

THE STURDY STUTZ

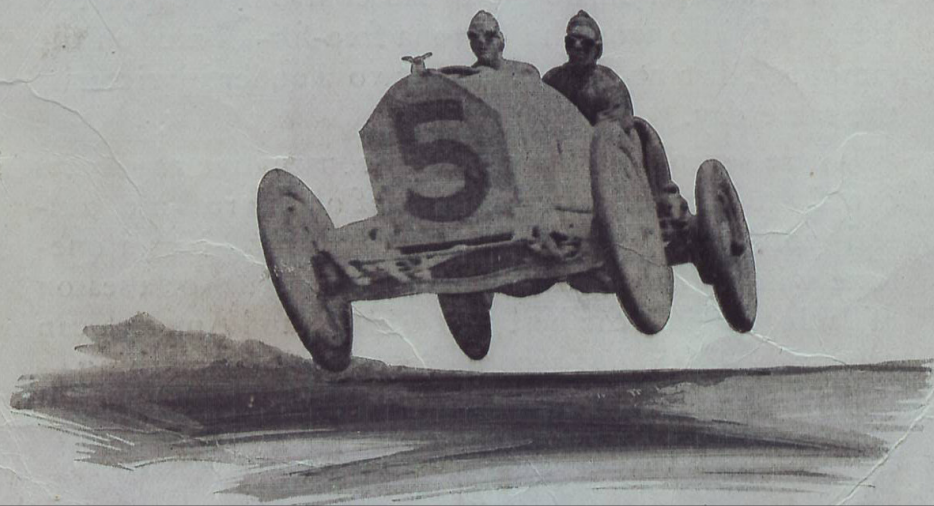
1913's Road Race King

A ROAD RACE RECORD NEVER BEFORE
EQUALED BY ANY CAR

- 1st—Tacoma, July 5th—Potlatch Trophy, Earl Cooper Driving, 199.5 Miles.
- 1st—Tacoma, July 5th—Inter-City Trophy, Parsons Driving, 102.16 Miles.
- 1st—Tacoma, July 7th—Montamarathon Trophy, Earl Cooper Driving, 250 Miles.
- 1st—Los Angeles, August 9th—Santa Monica, Earl Cooper Driving, 445.2 Miles.
- 1st—Elgin, August 30th—Elgin National Trophy, Gil Anderson Driving, 301 Miles.
- 1st—Corona, September 9th—Corona, 301-450 Class Race, Earl Cooper Driving, 250 Miles.
- 1st—Corona, September 9th—Corona Free-for-All Race, Earl Cooper Driving, 300 Miles.

SEVEN ROAD RACES ENTERED
SEVEN VICTORIES WON

The Stutz holds the World's Road Race Record for the 301-450
class; average 75.03 miles per hour—former record 74.42



*Pamphlet put
out by Stutz
to advertise its
racing victories.
1913 First
three victories
are Tacoma
Speedway*

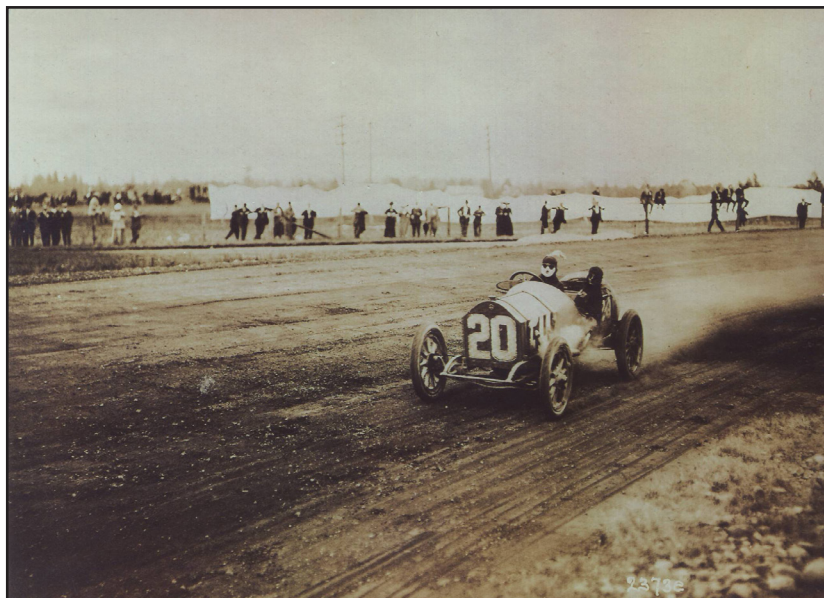


The Reign Of the Stutz At the Tacoma Speedway

by *Wayne Herstad*

In the spring of 1912 the Tacoma Carnival Association was looking for something to invigorate the newly created Montamara Festo (mountain sea festival). The Tacoma Carnival Association, formed in 1907, was responsible for the July 4th Independence Day festivities. The festivities would usually last one week. In 1911 the festival was called the Carnival of Nations, and even the Great White Fleet

Stutz #20 with Earl Cooper driving mechanic Bob Aulert, Tacoma July 5-6, 1912



Announcements

Stutz Website

The STuTZ Club Website has been refreshed and will now be easier to update and feature more content including event photos. Please visit the site at www.stutzclub.org or www.stutzclub.com and have a look.

Mark Your Calendar - Thursday, October 10 at 7 p.m.

Hershey Dinner (cost \$33pp) will again be at the HOLIDAY INN Harrisburg East, 4751 Lindle Rd Harrisburg PA 17111

There will be NO "on the field" Meeting on Friday Oct 11, 2013

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Trophy 1913 Tacoma Speedway

Trophy won by Jim Parsons for his victory in the Intercity Trophy race

showed up in Commencement Bay for the festivities. Tacoma businessman Arthur Pritchard, head of the Tacoma Automobile Club, was at Indianapolis in 1911 to see the first 500 automobile race.

His proposal to the Tacoma Carnival Association was to conclude the great Montamara Festo with an automobile race. The local businessmen were all in favor of the idea, however, they did not just want local auto racers, they wanted the major names in national auto racing. Since most auto races were either in the mid-west, east coast, or southern California, local organizers decided to offer a total purse of \$25,000 to draw the biggest names in auto racing to the Pacific Northwest.

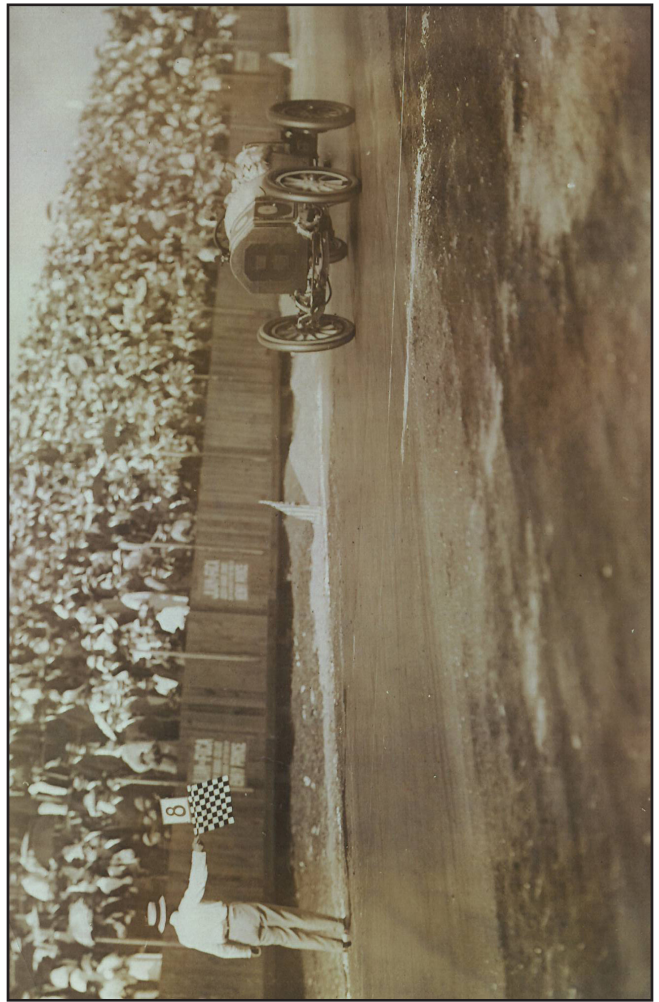
One of the first drivers that showed up at the Tacoma Speedway road race was a young Nebraskan named Earl Cooper, who had been auto racing since 1904. In 1912 he was lucky enough to be on the racing team from the new automobile company, Stutz. Of the five races in

*Tacoma July 5, 1913
Earl Cooper winning
1st Potlatch Trophy
Race*

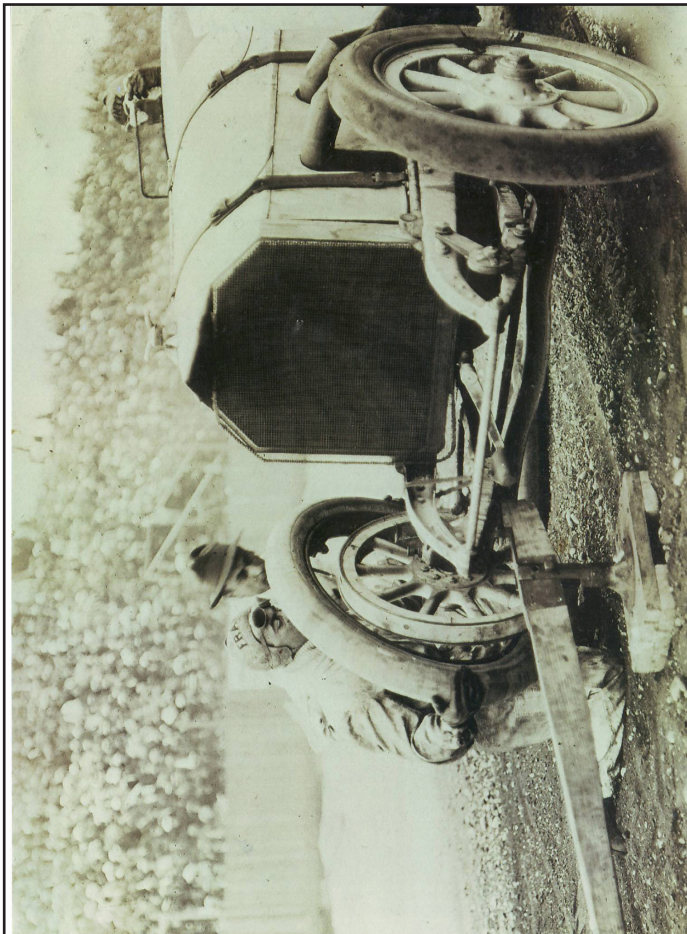




Tacoma 1914 #8 Stutz



Winning Tacoma July 5, 1914 - #8 Earl Cooper Stutz



Tacoma 1914 July 4 - #7 Jim Parsons, Frantz
Mechanic W. Odgen changing a tire on Jim Parson's Stutz



