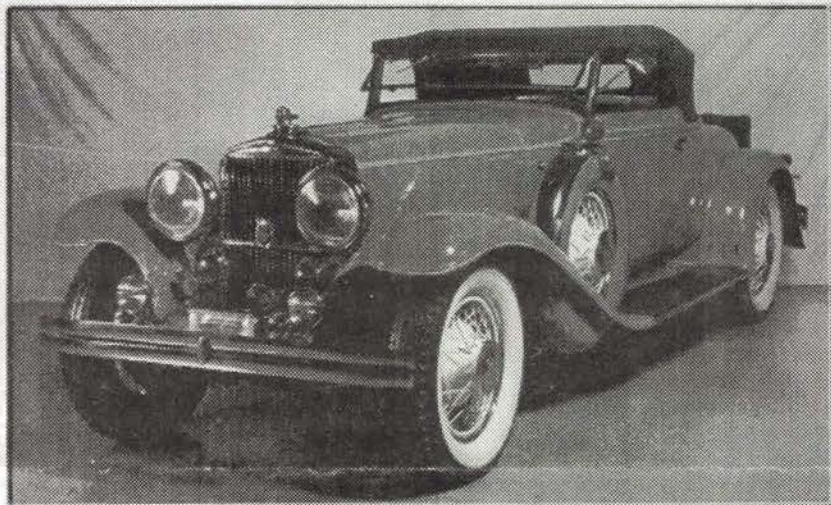
The Derham Body Co. was established in 1887 in Rosemont, Pennsylvania, initially catering to the horse-drawn carriage trade. In 1905 Derham turned to motor car coachwork and became particularly well known for catering to the requirements of their wealthy Philadelphia-area clientele. One of their trademarks seems to have been fitting low and raked windshields to their designs, thus giving their cars a truly sporting appearance.

The prefix MB on the chassis number of this car would denote that it is an M model with long wheelbase of 145 inches. The engine number followed by HC refers to it being a high-compression motor. Information from respected Stutz owners in the US suggests that a Mr. Kingsleigh in Pennsylvania owned it in the 1960s. Apparently he used the car regularly and was active in club events. Further research indicates that only a handful—possibly five—of these cars were built with this style body, thereby making them exceedingly rare. This car was displayed at the Hershey meet in the US a number of years ago and joined the present collection in 1990.

This Stutz is now in need of some restoration work to bring it up to par, although the body remains sound with good panel fit. The eye-catching paint scheme has flattened over time, although it would no doubt respond to a good polish, and there are various paint chips. The chromework has pitted with age. We are told the rear brakes are seized due to protracted storage and thus the car has not been run recently. Power steering was fitted at some stage to assist driving.

This car sold for \$86,891, including buyer's premium, at Christie's Réromobile sale, held February 12, 2002.

This Stutz was part of a Swiss collection being sold at no reserve during Christie's first vintage car sale in France. The presale estimate was \$120,000 to \$160,000. When the hammer dropped it had sold for an actual \$74,375 plus premium. A good deal? It depends. The Stutz name is well respected overseas, thanks mainly to its very European mechanical specs. Aside from



Duesenberg, it was the only US marque of the time to offer camshafts in the attic when other American cars kept them hidden in the cellar along with their reliable but unexciting L-head designs. In addition, Stutzes are undeniably good-looking cars and are scarce on either side of the big pond.

This particular car uses the SV-16 engine, so-called because it has two valves each for its eight cylinders. It's a fine powerplant that was the basis for the sensational Stutz effort at Le Mans. It also set numerous top speed and racing records in the US in the late 1920s. Today, however, the SV-16 is somewhat overshadowed by the more exotic DV-32 in terms of performance and collector desirability.

The frozen brakes and the car's non-running status are also definite minuses, although both these problems can be overcome with time, skill and money. The same is true for the paint, which was a shade of orangish red lipstick that clashed badly with the car's maroon leather upholstery. This, of course, can be corrected with a new paint scheme but, again, it's more time and money. Ditto for the rechroming needed.

