



The Holman Stutz does a smoky burnout as it tears off the line at the Wilbraham Hill Climb



2013 Wilbraham Hill Climb

In 1908, the city of Wilbraham ran one of the first hill climb events in the northeast. 72 cars participated including Stevens Duryea, Knox, Stanley, Pope, Chalmers-Detroit and others. Buick sent their factory team with ace driver Bob Burman. The event was covered in the national press. Because of the wide range of automobiles (and motorcycles) from touring cars to race specials, the group was broken down into 21 classes. These classes were based on engine type, displacement, price and then separate classes for modified cars. When the dust settled, the fastest car of the day was a very racy Knox Giant.

This year, the town of Wilbraham celebrated its 250th anniversary and as part of the activities, George Holman ran a reenactment of the hill climb open to prewar cars.

The list of cars may have been as wide of a range as the original running that included single seat specials, Bentleys, Stutz, BMW, Frazer Nash and even a 1912 Mercedes GP car! There is some very good footage on several youtube links such as: <http://www.youtube.com/watch?v=c3fl4-IVS60> which is where your editor found the burnout of the Holman Stutz Black Hawk. (I have been enjoying showing this video to people who feel old cars just putter about!)



2013 Results included both Stutz cars and club members in the top places:

Place	Driver	Car
1	Ben Bragg	Old Gray Mare
2	Jon Lee	1940 Lloyd Rockey Special
3	George R. Holman	1929 Stutz Pikes Peak Special
4	Tom Ellsworth	1935 Ford Amilcar
5	Scot Ebert	1939 Dreyer Ford Special
6	Jeff Jacobson	1931 Morgan Super Aero
7	William Holman	1928 Stutz Black Hawk
8	George R. Holman	1932 Plymouth Sprinter

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<i>Cover: Scanned from F.J. Wood, The Turnpikes of New England, published in 1919.</i>	



AUCTIONS

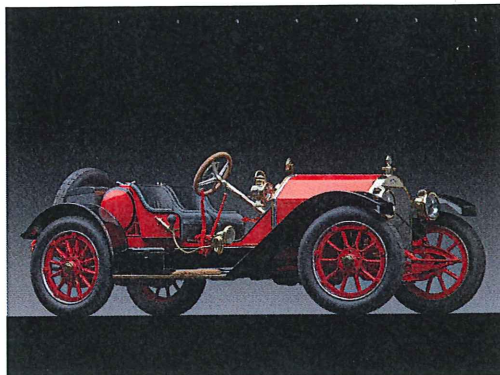
SEARCH LOTS

CONSIGN

RESULTS

COLLECTIONS

RESTORATIONS



ART OF THE AUTOMOBILE

21 November 2013

Lot 133

1912 Stutz Model A Bear Cat

To be auctioned on Thursday, November 21, 2013

Engine no. A730

Sales and racing of Stutzes west of the Mississippi was handled by one Walter Brown, a dealer based out of Santa Monica, who established a Los Angeles-based team of Stutzes in September 1911. Surviving advertisements from The Los Angeles Times indicate that Stutzes were first raced in California at about that time, and they featured the original Wisconsin T-head design of 4¼-inch bore and 5-inch stroke, which would be utilized only on the 1912 Model A.

The car offered here was discovered in California in 1949, and it is, in all likelihood, one of those brought west by Brown. The Wisconsin Engine Company wrote to an earlier owner of the car, in a letter which is on file, and they described this engine, number A730, as having been built for Stutz in late 1910; thus, it found its way into one of the first 1912 models built in late 1911. In addition, this car's radiator, which has a core appearing to be "sectioned," is also unique to the very earliest 1912 cars. The chassis beneath shows modifications made only to the Bear Cat model, confirming that this was originally a Bear Cat when delivered from the factory. Combined with the very early engine number, this lends credence to the belief that this is one of the earliest Bear Cats built, if not a prototype.