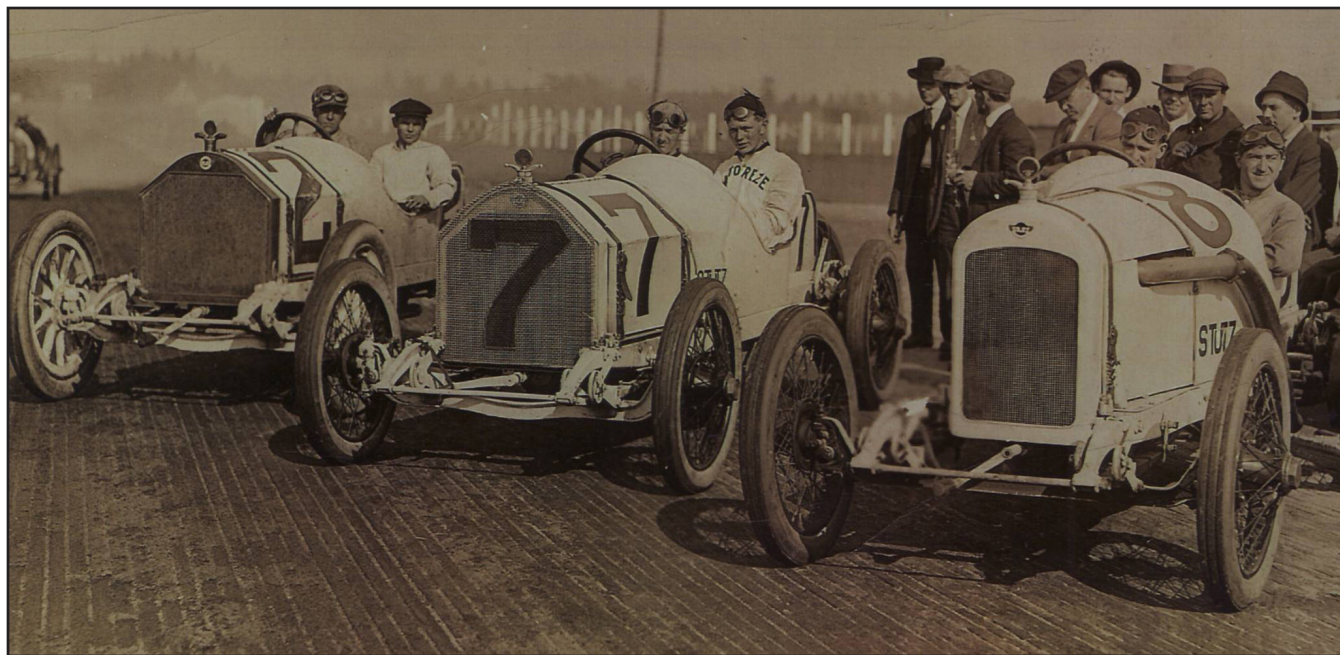
Tacoma July 1914 - Jim Parsons #7 Frantz/Stutz



the 1912 season, Earl won first place in the 450 ci and under category, at a speed of 66.32 mph, winning a purse of \$1400.

In the year 1913, the number of races was reduced from five to three, the Intercity Trophy, the Potlatch Tro-

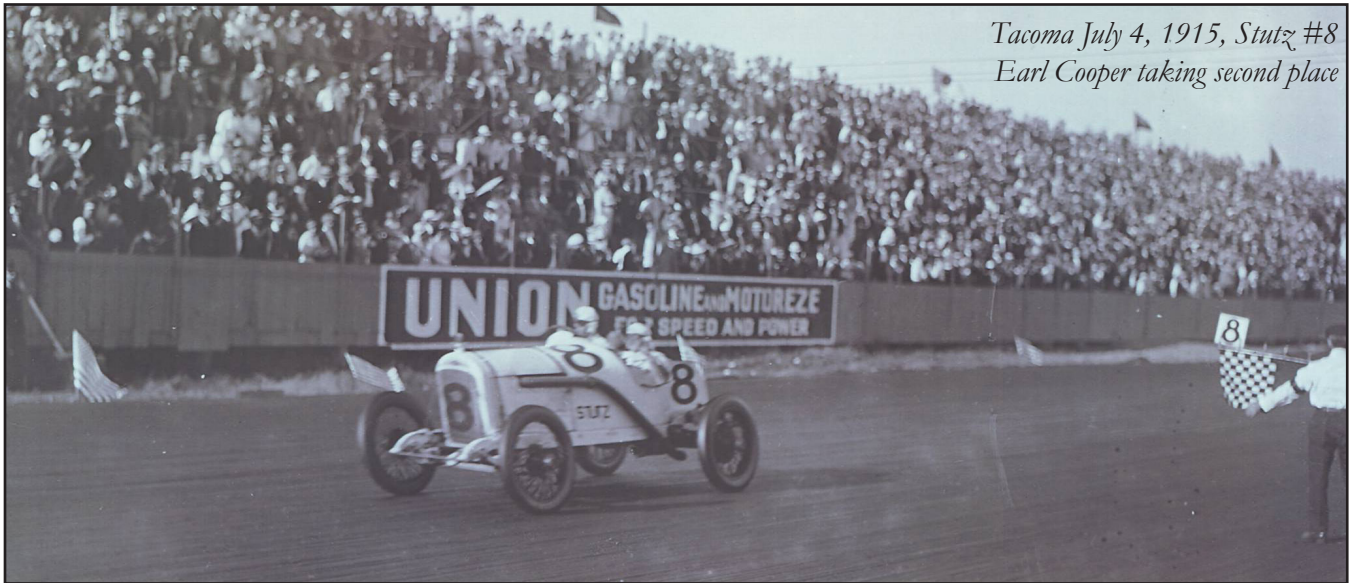
phy, and the Montamarathon Trophy. Not only did Earl Cooper return, but there were two other Stutz entrants. One was E.J. Cameron, and the other was Jim Parsons, a mechanic at the Stutz agency in Seattle, who later became the owner of the Stutz agency in Seattle. When the dust had cleared at the end of the race, Stutz cars had taken



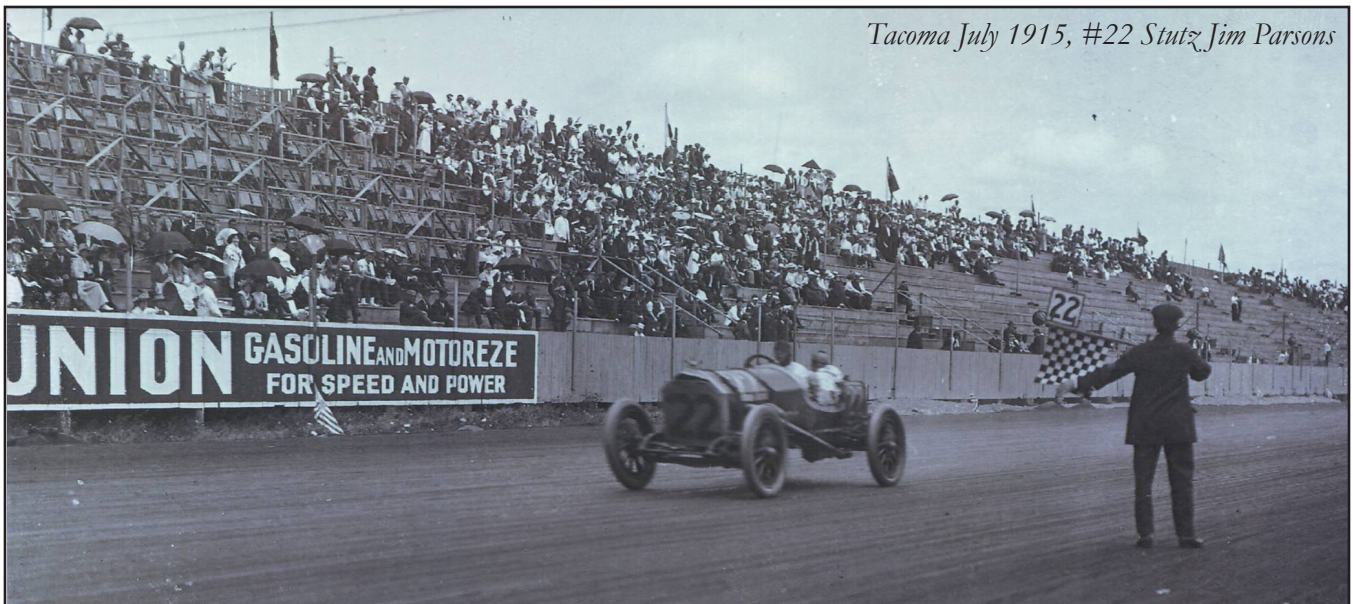
*Above: Tacoma July 1915
#2 George Hill, Stutz
#7 Dave Lewis, Stutz
#8 Earl Cooper, Stutz
The Stutz Team, The #2
car was Earl Cooper's old
#8*

