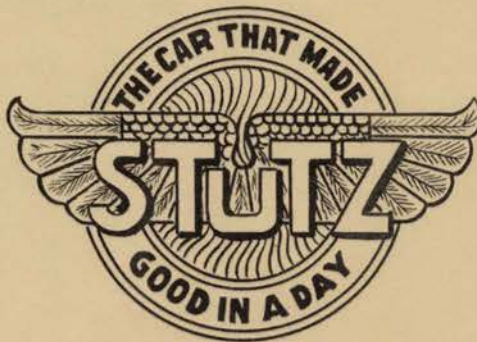
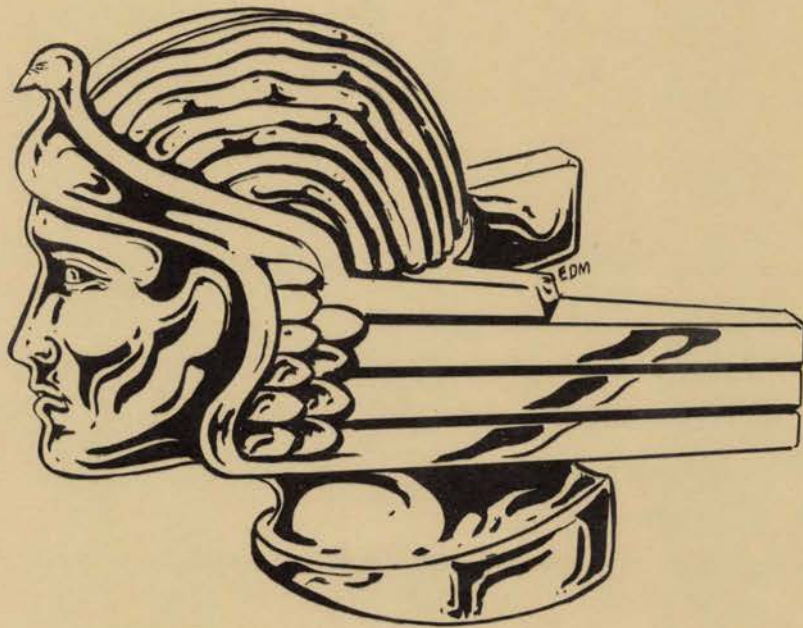




STUTZ NUTZ — A CLUB FOR FELLOWSHIP AMONG OWNERS AND ADMIRERS OF STUTZ BUILT VEHICLES



WELCOME TO STUTZ NUTZ

Welcome to your club, STUTZ NUTZ. Well gentlemen, we're not out of the woods yet, but at least we are off the ground.

We are happy to report that the response from our membership inquiry letter (with application forms) has been good. To date Stutz Nutz has 35 members from various areas of the country, and they are still coming in. We would like to mention here that we have completed our initial mailings to everyone whose name appears on our Stutz owners list. If any member knows of a Stutz owner or enthusiast who has not been contacted at this time we would be most interested in hearing from them. Many have already sent in new names along with their membership application forms. We appreciate this and hope that it continues.

Naturally we are indeed pleased at the good response we have had to date and thank all you members who have already signed up. It is our intent to initiate a club of interest, education, and good fellowship for all owners and admirers of Stutz and Stutz built vehicles, and, naturally, we don't want to leave anyone out.

So much for the membership to date, we'll keep you posted on its progress in subsequent newsletters. In the meantime, we hope that those who have not returned their membership application forms and dues will do so at their earliest convenience.

I think that it is fitting that I explain here the story of how STUTZ NUTZ was conceived, and also who the "we's and us's" are that I've been throwing around in writing so far.

First off let's start at the beginning. We are all aware of other clubs whose members are owners of special makes and marques of automobiles. I refer to such clubs as AUBURN-CORD-DUESENBERG, PIERCE ARROW SOCIETY, ROLLS ROYCE OWNERS CLUB, etc. The piercing question came to the mind of Mr. C. McCord Purdy, "why not a Stutz owners club!?" And, since most good solutions are the results of good initial questions, the idea was pursued. "Cordy", as he is better known in car circles, has been discussing this idea for the last couple of years with anyone and everyone who would lend an ear at car meets, swap meets, and club functions of the Classic Car Club of America. Interest was found and so Cordy "took the bull by the horns" and started work on its formation. He is the author of our club name, STUTZ NUTZ, and he explains the name this way. "Since all automobile fanciers call themselves car nuts, or old car nuts, I didn't feel that anyone would object or be offended by the name Stutz nuts, or as a more novel way to express it, STUTZ NUTZ". I personally think that the name fits perfectly, and now cannot conceivably think of anything approaching its appropriateness.