When found, it had a later gas tank and racing seats fitted, according to noted racing historian Joe Freeman, and the car had no evidence of the double Hartford shock absorbers that were installed on the factory racers; as such, Brown likely delivered this car as a standard Bear Cat, and it was privately entered in events by an original or early owner. It may never have been used as a "street car" when new.

The Bear Cat was sold in 1949, in solid, complete "as-raced" condition, by Earl Jones, of Seal Cove, California, to two brothers in Massachusetts. Fortunately, the brothers did little with the car, and after their passing some four decades later, it was acquired by noted enthusiasts Charles LeMaitre and Arthur Smith. Photographs of the car as they received it show it to be an unmolested racing car, still with its racing tank and seats fitted, and it was very complete.

Mr. LeMaitre performed extensive research into the car's history with the Harrah library at the National Automobile Museum, as well as with experts such as Joe Freeman, correspondence with whom is included in the file, discussing the car's possible early racing origins. In fact, legendary Stutz guru A.K. Miller stated to Mr. LeMaitre that this was an original race car. It was during this time that the car's heritage as an original, California-delivery Bear Cat were confirmed, with the original Golden State registration number still evident, as originally painted on the car's radiator core. This original radiator has been preserved, and it accompanies this automobile today.

The car was eventually passed to another noted New England collector, who undertook a no-expense-spared, frame-off restoration. The engine was rebuilt by Brass Era guru David Greenlees to extremely close tolerances, with expert machine work in the course of a total rebuild, ensuring not only that every component of the car would be as-original, but also that it would be durable and long-lasting for continued road use. Final assembly and detailing were in the owner's private shop, with paintwork performed by noted Bugatti restorer Scott Sargent, of Vermont. Exhaustive work went into sourcing correct lamps and trim, to return the Stutz to as near as possible to its original delivery form. Receipts and letters from the hunt, as well as many photos of the car before and during its restoration, are available for inspection.

An expert in early cars, who has had the opportunity to drive it, reports, "The car is delightfully agile and extremely powerful; the steering is light, the brakes are particularly adequate for a car of this nature, and the overall operation is very user-friendly, with a hidden electric starter installed during restoration. The gearing is perfection, as the torque curves are matched impeccably by its transmission ratios. For guys who love driving these early high-horsepower Brass Era cars, this Stutz makes the T-head Mercer seem like child's play."

Recognized by Stutz enthusiasts as a genuine Bear Cat, and as an excellent example of the marque, this car's offering here represents the first time in many years that a true and particularly early Bear Cat has been available. This is the first time that this particular automobile has ever been offered publicly, and it is a very significant opportunity. The excitement of the moment is palpable, and it recalls the thrill that the Bear Cat unleashed upon the world in the early years of motoring.

It is about the engine that starts with a growl and hustles to speed with a steady, ceaseless drumbeat. It is about exhaust that crackles through its open pipe like a roaring autumn campfire. It is about easily experiencing speeds above 70 mph on an open chassis aimed towards the west wind. It is automotive performance art at its most visceral and soul-stirring.

Auction of Note



Announcing the 2014 Grand STuTZ

Stillwater, Minnesota

July 30 to August 2

The STuTZ Club is pleased to announce that a Grand STuTZ is being planned for July 30th to August 2nd, 2014. The meet will be in conjunction with the Upper Midwest Region Classic Car Club of America's "Grand Classic". The event is being hosted by Mark and Gloria Desch and coordinated by Dan and Mary DiThomas.

The Grand STuTZ will be held in downtown Stillwater on the St. Croix River. Our accommodations will be in downtown Stillwater with various opportunities to shop and local sightseeing. The Upper Midwest Region CCA has invited the STuTZ cars to be displayed in conjunction with their "Grand Classic". Your car may be judged if you are a member of CCA.

Last year we had nearly forty members attend the Grand STuTZ at the Keels and Wheels Concours. We all had a great time and enjoyed the Texas hospitality. This year we encourage all members to join us in Minnesota for another fun get together. Bring your car regardless of its condition.