Some of the deterioration on this and other cars in the Swiss collection could have been easily prevented with some simple maintenance while the cars were in storage. And with the deterioration came a commensurate drop in collector market value, as reflected in the selling price of the Stutz. Rarely do improperly stored cars yield good surprises when they are brought back to life, so it appears that the bidders viewed the immediately apparent issues as just the tip of a mechanical iceberg.

Ordinarily, we'd expect a no-problems, sporty Stutz of this caliber to be on the cozy side of \$100,000 at auction. The successful buyer and the underbidders factored all this in and the car was bought leaving a good margin for the necessary investment in its revival. Hence, this should be considered a deal that was fair to all involved.

There's a moral to this story that applies to all collectors everywhere: take good care of your cars or they'll unrestore themselves when you're not watching, and their values will suffer accordingly.—Dave Brownell (Historic data and photo courtesy of auction company.) ♦

Years produced	1931-35
Number produced	Approximately 1,000
Original list price	\$3,595
Tune up/major service	\$500
Distributor cap	\$25
Chassis #	Plate on firewall
Engine #	Right side of cylinder head
Club	The Stutz Club, 7400 Lantern Rd. Indianapolis, IN 46256; 812/988-9325
Alternatives	1932 Packard 904 coupe roadster, 1932 LaSalle convertible



1932 Stutz DV-32 Sedan
Lot #78, S/N DV-60-1490
Condition: 1-
Christie's, Tarrytown, New York, April 28, 2001
Sold at \$64,625
SCM ID# 23873

Recent Sales of Note

1932 Stutz DV-32 Sedan
Lot #11, S/N DV-63-1593
Condition: 1-
Christie's, Pebble Beach, California, August 19, 2000
Sold at \$88,125
SCM ID# 10197



Editorial Comments

It seems Fall fell upon us all too quickly. The leaves in gorgeous colors are now upon the forest floor beckoning for our rake. Yes, we must rescue our driveway, parking areas, etc and put the Stutzes to bed for the winter. Believe it or not, we enjoy winter and the great four seasons of Midwest USA.

You will find in "Clippings of Note" that many members received awards at the Pebble Beach 2002 Concours d' Elegance. Congratulations to them and to member Charles B. Key MD (No. 547) who took "Best in Class D, American Classic Open 1925-1933" with his

1933 Stutz DV-32 Roadster at Meadow Brook Hall 2002. Dr. Key's 1934 Mercedes Benz 500K roadster, which we also enjoyed seeing at Grand Stutz 2002, received the "Most Significant Mercedes Benz" award.

President's Message

What a wonderful year we have had in 2002, the Grand Stutz at Gilmore was a resounding success and our end of year at Hershey, despite the weather, was very well attended and I am quite sure that our club dinner in the Thursday evening kept us all in touch.

The Stutz Club success can only be continued by the effort which we all put into participation. My sincere thanks to Bill Greer, Mike and Toni Barry, Dale and Bonnie Wells, John Haydon, John Grunder and Ernie Toth Jr. for without their loyal support neither the club nor the president could function.

We do very much look forward to 2003. It should be both exciting and rewarding. The racing involvement of the supercharged Black Hawk Stutz in U.S.A. events will shortly be announced.

John Haydon, our Grand Stutz organiser for 2003, has confirmed the details of this event at Elkhart Lake, Wisconsin in September 2003 and the Black Hawk will be there and participate.

George Holman is busy putting together a full programme for the car, which in addition to racing at Elkhart Lake will also run at Lime Rock and Laguna Seca.

The car will be shipped to the U.S.A. in early spring of 2003 and full details of its involvement will be made available in the Spring edition of the Stutz news.

If there are race or club events at which members would like the Stutz to either participate or be shown, then please let any of the officers of the club know so that, if we can, the car will be made available. It is of course hoped that the car will be on show at Hershey in October 2003 before returning to the U.K.

In conclusion thank you all for supporting the club, a very Happy Christmas and a happy and healthy New Year to you all.

Norman C. Barrs
President

Membership Report

By Mike Barry, VP Membership

Another year has passed by, with wonderful memories of many great car tours.