To carry the theme further, Cordy then made a composite of the Stutz trade mark emblems inserting the club name in the vertical and horizontal positions on the face of the emblem creating the attractive pins given to each new member. After the pins were produced, the design was extended to the letterheads and envelopes. The membership application cards were set up and printed and we were ready to give it a go. Cordy has spent much time and effort in setting these details up including a bank account for all club dues money and will be acting President and Treasurer until such time as a meeting can be formed for formal election of officers by the membership.

My name is Max Reeves, and although I am not a writer by profession, I have taken on the responsibility of producing the newsletter until more competent help arrives hopefully from someone with more experience in this type of thing from our membership. I realize that there are many of you who have never heard of me and since one of the goals of the club is for all of us to

become better acquainted, I'll be the first to introduce myself. I live in Plainfield, Indiana and own a 1929 Stutz Sport Limousine with body by LeBaron. I will be acting Vice President and Editor of the newsletter until formal elections can be held. I would like to request at this time that all members wishing articles published in the newsletter please send them to me. This includes ads, pictures, personal stories, articles, etc. My address is 223 South Center Street, Plainfield, Indiana 46168. I need lots of help fellas, please let me hear from you.

We are most interested in hearing from you members if you have specific car subjects you would like covered in future issues. To begin with we are starting out with the history of Stutz which will be covered over two or three issues of the newsletter. The first installment begins with this issue. We would also like to start a MEMBERSHIP PROFILE article to appear in each issue highlighting one of our members and his car interests as well as a candid story of how his interest started and sketches of his current Stutz built cars. Naturally pictures will be needed to make the profile articles, therefore please send pictures of all cars. Glossy photos in black and white are the most desirable, but color prints may also be sent. Care will be taken of all photos and if you would like them returned please indicate this and they will be mailed back to you.

Plans are also underway to run a series of technical articles. There is already a large amount of information available from which to choose, but we would like to have as complete a library as possible from which to select these articles. Original plans are to run information on certain subjects according to year of manufacture. Such as, suspension, wiring, and carburetion on all 1927 models for instance. Next issue would continue the same basic subjects on another year, and so on.

We still have a lot of planning to do, and will welcome suggestions regarding what you would prefer having in the newsletter.

HISTORY AND DEVELOPMENT OF THE STUTZ AUTOMOBILE

The Stutz automobile was originally conceived by a corporation that had not manufactured anything but cars. Unlike so many other automobile manufacturers of the period who had converted from other manufacturing endeavors in favor of automobiles at the turn of the century and later, Stutz was new and founded by a group of men with automotive experience.

The Stutz car was pioneered by men who, up to that time, had been associated with the manufacturing of automobiles and automobile parts.

At the time the first Stutz car was built and for several years prior, Mr. H. C. Stutz operated an automobile parts manufacturing business located in a building in the immediate neighborhood of the old Stutz factory in Indianapolis. Axles, transmissions, springs, etc. were the products manufactured and many were the cars well-known a decade and a half before that had used these parts in preference to the others then on the market.

With the aid of workmen and associates in the parts business the first car was built in five weeks time for the purpose of competing in the 500 Mile International Sweepstakes Race to be held at the Indianapolis Speedway on May 30, 1911.

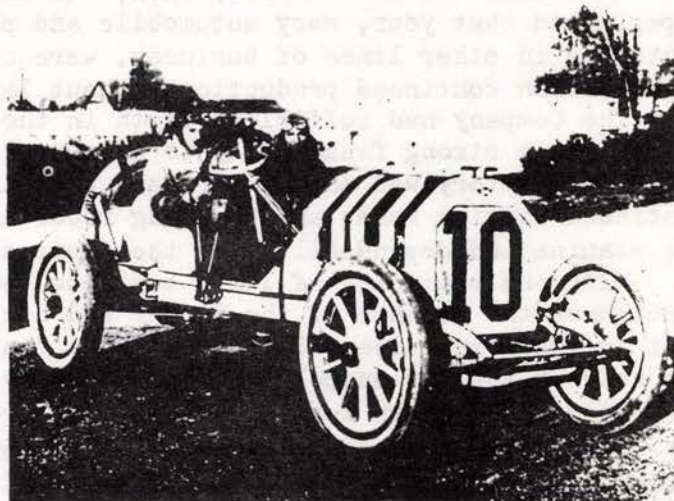
Tom Rooney and Gil Anderson, both of whose names have been indelibly inscribed on the scrolls of automobile racing lore, were two of the men who helped build the first Stutz car which was entered in this Sweepstakes event.