In order to plan a unique and enjoyable event, I need to receive member feedback. Please review the required information below and get back to me either by mail, email, phone or fax. The sooner the better. More information will follow as we progress with the planning and will be published in the STuTZ News and posted on the web site.

Mail: Dan DiThomas, PO Box 2031, Dublin, Ohio 43017

Email: thestutzclub@aol.com

Phone: 614-832-0066

<u>Date</u>	<u>Tentative Grand STuTZ Agenda</u>
July 30, 2014	Arrival and Registration
July 31, 2014	Registration, bus trip to private collections and restoration shop
August 1, 2014	Tour with our cars to local attractions around Stillwater. Dinner on riverboat with the UMR Classic Car Club.
August 2, 2014	"Grand Classic" judging and public display in downtown Stillwater. Awards Banquet Saturday evening with Classic Car Club.

Name: _____

No. of people: _____ Phone: _____ Email: _____

I plan to attend _____ I might attend _____ I will bring a STuTZ of HCS _____

I would like to register my car to be judged _____ I need trailer parking _____

Comments: _____



The Final Journey Home

by Mike Barry

This year at our annual dinner meeting in Hershey for The Stutz Club I introduced a story about the grandfather clock once owned by Harry Stutz and his daughter Emma. I am pleased to announce that the final journey of the clock to Indianapolis is now completed and safely in the archive room of the Stutz Club and soon will be on public display at the Stutz Factory.

For those who were not at the meeting in October I would like to tell the full story behind this wonderful opportunity to return such a timeless piece of history back to its roots.

A few months back I was contacted by email from Judy and Ken Eschmeyer about a large grandfather clock that they had indirectly obtained from the estate of Emma(Stutz) Horn, the daughter of Harry C Stutz. In that email they indicated that rather than just sell the clock to an individual, they would gladly donate it to the Stutz Club. Judy also felt that returning it to Indianapolis would have pleased Emma. I saw the important need to preserve its connection with Stutz and agreed to accept the donation. I immediately contacted members, William Greer (founding member) Turner Woodard (Owner of the Stutz Factory) Norman Barrs (Club President) and Peter Neville (International club member) and with their help the journey was realized. Special thanks to Ken and Judy Eschmeyer for their generous contribution to the club.

HISTORY OF THE CLOCK

In the autumn of 1923 (approximate time line) Harry Stutz as Chairman- Building and House Committees purchased two grandfather clocks and donated one for display in the reception hall of the Indianapolis Athletic Club and the other clock was to reside at his residence in Indianapolis. The clock in the athletic club was to recognize the achievement of successfully completing the building under his guidance. Unfortunately, the club facility and its contents were lost in a fire years later. This left only the sister clock, the survivor artifact, to remind us of the days gone by of prominent business personali-

ties walking the halls of the Indianapolis Athletic Club bringing industrial growth to Indianapolis and ensuring its recognition as a automotive manufacturing center in United States. (See article on the next page titled "At Last" by H C Stutz originally published in a book commemorating the opening of the Athletic Club.)

The final journey home for the clock is over but let us all explore the possibilities by showcasing the achievements and influence of Harry C Stutz on automotive manufacturing in Indianapolis by perhaps a secure public display area of club memorabilia and cars at The Stutz Factory Complex.



AT LAST By H. C. STUTZ

Chairman Building and House Committees



The organization of the Indianapolis Athletic Club has approached the day where every member is in a position to see the progress and achievement of an idea that was born in the progressive mind of Indianapolis business men, who have been constantly alert and watching the advancement of smaller cities less favored in the industrial opportunities than this city.