*Right: Tacoma July 15
Earl Cooper Stutz
#4 before changing to #8
for race*

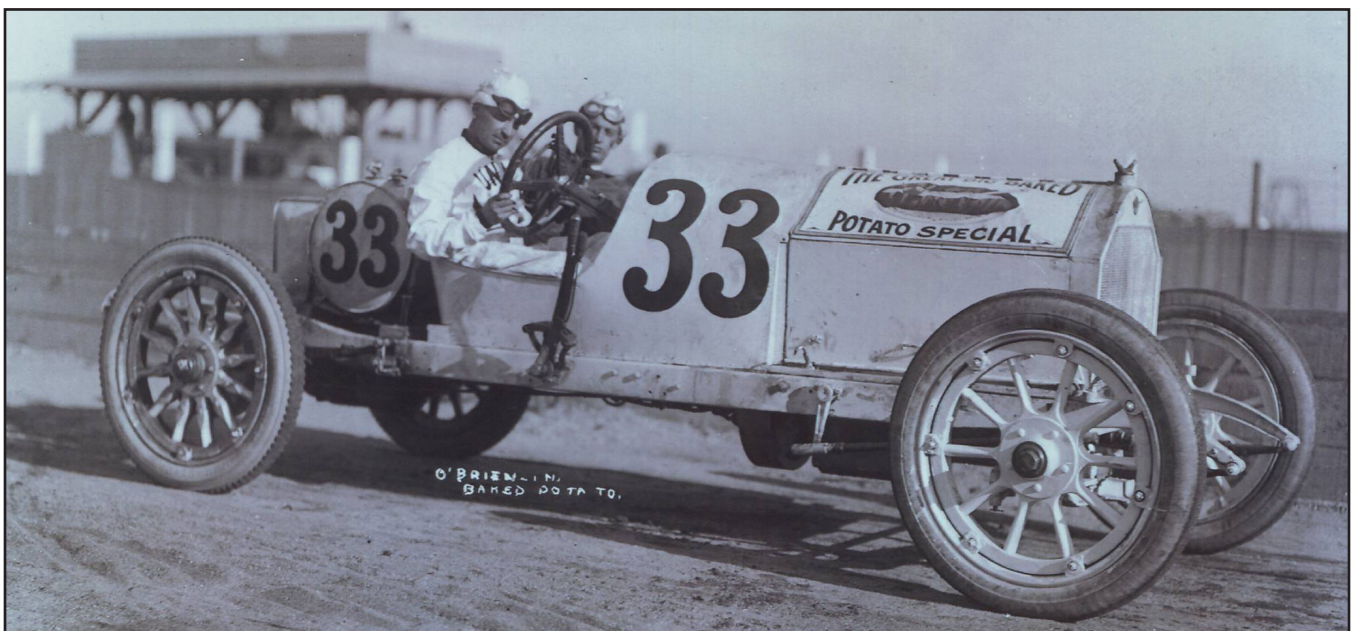




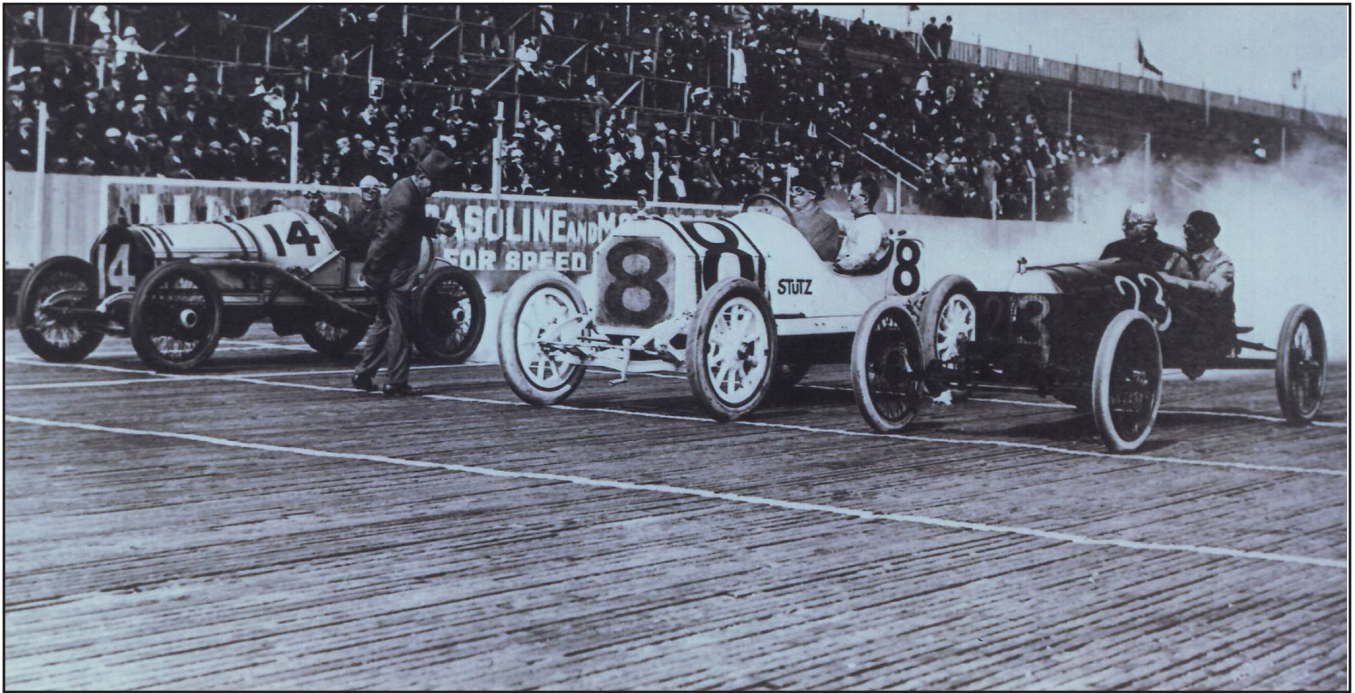
Tacoma July 4, 1915, Stutz #8
Earl Cooper taking second place



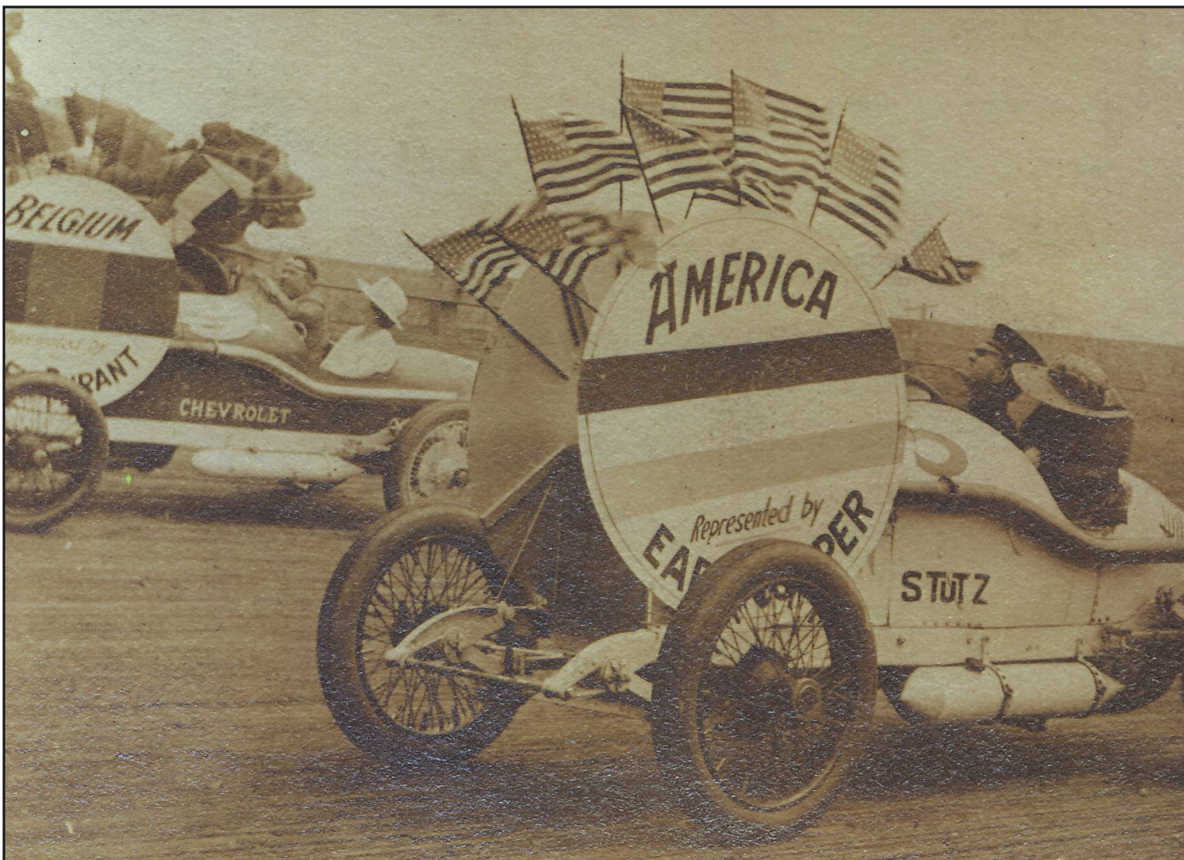
Tacoma July 1915, #22 Stutz Jim Parsons



July 4, 1915 Stutz Tacoma #33 Baked Potato Special H. O'Brien Driver, Stutz
Jim Parson's old #7 Stutz from 1913. Now sponsored by the Great Northern Railroad,
6 advertising the Great Big Baked Potato Special from their dining car



1916 Tacoma Speedway: #14 Ulysses Aubrey in Stutz/Mercer; #8 Jim Parsons in the old Earl Cooper #8 Stutz

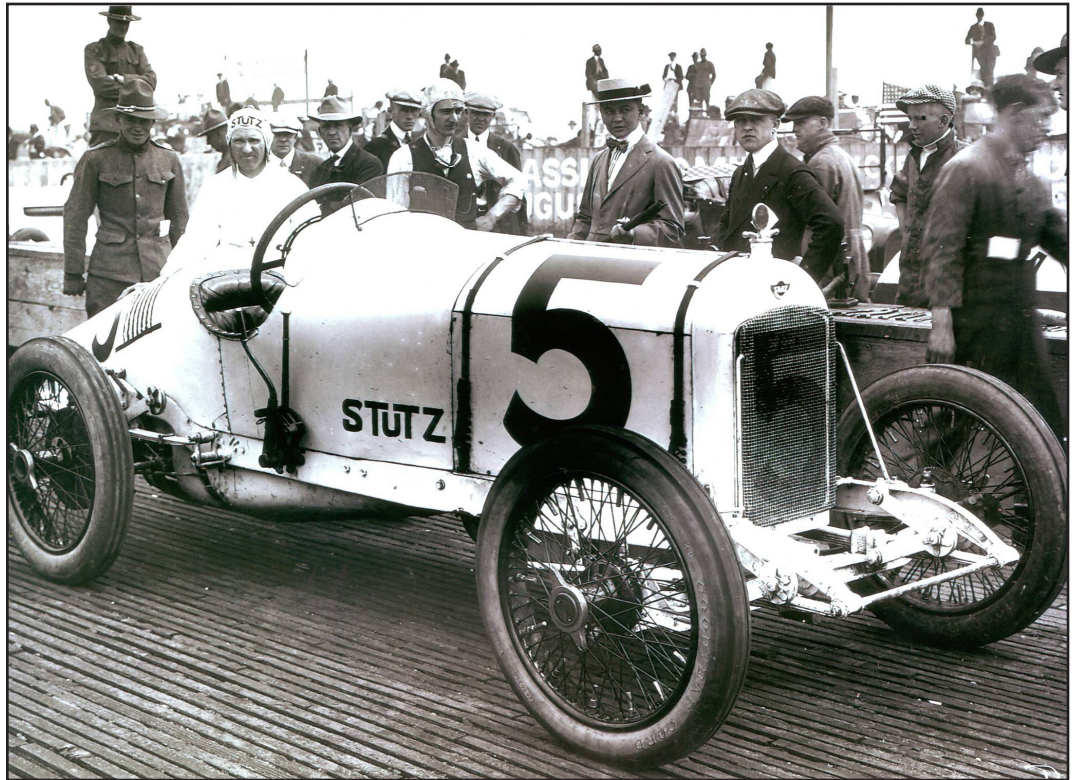


#5 Stutz
Earl Cooper
representing
America.
Behind Cliff
Durant
in #9
Chevrolet/
Stutz
representing
Belgium, July
4, 1918