It's time to renew your membership for 2003. This year, upon receipt of your membership dues, you will receive a membership card. The card will confirm that your 2003 dues are received. It will also identify your member number.

Please join me in welcoming the following new members to our club, especially Rosetta Cosmi who will continue her husband Paul's membership.

New Members

621 Anders Kjøs
Bleikenvegen 31
Brandbu 2760 Norway
Home: 47-41637343 Fax: 47-61328064
email: akjos@c2i.net
1920 HCS Series II, 4p

622 Eugene Bohne
165 Beach Ct.
So Elgin, IL 60177 USA
Bus: 847-742-4929
1915 Bearcat, E2576

623 Peter Neville
30 Wester Lane
Walton on Thames, Surrey KT 12 5ES England
Home 01932228232
Email: neville@lineone.net

624 Shawn Miller
11572 Woods Bay Lane
Indianapolis, IN 46236 USA
Home: 317-823-3771
Bus: 317-636-9900
Email: dinodriver@ori.net

625 Henrik Baungaard
Stratton House 36
Dorchester
Stratton Dorset DT2 9RT England
Home: 004401305269638
Bus: 004401305260431
1928 BB Sedan 91992
BBBB64S

626 Donald Max Reeves
11470 N. Doan Lane
Mooresville IN 46158 USA
Home: 317-996-2943 Bus: 317-996-2943
Email: mxrv@aol.com
1929 M, TP Limo, Lebaron 31438

627 Tom Sutphen
4286 Birnam Ct.
Columbus OH 43221 USA
Home: 614-876-1262 Bus: 614-921-1990
Fax: 614-876-6170
1929 Blackhawk Coupe, EB310

628 John W. Shields
1125 Van Buren St.
Jacksonville FL 32206-5233 USA
Bus: 904-363-8701
1981 Blackhawk

629
JR Todd Jr. MD
611 High Street
Natchez MS 39120
Home/Bus: 601-446-7332 Fax: 641-445-0624
1976 Blackhawk VI

630
Craig Ekberg
#6N Middleridge Lane
Rolling Hills, CA 90274 USA
Home/Bus: 310-265-0260 Fax: 310-377-2225
1915 Bearcat 2807

Treasurer's Report

JANUARY 1 THROUGH NOVEMBER 19, 2002

Balance as at January 1, 2002 11,605.74

INCOME

Membership dues	2001	35.00	
	2002	8,775.00	
	2003	455.00	9,265.00
Interest income			498.13
Donation			85.00
Splendid Stutz sold		4,732.25	
Mailing expense		(441.73)	4,290.52
Stutz News			60.00
Grand Stutz Kalamazoo			2.00
Hershey Dinner 10-10-02			8.07
			14,208.72

EXPENSES

Stutz News (print & mail)	6,129.47	
Administrative expense	467.71	
Membership expense	651.56	
Website Expense	425.99	
England on Report Net	3 3.49	(7,708.22)
Cash Balance November 19, 2002		18,106.24
Life Membership Reserve		14,000.00
Total Cash & Reserves		32,106.24

Respectfully submitted,
Toni Barry

Letters to the Editor

ORISON MARKETING, L.L.C.

17 Windmill Circle
Abilene, Texas
Phone: (915) 692-1135
Fax: (915) 690-0569
www.orisonllc.com

Press Release

Contact: Jack V. McGlothlin
Phone: (915) 692-1135

FOR IMMEDIATE RELEASE

EVAPOR-RUST™ CAN HELP RESTORE ANTIQUE CARS

Tim Eyssen says "everyone who fools with antique cars has to deal with rusted parts."

That's what prompted Eyssen to do his own test to see if Evapo-Rust™ really works.

"I read about it in *Auto Restorer* magazine," he said. "Then I saw it was being made in the same town where I live. I thought if that product is that good, I need to find those guys and see if it really works."

Eyssen, who lives in Abilene, Texas, has restored four Model-T Fords and has "enough parts for seven or eight more." Orison Marketing in Abilene sells E-Z Safe Solutions® Evapo-Rust™, a new product that will clean up automobiles' rusted parts, so Eyssen paid a visit to Orison owners Jack and Shawn McGlothlin.