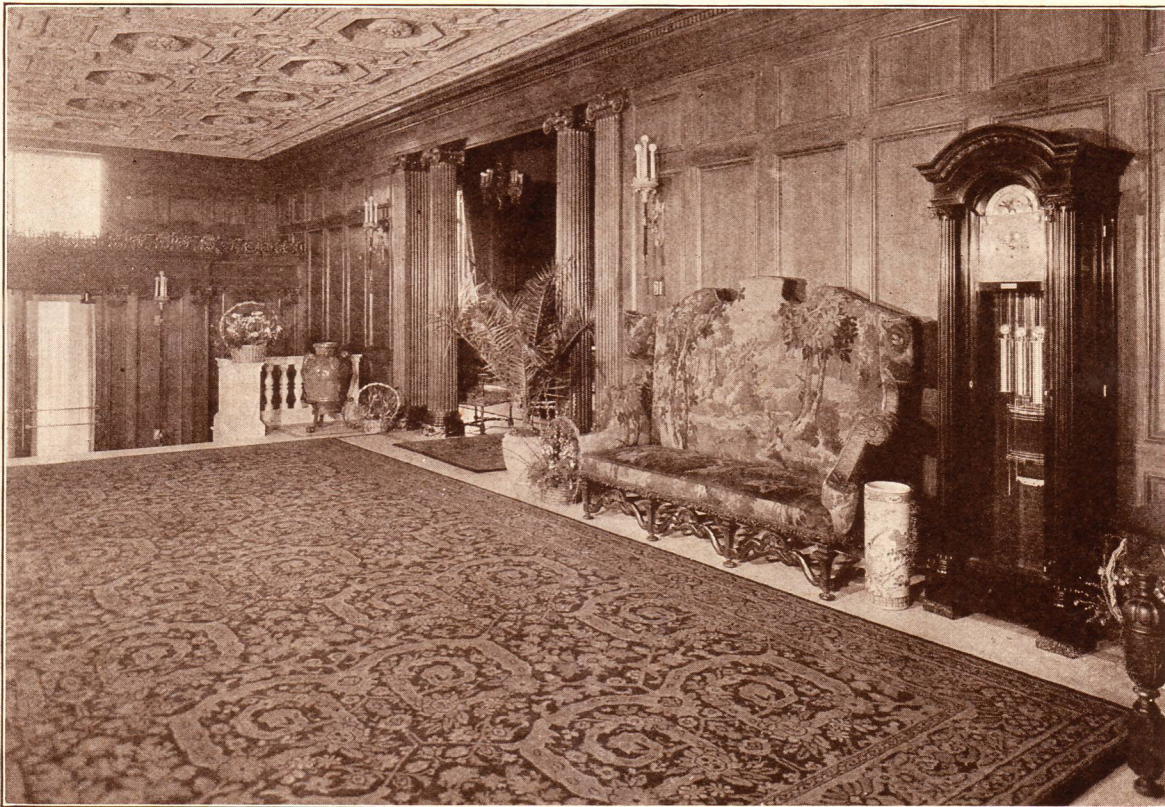
The elegance and truly artistic appointments of the general house is the climax of achievement in the annals of great clubs, for it embodies the last word in modern equipment and advanced ideas.

It would be a difficult problem to credit anyone in

particular for this magnificent achievement. Our intention is not approaching the subject that has passed, for that is already a fact, but merely to express our feelings and satisfaction of the results obtained.

To our members in general, for their confidence in the project that made it possible; to architect and various contractors, for completion of wonderful ideas; to our committees, for their ceaseless, tireless and unselfish co-operation and efforts which often have taken personal sacrifices in order to see it ultimately completed as a masterpiece and pride of the city of Indianapolis, giving one more monumental marvel to the state of Indiana and its citizens.

The directors and committees have given the management unlimited advantage, and that is confidence. The success of an institution depends on general co-operation and patronage by the members.



MAIN ENTRANCE LOBBY



Mike Barry, Judy Sturgill, Tuner Woodard, Carolyn and Bill Greer pose with the clock at the Stutz archive.

The Stutz Grandfather Clock - “A Chronometric Masterpiece”

by Bill Greer

Mike Barry’s article “The Final Journey Home” adds another chapter to the wonderful history of Stutz. How fortunate the club is to have such a magnificent gift. A great clock selected personally by Harry C. Stutz for his new residence constructed in the early 1920s at the south-west corner of 31st and Meridian Streets in Indianapolis. The Stutz residence became part of the Winona Hospital Corp in later years and has now been acquired by the Children’s Museum. It’s future existence is questionable.