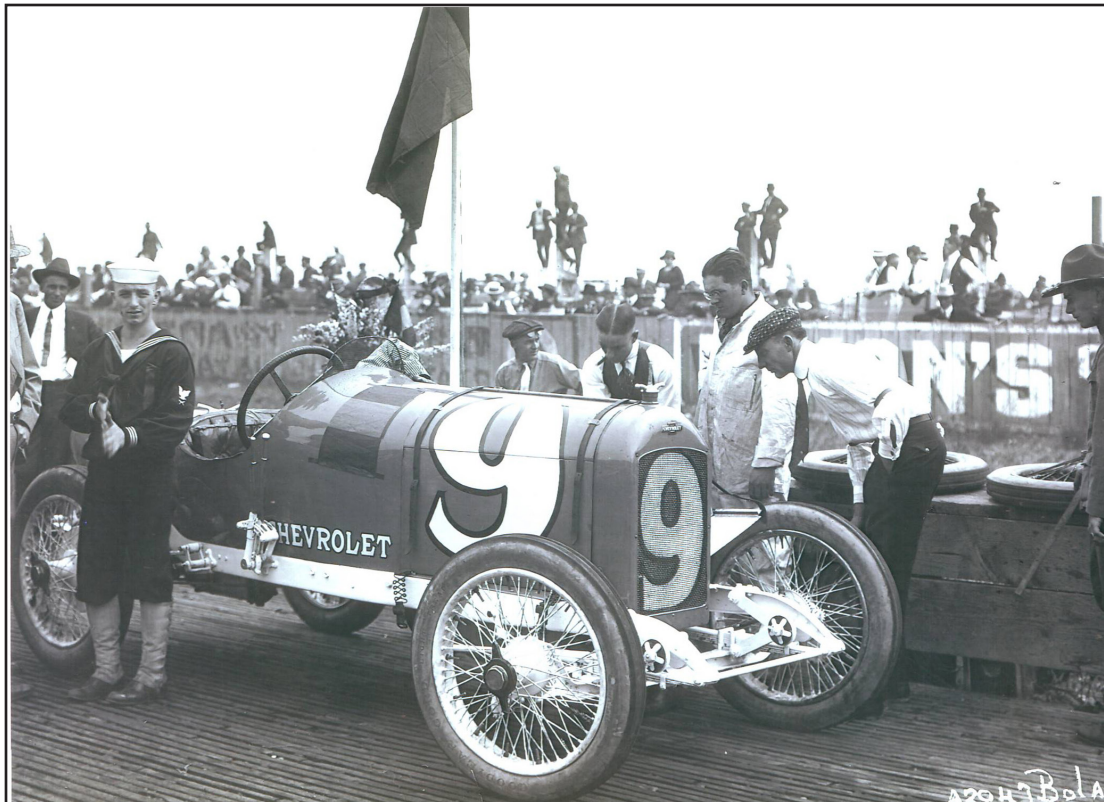


first place in all three Trophy races. Parsons won the Intercity, and Cooper won both the Potlatch and the Montamarathon. It was obvious by this time that Stutz racing cars were showing their dominant presence at Tacoma.

In 1914 the track changed from a road race to a two-mile dirt track in the shape of a capital D. Jim Parsons repeated his Intercity first place win and took fourth place in the Montamarathon in the #7 Stutz. Earl Cooper took first place in the



Tacoma July 4 1918 #5 Earl Cooper Stutz



Tacoma July 4, 1918 #9 Cliff Durant Chevrolet



Montamarathon and third place in the Potlatch in the #8 Stutz.

The track changed again in 1915 to a two-mile board track. Two million board feet of 2x4's were laid on end. The track was 50 feet wide and banked 18 feet on the curves. There were five Stutz racing cars in the 1915 races driven by Jim Parsons, Earl Cooper, Dave Lewis, George Hill, and H. O'Brien. Again, Jim Parsons repeated his victory in the Intercity for the third time in three years, driving #22 Stutz. Earl Cooper won second place in both the Potlatch and the Montamarathon with his new #8 Stutz single overhead cam 296 c.i. displacement engine, which kept the automobile within the new AAA 300 c.i. limit.

For 1916 the three-race format was discontinued. Rivalry between Seattle and Tacoma was at an all-time high, so a grudge race was held June 4 between famous Stutz driver and Tacoma Speedway winner Jim Parsons, representing Seattle, and Ulysses Aubrey of Tacoma in his Mercer racing car. It was unknown to Tacoma fans that Jim Parsons had just purchased Earl Cooper's old famous Stutz #8, which had won the 1913 and 1914 Montamarathons. Aubrey, knowing well how fast the Cooper car was, had gone back to the Wisconsin motor factory and picked up one of the last 450 c.i. racing engines, which he put in the lighter Mercer frame. Aubrey easily won both heats to claim the prize.

The 300-mile Montamarathon race was held August 5, 1916, and there were no Stutz cars in the line-up. At the end of 1915 Harry Stutz had withdrawn the factory racing sponsorship, and the race cars were locked away in the factory. Later in 1916 Harry Stutz sold three of the race cars to Earl Cooper and one to Gil Anderson.

Cliff Durant came to Tacoma for the first time in 1917. He had just purchased two Stutz race cars from Earl Cooper. He

won second place in the Montamarathon in his #4 Stutz. Jim Parsons was there with his #7 Stutz, but did not finish because of engine problems. On September 3, 1917, Earl Cooper raced his #5 Stutz in the 1st Army Post sweepstakes at the Tacoma Speedway, winning first place, and beating Cliff Durant.

In 1918 the U.S. entered WWI, and the Indianapolis 500 shut down for the duration. Tacoma, however, organized 4th of July racing program to honor American allies in the war. On a presentation lap, each automobile

Cliff Durant Chevrolet Special (Stutz) July 4, 1919 Fred Comer Mechanic





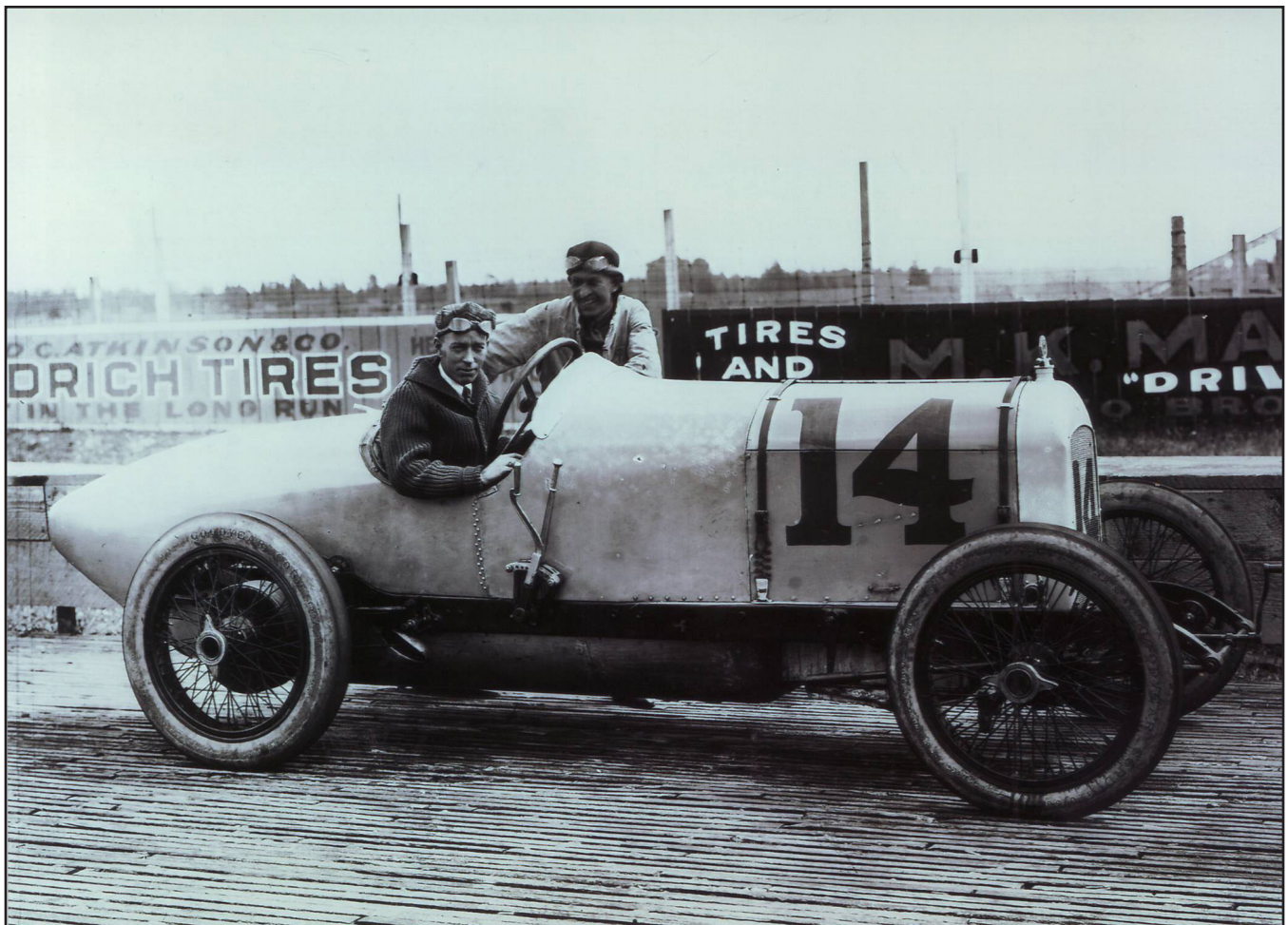
displayed a flag decoration representing an allied country. Earl Cooper and Cliff Durant both raced. Durant's car advertised Chevrolet on the side, but the only thing Chevrolet about the car was its radiator and grill. Durant had purchased the Stutzes from Cooper, and since Durant's father was president of General Motors, he couldn't go around winning races in a Stutz, and thus the disguise. Durant won first place with an average speed of 92.15 mph.

In 1919, both of Cliff Durant's "Chevrolet" Stutzes were at the race, one driven by him, and one by Eddie Hearne. There were three heats for the championship, and when it was over, Eddie Hearne had won second place in #14, and Cliff Durant won third in #1.

The changing AAA rules regarding the reduction of cubic inch displacement in race cars pretty much ruled out the Stutz racing cars after 1919. However, in the last race ever at the Tacoma Speedway in 1922, the famous Barney Oldfield came to the speedway and drove the official pace car, which was a new Stutz Roadster.

During the eleven years of the Tacoma Speedway, the Stutz racing car was the dominant force at most of the races, winning more races than any other marque. Earl Cooper became a three-time national champion in 1913, 1915, and 1917, all in Stutz cars. His wins at the Tacoma Speedway helped him achieve this goal. The Stutz car truly did reign at the Tacoma Speedway.

Tacoma Eddie Hearne, July 4, 1919 Harry Hartz mechanic Durant Special (Stutz)





2013 Grand Stutz at Keels and Wheels in Texas

photos by Dan DiThomas unless noted

I am already finding it difficult to be your new editor as I cannot possibly begin to explain what a great time we all had at the Grand Stutz at the Keels and Wheels concours in Seabrook, Texas.

Our group was made up of 40 people from 10 states covering Massachusetts, to California, to Alaska, and from four countries including the US, Sweden, England and Australia! In addition, members had 17 cars (including one new member) on display and one of the Bearcat TV show cars was also there. It must have been obvious how much fun we were having because eight new members signed up over the two days.



Dan and Mary DiThomas with their 1925 693 with Michael Bengtsson and Garry McInnes

From the moment we arrived we were welcomed by Dan and Mary DiThomas who ran the event like a finely tuned DV32. Dan and Mary worked with Richard and Irina Mitchell who both welcomed the group with the warmest of Texas hospitality. On Thursday, we were invited to the Mitchell's restoration shop known as The Old

Iron Works. In addition to having a chance to look at their collection and watch some of their craftsmen (and women) in action, a team scrambled around the racy little Blackhawk roadster as they prepared to fire up the only known DV24. The DV24 engine was in terrible shape and Richard's team went through it completely and thankfully put it in this roadster so we could all have a chance to hear it...and as we were there, it breathed its first breath of life.