Woven into the Stutz circle and wings trade-mark, which was the emblem of identification of all early Stutz cars was the expression, "The Car That Made Good In A Day". That day was May 30, 1911. The car - the famous "No. 10" - was the first Stutz car ever built and it did not win the race. It did not even finish in the money.

But, of greater importance then, it earned its new slogan because while it finished eleventh with an average speed of 68 and $\frac{1}{4}$ miles per hour for 500 miles, it withstood the strenuous gruelling tests and strains of 500 miles in 442 minutes without a single mechanical adjustment! A feat unheard of at the time in the annals of Speedway racing.

One man, Gil Anderson, drove the car at the 'nerve wracking speed' for the entire distance without any relief, including thirteen pit stops for tires and fuel. After the race when the car was taken down, part by part, to find out if any weakness had developed or if any adjustments or replacements were necessary, it was found that absolutely nothing could be done to make the car any better.

With this car as the basis of manufacturing activities and with its record as a factor of encouragement, a new corporation, the Ideal Motor Car Company in



The first Stutz Car ever built, with "Gil" Anderson at the wheel. "The Car That Made Good in a Day," on May 30, 1911

Indiana, was formed. The company rented a building located at 430 North Capitol Avenue, Indianapolis, and with a force of about twenty-five men began production of Stutz cars.

The product was basically the same as the original Stutz car - a sturdy, powerful, 4-cylinder engine on the same strong chassis that had stood the grueling tests so well on the Speedway on Memorial Day, 1911.

Body models were designed and produced in four and six passenger touring types as well as a snappy two-passenger speedster that quickly became the envy of all gilded youth and pattern for other manufacturers to follow in the development of sporting cars.

With a nation wide trend demanding six-cylinder engines, Stutz produced both four and six cylinder models for the 1912-1913 season. These were available in speedster, roadster, and touring bodies. It was this season that the speedster was named the "Bearcat" a name that echoed around the world as designating ultra development in a fast, sturdy and enduring automobile of the sport type--a name that for a full decade (and longer) was probably known better than any other model name ever employed in the automobile industry.

The year 1912, the first complete calendar year that the Company was in business, proved a very profitable one for the Company--not alone in volume of business and profits but in the way in which the Company's reputation as a maker of sturdy, dependable cars was amplified by the success of Stutz entrants in various national racing events.

From February 22 to December 8, 1912, Stutz cars participated in thirty different racing events and finished "in the money" twenty-eight times--twenty-five firsts, two seconds in races where other Stutz entries took the firsts, and one third where another Stutz took the first.

In June the following year (1913), the Company's corporate name was changed from The Ideal Motor Car Company to the Stutz Motor Car Company of Indiana.

In the latter part of 1913 when, due to the country-wide business depression experienced that year, many automobile and parts manufacturers as well as manufacturers in other lines of business, were closing down their plants--the Stutz organization continued production without laying off a single employee.

The Company had sufficient faith in the merit of the Stutz product and was sufficiently strong financially to keep up its production schedule. Moreover, while the factory was making cars and carrying them in storage, the Stutz teams continued winning races and breaking records; thereby, more firmly establishing the stamina and dependability of the Stutz car.

With the beginning of 1914, business conditions began to get brighter and throughout the balance of the Winter and Spring months, Stutz enjoyed an excellent business in sales. By May 30, when the International Sweepstakes Race again was held at the Indianapolis Speedway, every car in the large Stutz inventory had been sold and dealers were clamoring for more.

The company's manufacturing capacity being taxed to the utmost to meet this demand, a new plant was started. By the fall of 1914, the first unit of the new Stutz plant located at 10th Street and Capitol Ave. was completed. In its new home, of brick, concrete and steel and equipped in every way to turn out the very best cars that could be built, the Stutz Motor Car Company took its place among the country's most substantial manufacturers in the automobile industry.

Because of the manner in which the Stutz organization was able to "carry on" in the face of the business slump of 1913, and because, from its inception the management had always taken the discount on all its bills, the Company significantly became known financially, at least, as "The Automobile Manufacturer with the Strength of a National Bank".

