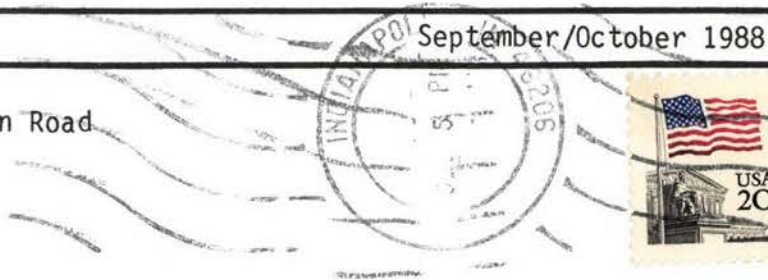
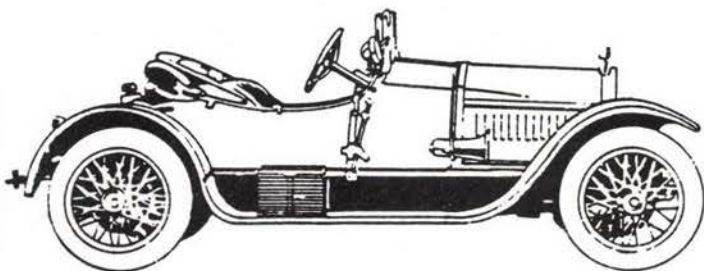


Stutz NEWS

The STUTZ CLUB, 7400 Lantern Road
Indianapolis, IN 46256
Bill Greer, Editor



TO:



STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

1989 DUES NOW DUE!

You can be of good help to the Club by remitting your 1989 dues early, thereby saving administrative time and postage. The dues of 1989 are the same as for 1988:

| | <u>Active Member</u> | <u>Life Member</u> |
|--------------|----------------------|--------------------|
| Inside USA: | \$20.00 | \$300.00 |
| Outside USA: | \$25.00 | \$375.00 |

Founding Life Memberships are \$1,000.00.

Please do consider upgrading your membership to Life or Founding Life status and help assure the Club's vitality and progress.

Charter membership is available until December 31, 1988. So, do ask your Stutz friends who have not joined yet to do so before year end and thereby be known as Charter Members.

Make all checks for dues payable to: The Stutz Club. Mail your dues plus any directory changes to: Dale K. Wells, Membership Chairman, 7906 S. 10th Street, Kalamazoo, MI 49009.

NOTE: The following story (press release) was sent to Old Cars Weekly on 9/19/88 and acknowledged by O.C.W. on 9/23/88. Ed.

September 19, 1988

"1st GRAND STUTZ A GREAT SUCCESS"

A record was set September 16-18, 1988 as the Stutz Club celebrated its first year in formation with a National Meet in Indianapolis. The first annual meet was held in conjunction with the 22nd Annual Hoosier Auto Show & Swap Meet which featured Stutz.

A total of 38 of the Club's current 216 charter members came from 17 states and Singapore to participate in the 1st Grand Stutz which was promoted under the theme of "Let's Go Stutz." A record number of 15 examples of the marque filled one of the 4-H buildings at the Fairgrounds while member Al Young's 1928 Black Hawk Boattail Speedster was on display downtown at the Union Station.

Jim Dougherty of Indianapolis brought his very original 1921 Model B-666 Stutz Firetruck Pumper which promptly attracted another Firetruck of similar vintage to join the Stutz exhibit. A rare 1921 H.C.S. Special Roadster was displayed by Harold Worley of Williamsburg, KY. The first year of Stutz production was proudly represented by the 1912 Bearcat owned by Technical Director Paul Freehill, Fort Wayne, IN. Paul's all white Bearcat won the Ladies Choice Award. Two other Bearcats were displayed: a 1914 Bearcat exhibited by Skip Marketti for the A-C-D Museum, Auburn, IN and a last series KLDH Bearcat of 1922 vintage owned by Bill Greer, volunteer director who serves the Club as secretary and editor. The 1922 Bearcat in yellow over black was featured in the Show's striking 4-color poster.

The newest Stutz at the Meet, a 1934 SV-16 Cabriolet, was driven down from Kalamazoo, MI by Charter Life Member Dale Wells, who serves as Membership Director. However, the award for longest driven went to Club Director, Ernie Toth, Sr., who "stutzed in" from Chagrin Falls, OH in a 1929 Model M Roadster. Al McCarthy of Hamstead, NC won the longest trailored award by bringing his 1929 Model M Victoria.

Two Stutz 6-cylinder cars were exhibited by Founding Life Members of the Club. Joe Folladori, Director and Treasurer, displayed his 1925 Model 925 5 pass. Racine Sportster and Joe Sexton exhibited a 1929 Blackhawk D.C. Phaeton. Two 4-cylinder Stutz Touring cars were greatly admired: the 1920 Bulldog exhibited by Norm Knight of Kalamazoo, MI for the Gilmore Museum at Hickory Corners, and Bill Roth's 1920 7 pass. touring from Lakeland, MN.

The record Stutz display was rounded out by three other 8-cylinder cars: a 1927 Model AA Sedan shown by Dr. J. Otto Lottes of St. Louis, MO; a 1931 Model MA Sedan brought by Kyle Robinson of Whitewood, VA; and a 1933 DV-32 Monte Carlo 4 dr. owned by Bill Abbott, Jerseyville, IL. Kyle and Bill are also Charter Life Members of the Stutz Club.

IN THIS ISSUE

"FIRST GRAND STUTZ A GREAT SUCCESS"

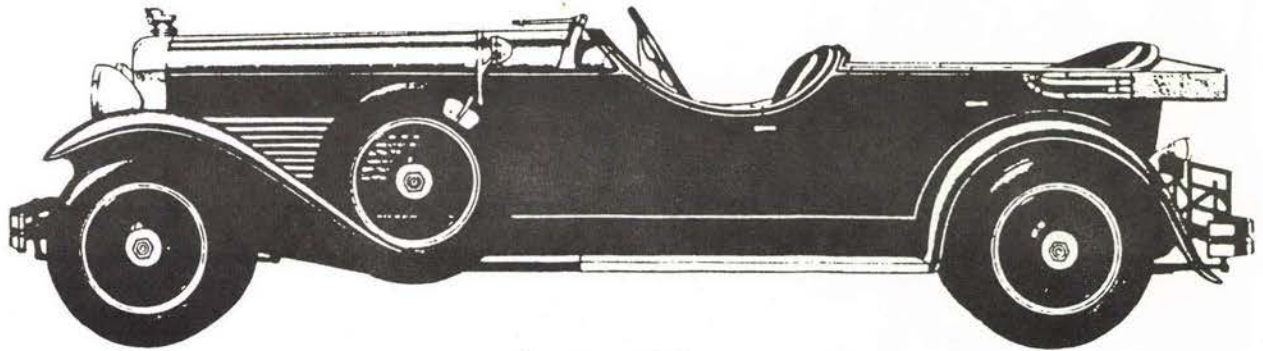


The above poster by Doug David of Indianapolis commemorated the 22nd Annual Hoosier Auto Show and Swap Meet which featured Stutz. This 4-color, 18" x 24" poster was a limited edition of 200 numbered and signed copies of which 50 were reserved for sale to Stutz Club members. The Bearcat depicted was in canary yellow, trimmed in black and highlighted in a red-orange background.

NOTE: At last count, seven (7) of these posters are still left. Hurry, send \$12.50 to Paul Freehill to cover one poster, the mailer tube and postage.

The program for the 1st Grand Stutz opened with an "Early Birder" party on Friday, September 16th at the home of Carolyn and Bill Greer. The banquet and business meeting on Saturday evening at the Rodeway Inn East, the headquarters motel, was attended by over 50 members, spouses and guests. Many of the participants stayed for the Stutz Tour and brunch on Sunday the 18th. The tour featured the five Stutz buildings which still stand in relatively fine condition; the showroom and Stutz home on N. Meridian Street and the main factory building (430,000 sq.ft.), the Fire Engine Plant and the H.C.S. factory on N. Capitol Avenue.

The 2nd Grand Stutz will be held early in June, 1989 at the Gilmore Classic Car Club Museums, Hickory Corners, MI. All who are interested in Stutz are welcomed by the Club. Contact Dale Wells, Membership Chairman, 7906 S. 10th St., Kalamazoo, MI 49009 or Bill Greer, Secretary/Editor, 7400 Lantern Road, Indianapolis, IN 46256.