Group at NASA





Peter Neville matches as Mitchells crew scrambles to start up the DV24 for us



Clem and Mary Lange in their 1912 Bearcat



Mary DiThomas welcoming us the moment we arrived



Carl Jensen pays off judges Mike Barry and Garry McInnes



Mitchells 1929 Blackhawk with DV24



Based on the shine and who is holding the rag it appears Gloria is the polisher of their 1932 conw coupe



Stutz Bellanca Aircraft Engine at Old Iron Works



Richard and Irina Mitchell 1915 Bearcat (photo by Jay Greer)



Apparently Carrol Jensen is responsible for shine on the DiThomas car



The Mitchells boat Liberty Belle flying Stutz flag (photo by Jay Greer)

Another rare artifact was the Stutz-Bellanca Aircraft engine which looks like it had not been touched since it was built.

On Thursday evening, the Mitchells welcomed us all on their beautiful boat, Liberty Belle, at the Lakewood Yacht club. The Liberty Belle proudly flew a STuTZ Club flag off her bridge and we were made to feel right at home as we boarded.

Friday's activities included a tour of the NASA space center, followed by a welcome dinner at the Lakewood Yacht club.

The concours event took place on both Saturday and Sunday. Keels and Wheels is of course held on the Lakewood Yacht club grounds right on the water. It is a beautiful setting and in addition to the cars, there is a fantastic showing of old boats of wide range of sizes and designs. On Saturday, the Stutz Club held our own judging meet with beautiful trophies. On Sunday, the Keels and Wheels concours awards were given out. While on the surface, two days sounds long for a concours event, but it gave us all a chance to enjoy some fun time together. Check out the slide show at www.stutzclub.org for more photos!



The Mitchell collection



*John and Betty
Grunder with
their 1929
Blackhawk 4
Passenger Speedster*

Many of our members were awarded "Best in Class" honors, including:

- Stutz 1911 – 1920
Clem & Mary Lange
1912 Bearcat

- Stutz 1921 – 1929
John & Betty Grunder
1929 Blackhawk L6

- Stutz 1930 – 1934
Ed & Judy Schoenthaler
1930 MB Conv. Coupe

- Packard Open
Richard & Irina Mitchell
1930 Packard 733 Roadster

- Best of Show American
Richard & Irina Mitchell
1931 Stutz DV32 Victoria

Additional awards from the Grand Stutz that were only for Stutz vehicles:

- Margaret Dunn Favorite STuTZ Award -
Richard Mitchell -
1930 Lancefield Coupe

- Best STuTZ -
Richard Mitchell -
1931 Victoria

- Peoples Choice
1st - John Grunder - 1929 Blackhawk
2nd - Clem Lange - 1912 Bearcat

- STuTZ 1912 - 1920
1st - Clem Lange - 1912 Bearcat
2nd - Richard Mitchell - 1920 Touring

- STuTZ 1921 - 1929
1st - John Grunder - 1929 Blackhawk
2nd - Chuck Swimmer - 1925 694 Speedster

- STuTZ 1930 - 1934 Open
1st - Richard Mitchell - 1931 Victoria
2nd - Ed Shoenthaler - 1930 MB LeBaron Conv Cpe

- STuTZ 1930 - 1934 Closed
1st - Richard Mitchell - 1930 Lancefield Coupe



Indianapolis Celebration of Automobiles

When we arrived at the Canterbury Hotel, it was like the Seabrook event never ended and we all just saw each other the day before. All the Stutz folks were already in lounge when we arrived and we all were having so much fun, the group decided to just stay there rather than go to the Concours welcoming party in the museum. The fact that old car people chose not to go to any car museum tells you just how much fun we were having together at the Canterbury!

In addition to the “Celebration of Automobiles” where the show cars are parked along Gasoline Alley, this is the first weekend of practice for the “500” cars. So drivers, teams and activity can be seen at the same time... then there is the great sound of cars out on the track. As Judges, we are often teamed up with celebrities which are often past 500 drivers, including several past winners.

This year, the honorary head judge was Mario Andretti. With this role Mario went around the grounds to pick his favorite car. I understand this is rather time consuming as Mario is quite gracious and will stop to sign anything for anyone who asks him. Sounds like a nice guy. He also did an interview with a Q & A on stage during the afternoon, followed by another interview during dinner. It really was fascinating to listen to him. In

fact, this is the third time we have attended this banquet and it is one of the best as they always have drivers and/or team owners interviewed during dinner. Their stories are often hilarious and it is great to hear the history first hand. I really recommend this dinner if you have a chance to attend.

Stutz cars on display included:

Joseph & Margeri Cassini, III	1930 Stutz SV16 Monte Carlo
Dan & Mary DiThomas	1925 693 Roadster
Richard & Irina Mitchell	1929 Blackhawk 2 Passenger Speedster (with DV24 engine)
Turner & Diann Woodard	1927 AA Brougham Sedan
Mike Barry & Judy Sturgill	1920 HCS Series 2 Roadster



Mike Barry 1920 HCS Series 2



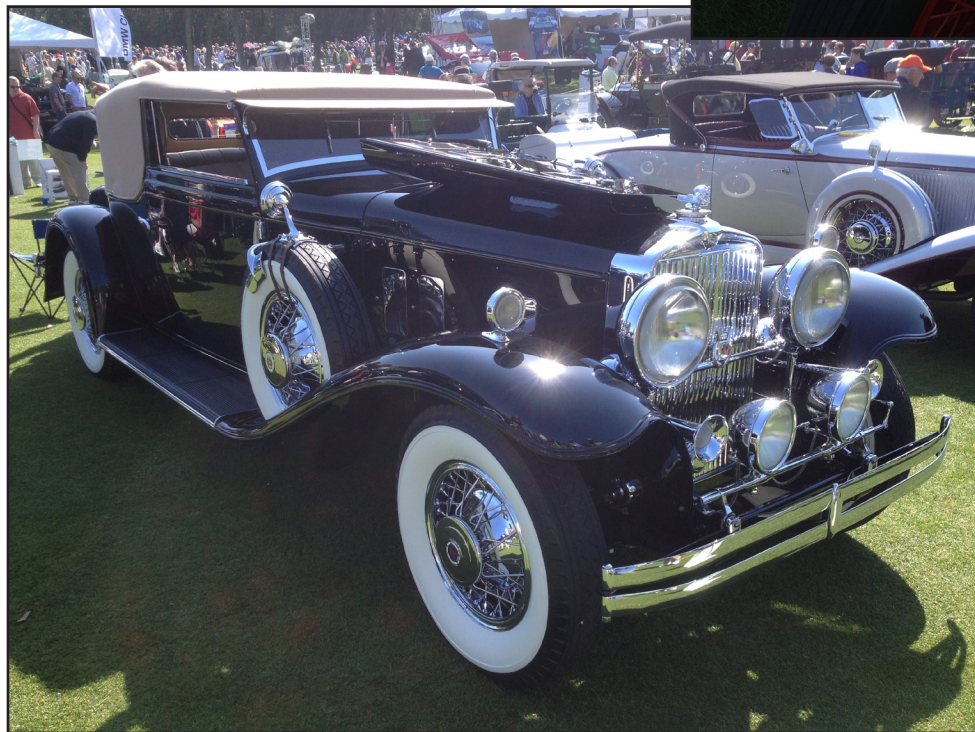
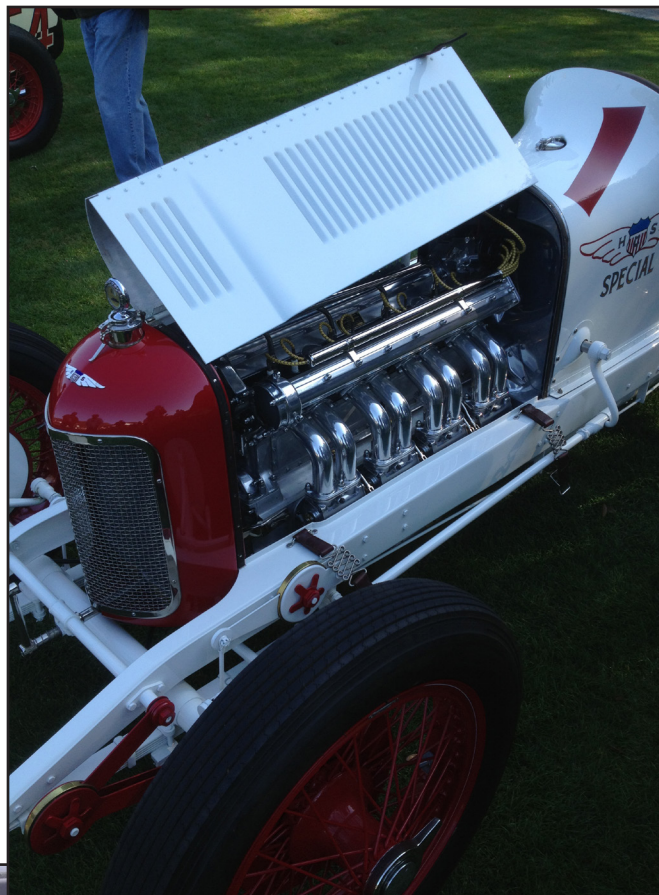
Turner and Diann Woodard 1927 AA Brougham



Amelia Island 2013

If you are car person living in the Snow Belt, you probably already know what a welcome break it is to head to Amelia Island. In my opinion, one of the things that really makes Amelia great are the cars they are able to get. This year was no different with one of features being Miller of which there were 22 present! One of these cars was a 1923 Miller HCS. (A very complete history on the HCS Millers and the building of this care was covered in STuTZ News Vol. XXII No. 89 July –September 2009.)

A “Best in Class” award was given to the only Stutz in attendance which was a 1931 DV32 Victoria by Rollston owned by Richard and Irina Mitchell. A number of other members were in attendance showing other marques or just there to see the cars, friends and enjoy the escape to Florida.



*Above: 1923 Miller HCS
Special 500 Winner Engine*

*Left: 1931 Stutz DV32
Victoria by Rollston owned
by Richard and Irina
Mitchell*



From the Editor

I would like to say thank you to so many members who sent notes and emails to me with your kind words and enthusiasm for me taking on this new role as editor or the STuTZ News. I want you to know that I really appreciate it.

Carl

We have updated our website!

Check it out at www.stutzclub.org Currently running is a slide show from the Grand Stutz at Keels and Wheels in Seabrook, Texas.

Help Needed with Parts!

My name is Henk Noteboom, I live in the Netherlands, I'm a member of the Stutz Club (# 0816) and I do have a 1921 Stutz, type KDH, 5-p open tourer. In November '13 we will participate in a classic car rally in Africa (Morocco) with our Stutz. To be well prepared for that I'm looking for some specific Stutz parts: head gasket or pattern/template to have such part manufactured, generator and ignition parts.

If any of the members could help me with this I should be most grateful if they would get in touch with me by email: henk@fam-noteboom.nl or phone: 0031 65 33 22 33 0.

Thank you and kind regards,

Henk Noteboom

The Netherlands

2013 Renewal Notice:

There are a few members that have not sent in their 2013 renewal. We value their membership and hope that they plan to renew this year.

Unfortunately, if we do not receive a renewal soon, this issue of the STuTZ News will be their last issue.

Please check your mailing label. If Over Due is next to your name this will be your last issue. if you wish to remain a member please contact Dan DiThomas at thestutzclub@aol.com or call Dan at 614 832-0066."

If anyone has misplaced their renewal form, please let Dan DiThomas know and he will send you one. It is important to us that you review the form and correct any wrong or missing information.