Evapo-Rust™ is utilized world-wide for the automotive industry from restoration to performance racing. It is non-toxic, non-corrosive, non-flammable, biodegradable and sewerable. But, best of all, it works, removing rust without any labor or special equipment.

"I don't know why, but it works," Eyssen said. "What more do you need to say? And the great thing is it doesn't damage anything. It works fast, and it doesn't hurt the underlying metal. It's environmentally safe, and that's important."

"Most of the stuff we've used previously had phosphoric acid in it. That will eat everything in sight. You can put your hand in Evapo-Rust™.

All you have to do is soak the rusted item in Evapo-Rust™. A gallon will de-rust up to 300 pounds.

Eyssen put a rusted intake manifold from a Model-T in Evapo-Rust™ for two hours.

"You can definitely see a delineated line where it was soaking and is clean and where it is still rusted," Eyssen said. "I put some old-time wrenches in it, and it cleaned them. I also had a rear backing plate off a 1926 Model-T Ford that had its original paint. It took the rust off but not the paint."

Evapo-Rust™ will not remove paint or chrome that is still adhered to the surface and will not harm copper, brass, aluminum, plastic, rubber, vinyl, wood or seals. This means a user may submerge and de-rust a carburetor without dismantling it.

Eyssen, who owns a shop called Cast Iron Automotive in Abilene, is a believer now after conducting his own test with Evapo-Rust™.

"I attend three or four swap meets (with other Model-T owners) a year," he said. "I'm going to take a bucket of Evapo-Rust™ with me, and have people bring their own rusty parts over to my booth and let them test it out for themselves. All you've got to do is get this product in someone's hands, and they'll know how good it works."

Evapo-Rust™ is the winner of the R&D "Top 100 Inventions Award" and Clean Technology's "Outstanding Technology in Industrial Cleaning."

You can purchase Evapo-Rust™ from:

Orison marketing, L.L.C., 17 Windmill Circle, Abilene, Texas 799606. Phone (800) 460-2403. Fax: (915) 690-0569.

Or take advantage of shipping specials by ordering on-line at www.orisonllc.com.

From: John Boyle (No. 538), Abilene, TX

Date: August 29, 2002

I was pleased to receive your letter of the 24th. Hope you are well.

As a matter of fact, I do know something about "Evapo-Rust." Tim Eyssen, the man quoted

in the press release is a good friend. He's a member of the local antique car club, and at the last meeting showed me the parts he dipped in the product, they were in excellent shape. They were like new. He has not tried the paste they recommend for sheet metal but assumes that will work as well as the dipping solution he's used on cast parts.

If Tim endorses a product, its good stuff. He's a retired district attorney from an old Abilene family and not short of a buck (or two, three or four!) so not only can I attest that the person quoted in the release is a real person, he's not lending his name to it for the money.

He knows a lot about old cars, has a great private shop (actually an old warehouse) where he keeps his collection and has restored more than a few Ford Ts and As. He's currently working on a '27 Pierce Arrow.

I'm sorry I missed the Grand Stutz, my trailer was not yet delivered. It's probably a good thing I didn't go since on the way back from picking up the trailer, my newly purchased used GMC Suburban tow vehicle blew its engine. Good thing

I was close to home.

I look forward to every issue of the Stutz News... I hope to do more writing for it as time permits. My "second" career as a reporter for the local ABC/CNN station does keep me busy.

But I do plan on coming your way soon.

P.S. I'm in contact with the gentleman who made those Oklahoma made fiberglass Bearcat replicas in the late 60s - early 70s...(as pictured in The Splendid Stutz). Hope to have enough details for an article soon.

Unearth your Halloween Haunts

Bee readers are reminded to submit true stories of ghosts, haunted houses and other Halloween Haunts. Hope your skin crawls when you read two of our staff members' personal Halloween Haunts.