It is interesting that Harry Stutz purchased two identical solid mahogany 9 tubular bell grandfather clock gifting one to the newly constructed Indianapolis Athletic Club. The clocks were purchased from Edward E. Petri & Co. of Indianapolis, a prominent distributor located near Monument Circle which my wife Carolyn remembers well. The Petri Company is inscribed on the clock’s faceplate.

You will note from the photos that the clock arrived disassembled and carefully packed for shipment from Estes Park, Colorado to the Stutz building in Indianapolis





where it resides in the Club's archive room. In order to determine its condition and an estimate of the cost of put it back into fine running condition after being placed on display, I called upon Cliff Matthews of ClockWerkes, Reelsville, IN, a noted clock expert. On November 12, 2013 Cliff and I spent a couple of hours examining the clock's condition. Cliff determined that the clock had been well maintained and appeared to be in fine condition. He estimated the cost of getting it back in proper time to be \$200 - \$300. A second estimate will be sought from another firm.

The origin or maker of the Stutz clock is yet to be determined. There is a switch to play the bells in either Oxford or Westminster fashion. This may indicate the clock is of English origin. Cliff commented that the clock's mechanism dates from 1900.

Donations to the Club for funding the cost of putting the clock on display would be appreciated and may be sent to Dan DiThomas, Club Treasurer.

In the Beginning

by Hugh P Guthrie

Ed's Note: Member Hugh Guthrie provided the following article as additional information to Bill Greer's article "Stutz Archive Update" from the last issue of the Stutz News.

Our editor's record of previous Stutz enthusiasts clubs makes interesting reading, indeed. In this article, to save reiteration, the name Stutz will incorporate all the allied vehicles that came from the Stutz company.

Our editor, bless him, has challenged me to explain the demise of the Stutz clubs that existed in Australia.

However, in re-visiting the story of the STUTZ OWNERS REGISTER (SOR), my records showed that an earlier organization had existed in Melbourne, pre-dating the SOR by some 3 years. In May 1953, a group of enthusiastic Stutz owners in Melbourne, Australia, formed the STUTZ OWNERS CLUB OF AUSTRALIA

In August, 1923, the house committee announced the selection as manager of the club of Matthew Szabady, whose eminent qualifications for this position are elsewhere set forth. Every since his arrival, Mr. Szabady has been busily engaged in overseeing the installation of equipment and the completion of arrangements for the opening of the club.

The posting of the multiplicity of luxurious appointments began early in the autumn of 1923 and they have been increased by several notable contributions from individual members. The classic chime clock of solid mahogany, a chronometric masterpiece, so much admired by everyone who enters the reception hall, has been presented to the club by Harry C. Stutz, chairman of the building committee. The directors' room on the third floor is distinctively furnished with a massive table, made especially for this purpose, of native walnut, hand-carved in Italian design, a gift from Alfred M. Glossbrenner. A fine oil painting has been given to the club by Joseph C. Schaf and two other excellent paintings were received from Frederick Fahmley. A number of other members have donated books and ornaments to the library and many others doubtless will contribute valuable gifts as opportunities are presented.

(SOC). As far as can be ascertained, this was the first specifically Stutz club, worldwide, and was intended to involve Stutz owners from wherever they resided. A copy of the first SOC newsletter is attached, and it also appears that there was initially considerable interest.