The year 1915 was an eventful one in the history of the Stutz organization, not alone in volume of sales and net profits resulting from the year's business, but in the number of records hung up in the various racing events held in different parts of the country.

Up to the beginning of 1915, Stutz probably had made more racing history than any other single car, foreign or American. In fact, at that time the Stutz had to its credit the greatest list of victories ever claimed by any one make of car. Drivers, such as Anderson, Cooper, Wilcox, De Palma, Tetzlaff, Oldfield, Rooney, Merz, Herr and many others had brought Stutz to its acknowledged position of world's champion.

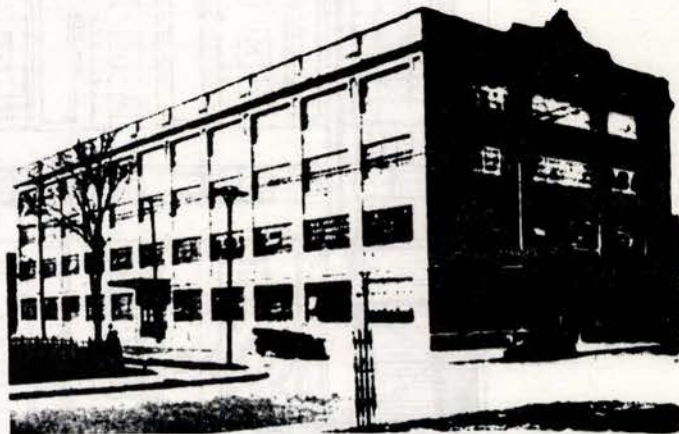
It still remained, however, for the Stutz car to win its crowning glories. This the famous Stutz team did during the year 1915, taking both first and second places in four of the country's hottest races - the Twin City Speedway, Minneapolis; the Elgin National Trophy Race; the Chicago Auto Club Road Race and the Sheepshead Bay Race. In itself, this is a world's record for consistency.

In recognition of the supremacy thus established, and as a token of the esteem in which the Stutz Motor Car Company was held among the residents "at home," the citizens of Indianapolis presented to the Company a bronze tablet commemorating these Stutz achievements. This tablet still may be seen in the main office at the factory in Indianapolis.

It was also during this year, 1915, that Stutz cars established the world's long distance records for both 300 and 350 miles.

The various trophies won and the different records may not be of great interest, as far as the achievements go, to the average buyer of an automobile today, but they should be of utmost importance to anyone who is concerned regarding performance, stamina and durability when he buys an automobile.