1st Grand Stutz

Stutz Exhibit
at Hoosier Auto Show
September 17, 1988
Marion County Fairgrounds
Indianapolis, Indiana

Automobiles

- | | |
|---|------------------|
| 1. 1912 Stutz A Bearcat | (Freehill) |
| 2. 1914 Stutz A Bearcat | (A-C-D Museum) |
| 3. 1920 Stutz H Touring, 7 pass. | (Roth) |
| 4. 1920 Stutz S Bulldog Tourer | (Gilmore Museum) |
| 5. 1921 HCS Roadster | (Worley) |
| 6. 1922 Stutz KLDH Bearcat | (Greer) |
| 7. 1925 Stutz 695 Sportster | (Folladori) |
| 8. 1927 Stutz AA 4 dr. Sedan | (Lottes) |
| 9. 1929 Stutz Blackhawk D.C. Phaeton | (Sexton) |
| 10. 1929 Stutz M Convertible Victoria | (McCarthy) |
| 11. 1929 Stutz M Roadster | (Toth, Sr.) |
| 12. 1931 Stutz MA 4 dr. Sedan | (Robinson) |
| 13. 1933 Stutz DV-32 Monte Carlo, 4 dr. | (Abbott) |
| 14. 1934 Stutz SV-16 Cabriolet | (Wells) |

Fire Apparatus

- | | |
|----------------------------|-------------|
| 1. 1921 Stutz B Pumper | (Dougherty) |
| 2. 1935 New Stutz C Pumper | (Buntin) |

1st GRAND STUTZ

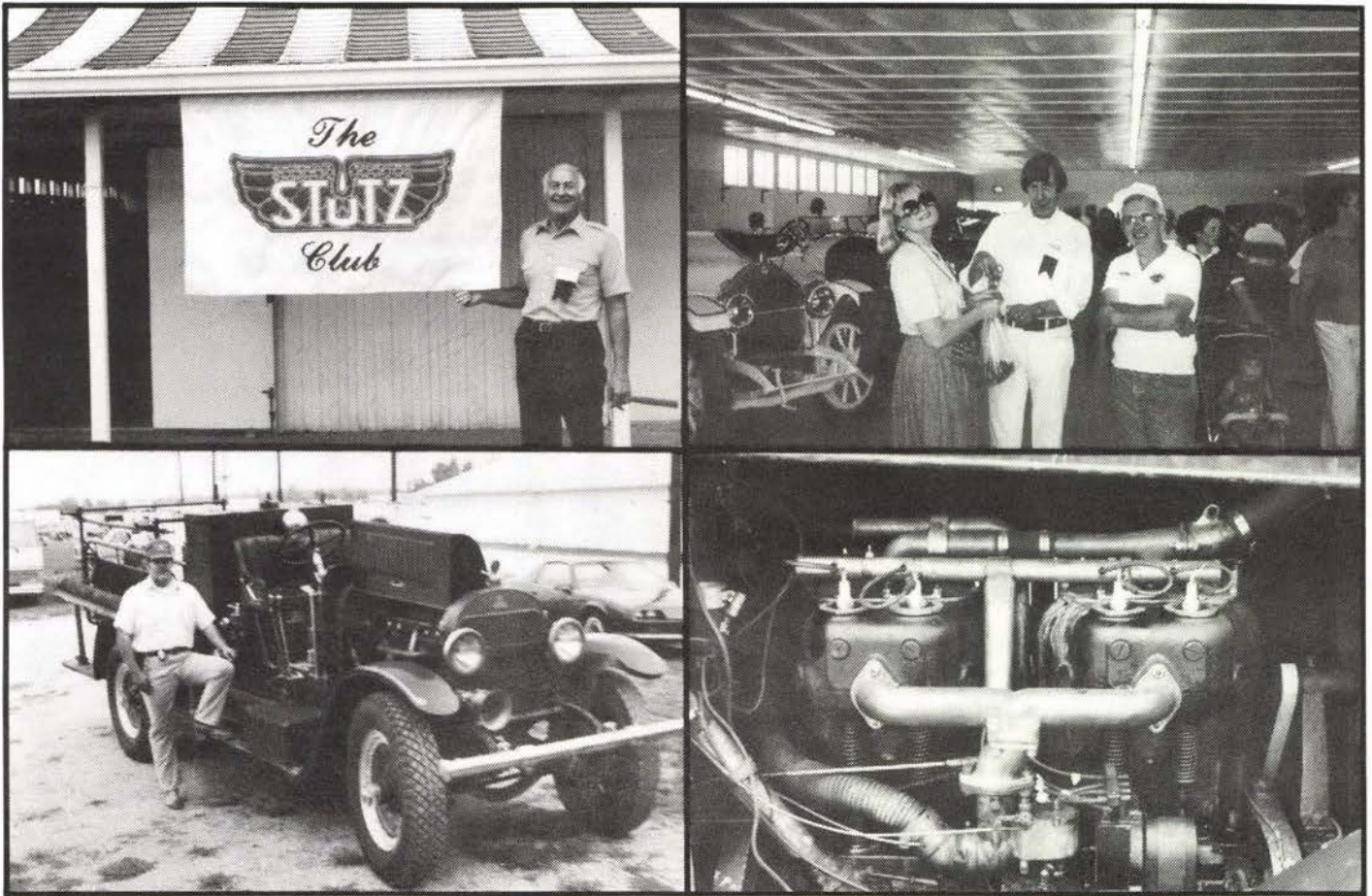
PARTICIPANTS - September 16-18, 1988

- | | |
|---|-------------------------------|
| * 1. Abbott, Bill, Fran, Rick & 3 guests | 21. Lockwood, Don |
| 2. Birchfield, Rogher | 22. Lockwood, Jim & Karen |
| * 3. Buntin, Bill | *23. Lottes, J. Otto & guest |
| 4. Burke, Harry & wife | 24. Lowell, John |
| 5. Chapman, Dick & Fany | *25. Marketti, Skip & Cathy |
| 6. Clampitt, Joe | 26. Martin, Jack |
| * 7. Dougherty, Jim | 27. Maynard, Mason |
| 8. Feingold, Robert & guest | *28. McCarthy, Al & Bob |
| 9. Flohr, Sam & Ruth | 29. Menchofer, Don & Jeanne |
| 10. Foglio, Al & 2 guests | 30. Nicklin, Larry & Carmen |
| *11. Folladori, Joe & Jane | 31. Petrick, Jim & Elsie |
| *12. Freehill, Paul & guest | 32. Purdy, Cordy & Ruth |
| *13. Greer, Bill & Caroline | *33. Robinson, Kyle & Edith |
| 14. Grunder, John & guest | *34. Roth, Bill & Ann |
| 15. Haner, Bob & Florence | *35. Sexton, Joe & Marlyne |
| 16. Hoggatt, Jim | 36. Toth, Ernie Jr. & Nancy |
| 17. Katzell, Ray & Kitty | *37. Toth, Ernie Sr. & Ruth |
| 18. Kelso, John & guest | 38. Triplett, Max & Sue |
| *19. Knight, Norm & Kay | *39. Wells, Dale & Bonnie |
| 20. Kracow, Art & Jerry | 40. Windsor, Harry & Ruth |
| | *41. Worley, Harold & Loretha |

Members exhibiting Stutz are identified with an asterisk (*).

Messrs. Buntin, Burke and Lowell are new members who joined the Club at the Stutz exhibit.



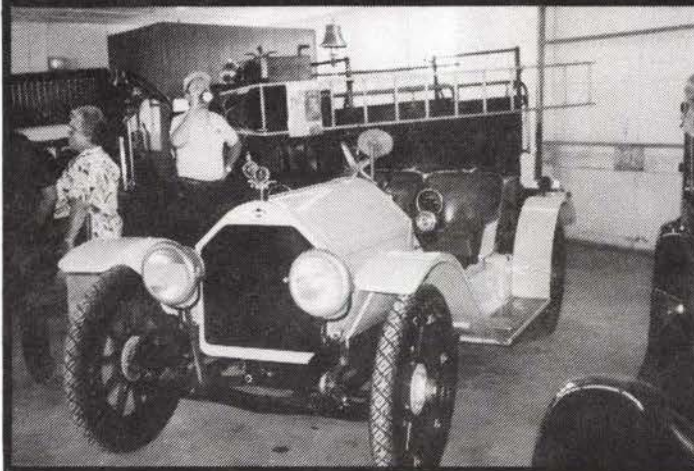
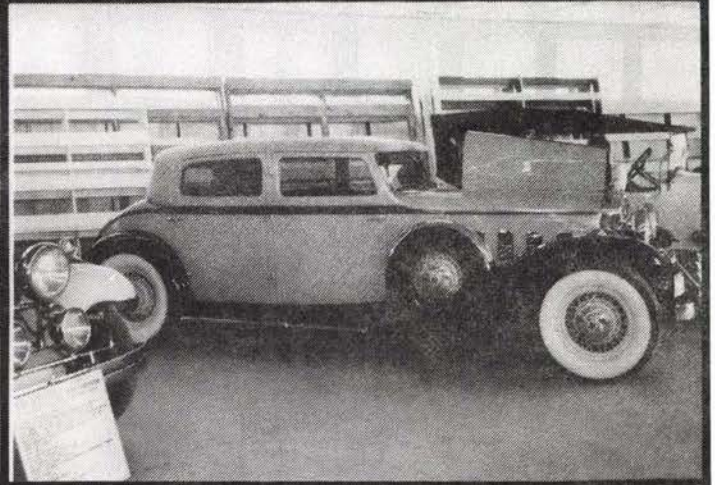
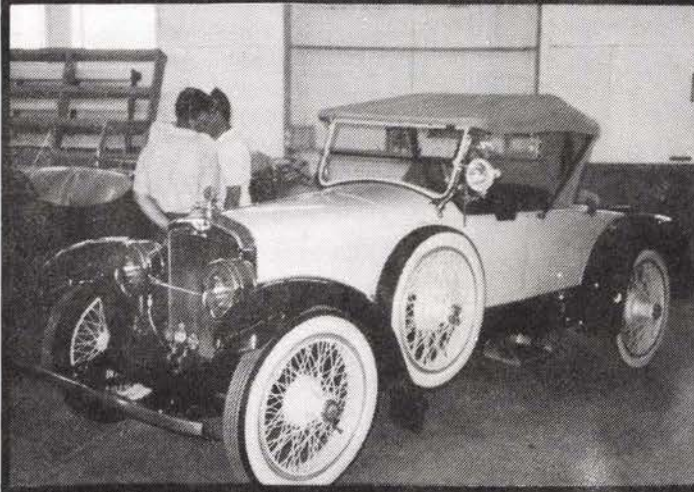
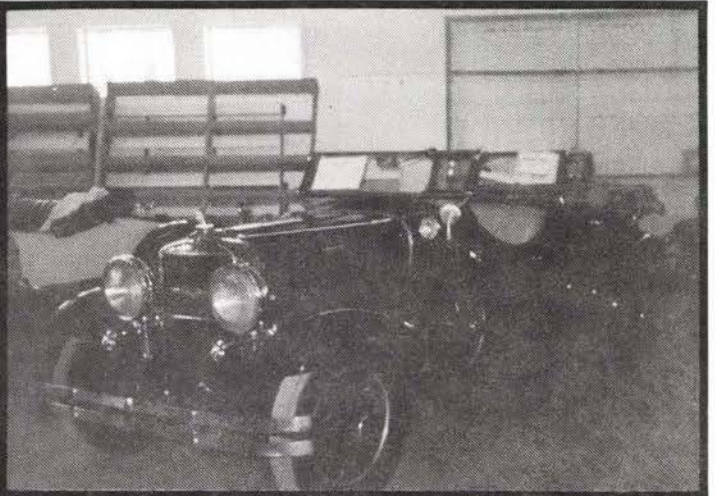