The Club appears to have prospered for some time but I have little information about the Club's activities. Apparently the young and enthusiastic founders must have found the organization of a Club that required contact with Stutz owners worldwide, daunting. There were few active cars, and study and other pursuits interfered with attendance

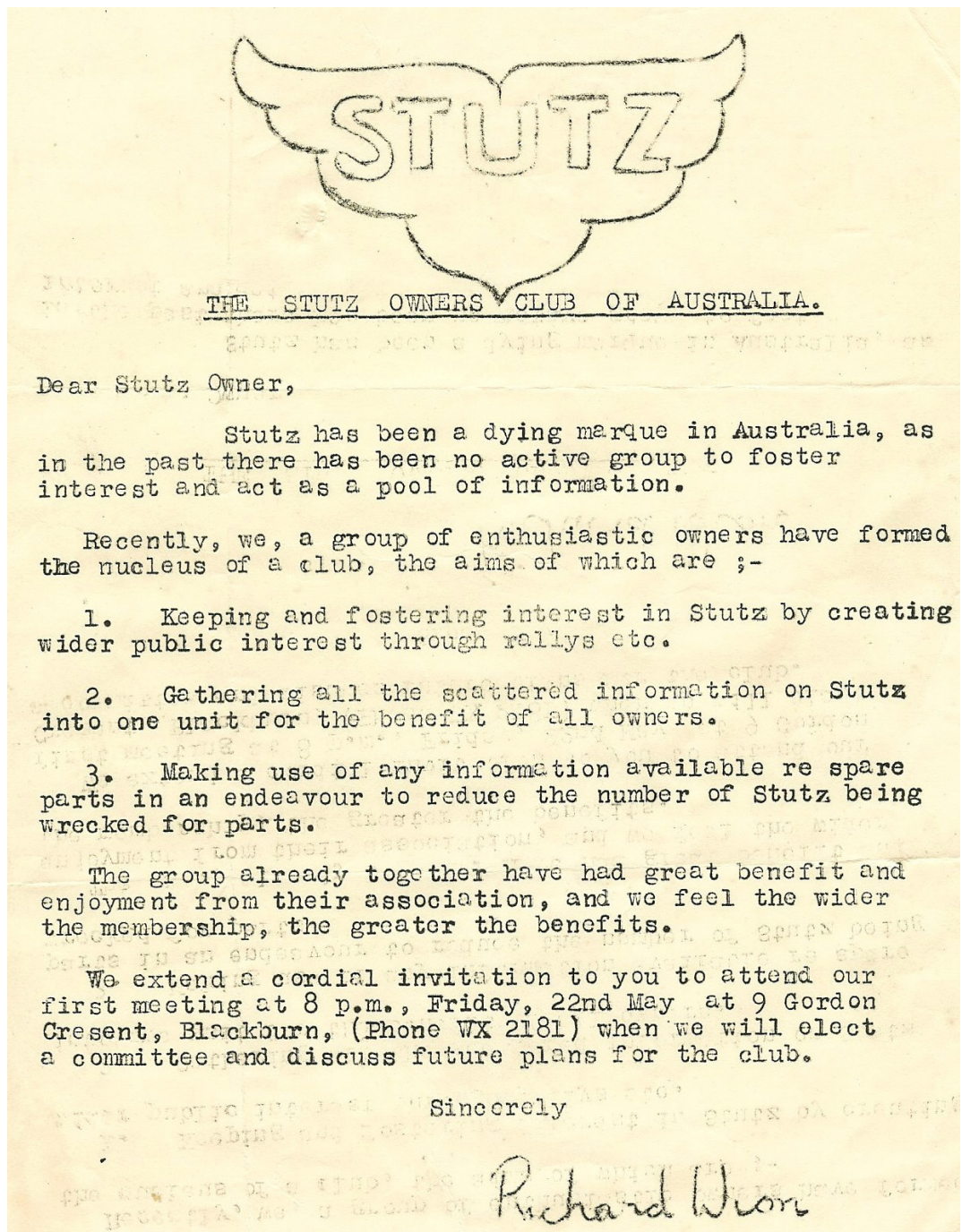
Perhaps, as happened to many similar organisations, the advent of television around this time would have offered an alternative to Club-meetings.



However, many of those enthusiasts of 1953 were later involved in the formation of the STUTZ OWNERS REGISTER, which had its inaugural meeting on 29 March 1963. Lessons had been learnt from the SOC experience, and the Register was established along more successful lines, capably organized by Darien Cassidy, who had also been a member of the SOC. As re-printed in Bill's article in Stutz News Vol XXV No. 105, the Register established a constitution and a member list. The reason that the Register was so named and not called a "Club" has, I think, some basis in not wishing to interfere with the membership the Register's members might have in other Clubs, of which there were several powerful examples in the Melbourne at the time.