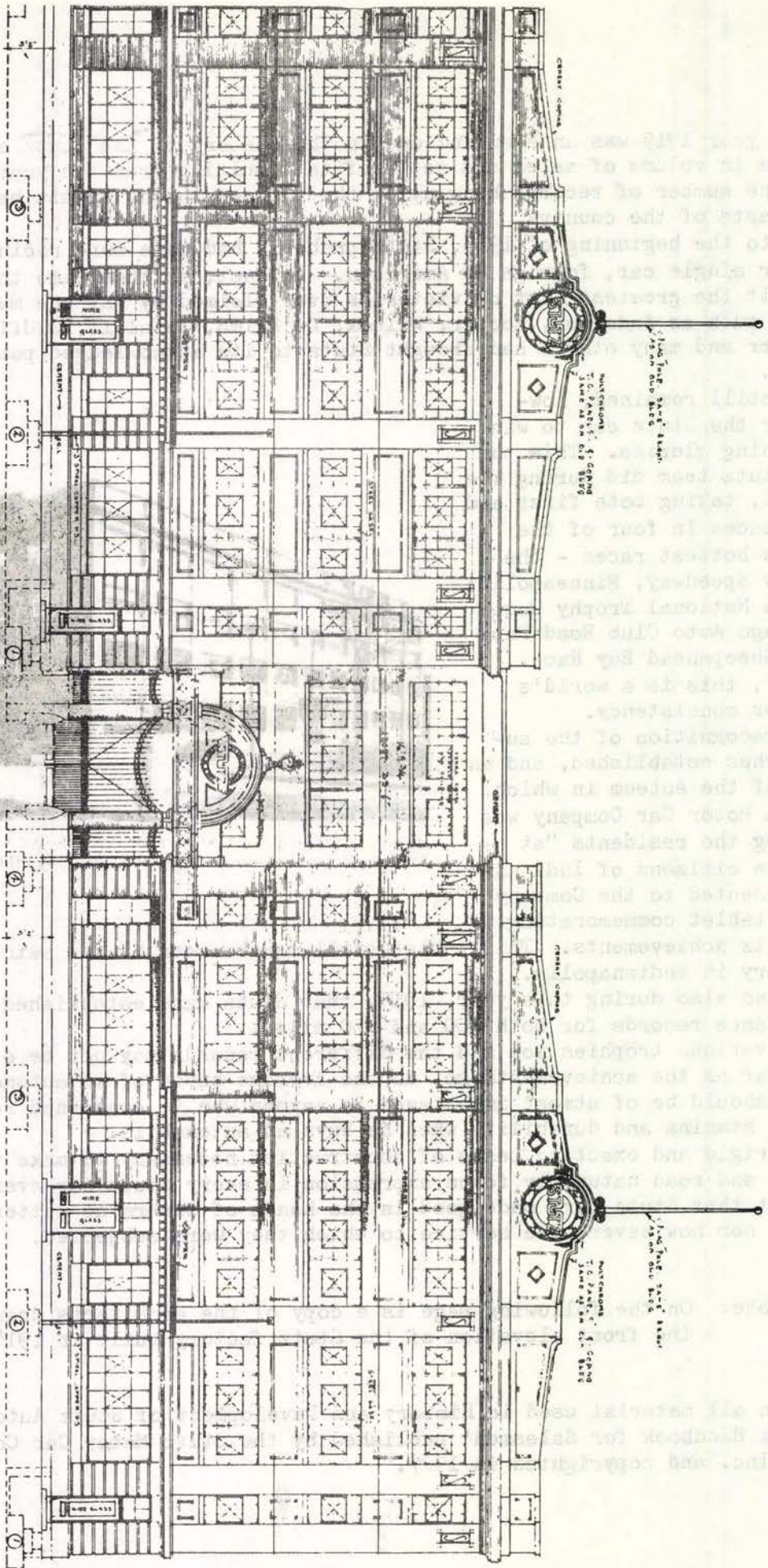
The rigid and exacting tests of construction necessary to make victories on the track and road naturally found expression in every Stutz car ever built, with the result that Stutz cars made good in the hands of owners no matter where they were used nor how severe the service to which they were subjected.



The first unit of present Stutz plant at 10th and Center Avenue, Indianapolis, which was built in 1914.

Editors Note: On the following page is a copy of the architects drawing of the front elevation of the Stutz factory built in 1914.

Source on all material used in History and Development of Stutz Automobile is the 'Stutz Handbook for Salesmen' published by the Stutz Motor Car Company of America, Inc. and copyrighted in 1927."



MEMBERSHIP TO DATE OF STUTZ NUTZ

John B. Allen 216 Woodbridge Ave. Buffalo, New York 14214	1929 Stutz 8, Restored 1929 Blackhawk 4-Dr. Sedan, Parts Car
Charles L. Betts, Jr. 2105 Stackhouse Dr. Yardley, Pennsylvania 19067	
Delyle G. Beyer 4204 Menomonee River Pkwy. Milwaukee, Wisconsin 53222	1929 Stutz Roadster LeBaron (Restored)
John B. Bowman 755 Florence Dr. Elm Grove, Wisconsin 53122	1927 Stutz 8 (Bowman & Schwartz ?)
Briggs S. Cunningham 343 Via Lido Soud Newport Beach, California 92660	1929 Stutz Blackhawk 4-Place Speedster 8 cyl. LeBaron (Unrestored) 1932 Stutz Super Bearcat, 8 cyl. Murray, Restored
Norman L. Deuble 1453 Hubbard Apt 212 Detroit, Michigan 48209	1929 Blackhawk Roadster (Original)
Richard Earl Dye 89 Dartwood Cheekto Waga, New York 14225	1925 Stutz 6 Roadster, Weymann Restored
Mendal M. Evans 23 Anderson Place Hamburg, New York 14075	1931 Stutz Conv. Cpe.
Stan M. Fouch 1802 Mt. Brynion Rd. Kelso, Washington 98626	1929 Stutz 4-Dr. Sedan (Original)
Paul Freehill 3020 Alexander Ft. Wayne, Indiana 46806	1926 Stutz Sedan, 8, American (Restored) 1919 Stutz Bearcat (Being Restored)
Wells Fulton 3020 N. Atlantic Blvd. Ft. Lauderdale, Florida 33308	1929 Blackhawk 4-Pass. Speedster (Restored)
Robert E. Furey 883 Indian Rock Ave. Berkeley, California 94707	1929 Stutz Touring, 6.
William Goodwin 200 S. Main St. Frankfort, Indiana 46041	1918 Stutz Touring, 4 cyl, Original