Above: Your editor proudly hangs the Stutz Club banner on the 4-H Building containing the Stutz exhibit. The banner, made of heavy grade white nylon, features the eagle wings in royal blue and "The" and "Club" in bright red. At the right Larry (center) and Carmen Nicklin pose happily with Paul Freehill. Jeff Henry arrives at the exhibit building with Jim Dougherty's 1921 Model "B" #666 Pumper. Its monstrous T-head, 4 cyl. engine purrs like a Bearcat kitten. Below: New member Bill Buntin joined the Stutz Show with a 1935 Model "C" Pumper. This new Stutz Fire Truck was originally built in 1921 for the Burrs of Arnold, PA. Next Page: Freehill's 1912 Bearcat (winner Ladies Choice Award) shows off between Roth's 1920 7 passenger Touring Greer's 1922 Bearcat. Counter clockwise is Worley's 1921 H.C.S. Roadster, Folladori's 1925 sportster with Toth's 1929 Roadster next door and A-C-D's 1914 Bearcat between the 1921 Pumper and Lottes' 1927 Sedan. The Gilmore



Museums 1920 Bulldog Tourer visits with Abbott's 1933 DV-32. His Monte Carlo is shown more fully above. A frontal view of Robinson's 1931 Sedan and last (top right) is Sexton's 1929 Blackhawk DC Phaeton. McCarthy's 1929 Victoria and Wells' 1934 Cabriolet somehow escaped the camera. Sorry, Ed.

Photos by C. Greer and L. Nicklin.



1st Grand Stutz

"Early Birder" on Friday evening, September 16, 1988 at the home of Carolyn and Bill Greer in Indianapolis.



Ernest and Ruth Toth arrive right on time at the Greer's home after driving over 300 miles from Chagrin Falls, OH in their super runner 1929 Stutz Model M Roadster. Carolyn catches your editor (behind Ruth) welcoming the Toth's to the party. The '2 Roadster ended up receiving the "Longest Distance Driven" Award at the Banquet Meeting the following evening.

The informal get-together was well attended and everyone enjoyed making new Stutz friends.

Dale Wells generously plays for our enjoyment on the 1850's Vintage Steinway Concert Grand Piano which seemed to appreciate getting tuned-up for the occasion. Dale returned later to give us another medley of great tunes. You were simply great, Dale!

Bill



THE STUTZ CLUB
1st ANNUAL MEMBERSHIP MEETING
September 17, 1988, Rodeway Inn East
Indianapolis, Indiana

Bill Greer, who served as Coordinator for the 1st Grand Stutz, called the meeting to order following dinner at approximately 9:00 p.m. A total of 53 members and guests were in attendance. Each member was requested to introduce themselves and guests, and to state where they were from. A tally revealed that the members present represented 17 states. It was pointed out that the red ribbons attached to name tags identified those who were life members and that a star on the tags signified founding life membership status.

Dash plaques were presented to each of the 15 members present who entered a Stutz in the Hoosier Auto Show and 1st Grand Stutz (see separate listing). Three (3) special awards* were then presented as follows:

Longest Distance Trailored:

Al J. McCarthy, Hampstead, NC -- 1929 M Victoria

Longest Distance Driven:

Ernest J. Toth, Sr., Chagrin Falls, OH -- 1929 M Roadster

Ladies Choice:

Paul B. Freehill, Fort Wayne, IN -- 1912 A Bearcat

NOTE: While no award was given, it was recognized that Robert D. Feingold, Singapore traveled the farthest distance to attend.

Following a round of applause for the above winners the podium was turned over to Dale K. Wells, Membership Chairman. Dale shared with us his long-time interest in Stutz and mentioned the many attempts over the years to form a club. He expressed his pleasure in being one of the initial directors and in being able to publish the first Directory listing 206 members. Dale said he looked forward to the opportunity of helping the Club grow and provide enjoyment for the membership in years ahead.

Joseph B. Folladori, Treasurer, spoke about the overall benefits to be derived from the Club and the need to maintain it financially healthy. The Club serves as a focal point for our overall enjoyment of Stutz and provides a most useful function in accumulating, storing and disseminating information. Through the Club we can share and express our appreciation for one of the world's greatest marques. Joe emphasized the need to lay a solid foundation for the Club so that it can grow and progress, be available to provide us the Stutz pleasure we seek.

Joseph Sexton, Founding Life Member, requested a few minutes to review the status of a project to establish a museum featuring Indiana built vehicles utilizing the Stutz factory building at 10th and Capitol Avenue in Indianapolis. After considerable organizational effort and study it was ascertained that while interest was high the necessary financial backing was not available at this time to carry the project forth. Upon Bill's request, Joe also mentioned that his company had failed in its bid to acquire the old Stutz Showroom Building near 16th and Meridian Street which apparently will be used for a truck agency.



1st Grand Stutz
Banquet/Membership Meeting

Coordinator Bill Greer calls the membership meeting to order following a delicious roast prime beef dinner on Saturday evening. We are sorry that it was not possible to identify each person present at each of the seven (7) tables. There was no way to get the proper angle. Ed.

Photos by C. Greer



The floor was then turned over to Ernest J. Toth, Jr., Technical Director (8 cyl.). Ernie stated that he had acquired a considerable amount of original Stutz literature, Service Bulletins, etc. from Dr. Ward whose father was the lawyer who handled the liquidation of the Stutz Motor Car Company. It was most fortunate that Dr. Ward had the interest/foresight to save these items from being destroyed. Copies of most items can be made available to Club members at cost. Ernie also mentioned that he and Paul Freehill, Technical Director (4 & 6 cyl.), were collaborating on inviting members to attend an informal get together at the AACA Fall Meet at Hershey on Friday, October 7th at 4:00 p.m. at Paul's, Space C4C-37. Ernie will also be in the Chocolate Field in Space CN 49/50.

Bill then asked for inputs on planning of activities for 1989 pointing out that future National Meets should be held in locations convenient to participation by the membership including the East and West, etc. After open discussion Norman Knight, Director of the Gilmore-Classic Car Club Museums, proposed that the 2nd Grand Stutz be held at the Museum in Hickory Corners, Michigan early in June, 1989. It was agreed that this would be a most ideal site for the next National Meet and Mr. Knight's proposal was happily adopted by the membership.

In the call for other business, Mrs. Raymond (Kitty) Katzell suggested that there be a spouse membership category. This idea was spoken to by several members and there was overall agreement to pursue it. The membership chairman was requested to develop a proposal in this regard.

In closing the meeting those members who signed up to participate in the Stutz Tour and Brunch on Sunday morning were reminded to be ready to depart from the Rodeway Inn at 9:00 a.m.

The 1st Annual Membership Meeting was adjourned shortly after 10:00 p.m.

Respectfully submitted,

Bill Greer, Secretary

*The awards were beautiful 6" x 8" plaques mounted nicely on wooden bases featuring a '20s vintage Stutz Bearcat etched in gold on a red background with accompanying lettering "1st Grand Stutz, Indianapolis, 1988." These fine awards were procured and donated to the Club by Joseph Folladori. Many thanks Joe!

SPECIAL NOTES

NOTE: In view of the number of pages devoted to the 1st Grand Stutz herein, the editor decided to defer until the next issue coverage of the Stutz Tour and brunch held on Sunday, the 18th of September. This will provide some time for research on the five (5) Stutz buildings seen on the tour. These were the Stutz home and the showroom on Meridian Street and the three factory buildings that are still in use on Capitol Avenue -- Stutz Motor Car Co., H.C.S. Motor Car Co. and Stutz Fire Engine Co. We have good photos of these buildings (taken on the tour) and hope to develop a good article with commentary about their history.