From: Ms. Barbara S.
Oliver (No. 604),
Belleair, FL

Date: October 7, 2002

I just received the July-September 2002 issue of Stutz News - found it very interesting. I had finished reading all my mail and started to read the Belleair Bee, a local newspaper. Therein, I found this article that refers to a Stutz.

Ed.'s note: Ms. Oliver is the widow of honorary member Smith Hempstone Oliver. Thanks Barbara for remembering Stutz.

The Green Room

In 1967, my parents bought a large old house, built in 1887. I had the room at the top of the stairs, the Green

Room. One autumn evening, when I was about 8 years old, I was hanging off the end of my bed enjoying my favorite pastime, reading.

All of a sudden, I felt something - something I had never felt before. I turned my head toward the stairs and froze. I don't think I even breathed for a few minutes. I saw Count Dracula (or so my mind told me) - a man in a suit that looked like the Beverly Hillbillies' Jed Clampett in an opera cape. He was looking off into one of the other bedrooms, and all of a sudden, his head snapped in my direction! My mother was downstairs in the kitchen, and she said she had never heard such a blood-curdling scream in all her days! My family tried to comfort me, telling all kinds of stories, but I knew the truth, or so I thought.

The truth is that a young couple lived in the upstairs portion of our house in the 1920s. The husband was rather dapper, having an inheritance and not needing to work, but did so out of pride. He was the executive chef at the local inn.

Being an expectant father, he stayed in touch with home daily. Late in the pregnancy, complications came up. The baby and mother were both in danger. Father started home, but driving at a reckless speed. As he came to a dangerous turn, a child bolted toward the road. His Stutz hit a tree at 45 mph, killing him instantly.

Meanwhile, back at the house, the mother and baby were losing their battle, and both were pronounced dead within 15 minutes of the father's death.

In my opinion, he is there looking for his family.

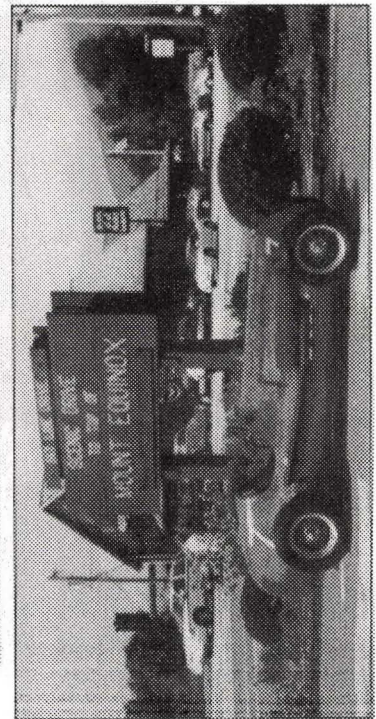
Rob Webb, classified adviser

Clippings of Note

From: Vintage Sports Car, No. 4 2002 page 29

When not exercising his 1912 or 1918 Stutz Bearcats member Bob Valpey (No. 402) revs up his V8RI Maserati. (Ed.)

Speaking of Equinox reminds us that Bob Valpey brought out the star of the show for us this year when he arrived with the famous ex-Phil Cade Chrysler-powered Maserati. It only made one abortive run as the front end was a little on the squirrely side but it looked absolutely perfect and very much as it looked the last time it had graced the slopes of our favourite mountain.



OLD CARS

October 17, 2002

3

HOBBY NEWS

E-MAIL: mathiowetzck@krause.com

Rare racers make Castle Hill Concours a hit

MASSACHUSETTS — The Vintage Sports Car Club of America's Castle Hill Concours d'Elegance displayed an unprecedented collection of nearly 100 antique, Classic, and vintage automobiles and race cars on the Grand Allée of The Trustees of Reservations' Crane Estate on Sunday September 22, 2002, in Ipswich, Massachusetts.

VSCCA's Gil Steward commented in his introduction to the awards ceremony that the quality and diversity of the concours cars made the Castle Hill judges' task enjoyable. He might also have noted that it was exceedingly difficult to choose among the many outstanding and diverse automobiles where every car displayed was exceptional and was great in some unique and special way.