John Grunder 31 Morningside Dr. Torrington, Connecticut 06790	1929 Stutz Conv. Sedan (Restoring) 1929 Stutz 7-Pass. Limo
William Hill 9835 S. Beverly Chicago, Illinois 60643	
E. Jack Hitt 5930 S. Louisville Place Tulsa, Oklahoma 74103	1932 Stutz Custom Speedster. (Body custom built 1953)
Henry H. Hopkins 405 Second Street Box 156 Breckenridge, Michigan 48615	1928 Stutz Conv. Cpe.
Harvey M. Kauffman 1707 W. Clinton St. Goshen, Indiana 46526	1923 H.C.S. Sedan (Restored)
Jorma R. (Ray) Keta 305 Dean Dr. Rockville, Maryland 20851	1927 Stutz Speedster (Restored) (Body style not authenticated)
Gary Kittle 2209 Auberry Dr. Akron, Ohio 44312	1933 Stutz Roadster (Original)
Donald Lockwood 8736 Bennett Ave. Chicago, Illinois 60617	1930 Stutz 4-Dr. Conv. (Original) 2-1931 Stutz DV-32 Sedans LeBaron 1931 Stutz SV-16 Brougham LeBaron 1930 Stutz SV-16 (Parts Car LeBaron)
Truman E. Longley 3020 Superior Cleveland, Ohio 44114	1929 Stutz Roadster (Restored)
Emery D. Miller 418 N. Bosart Indianapolis, Indiana	
Joe P. Pinney 207 S. Michigan St. Lakeville, Indiana 46536	1921 H.C.S. 4-Pass. Tour. (Restored)
C. McCord Purdy 3856 Arthington Blvd. Indianapolis, Indiana 46226	1933 Stutz DV-32 Conv. Sed. (Original)
D. Max Reeves 223 S. Center St. Plainfield, Indiana 46168	1929 Stutz Sport Limo. LeBaron (Restored)
V. E. Ruth Route 1 Box 27 Johnson, Kansas 67855	1927 Stutz 8 Brougham (Original) American

-- STUTZ STUFF --

Wanted: For 1927 Stutz Sedan or Brougham: Windshield; R.F. door glass and one eave glass. All glass must be mint condition and of the original Protex wire type safety glass.
Cigar lighter (Casco) and plug-in lamp for same.
Rotary light switch and circuit breaker for lower end of steering column.

Mr. Verle Ruth Route 1, Box 27
Johnson, Kansas 67855

Wanted: 1 original DV-32 intake manifold and carburetor.
1 pair of '30 - '33 sidemount type fenders & brackets.
1 6-lug 18" wire wheel with lock ring.
1 pair Stabilite headlights

Will Trade: Excellent 4-speed transmission.
1 DV distributor No. 660-W.
1 SV head and camshaft.
1 Complete 1928 engine, approximately 60,000 miles on it.
1 SV-16 headlight tie bar emblem, beautiful condition.
1 RA radiator ornament; chromed brass reproduction.
1 custom made DV intake manifold, (aluminum) Log-4 type and 4 new side draft carbs.

Mr. Gary Kittle, 2209 Auberry Drive, Akron, Ohio 44312

Wanted: For 1929 Blackhawk 6
1 Zenith 105 DC Carburetor.
1 Trunk 16" x 31".
Dash Pull Knobs with the following letters "C", "H", "M".
1 Pair Ryan-Lite Tail lights.
Mr. Wells Fulton, 3020 N. Atlantic Blvd., Ft. Lauderdale, Fla. 33308

*****FOR SALE*****

Stutz Owners Manuals: 1929 Model M, 1932 DV-32/SV-16, 1929 Model L Blackhawk.

Also 1920 Sales Catalog. All are offset copies of originals. \$10.00 ea.
Money refunded if not satisfied.

C. M. Purdy, 3856 Arthington Blvd., Indianapolis, Indiana 46226

Stutz Nutz Pins and Tie Tacks, \$2.00 ea.

C. M. Purdy, 3856 Arthington Blvd., Indianapolis, Indiana 46226

NOTE: Send Ads, pictures, articles, to be used in Newsletter to -
Max Reeves, 223 S. Center St., Plainfield, Indiana 46168