EDITORIAL COMMENTS



Your editor has been pleased with his foresight in giving this column a very general title. Why almost anything the pen puts down can qualify as "editorial comments." But, such liberty can sometimes lead the editor to tread on the edge of nonsense and this almost happened. It was fortunate that I edited the input for this page one last time before whisking it off to Michele for typing because I found the words to be remarkably weak in explaining explicitly why this issue was so late. With that bad effort trashed, here we go again.

Yes, I sit here on "Election Day" the 8th of November in a sad state of frustration. Lately I've been plagued with insomnia, have symptoms of morning sickness, consume copious amounts of caffeine to nourish my irritability and am nearly exhausted from the overload of procrastination. Truthfully, I feel overly pregnant with Stutz stuff and despise being long overdue to deliver. Great Stutz news items which had already blanketed my generous office upstairs have long overflowed down the stairway, consumed the dining room and are presently taking on the dinette. What has caused this terrible predicament? In a sudden fit of rationalization, I think I've just found the answer.

Newsletter editors habitually have a monthly or a bi-monthly gestation period, sometimes quarterly but rarely longer. Now, my system had been geared to a 60 day cycle and it would have been normal for me to deliver the newsletter in August. However, at that time club membership was on a roll and had reached 200, Dale Wells had an open window in his computer and was hot to publish. So, you got the Directory. Meanwhile your editor went Stutzing around through another gestation period and got doubly pregnant with more things to publish. At last we both understand why it's so difficult and painful for me to deliver the news. Right? Right!

Somehow I've always managed to forge my way through bad situations but this time my good wife recognized that I needed help. She used some election jargon to get my attention.

"Bill dear, I'll bet a poll would show that only a small percentage of the membership is sitting out there on top of their mailbox waiting for this issue to arrive. Probably less than half of them will read the issue when they finally get it and, furthermore, no doubt the polling will also show that less than 1 in 100 will read your senseless editorial comments. So, why are you laboring so hard? Just get on with it, give birth to No. 5 before it kills you!"

Carolyn has the uncanny ability to be right over 99% of the time so I took her inputs seriously and am now on the way to recovery.

To close, I do want to thank all of you who participated in making the 1st Grand Stutz A Great Success. You made it a most pleasant, enjoyable and rewarding event. Your kind notes of thanks were appreciated.

P.S. If you find the above excuse for the News being stale is bad, you should have read the poor, weak thing the editor trashed. Right? Right!

FINANCIAL REPORT

by Joseph Folladori, Treasurer

I thought you might be interested in seeing a little more detail in this report as quite a lot of Club activity has transpired since my last report on June 11, 1988, which was published in the May/June issue.

The addition of several life memberships has been most helpful to our financial situation. Joseph Sexton became our 5th Founding Life Member and Ray B. Bowersox, James F. McCloud, Larry Nicklin and J. Wiglesworth swelled the number of Charter Life Members to 15.

INCOME through 10/31/88:

| | | |
|--|-----------------|-------------|
| From Life Memberships | \$9,575.00 | |
| From Active Membership Dues plus Donations: | 4,167.60 | |
| Interest Earned: | 287.67 | |
| From 1st Grand Stutz: | <u>2,602.00</u> | |
| Total to Date: | | \$16,632.27 |

EXPENSE through 10/31/88:

| | | |
|--|-----------------|-----------------|
| For Club Publications plus Miscellaneous charges: | 4,367.06 | |
| For 1st Grand Stutz: | <u>2,327.61</u> | |
| Total to Date: | | <u>6,694.67</u> |

BALANCE ON HAND as of 11/1/88 in Acct. #100-053007-9 at Bank One: \$ 9,937.60

We had hoped to avoid having to dip into Life Funds to cover regular operating expenses. However, this will be necessary, in order to pay for this issue of Stutz News (cost not yet booked) plus other expenses until sufficient funds from 1989 dues become available. Therefore, members are encouraged to pay their dues for 1989 as soon as possible.

It is a pleasure to acknowledge the following donations which have been received subsequent to our last report of June 11. Thanks so much for the help!

| | | | |
|-----------------------|----------|----------------------|-----------------|
| Robert D. Feingold | \$25.00 | Stanley Byran Smith | \$ 5.00* |
| Alvin J. Harris, M.D. | \$25.00 | M. B. Tidmore | \$ 6.00 |
| J. Otto Lottes | \$30.00 | Kathryn L. Tornquist | \$ 5.00* |
| David K. Noran | \$ 5.00* | Harold Worley | \$ 40.00 |
| | | TOTAL | <u>\$141.00</u> |

* by overpayment of dues



By **GEORGE MOORE**

Stutzes to strut stuff in '88 Indiana Concours

By **GEORGE MOORE**
THE STAR'S AUTO EDITOR

INDIANAPOLIS automobile pioneer Harry Clayton Stutz was born on June 12, 1876, and died on June 26, 1930. That's not a particularly long time by today's standards. But his activities in those 54 years not only made a mark on the Indianapolis scene but presented a reason to stage the Second Annual Indiana Concours d'Elegance on the Indiana War Memorial Plaza on July 23.

The Concours d'Elegance, which this year is a benefit for United Cerebral Palsy of Indiana Inc., will honor the Stutz and the Stutz Motor Car Company, once located at 10th Street and North Capitol Avenue. As a decidedly upstream classic and antique car show, the 1988 presentation will highlight the Stutz Bearcat model.

A truly masculine sports car, the Bearcat sped down the highway, into the record books and onto the profit side of the company's financial ledgers. The speedster put Stutz on Broadway and the hotbloods of the era into the driver's seat.

The first Bearcat rolled out of the factory in 1912. Along with a plethora of other Stutz cars, the model will exemplify the history of the company at the Concours. A '12 Bearcat owned by Paul Freehill of Fort Wayne, will be displayed, along with cars produced during Harry C. Stutz' years with the company, as well as after he left the company in 1919.

Central Indiana Stutz cars to be displayed, and their owners, include a 1925 925 Sportster, Joseph Folladori Jr.; a 1928 BB Speedster, William Greer; a 1928 sedan, Mason Maynard; a 1914-15 Speedster, Indianapolis Motor Speedway Museum. From the fire engine side of the business there will be displayed a 1921 model owned by James Dougherty and a Cummins diesel-

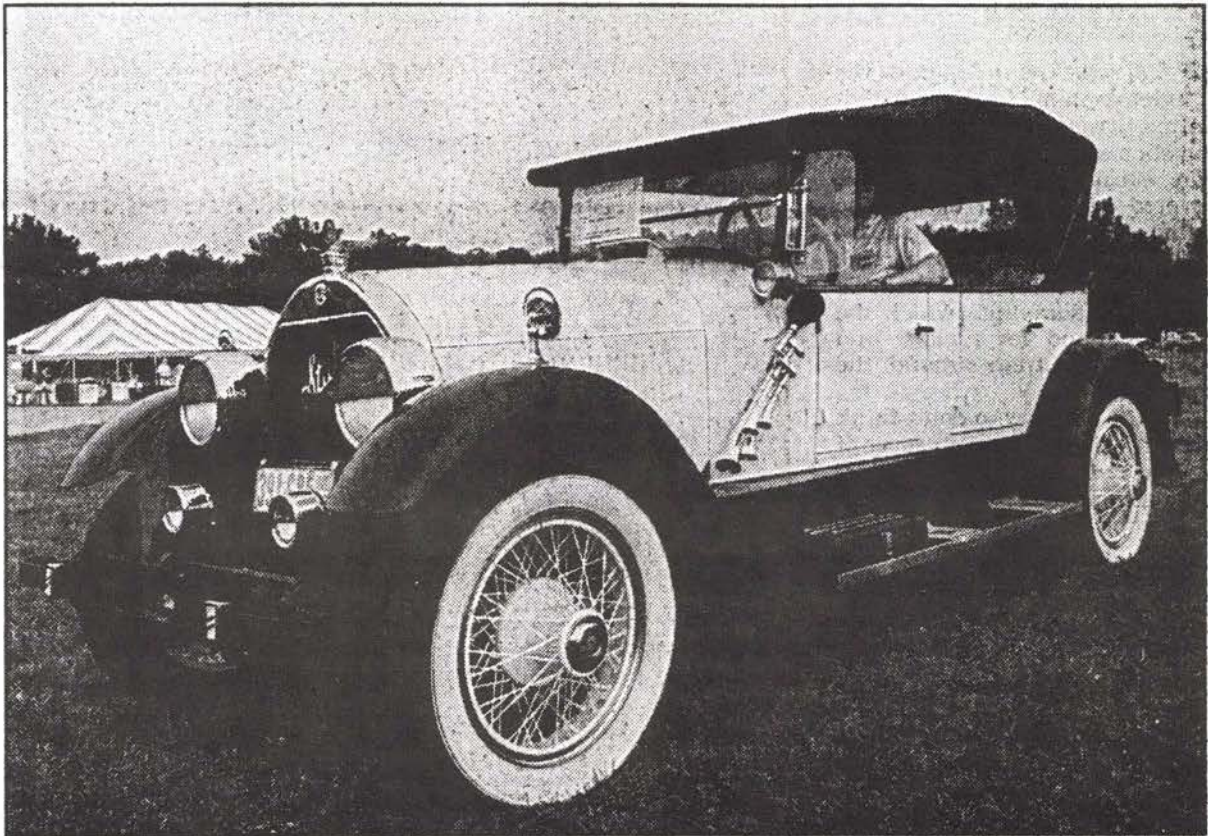
powered 1937 model from Cummins Engine Co., Columbus, Ind. In addition to Stutz vehicles, the Concours will present a broad range of Indiana-built cars like Duesenberg, Marmon, Haynes, Auburn and Studebaker, as well as automobiles manufactured in other areas of the U.S.