Oscar Davis's Alfa Romeo 8C 2900B was chosen best in show. Derived from the all-conquering Alfa Romeo P3 Grand Prix cars, the Two-Nines were the supercars of their era, directly applying Grand Prix technology to create what are still regarded as the ultimate grand touring machines. Raising the hood of a Two-Nine attracts droves of spectators to see the sculpture that is its straight-eight, dual overhead camshaft, twin supercharged engine. The reception accorded the Alfa Two-Nine was rivaled by the attention lavished upon "Poison Lil," George Weaver's 1935 Maserati V8RI Grand Prix car, and upon Barbara Weaver, his widow and still the Maserati's owner. A steady stream of spectators recalled their memories of the scream of the car's supercharged V-8 in early SCCA races and hillclimbs. It led the opening lap of every Watkins Glen Grand Prix race from its inception in 1948 through 1952, a tribute to its potency, to George Weaver's driving skills, and to his mechanical facility in keeping the fragile Italian V-8 running. "Poison Lil" and Barbara Weaver were joined by Bob Valpey's ex-Phil Cade V8RI, powered by an early 331 cid. Chrysler Hemi and displayed at Castle Hill exactly as it was last raced in 1960. Parts of Cade's original V8RI engine kept "Poison Lil" running — and may still be under her hood.

The Castle Hill Concours d'Elegance celebrated the 100th anniversary of Cadillac with a comprehensive and diverse display of Cadillacs ranging from Raymond Prisk's 1903 rear entrance tonneau to Jason Leavitt's 1987 Allante convertible. The quality and diversity of the Cadillacs at Castle Hill was so high that they took three concours trophies in addition to the two awarded in the Cadillac class. In the 1925-30 Classic Cars class, both John Moir's 1925 Voisin C3L Transformable Berline and John Rich's 1926 Rolls-Royce Phantom I displayed sumptuous and elaborate interiors that could have come straight from Versailles, opulence that is set off perfectly by the Castle Hill Concours d'Elegance's elegant setting at the Crane Estate overlooking Ipswich Bay.

The 2003 Castle Hill Concours d'Elegance will be held on Sunday, September 21, 2003. For more information, please contact Jennifer Kyte at jkyte@ttor.org or Whitney Pearce at wpearce@ttor.org or by phone at 978-356-4351.

Classifieds

WANTED (FOR 1928 STUTZ BB 5 PASSENGER SPEEDSTER)

Victor Milke (No. 580)

Paniplus SA de CV, Poniente 140 #493

Col Industrial Vellejo Me

Mexico, DF 07729, Mexico

Tel: 011. 525.5719.0146 ext. 124

Email: vmg@paniplus.com.mx

Body parts: Taillight, left side nuts for Buffalo wheels, crank cover, Dawson plugs (body parts to fit the side curtains, both the ones that go on top of the door and on the side), 4 diamonds for holding the stainless mouldings in the bumpers.

Mechanical parts: Siphon (Vacuum tank? Ed.) or whatever they originally used for the fuel systems, Rods (controls, Ed.) for the manual throttle and spark advance on steering column including whatever holds them to the steering column.

Interior parts: Horn button - the complete assembly (I don't know how it looks as my Stutz has a chrome metal plate with a finely threaded tube protruding. I need whatever screws in there and up till and including the button itself), clock, switch for the key in gearbox lever, interior door handles.

Owners manual, shop manual or mechanical repair information - Any information or leads to where to look for these parts would be appreciated.

LITERATURE FOR SALE

Original Stutz Literature! Good selection of Stutz sales brochures, factory manuals, etc. for all models. Send stamped envelope with year(s) for free list. Please specify Stutz as I have lists for all cars/trucks/motorcycles, worldwide.

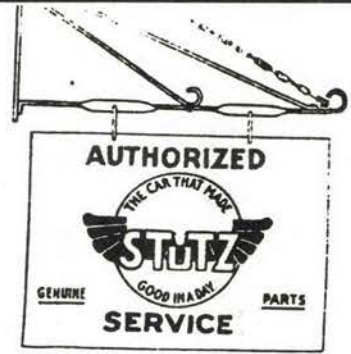
Walter Miller (No. 405)

6710 Brooklawn Parkway, Syracuse, NY 13211

Tel: 315-432-8282

Fax: 315-432-8256

www.autolit.com



WANTED

2 - 18" bolt on wheels for 700 x 18 tyres as used on SV16 & DV32 Models.