Grand STuTZ 2014 Planning

By: *Trish White*

We're 6 short months away from 2014 and gearing up for the next Grand STuTZ gathering! Plans are being finalized and details to follow, but we will be doing the event in either beautiful North Carolina or South Carolina where we hope to partner with one of two Concours, however that's where we'd like some feedback. In order to coordinate an event that everyone will enjoy the following is an outline of how the days would look with some questions for feedback:

The Grand Stutz has typically been a four day meet starting on a Thursday - is this a good start day?

- Thursday - Stutz Club gathers for a club dinner/meeting - would there be any interest in a short afternoon tour prior to dinner?
- Friday - Stutz Club tours as a group to a point of interest total mileage approx. 100 miles - is this too long a day? Would the club like a dinner planned or free time?
- Saturday, May 3, 2013 - Stutz Club tours as a group to a point of interest (Rockingham Race Track or private car collection). Dinner that evening.
- Sunday, May 4, 2013 - Stutz Club participates in the Concours either as a "class car", a feature car or a blend of both. Does the club want to participate in a Concours or prefer a half day tour and lunch ending the weekend at 1:00 pm.

Any feedback would be appreciated in order to plan an event that everyone will enjoy. Please email me at TJW2858@aol.com I look forward to you thoughts, questions and comments.

A Look Back to the Accounts of a Stutz Riding Mechanic

In 1988, our second issue of the STuTZ News included an interesting article on member Hemp Oliver. Hemp was born in 1912 and a graduate of both Worcester Polytechnic Institute of Massachusetts and George Washington University in DC. He was an engineer in the private sector, an officer in the navy and worked at the Smithsonian. Mr. Oliver was also a huge racing enthusiast providing commentary at many international races (including Sebring, Watkins Glen GP and others) and also was a noted photographer and historian.

So it is easy to see why Mr. Oliver was enamored with Stutz automobiles. He owned many of all vintages, but was most known for his 1914 Bearcat. There is a photo of this car in "The Racing Stutz" on page 52 with his friend Ralph Mumford at the wheel. (It should be noted that they had just beaten the great Ralph DePalma in a 1 lap 4 mile race at Rosevelt Raceway...but Mr. DePalma was in a Mercer!) A rather famous painting was given to Mr. Oliver by artist and author Peter Helck showing the Oliver Stutz racing a train. The Oliver Stutz was later purchased by member James Conant in 1976 and had it on loan in the Crawford Museum. I wonder if it is still there or where it is now?

As noted, Mr. Oliver was an automotive historian and author. An article he published in the December 1950 issue of Road and Track, prompted the letter below. It was published in the STuTZ News in 1988, but so good that Bill and I thought it should be reprinted. It is amazing these guys lived to tell these stories!

(continued on next page)

Indianapolis, Ind., 1-29-51.

Mr. Smith Hempstone Oliver
Associate Curator, Section of Land Transportation,
Smithsonian Institute, Washington, D.C.

Mr. Oliver -- A few weeks ago I picked a December copy of Road and Track from the rack in a drugstore and in flipping the pages for a glance at the contents, I noticed the top picture on page 12 which I instantly recognized as the Stutz racing car of 1913 vintage; it being the last Stutz racing car that ever I rode in as mechanic with the driver pictured, Gil Anderson. The pictured mechanic with him is Tom Rooney, the man who took my place after I was almost fatally injured while riding with another riding mechanic whom the "Old Man," Harry Stutz had promoted to driver over, my seniority as mechanic, for the entire crew of three cars, because of my small stature of five feet three and one-half inches and an averdupois of 107 pounds.

The would-be driver was killed when a right front tire blew at the northwest turn of the Indianapolis Motor Speedway while traveling wide open (about 90 m.p.h.) and the wall was smacked real hard, after which the car rolled on the brick track before it came to a stop. My button shoes were torn from my feet, a fingernail torn off as also a corner of a tooth broken off, the right frontal bone of my skull caved in and I was literally skinned alive over my entire body. All of this is an entire blank to me, as my memory of that day is entirely gone from my scrambled brains.

In the lower picture on page 12, taken in 1915, I recognize the driver, Earl Cooper and Harry Stutz just beyond the radiator cap, while behind the wall beyond Harry a big man is standing and alongside him you can see a nose protruding from under the bill of a cap, which is my identification mark as is also my short stature.

Of the original group of eight or nine men who designed, financed, built and operated the first Stutz automobile ever to be built, I am the lone remaining one that is still alive and at the nearing age of 71 years am retired on annuity from the Army Air Service as a Civilian Mechanic after 18 years of service at various flying fields in different states. I remember well all the old-time drivers from the year of 1909, also Eddie Rickenbacker, the tall skinny kid who rode as mechanic in the Firestone Columbus racing car in the first 500 mile race ever held (1911) and it finished in tenth place just ahead of our Stutz No. 10, which finished in 11th place, just one place out of the money. Anderson driving the entire distance, one of the very few who did. Anderson "lost it" one Sunday p.m. just before the 1912 race and slid sideways off the inside of the northeast turn, throwing me 100 feet through the air to light on my back in the infield grass unhurt and did the same thing at the southeast turn during the race four days later, when a right rear tire exploded as we entered the turn; no bad results except the car badly jolted sitting 100 feet from the track and me, madder than hell, about 50 feet on one side of it after describing another 100 foot parabola through the air and rolling further on when I hear the car fall behind me.

Those were the days of work, work, work, seven days per week, every night also, to get something done to try out the next day then tear down again when we returned to the shop; and how glad I am that I was fired off the team after being hurt, as I never could have stood the long hours, lack of sleep and "bottled in bond" so necessary to keep one awake.

I have not owned or driven a car since 1944 and am very glad that I do not have one at the present day as I see so many incompetent people who violate the existing laws and the "Law of the Road" so frequently that life behind the wheel is only a danger instead of a pleasure, as it formerly used to be.

I intend to write to Mr. Floyd Clymer, the editor, also to tell him of recognizing the picture and those that I recognize.

No doubt but this jumble of words has bored you by now, so am closing with best wishes to you and yours in all sincerity,

Respectfully Yours,
Frank E. Ayan,
1424 E. Market St.,
Indianapolis, Ind.

The only living member of "The Last Man Club."



STURM, RUGER & Company, INC.
SOUTHPORT, CONNECTICUT 06490





Technical Tips

by *Brian White*

As I write this, June is fast approaching. Also touring season is here, in our part of the world. Sorry Carl, I know you have to wait a little while longer. Trish and I have already participated on two tours in our 1923 Bearcat Roadster. So if you haven't already, check that fire extinguisher as well as everything else and enjoy driving your car.

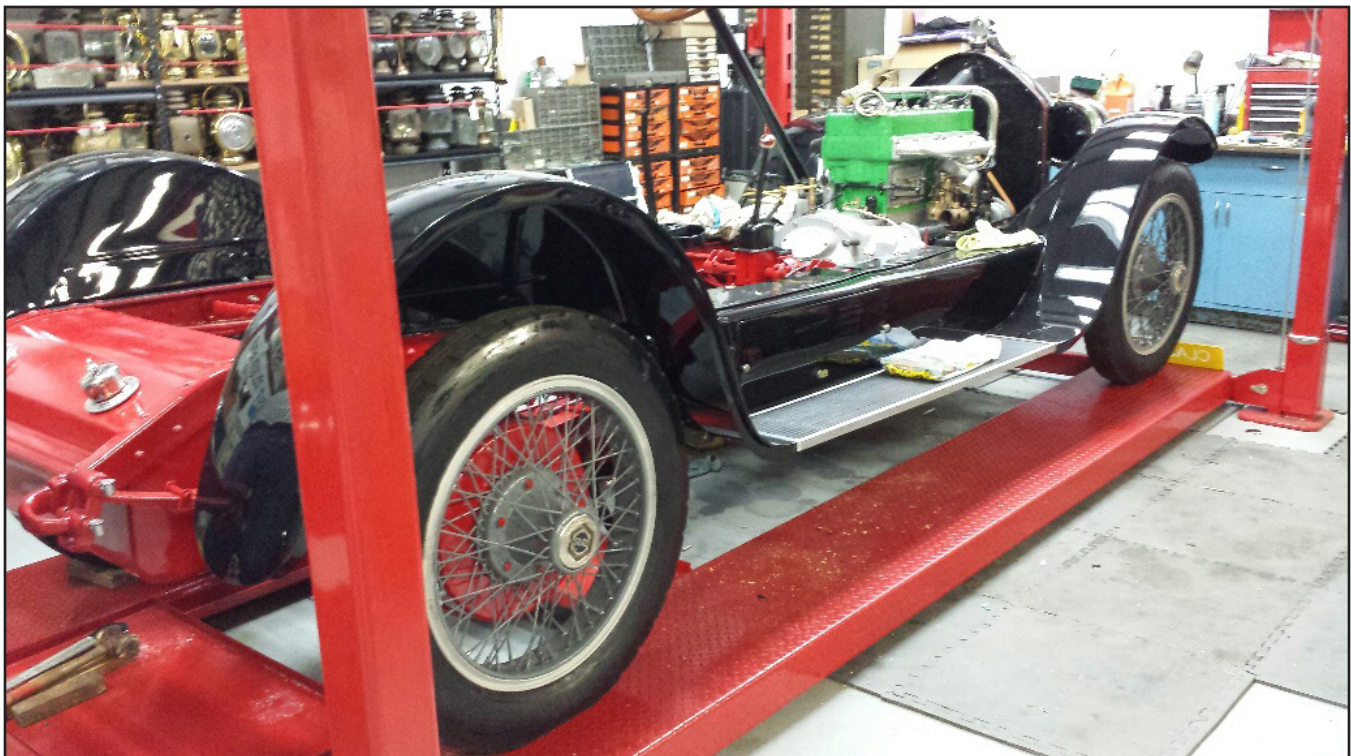
As some of you know I'm in the middle of restoring a '23 Speedway Four Roadster. I purchased the car from Glenn Wood, a club member from California in January on eBay. I totally disassembled the car and inspected every part. Although I saw pictures of the engine apart I wanted to look at everything myself. After a few changes I reassembled and painted the engine. Then I put it back in the chassis, I was making great progress.

I have never been a fan of that bright green that Stutz used so I painted it a darker green, almost like a Packard engine enamel green. As they say "that's when

the fight started". Trish started it, Jim Aldrich jumped in and Kim my daughter piled on. There goes the next weekend. Yes, I repainted it STUTZ green and yes it does look better and I feel better. Thanks Trish.

As I started working on the body I found it had never been off the chassis. This leads to a recommendation. There along the bottom of the body was some soft wood. Not rotten, just soft. When I restored my '09 and '11 Cadillacs, and built my kids speedsters I used West products on the wood to seal it. I love the stuff. But I didn't think it would soak in and seal this wood so I tried a new, to me a product called Kwik Poly. I don't know how bad the wood could be and this product still work, but these seals were soft maybe a quarter of an inch deep and about a foot long under the door areas.

When I got through I decided to seal all the nail holes for the upholstery. This stuff is great. It even work on horses hooves, so they advertise. I will let you know how it holds up on the Stutz wood.





Photos of the latest progress of Brian's 1923 Speedway Four Roadster. He has a few tools to make a difficult job a little easier!