In honoring Stutz for its 1988 show, the Concours d'Elegance picks not only an automobile which made an imprint on the local as well as international automotive world, but a man who led a storied rags-to-riches life. If Harry C. Stutz had not lived, writers of automotive fiction would have had to invent him.

STUTZ came off a farm at Ansonia, Ohio, and his tenure with the land resulted in the first Stutz car, if it can be called that. It was built in 1898 from abandoned agricultural equipment, with power being supplied by a stationary gasoline engine and the drive being accomplished by a binder chain. Dubbed Old Hickory, the vehicle was the unlikely forerunner of a line of famed automobiles.

Stutz wasn't quite 20 years old when his aptitude for mechanics surfaced and he opened a machine shop in Dayton, the Stutz Manufacturing Company. The shop's sole product was a small, single-cylinder gasoline engine of Stutz' own design. In 1902, he sold the rights to the engine to the Lindsey-Russell Axle Company in Indianapolis and moved here to supervise its manufacture.

Stutz bounced around a lot after that, but never left town. There was a tenure with Central Motor Car, C&J Tire, Schebler Carburetor, and the American, Marion and Empire automobile companies. In 1910, he had his own Stutz Auto Parts to manufacture a transaxle-type rear axle he had designed. It



This 1925 Stutz Sportster will be among cars featured in the Indiana Concours d'Elegance.

was a feature which had the transmission gears and rear axle gears all in one rear end unit, and it endured in Stutz automobiles until 1921.

"The Car That Made Good In A Day" was the Stutz which finished 11th in the inaugural Indianapolis 500-Mile Race and launched Harry Stutz' career as an auto maker. It was like a rocket to the moon, with the little Dutchman, from Ansonia experiencing success upon success. It was success which victimized him.

NEEDED money for expansion, Stutz turned in 1916 to the financial markets and met the wolves of Wall Street, losing controlling interest to Wall Street speculator Alan A. Ryan. Stutz stayed until 1919, but his heart wasn't in it. He sold out and left to establish the H.C.S. automobile a few blocks up the street on North Capitol. But the auto

game was well entrenched by then and H.C.S. ceased production in 1925.

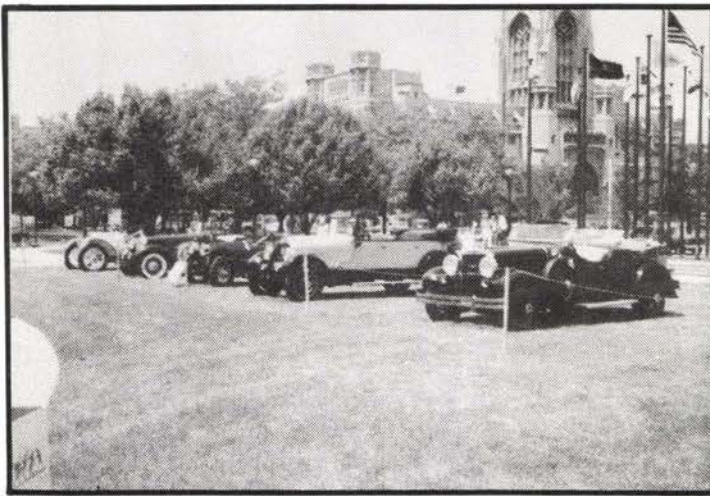
Stutz Motor Car, however, continued on, with the company being on a roller coaster ride. There was success with a new straight-8, a low-slung safety chassis with worm-drive rear end and the boattailed Black Hawk, probably the fastest car in America when it was introduced in 1927.

But the onslaught of the Great Depression spelled the doom of the Stutz automobile. In 1934, somewhere between six and 12 cars assembled from 1933 parts were the last ones to leave the factory. After long litigation, Stutz was liquidated in 1939.

The company is gone, but its cars and their memories remain. It was an illustrious history, with highlights of it being on display at the Indiana Concours d'Elegance. Admission is \$6 for adults, \$2 for children under 15.

Ed's Note: Member George Moore is a noted Auto Editor who fills the front page of the Auto Section, The Indianapolis Star almost every Sunday of the year. It is a pleasure to reprint in this issue one of his articles typical of the quality we have enjoyed. George consistently adds another dimension in his coverage of automobiles and auto-related events. He's been a great friend and supporter of the car hobby over many years. Thanks so much George for your fine contributions.

We hope in future issues to include articles written by Roger Birchfield who works for The Indianapolis News. Roger is the Club's Technical Director for Stutz Fire Engines and the other commercial vehicles.



Stutz on exhibit at the 2nd Indiana Concours were (left to right):

Freehill's '12 Bearcat
 Greer's '28 Speedster
 Indpls. Motor Speedway Museum's
 '14/15 HCS Sportster
 Folladori's '25 Sportster
 Sexton's '29 Black Hawk

Also there in a big way was
 Dougherty's '21 Fire Engine.

The Club was well represented at the Indiana Concours d'Elegance not only in the exhibit but in other ways as well. Jack Martin co-chaired this charitable event and members serving on the Car Show Board included Bill Greer, Skip Marketti, S. Ray Miller, Cordy Purdy and Joe Sexton. As in 1987, Joe Folladori was again top bidder for the original work of art commemorating this fine event.

During this beautiful day your editor was delighted by a visit with Mrs. Emma Bell Stutz Horn (Honorary Member) who had come to see the Stutz exhibit. I invited her to sit in the bright red 1928 Speedster which she enjoyed during our chat. She expressed interest in our upcoming 1st Grand Stutz in September, when, it was hoped, there would be a ceremony to dedicate a plaque identifying the old Stutz home on North Meridian Street. (This ceremony did not take place on Sunday, September 18th as intended because renovation of the home had not yet been completed by Winona Hospital Corp., the current owner). Unfortunately your editor without camera, was the only one attending the exhibit at the time, hence no photos.

Also, at the Concours your editor had the pleasure of meeting Mr. A. C. Mecklenburg, President of Stutz Products Corporation, Hartford City, IN. Mr. Mecklenburg's father was Harry C. Stutz's partner in the original Stutz Fire Engine Company and later President of New Stutz Fire Apparatus Co., Inc. in Hartford City. The Club is indebted to Mr. Mecklenburg for his sharing with us fine examples of the original literature used by New Stutz.

The evening TV news on July 23rd gave good coverage of the Concours and a big plug for Stutz.



New STUTZ FIRE APPARATUS CO.

INCORPORATED
 HARTFORD CITY, INDIANA

Manufacturers of
 CIRCULAR KNIVES
 SPECIAL KNIVES
 MACHINE PARTS

MEMBERSHIP

Well friends, the first Grand Stutz is history, and some history it will be. As reported elsewhere in this issue in detail, 38 members were present at the various events, began to get acquainted with each other and many of their wives, and looked over 15 examples of the marque. The fascinating thing about the display was that it included examples of most major models and types from 1912 to 1934, including H.C.S. and fire trucks. Only the Pac-Age-Car was missing from the exhibit.

It was a real pleasure to get to know all these fine folks, many who were also at Hershey, PA for the October A.A.C.A. meet, plus a dozen more that I had not yet met. At Hershey we informally gathered at Paul Freehill's corner on Friday afternoon just before it got cold enough to threaten snow showers. It was great fun anyway, and we appreciate all the input and help we are getting to keep the Club growing and rolling along.

Due to time and distance, we realize that we will only get to know some of you through these pages. That is why a good newsletter and the directory should be our number one priority. That is also why we want you to keep telling us what you would like to see covered in these pages, and also send us your buy and sell listings. When you need parts, or have a good source of parts and services, please share them with your fellow members. That should be one of our most important services, as that is how we will keep these great Stutz vehicles on the road where they belong. Each technician and regional representative should try to keep these sources listed in their areas to help any restoration work in progress when members run into problems. Working together and helping each other is the real goal of the Club, whether at meetings, on the telephone, or through this newsletter.

Finally, I want to thank all of you for the many nice compliments we have had on the directory. Yes, it does have lots of "wasted" space where we could have crowded things together and saved a few sheets. However, we may not publish a new one every year, so use that space for notes and memos if necessary, and also to change addresses or insert new members.

Speaking of changes, please add member #8 to your directory, long time Stutz owner and historian C. McCord Purdy, 5864 Carrollton Drive, Indianapolis, IN 46220. Somehow we lost him in the computer and he did not get listed in your directory. Our apologies to "Cordy" for the error, although he did get listed with the founding directors. Cordy has been a long time supporter of Stutz club promotions, and is an invaluable source of Stutz information in Indianapolis. If he can find the time to organize and write out all that information, we'd have a good start on a Stutz encyclopedia.

Also in your directory, note the following change of address this month for member Michael L. Schauer, who now resides at 3516 Indiana Avenue North, Robbinsdale, MN 55422. Other corrections are: it's McAnlis not McAnles, and S. Ray Miller lives in Elkhart. Please note too the very long last name we gave to Mr. Oliver on page 14. Smith Hempstone Oliver should have been listed on page 24. The computer apologizes for Hemp's mislocation in the directory. Also, please note that Hemp lives in Tarpon Springs (2 words).