Norman Barrs (No. 27)

London England

Phone: 0207.226.2823

FAX: 0207. 359.6812

or Ernie Toth (USA) 440.338.3565

John B. Greenleaf (No. 357)

174 King Street, Orford, ME 04270

Home: 207-539-8142

WANTED FOR 1932 STUTZ DV-32 ROLLSTON CONVERTIBLE VICTORIA

2 headlight lens, scratch free for Ryan-lite headlamp, 11" diameter WD-AR 2039-107 on outer edge

1 outside door lock, YALE with lift door 3/4 " diameter

1 complete firewall junction box

1 original RA mascot

CLASSIC TIRES
Lester, Firestone, Denman, Lucas.
Custom Classic, Goodyear, Dunlop & more.
We can save you money!
FREE CATALOG

Lucas
AUTOMOTIVE

2850 Temple Ave. Long Beach, CA 90806 Fax 562-595-0381
2141 West Main Springfield, OH 45504 Fax 937-325-1900

800-952-4333 800-735-0166

WANTED

Two (2) step plates for 1928 Stutz Blackhawk - original or repro OK

Buck Harness (No. 590)
700 E. Jefferson St.
Clinton, MO 64735
Home: 660-885-5154

CH Motorcars LLC
2500 S. Horseshoe Dr.
Naples, FL 34104

Tel: 239-643-5783
Fax: 239-643-7167

email: partschmotor@earthlink.net

WANTED

Zenith Carburetor Model 105DC for 1928 Stutz Black Hawk Boattail Speedster. Good used, or reproduction in pot metal or brass. Please contact Bob Hand.

WANTED

Parts wanted for 28' Stutz BB Convertible Coupe: Rear fenders (any style), front fenders, sheet metal steering box cover and aluminum casting, hood panels, hood latch sills, short wheelbase running boards and or moldings, running board support brackets all, dummy sidemount center cover for wire wheels, clamp style sidemount lock (same as "M"), hood latch (need one), interior door handles (for opening door), crankhole cover, open car rear window, decals for dash and door reveals. Does anyone have samples of the decals that I can photograph and duplicate? any help with the above would be greatly appreciated.

Brian Harlamoff (No. 615)
1575 Dougmar Dr.
Santa Cruz, CA 95062
Home: 831-475-1926
Work: Mon- Thurs 408-263-7704
Cell: 408-396-2311
Email: vblackshadow@hotmail.com

PARTS BEING MADE

Stutz head light badges and dash plates are now being made for Series K

Contact:
John E. Ryder (No. 567)
PO Box 187, 338 Oxley Hwy.
Coonabarabran NSW 2357
Australia
Home: 0268421556
or Email: Ivan Saxton (No. 205) at
iesaxton@tpgi.com.au

FOR SALE

1922 HCS Speedster Series II Fire Chief roadster
1928 Stutz BB Fastback Speedster
Details available upon request.

Jean Gorjat (No. 75)
5455 N. Front Street
Harrisburg, PA 17110
Home: 717-559-5833
Fax: 717-599-5855
Cell: 717-991-5928

The Splendid Stutz

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

Please send me _____ copies of

The Splendid Stutz. Enclosed is a check for
\$69.95 plus \$5.95 shipping and handling for
each copy:

Name: _____

Address: _____

City _____

State _____ Zip _____

Phone: _____



A Stutz Model A Torpedo roadster was the "Pace Car" for the 2nd running of the Indianapolis 500 mile race in 1912. The Stutz was driven by Carl Fisher to start the race. The 1912 Indianapolis 500-Mile Race Program contained an ad promoting the Bear Cat (two words). This ad by the Ideal Motor Car Company is, most likely, the first Bearcat ad. (See the Splendid Stutz book, pages 40 and 41.)