Last Sunday as I was working on the Stutz and my two year old granddaughter came in with her Mom, my daughter. As I was installing the running boards Paisley

was all help. She was handing me washers and nuts as I needed them. This gave me a flash back to her Mom and I restoring her 1913 "T" Speedster. Then I reflected back to when I was my Dads "Big Helper".



As all these thoughts were rolling around I realized we need to encourage the younger generation to get involved. As all of you know our Stutz Club isn't getting any younger. I would like to encourage everyone to start out by inviting a young person to drive their car. Most will not even know how to start an old Stutz, but they aren't going to learn any younger. So get them started.

Stutz Suspension Restoration

by Carl Jensen, Editor

An area that is often overlooked, but can make a significant difference in drivability of our later model Stutz cars, is the suspension. It is often left undressed, unless of course it is broken. But a poor suspension results in poor ride and handling, reducing the pleasure in driving your car, its performance and your safety. Additionally, neglect has a snowball effect on the various components.

So if you want to start planning your next project (winters are long here in Wisconsin), here are few things to look at that will give you amazing results with minimal cost.

The first area to attack is the leaf springs. Many of our cars use bronze bushings pressed in the eyelets of the leafs. Over the decades, dirt, moisture and time sitting idle, often leave these bushings in rough shape. They can become worn and sloppy or they will be sticky and not allow for free movement. New ones can easily be made from blank bushing stock by a local machinist. A source for the blanks is "Applied Industrial Technology". (Use the solid 660 bearing bronze not sintered oilite.) An important step is that when the bushing is pressed into place, the inside diameter will reduce and therefore must be reamed to fit the pin or bolt on which it rides.

While the springs are out, they should be disassembled. Start by clamping them with a C-clamp, taking



out the bolts that hold them together; then loosen the clamp. Ideally this will allow them to come apart safely. However, sometimes after all these years, the leaves will stick together and some persuasion will be required. Try tapping scrapers between those leaves with a hammer. Once apart, the springs should be thoroughly cleaned. After they are clean, you can reassemble and paint them. Be sure to do this with the springs assembled as you do not want paint between the springs.

Now, once again disassemble the springs as they need to be lubricated. I have talked to a few people who went the path of using the Teflon sheets between the springs, but all have been disappointed in that they eventually worked their way out. In my opinion, the best solution is grease. There are two keys to this. The first is that you don't need a lot of grease, but each leaf should be evenly covered. All the excess will just come out and have to be wiped up anyway...particularly if you are one of the lucky ones with a nice light colored suspension. The second point is to use a high pressure grease designed for sliding parts. After some research, I used Extreme Pressure Moly Graph grease. Now you can reassemble!

If your car has a Bijur lubrication system on it, this is the perfect time to take a look at it too. After all, you want lubrication to those new bronze bushings. I have talked to several people who have taken out the Bijur system and put grease fittings in place of the metering orifices. This may be a good solution, if you are not concerned about keeping the original system on the car. In most of the joints, this makes logical sense, but I will caution that your Bijur system may also be lubricating other parts of the car that require oil. (For example, on some throw-out bearings, the system is designed to have oil drip on to a felt pad to wipe oil on the shaft. You will not get this by replacing that point with a grease fitting.)

If you want to utilize your Bijur system the good news is that all the metering orifices can be purchased new for about \$10 each. This is a good idea to do as these are sophisticated little devices that can be clogged. Each orifice also incorporates a check valve (usually stuck by now) and a felt filter. While they can be cleaned by soaking in lacquer thinner, this might not address the check or the filter. New metering orifices can be ordered

at INDUSTEQ Inc. in Stafford, Texas. Each orifice has a number on the side that determines flow to balance the system. The replacements have the same numbering system. This company also sells new seals and filters for the pump and reservoir. In fact, if you break one of those lines, they sell them too. Blow out all the lines (and oil paths) with compressed air and start fresh with new oil.

I have learned that oil for a Bijur system is a topic of much debate. It needs to flow to the joint, but you don't want it all to run out. In the Stutz manual, they list viscosities for the oil and how low of a temperature they can be used. Since Bijur is not unique to Stutz, I assume this is the same information for all cars so equipped. Looking at a viscosity table for common oils and lubes, the oils recommended would fall into 50 wt, 60 wt, 90 wt and 140 wt. In talking with a friend, he informed me that Rolls Royce put out a service bulletin in the 1960s that recommended 600 wt, but previously had recommended 90 wt and 140 wt. For us, it should also be considered that for the most part, our cars are not used in cold weather, so one might think that the 50 or 60 wt oil might be too thin. It would be interesting to hear other data on this.

While you are under there, it is probably time to have your shock absorbers rebuilt. I think most people will look at a shock and assume it is ok if it is not leaking. When in fact, every shock that I have seen that needed rebuilding was because the action was very sticky or the damping force was extremely high with stuck internal valving, or had internal leakage that resulted in minimal damping.

A final item to replace are the rubber jounce bumpers that limit suspension travel with a soft stop. Most of these are either missing or have the compliance of concrete by now. Steele Rubber products has a extensive listing of these and if they cannot match your car, it is likely you can find something close and you can cut it to fit.

So, now you have a major portion of your car refreshed with the investment of some fun time in the garage and very little money. You will be amazed at the results the first time you take it down the road.



To The Editor

From: Norman Barrs

The most interesting photographs provided by Bill Snyder published in our last news magazine are indeed photographs of the very last car manufactured by Stutz in 1934. The car is the same one that you all saw at Indianapolis and Pebble Beach during the centenary in 2011. I do have the original photos.

For the record the car has chassis no. SVPC1656 fitted with engine no. 33317HC. The engine is the normal straight 8 SOHC, the coachwork is by John Charles of London. The design of the coachwork is Brainsby Woolard. It is the actual 1934 Warwick Wright Olympia show car displayed in 1934, however it was not sold or indeed registered until 1937, which is why it has EX0425 1937 registration plates.

The whole history of this car is covered in the shortly to be published new book, which includes a whole section on English coachwork on Stutz chassis. However, I do have to report that sadly I have disposed of the car, and it is going on permanent exhibition at a new museum in the Gulf States.

Whilst writing to you I would also like to congratulate you on your article regarding the history of Brooklands, however the car that you have pictured and that raced at Brooklands was a 1926/7 Stutz straight 8 model AA four-passenger speedster that was owned by Warwick Wright himself. This is the car that he entered, as you correctly say, between April and September of 1927. After 1927, and following its extensive modifications with the tail that you see in the picture, this car disappeared off the scene completely. We can find no record of it having been sold and according to my documentation it simply ceased to exist.

The car that you refer to that finished up in Harrah's collection that now resides in the Simeon Foundation Museum in Philadelphia, is in fact 1929 Warwick Wright Le Mans car. Three of these cars, using the 6-cylinder L6 chassis fitted with the 8-cylinder

straight 8 engine with coachwork by Weyman; one owned by Warwick Wright, one owned by Edward Brisson, and the third car by Rothschild. These were the three entries for Le Man in 1929, two of them raced again in 1930, and one only in 1931/2.

This Warwick Wright car only raced at Le Mans in 1929; it was never raced at Brooklands, and it was put up for sale by Warwick Wright and purchased by Doctor Bengafield. However, what followed that sale in 1930 to the time when it finished up in the Harrah collection for restoration, is in fact a complete chapter in the Stutz book shortly to be published.

I know this can all be quite confusing, but unfortunately many of the records or observations to which we refer are only partly correct, and this is the reason why we have confusion with Stutz cars and their achievements.

From: Jason Gehring
Sent: Monday, April 08, 2013
Subject: newsletter

Carl,

To answer a couple of the questions in the newsletter. Regarding the partially disassembled 1929/30 speedster photo on page 10 and 11. The hole in the valve cover was to a mechanical fuel pump. The supercharged cars had this and probably they were adding this for racing for better fuel flow. You can see the holes in the firewall where the vacuum tank was mounted. The interesting things to me are the intake manifold. It's a 1927/28 two piece type. Starting in 1929 they were all one piece.

Another interesting thing is the radiator supports coming out of the cowl. My model M sedan has one rod coming out the center of the firewall to the radiator. Stutz didn't go to the two rod system until the new 1931 cars came out with the different hood. It looks like the hole is in the firewall for the single rod system though.

I don't think the disassembled car is the same as the Jones Special. The track photo of the Jones Special does



not have the raised frame shrouding as in the picture of the disassembled car. You can see the hood latches are mounted on the frame on the Jones Special.

Another interesting thing on the Jones Special is that it has 1927/1928 knock off hubs. As you know, 1929 was a different style.

Also interesting on the disassembled car, they already took off the chrome band that runs around the front of the cowl.

Now regarding the photos Bill Snyder submitted, the DV is a 1933 DV 32 Rollston Prince of Wales sedan. The photo was taken around 1960. My dad has the exact same photos, except my dad's photo doesn't have the ladder blocking the rear of the car. A guy named Joe Locey owned it and it was for sale for around \$700. My dad had just gotten out of the army and had no money. The car exists and is in California now. The other car is the green car Norm Barrs owned and restored.

To: Jason Gehring
From: Carl Jensen, Editor

Hi Jason,

Thanks for your email regarding the mystery photos! I agree with you that it is not the Jones Special, but based on you're your comments regarding the mechanical fuel pump on supercharged cars, I am now even more curious about what this car was. Clearly it must have been something special, particularly if these photos were in the Speedway archives. I wonder what it was...and where it is now...

To: Carl Jensen, Editor
From: Jason Gehring

I think it was a car the factory had to experiment on that they kept in the engineering dept.

My dad thinks the reason for the raised frame cover is to eliminate the cut out in the hood for the steering box. On a car without side mounts, this would have been much more attractive.

Turner Woodard's 1933 Stutz DV32 Hollywood Sedan was photographed by the Indianapolis Star for an article written in conjunction with the "Great Gatsby" movie premiere.



Above left, the Daisy Buchanan look comes from a Penelope dress by Skaist Taylor (\$356, 8Fifteen), feather wrap (stylist's own), shoes (photographer's own), matte satin elbow gloves (\$22, David's Bridal) and pearl necklace worn as a bracelet (\$38, Macy's). For Jay Gatsby (center), it's a regatta blazer (\$798, The Great Gatsby Collection at Brooks Brothers), oxford dress shirt (\$79.50, Brooks Brothers), ivory linen pants (\$298, Brooks Brothers), pocket square (\$28, Brooks Brothers), rust sidewheeler gingham bow tie (\$55, Brooks Brothers), Jackson fedora by Glory Hats by Goorin (\$29.50, Nordstrom), Wolverine cane (\$12, Carmel Old Town Antique Mall) and Spectator wingtip shoes (\$598, Brooks Brothers). At right, it's Jordan Baker with an Arie silk blouse by Alice and Olivia (\$264, Saks), earrings (\$9.95, H&M), pants (stylist's own) and shoes (photographer's own). The car, a 1933 Stutz DV32 Hollywood Sedan, was provided by Turner J.R. Woodward and the Stutz Business Center. It was made in Indianapolis specifically for the 1933 World's Fair in Chicago.