For some unknown reason we overlooked listing the fine Stutz cars owned by Alvin J. Harris, M.D. on page 13. Sorry Al, here they are:

1927 Stutz Boattail Speedster, 2 pass., Model AA
1929 Stutz Blackhawk Roadster, Model L6
1931 Stutz Convertible Victoria, Rollston, Model DV-32
1931 Stutz Boattail Speedster, 2 pass., Model DV-32

For new members, we are pleased to welcome the following:

- | | |
|---|--|
| #207 Paul Russell R. 1, Box 74 Morrisville, NC 27560 | 1915 Stutz Bearcat Runabout |
| #208 Carl Johnson 1415 W. O'Farrell Street San Pedro, CA 90732 | 1926 Stutz AA R.S. Coupe Home: 213/832-5713 Bus: 213/436-2002 |
| #209 Kathryn L. Tornquist 3 Northcrest Court Bloomington, IL 61701 | 1928 Stutz BB Roadster Home: 309/663-1428 Bus: 309/452-8242 |
| #210 Al Foglio 5111 S.E. Lake Road Milwaukee, OR 97222 | 1923 H.C.S. 4 door Speedster Home: 503/654-3653 |
| #211 Richard Chapman 3427 E. 56th Street Indianapolis, IN 46220 | Home: 317/251-6729 |
| #212 B. Patrick Tidmore 1529 Page Street San Francisco, CA 94117 | 1927 Stutz Black Hawk Brougham Home: 415/621-8506 |
| #213 J. Wigglesworth 8001 Woodland Drive Shawnee Mission, KS | Home: 913/441-6699 |
| #214 Skip Marketti A C D Museum P.O. Box 271 Auburn, IN 46706 | 1914 Stutz Bearcat |
| #215 John J. Lowell 45 Log Cabin Drive St. Louis, MO 63124 | Home: 314/993-3905 Bus: 314/781-9058 |
| #216 Harry A. Burke, Sr. R.R. #2, Box 144 New Castle, IN 47362 | 1921 Stutz Firetruck Home: 317/529-6987 Bus: 317/529-9990 |
| #217 James Zordich, Curator Automobile History Collection LA Co. Museum of Natural History 900 Exposition Boulevard Los Angeles, CA 90007 | 1915 Stutz Race Car 1929 Stutz MB Sedan Bus: 213/744-3353 |

- | | |
|--|---|
| #218 Donald Short 4672 Birch Bay Lynden Rd. Blaine, WA 98230 Home: 206/371-7211 | 1915 Stutz Bearcat 1918 Stutz Bulldog Touring 1919 Stutz Bearcat 1920 Stutz Bearcat 1921 Stutz Bulldog Touring 1923 Stutz Special Roadster |
| #219 James A. Lovell 321 N. 300 West Greenfield, IN 46140 | 1918 Stutz Bearcat, Series S Home: 317/326-2147 |
| #220 Michael J. Bollman 363 S.W. Court Street Dallas, OR 97338 | 1925 Stutz Fire Truck, K-2 Home: 503/623-2020 Bus: 503/623-3286 |
| #221 William D. Buntin P.O. Box 2217 Muncie, IN 47307 | 1935 Stutz Fire Truck, "C" Home: 317/288-4791 Bus: 317/282-2090 |
| #222 Elliot E. Atkins 1415 Briarwood Way Stockton, CA 95209 | Home: 209/473-4333 |
| #223 Stanley Bryan Smith 111 Linden Hall Road Boalsburg, PA 16827 | Home: 814/466-6087 |

And so, the Stutz Club keeps on rolling and growing, so pass the word around, and let's find some more of these cars and their owners, and sign them up. We're trying to make this newsletter informative and helpful to all Stutz owners. With your help, we will do so, and make all Stutz owners want to be a part of this great effort. See you next issue!

Dale Wells

We were saddened to receive the following letter pertaining to the whereabouts of Mr. E. N. Rodway.

July 21, 1988

Dear Sir:

Thank you for your nice letter to Mr. Rodway. However, I am sorry to inform you that Mr. Rodway passed away of a heart attack on September 20, 1985.

He enjoyed the antique cars so much and I am sure he would want to be a member of the Stutz Club were he alive.

Thank you for your kindness.

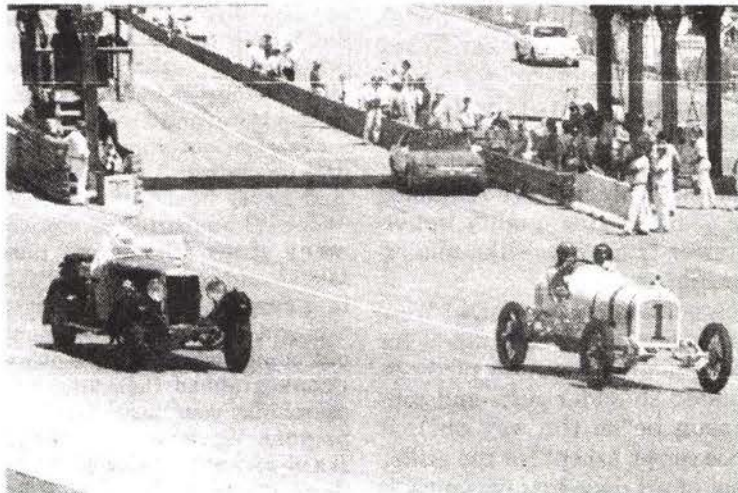
Respectfully,

Mrs. Mary Rodway
3099 Spanish River Road
Boca Rotan, FL 33432

Historic races capture hearts of the fans

By Bill and Mary Mason

The 15th annual Historical Races captured the hearts of racing fans Aug. 19-21 at th



Bill Cammarona of Tacoma, Wash. (car 1) completed the first race in his 1915 Stutz and took fourth place. Don Martine (car 67, left) finished seventh in a field of 18 autos. The winning auto, a 1935 Alvis, averaged 57.949 mph for its owner, David Willis, of Palo Alto.

Laguna Seca Raceway outside Monterey, Calif.

A salute to Maserati with a parade lap of more than 100 automobiles highlighted the first official race on Saturday. Friday activities included final preparations and practice laps for the

hundreds of participants.

Saturday's first race brought out 14 antique racers with the oldest two from 1914, including a Tahis Special owned by Randy

Reed of Spring Valley and the famous bullet Buick owned by Peter Hathaway of San Rafael.

Best speed of the 12-lap race was 57.949 mph turned by David B. Willis of Palo Alto in a 1935 Alvis. Thirteen out of the original entries finished the race, and five completed 12 full laps.

In the second race, pre-1940, a 1932 Maserati driven by Robert Sutherland of Englewood, Colo. took first place with an average speed of 67.514 mph. A 1938 BMW 328 driven by Ernest Well of Denver, Colo. was second, and

Jim Hull of Los Angeles was third in a 1936 Bugatti T 57.

A crowd of 35,000 roared their approval on Saturday for a full eight-race program of 12-lap events. Much of the applause was for Phil Hill, the first American World Champion and the first Maserati Gran Prix driver in a 250F. Legendary greats Stirling Moss and Carroll Shelby took their turns with ease on the 1.9-mile serpentine Laguna Seca track.

Ed's Note: We were indeed saddened to note the passing of the great riding mechanic Reeves Dutton at the age of 101.

On July 8th, Bill Cammarano wrote to me suggesting it would be nice to make Reeves Dutton an Honorary Member. On July 16th, I wrote to Mr. Dutton informing him of the Club's pleasure in listing him as Member #199. I so notified Bill Pugh to contact Mr. Dutton for a story. On July 24th, I received the notice (copied below) from Keith Marvin with a note that Mr. Dutton died on July 12.

According to Charles Betts, that is Dutton with Earl Cooper in Car No. 4 as shown on page 3 of the May/June issue Vol. 1, No. 3.

Reprinted from
OLD CARS WEEKLY
September 8, 1988

Ed's Note: Bill Cammarano and Randy Reed mentioned in the above article have sent copies of good Stutz material for Club files.

It's interesting to note that in 1915 Stutz Race Car No. 1 took the pole (was the fastest to qualify) and finished 7th in the Indy "500" that year.

Reeves Dutton; Stutz racer engineer

Associated Press

SIMI VALLEY, Calif. — Reeves Dutton, who engineered and rode the early Stutz racing cars, has died. He was 101.

Dutton died in his sleep at his Simi Valley, Calif. home Tuesday. He was a riding mechanic who was Earl Cooper's partner in national championships in 1913, 1915 and 1917.

The Honeoye Falls, N.Y., native stayed in the sport until two-man race teams were outlawed in 1937. He built other race mobiles and later served as an official at most of the land speed record attempts made at the Bonneville Salt Flats from the 1920s to 1950s.

Memorial services will be held Saturday at Reardon's Mortuary in Simi Valley. He will be buried at Glenhaven Cemetery in San Fernando, Calif. where other riding mechanics including Jean Marcenac and Ernie Olson are buried.

For about 4 years we had been planning for the Australian Bi-centennial Castrol World Rally to Canberra, the capital of Australia. In fact, at that time we had entered our 1928 Oldsmobile Tourer as we didn't even dream that we would have another car, much less a Stutz as there aren't very many for sale in this country. However, we did buy one (but that is another story) and of course changed our entry to read 1927 Stutz Brougham.