*"That's the best thing a girl could be
in this world,
A BEAUTIFUL
LITTLE FOOL."*

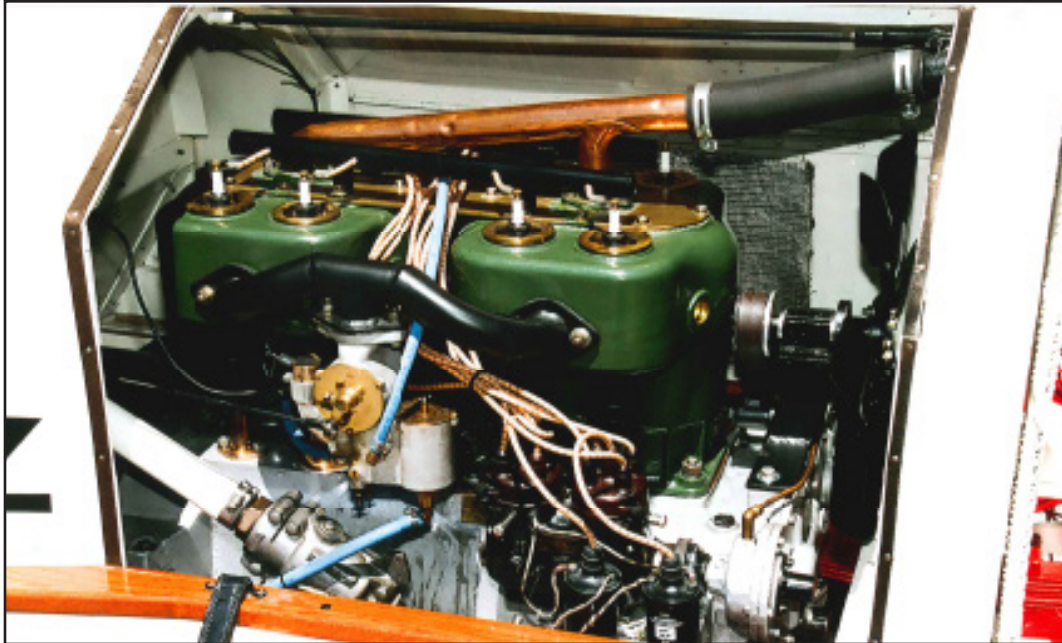


Date: June 21, 2013

From: Tom Kinney, Speedway, IN

Here are some photos I took on carburetion day at the Indianapolis Motor Speedway. Sorry I don't have any info on them. I'm assuming you've seen most of the other cars they had on display when you go to Milwaukee.

I don't know if you've ever seen the show *Counting Cars* on the History Channel, but one of their projects was restoring one of the modern Stutz cars from the '60s or '70s when someone tried to resurrect the nameplate. The car belonged to soul singer Barry White and they restored it for his widow. The show actually focuses more on the personalities of the shop crew than the actual work.





Membership Report

Welcome New Members

0852

Al Giddings
75 Bridger Hollow Rd
Pray, MT 59065 USA
406-333-4300
shop@algiddings.com
1930 Stutz MB Boattail

0853

Ernie Foster
2726 Martha Ave.
Torrance, CA 90501 USA
213-709-7258
ernesthfooster@gmail.com

0854

John Kocsis
1205 Greenwood Ave.
Torrance, CA 90503 USA
562-547-0915
jkocsis294@aol.com

0855

Lew & Ronda Cook
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977-562-1633
cookcrete@aol.com

0856

Chuck & Carol Swimmer
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San Diego, CA 92115 USA
619-287-4860
chucks@charco.com

0857

Mark Harr
109 Great North Rd.
Columbia, SC 29223 USA
803-736-0281
mharr@sc.rr.com

0858

Mark & Allison Sassak
1340 Lindon St.
Plymouth, MI 48170 USA
734-453-6411
sat1sport@aol.com
1968 Stutz Bearcat

0859

Jonathan Sierakowski
1 Classic Car Drive
Blenheim, ON N0P1A0 Canada
806-690-9630
jonathan@rmauctions.com

0860

Michael Fairbairn
483 King St. W.
Chatham, ON N7M1G6 Canada
519-354-8682
mikef@ciaccess.com
1933 Stutz DV32 Convertible Coupe

Mark Your Calendar

Thursday, October 10 at 7 p.m.

Hershey Dinner (cost \$33pp) will again be at the
HOLIDAY INN Harrisburg East, 4751 Lindle Rd
Harrisburg PA 17111



GARAGE

PRESERVING INDY HISTORY

1912 INDIANAPOLIS AUTO FACTORY NOW A SPACE FOR ARTISTS, RACERS AND MORE

BY PHIL BERG

SEVENTY-FIVE ARTISTS belonging to the Stutz Artists Association will display their paintings and other imagery at their 20th anniversary art show in the nearly 1-million-square-foot, 100-year-old Stutz auto factory in downtown Indianapolis in April.

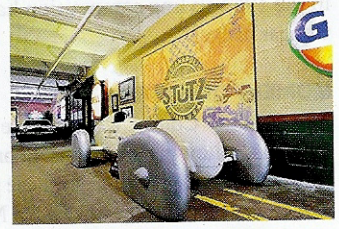
It was in 1993 that 50-year Autoweek reader Turner Woodard turned the massive structure into a “non-traditional” office and studio space, as well as his own personal garage for 18 of his favorite classic cars.

Woodard, a 63-year-old Indy native, spent his career reclaiming and restoring old commercial properties in the area, work that has helped

fund his lifelong hot-rod and racing exploits. When he was just 14, Woodard and a friend bought a used 1931 Plymouth four-door. They restored the car and sold it for a profit. Two years later, a tree fell on the car, so Woodard and the same buddy bought it back as a wreck, chopped the roof, removed the fenders and made it into a hot rod, which they sold for another profit.

“I fell in love with driving, the freedom it gave me, the sheer joy of driving led me to a love of cars,” said Woodard. “Then I inherited an MGB from my older brother. That’s where I made the distinction of riding in Pontiacs and Plymouths, and driving in sports cars.”

Woodard has been racing cars since 1969 and today runs

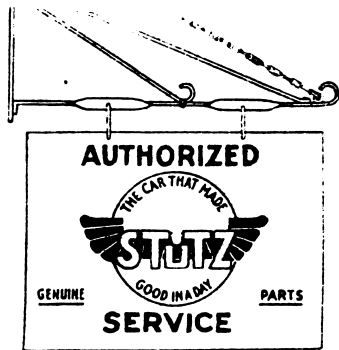


From top: A 1933 Stutz Package Wagon, '69 Mustang and '89 Countach. Two Stutz sedans and a Bearcat on display while Woodard's '56 Cadillac waits in the hallway. The Stutz factory. Replica of Stutz Black Hawk speed record car. A 1929 Stutz Dual Cowl Phaeton and a '30 Model A Ford.

a Formula Atlantic and a B-Sports Racer in vintage events. He maintains the cars in his race shop hidden deep inside the confounding maze of hallways that feed all corners of the huge factory. Next to the shop is the Stutz display area, one part of which is dedicated to Stutz cars.

Harry Stutz originally built the factory in 1912, after his

Bearcat won notoriety running in the inaugural Indianapolis 500 in 1911. The business failed in the Great Depression, and the factory was used by drug maker Eli Lilly and Co. as a packing and shipping facility until 1982. Woodard purchased the building, which today holds about 35 businesses and artists, as well as Bearcats restaurant.



BOOK ORDER FORM

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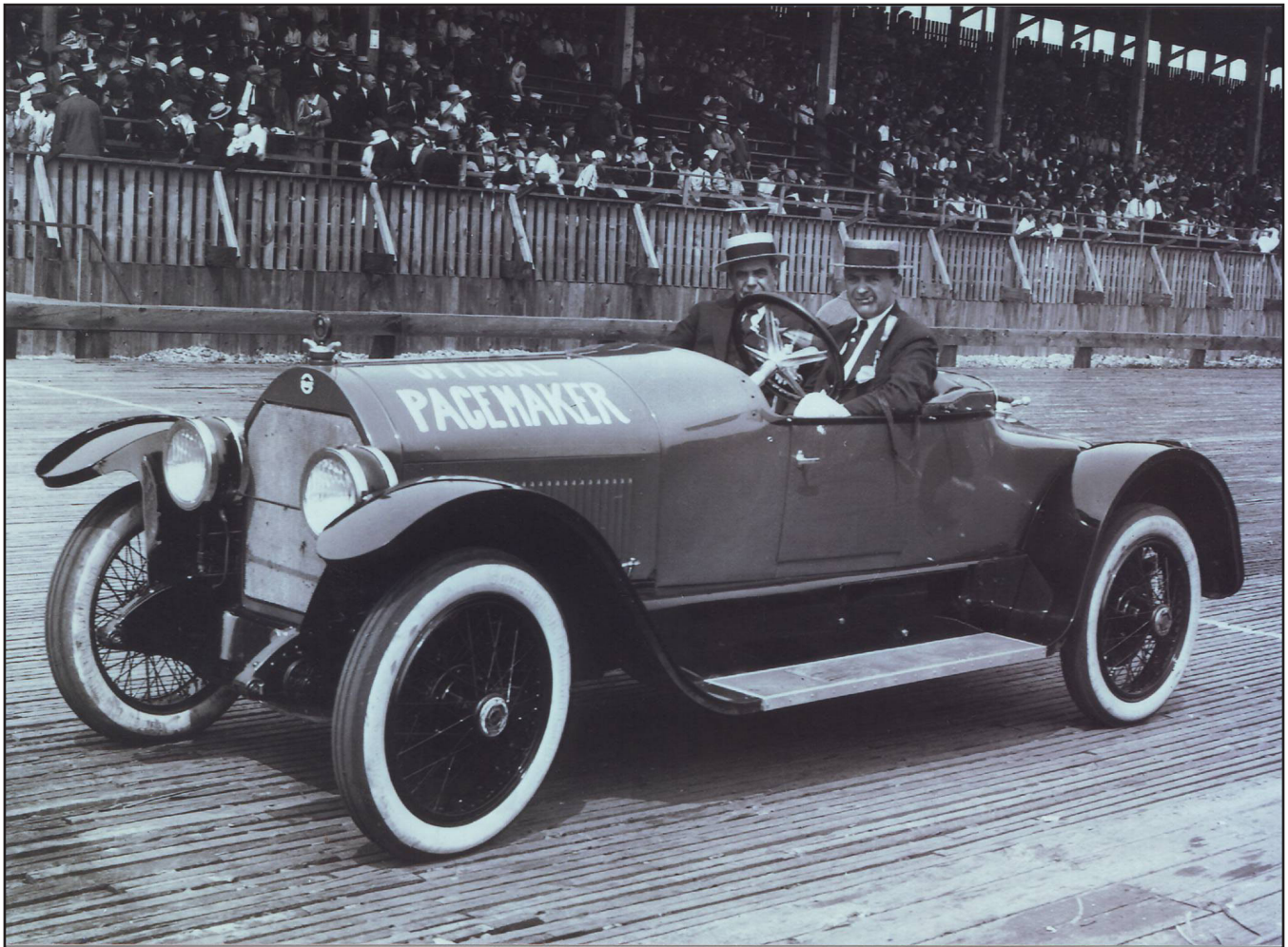
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July 1922 Last race at Tacoma Speedway. Official pace car driven by Barney Oldfield Stutz Roadster