After all our planning and the expectancy, finally on 8th March, 1988 we departed. Tasmania as you know (or do you?) is a small island below mainland Australia, and to get our cars anywhere we have a passenger/vehicle ferry (Abel Tasman) that sails from Devonport some 180 miles north west from Hobart. As this was a Veteran Car Club of Australia organised rally, the 50 cars from Tasmania were many and varied but ours wasn't the only Stutz going from Tasmania as Graeme Barwick had entered his 1927 Stutz Limo.

It was a beautiful day as we drove to the northwest of the State but would you believe from the first we had a problem. Our Stutz had to be push-started or left on a slope. She is very big to push I can assure you. The wharf, being flat and busy we decided to keep the engine running until on board as already a Morris Cowley and Dort had to be towed on board and proved a problem while ours being so much bigger would have been impossible. After a beautifully smooth crossing, a push start off the boat we were out and away on our big adventure.

We had a Police escort to get us out of Melbourne and they got lost (true) and took us on a grand tour of Victoria with the consequences that some were very low on fuel when we finally reached a Service Station. We were also extremely hot and hungry. From there, apart from the heat it was an uneventful trip to our first two-night stop at Wangarrata. A chance here to remedy the push starting. New brushes (the others were a bit short) in the starter motor soon fixed the pushing. No joke in the heat I assure you. One of the local car clubs entertained us with a BBQ in the Park the first evening and the next one, after a day of sightseeing found us at an aeroplane museum. All but 3 of these small planes were air-worthy and the oldest I recall was a World War 1 machine and some of the first flying doctor aircraft. Also on display were all Holden models from the first in 1948. Holden is Australia's own car.

Friday in the pouring rain (it had started the night before and become blessedly cool) we packed up to continue on our way north. We spent that night at Finley having run out of the rain and Victoria into New South Wales at Tocumwal, the weekend at Narrandera where we inspected the sights and also a rice farm. I must admit to not even realising it was grown in Australia, much less than that 90% is exported.

Monday found us heading to Cootamundra with an organised and scrumptious morning tea stop at a tiny township fit for 3 times our number. After giving all the school children a ride we continued to Temora for lunch and to meet the New South Wales contingent. Each State travelled different routes due to accommodation problems.

Tuesday and suddenly we had arrived. After all that planning and saving we were at our destination. Spent a week there with too few outings organised and not enough opportunity to view the other cars. There were 1100 of them and it would have taken some time.

As we had driven north a small crack appeared in the manifold where it had been previously welded. Ron had that fixed. Sounds easy but was extremely difficult to find anyone willing to weld such a thing. Did an exercise on fuel consumption and found we had travelled 915 miles from home averaging 11.1 mpg and costing \$223.00.

One of the organised runs was a Marque Day so we went along on the All American Day where nearly every American make exported was represented. Not Buick or Chevrolet though. So many of them they each had their own day. There were 5 Stutz - the two Tasmanian 1927's, David & Sue Pater's 1928 Tourer, Bill Orde's 1923 Tourer 6 cylinder and a 1921 4 cylinder Tourer. We had seen one at Temora too but didn't see it again - it was a coupe. We were delighted to see a goodly number of Oldsmobiles as we have one as previously mentioned and enjoyed chatting with fellow clubmembers. It was a most successful day and enjoyed by one and all and a credit to the Club that organised it.

Saturday found all the 1100 cars on display to the public. They weren't roped off and we were pleasantly surprised to find no finger marks or even worse, scratches. Only dust and a mass of notes under the windscreen wiper where our friends found the car but not us. In the evening attended the Rally Dinner then it was Sunday and the Closing and Presentation Ceremony. After all those years we were left feeling cheated. Hadn't seen enough or done enough. Never mind - still had the trip home via a different route so would see some more of this vast land.

Tuesday and the Tas contingent all met again after being scattered to the four winds throughout Canberra to begin the return trip. Our first stopover down east coast was at Batemans Bay, then one night stops at Bega, Eden, Orbst, Bairnsdale, Yarram and finally 2 nights at Cowes on Phillip Island. A most pleasant and varied drive back to Melbourne. I get bored with hundreds of miles of flatness. Tas. is hilly and I mean HILLY and as I come from New Zealand I am used to hills and mountains hence the boredom at all the plains. Of the overnight stops - Batemans Bay was where we found a Jim Beam 1915 Bearcat - of course we bought it! Bairnsdale was where we ate an immense cream sponge (2 foot by 18 inches). The local club joined us for a BBQ and that sponge. A great night. Phillip Island is purely and simply 'tourist'. A population of 4,000 which at peak holiday swells to 50,000. So glad it was quiet while we were there.

As we had headed south we were plagued by a miss in the engine. Some days it wasn't noticeable and then it was very bad so we were anxious to actually arrive home. Our model is extremely big and to tow or trailer would be a major operation. All was well, after another smooth overnight crossing on Abel Tasman we finally arrived home without any further problems.

We had been away 24 days, travelled 2137 miles, used 192 gallons petrol, costing \$523.00 and averaging 11.13 mpg.

Some of the makes of the cars that travelled with us from Tasmania were - Austins (all sizes), Erskine, Fords, Pontiacs, Studebakers, Buicks, Hillman, Essex, Swift, Rugby, Morris, Chev. Whippet, Crossley. A varied assortment as you see.

Now it is but a dream but if a few of us foregather we invariably start to reminisce on the 'Canberra Rally'.

* * * * *

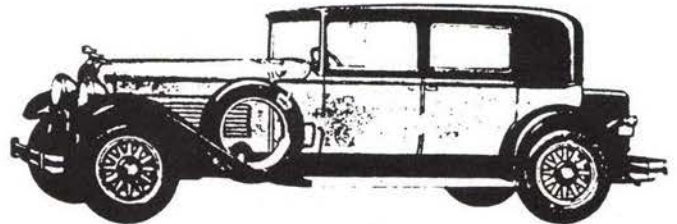
Ron has not had much spare time to inspect and repair the Stutz since our return but has found possibly a burnt out valve and is planning on removing the head as soon as we return from a Rally in the Olds to Queensland in September, 1988. We are making the most of Australia's Bi-Centenary.

Many thanks Ron and Ivy for sharing with us the very descriptive story of your participation with the 1927 Stutz Brougham in the Bi-centennial Rally to Canberra back in March/April. We hope you enjoyed the Rally to Queensland during September in your merry Olds. Please tell us more about the '27 Stutz in another story.



"Let's face it, George. I didn't marry you; I married a Stutz Bearcat."

THE SATURDAY EVENING POST



Classified Ads work well!

- ° Please help proud new owner and member #210 Alfred Foglio find the following items for his newly acquired 1923 HCS 4-Door Speedster: Complete body, headlights, instruments, etc. Contact Al at 511 S.E. Lake Road, Milwaukee, OR 97222 or call 503/654-3653.
- ° Layden Butler, Jr., 107 St. Jean Court, Danville, CA 94526 (415/820-4742) has for sale: A Delco ignition coil #2191 with 2 high tension leads appropriate for a 1926 AA Stutz. Only \$30.00.
- ° Thomas Cox, 3511 Clydewood Avenue, Richmond, VA 23234 (804/231-1088) has for sale: A Zenith SV5D Carburetor for a 1926 AA Stutz. Just \$350.00.
- ° New member #208 Carl Johnson, 1415 N. O'Farrell Street, San Pedro, CA 90732-2940 has for sale:

For 1926-27 AA Stutz:

parts for Monogram Twin Beam Lights, buckets, etc.
1 headlight box for between fenders & some door parts
2 front springs plus 4' of front of frame rails with crossmember
1 Parabeam Lamp around 1928(?)

Carl needs the following parts for a 1926-27 Stutz: Spring Shackle Pins, King Pins (new or good used), new Valve Guides and Wired (Safety) Glass, Knob and Cables for "Owl" Spotlight.

- ° Stephen P. Dean, 7257 W. Rialto, Fresno, CA 93722 (Bus: 209/276-7979) came by the following information while restoring his 1931 Stutz MA Convertible Sedan in 1977:
 - a) DeLong Cams, 240 N. Montgomery Street, San Jose, CA 95108 (408/294-9566) made a new master for their camshaft regrinding machine from Steve's camshaft because they found it to be in better shape than the one they had been using.
 - b) Steve found that Caterpillar used the Wagner-Lockheed brake cylinders that apparently would fit (?) all Stutz models. The following part numbers which fit his Stutz were obtained from an authorized Caterpillar dealer nearby:

Cylinder Part Nos. F746 and F1430 (\$30.00/pair)
Replacement Kit Nos. 3604 and 3619 (\$3.00/each)

Please contact Steve if you need further details about either a) or b) above.

- ° Bill Greer is still looking for the correct Delco Model OF Generation for his 1922 KLDH Bearcat.
- ° Ivan Saxton, Shady Creek Road, Darnum, Victoria 3822, Australia has been a great correspondent. In his latest letter of 3 October Ivan confirmed the availability of a new gun metal castings for the Zenith Mod. 105DC Carburetors used on 8 cyl. Stutz. If enough of us are interested, (I certainly am), he will machine a set for himself and work out a price for us. Please advise Ernie Toth, Jr., of your interest.

Ivan needs the proper color-match samples for the 4 cyl. and AA-BB engines. Paul Freehill, please help Ivan on this.

NOTICED IN PUBLICATIONS

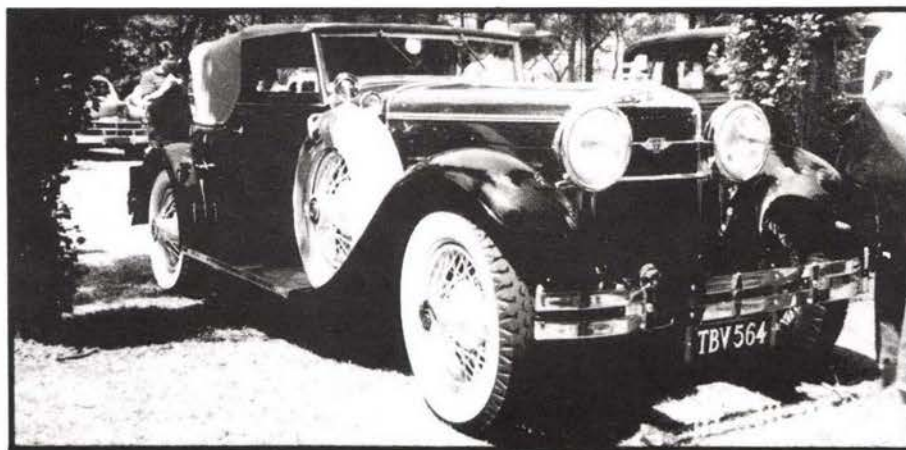
The Piston Ring Newsletter, December 1987/January 1988

We were most pleased to receive the above publication from South Africa and have reprinted from it the two photos shown below.



In the first photo dated 15th November 1987 you will find A.R. (Ced) Pearce, Bedfordview, South Africa standing at the far right (in shorts).

15th November 1987, Wheelchair Donation to the Association for the Physically Disabled. Standing from L-R Mr. Houghton (from recipients); Canteen ladies: Kay & Angie Butcher; Barbara Renfield; Laura Butcher; Anneke de Groot & Sarah Taylor. Committee members: Ronnie Suttner; Bert Clarke & Vice Chairman, Ced Pearce. Kneeling from L-R Ralph Gazard; Chairman, Sheridan Renfield; George & Val Adams (Secretary)



Here is a nice snap of Ced's 1929 Stutz; 8, M, Convertible Victoria. It would be great to have Ced's story on his 10 year restoration project on this fine example. How about it Ced?

Ced Pearce's exceptionally well restored and rare 1929 Stutz - a ten year restoration project.

Cars & Parts, Vol. 31, No. 10 dated October 1988, pages 7 & 10.

Dick Burdick, Rosanky, TX drove his 1924 Bentley to a 2nd place in Great American Race '88. He won the coveted Mequiers' Flyers Award and wound up with the best overall cumulative score for the 11 days of rallying. The Burdick/Bell team were just 3 minutes and 15 seconds off the computer-calibrated score for the 4,504-mile trek. Our belated hearty congratulations Dick.

Old Cars Weekly on the 38th Annual Pebble Beach Concours.

The Alec Ulmann Memorial trophy for the best Hispano-Suiza -- 1930 Hispano-Suiza, H6B, Hibbard et Darrin Cabriolet De Ville shown by Matt S. Browning of Ogden, Utah. Mr. Browning is one of the Club's Founding Life Members.

California Chapter Newsletter No. 88-3 -- Society for the Preservation and Appreciation of Antique Motor Fire Apparatus in America, Inc.

Special thanks are therein given to member Bill Hall, Portland, OR for his research efforts in tracking down west coast Stutz rigs. Photos of six (6) Stutz Fire Apparatus are shown with captions. The Stutz Club address is given. We expect some great articles from Bill in the future.

Car Collector & Car Classics, Vol. XI, No. 10, pages 36 & 37.

See Maurice Hendry's fine article "Frank Lockhart's Fabulous Black Hawk."

Automobile, November 1988.

Don't miss Bill Sharfman's great interview with William B. Ruger, Founding Life Member. It covers six (6) full pages with good photo coverage of Bill and Stutz (other cars too). You simply must read this one!

MEMBERS PARTICIPATE IN CCCA ACTIVITIES

The Classic Car Club of America recognizes all Stutz cars produced from 1925 onward as full "Classics" provided, of course, that they are authentic. Five (5) classic Stutz were entered in the CCCA's Grand Classic held on July 9, 1988.

At Baltimore, MD John Morgan's 1929 Black Hawk, 8, L-8, Speedster took 1st place in Primary Production and Ray Bowersox, Life Member, served as a judge.

At Dearborn, MI Dale Well's 1934 Stutz, 8K, SV-16 Cabriolet was on Exhibition. Norman Knight served as Assistant Head Judge while both Dale and Ernie Toth served as Judges.

At Indianapolis, IN Joseph Folladori's 1925 Stutz 6, 695 Touring took 2nd place in Primary Production. Jim Dougherty was Head Judge for the event and Knox Kershaw served as judge.

At Montgomery, TX Joe Tamborello's 1928 Stutz, 8, BB Boattail Speedster, Robbins was entered for Exhibition. Joe was Head Judge for the event and Charlie Warthern served as a judge. Charlie's 1933 Packard took a 1st in Primary Production.

At Pleasanton, CA Philip Reed's 1928 Stutz, 8, BB Roadster took 1st place in Primary Production. Robert Gottlieb served as a judge.

On CARavans: -- Del & Margaret Beyer, Ray & Lou Bowersox, Dick & Fanny Chapman, Bill & Aneice Lassiter, Ernie & Ruth Toth and Dale & Bonnie Wells enjoyed "The Keystone" August 12th-19th. The Lassiters toured in their 1932 Stutz, 8, DV-32, Phaeton, Rollston and the Wells in their 1934 Stutz, 8, SV-16 Cabriolet. Later September 16th-24th Irv & Ellie Davis, Knox & Julia Kershaw and the Lassiters enjoyed the "Sea to Sierra" out in California.

AT HERSHEY, PA



Joseph B. Folladori (left) and your editor greet each other in front of Joe's 1925 Stutz Model 925 Sportster, 5 pass., Racine which took 2nd place in Class 18B.

According to AACA records which go back to 1952 no Stutz has ever before been a Trophy Award Winner in this class.

Congratulations, Joe!

Roger S. Chase was delighted to be awarded 1st place in Class 19A with his classic 1930 Stutz Model M Versailles, 4 dr., Weymann.

Congratulations, Roger!



Class 19A is designated for 1930 and 1931 Classic Cars. Previous Trophy Award Winners by Stutz in this Class have been:

| <u>Stutz Year</u> | |
|---------------------------|------|
| 1954 - Joseph Murchio | 1930 |
| 1963 - G. E. Thompson | 1931 |
| 1970 - Thomas Dallman | 1930 |
| 1980 - S. Ray Miller, Jr. | 1931 |

THE STUTZ CLUB

AT HERSHEY, PA

Listed below are the members known to have attended the Antique Automobile Club of America's Eastern Division National Fall Meet in Hershey, PA, October 6-8, 1988.

Those who did not sign in at the Stutz get together at Paul Freehill's space on Friday, October 7th at 4:00 p.m. are so noted by an asterisk (*). Ed.

Norman Barrs (England)
 John Bertolotti (Los Gatos, CA)
 Charles Betts (Yardley, PA)
 Ray Bowersox (Milton, PA)
 Roger Chase (Broadalbin, NY)
 O. A. Corriher (Landis, NC)
 Tom Cox (Richmond, VA)
 Bobbie Crump (Baton Rouge, LA)
 *Irv Davis (Beverly Hills, CA)
 Stephen Dean (Fresno, CA)
 Joe Folladori (Indianapolis, IN)
 Paul Freehill (Fort Wayne, IN)
 Bill Gehring (Cleveland, OH)
 Mike Gertner (Newport Beach, CA)
 Jean Gorjat (Harrisburg, PA)
 Bill Greer (Indianapolis, IN)
 John Grunder (Torrington, CA)
 *George Holman (Wilbraham, MA)
 Mike Holt (Scotland)
 *Bill Johnson (Woodbury, NJ)
 John Kelso (McConnellsburg, PA)
 *Beverly Rae Kimes (New York, NY)
 Norman Knight (Kalamazoo, MI)
 *Bill Lassiter (West Palm Beach, FL)
 James Lockwood (Matteson, IL)

Gus Ludwig (Middletown, CT)
 *Skip Marchetti (Auburn, IN)
 Marshall Mathews (Woodside, CA)
 *John McAnlis (Wadsworth, OH)
 *Bill McKeand (Port Huron, MI)
 S. Ray Miller (Elkhart, IN)
 Bob Nauman (Dillsburg, PA)
 Stephen Pugh (Manhattan Beach, CA)
 *Cordy Purdy (Indianapolis, IN)
 Norman Roberts (Biddeford, ME)
 Kyle Robinson (Whitewood, VA)
 Bill Roth (Lakeland, MN)
 Lyle Patterson & Bill Ruger, Jr. for
 William B. Ruger, Sr. (Prescott, AZ)
 Paul Russell (Morrisville, NC)
 Wayne Saunders (Ontario, Canada)
 Mark Sherman (Ontario, Canada)
 Dave Soper (Wiota, IA)
 Ernest Toth, Sr. (Chagrin Falls, OH)
 Ernie Toth, Jr. (Chagrin Falls, OH)
 Joe (for Joan) Virostek (Hudson, OH)
 Dale Wells (Kalamazoo, MI)
 Page Wensel (Clarion, PA)
 Ralph Wilcox (Lawrenceville, NJ)