The question then arises : why Australia, and why Melbourne in particular, for a club solely for one marque and an American one at that? The answer is that Australia became a good customer of Stutz, especially in the period immediately after the First World War and more especially after the introduction of the OHC models of Fred Moskovic's. Additionally, in Mel-

bourne, the Stutz agent, Barlow Motors of Melbourne, was a good salesman with a product suited to Australian conditions – rugged, reliable and fast. It has been said that Barlow's imported some 600 Stutz models. There were more Stutz cars in and around Melbourne than most other cities in the world. What better place than this to form a Club and recruit a committee?





The Register was able to record some 20 or so models from 1916 to 1930 around Melbourne – not all mobile- but owned by enthusiasts. This provided a good field for club-members at meetings and – until some 15 – 20 years later, a source of office bearers.

In trying to explain the decline in the Register’s activities, it is germane to the history of the Register to re-state the “Purpose“ included in that constitution, which defined the Register as a basically technical, rather than social group. The purpose was in two parts, as follows:

1. To provide a register of owners and spares, and a central source of information relating to maintenance, tuning, new and used spares, and history.
2. To provide a centre for obtaining further parts and information from overseas.

The Register compiled an owners register which included as many US members as we could entice to join, but also members other countries as Bill has enumerated in the News. This amply fulfilled part of our Purpose, but sowed the seeds (in part) of our eventual demise. The SOR immediately began to utilize the resources available within the membership ranks to fulfill the second part of our purpose. Like the Register of Owners, this activity was of considerable use to our members by providing advice and information associated with the restoration and maintenance of the cars. As well, the Register began the production of hard-to-obtain parts such as carburetors – as has been reported – worms and wheels for the differentials of the Moskovics, instruments surrounds for the dashboards of those cars with white ants in the diecast alloy, rubberized “bags” for the water-based hydraulic brakes, and so on. It goes without saying that these activities were much appreciated by the membership, and just part of the service that a Register that focused on the practical restoration of these fine cars could provide. The Register had the advantage that, in Australia at that time, there were still many firms with the ability to carry out jobbing work in small quantities, and owners who were heavily involved in the technicalities of restoration, capable of doing the design and specification of the parts.

The Register depended on subscriptions for its operating budget, and the success of the Register depended

on sufficient income to pay for the newsletter {the only connecting conversation with the membership} and the postage to local and overseas members.

However, the Register began to lose relevance, it seemed, for many overseas Stutz owners, as it could not provide the social interaction so important to those of us interested in old cars – we like to show them off. This operation of a Register a long way away from the majority of the members meant a slow dwindling of connection to the Register. At the same time, more cars were being professionally restored, which reduced the need for some of the services originally provided.

That, and the request by some overseas owners to use the Register mailing list, which was freely available in any case, meant that the Register’s income was decreasing. Preparation of the Newsletter and the postage costs to overseas members was not helped by several Australian members losing interest in their cars – or at least in their restoration, and leaving the Register.

The gradual fade-out of the SOR cannot be blamed on any one of these factors, but the culmination of all of them made it difficult to keep battling on. By the late 70’s it became difficult to recruit office-bearers and the funds available dwindled at the same rate. It is true that a club that depends on regular communication with its members will wither if that communication is allowed to fail. This is, in a way, the reason that the Register became a shadow of its former self, to borrow a cliché. Eventually the executive members of the committee trying to cope with their own career, and family demands - agreed that the Register should cease to operate as a world-wide organization. We were not happy, but the action was inevitable.

The Registrar’s (Ken Stuchbery) report in the July 1978 edition of the Journal of the Stutz Owners Register says it quite succinctly:

“No doubt you have been wondering why the last edition of the Journal for 1977 has not appeared until now. The reason, I am afraid, is all too simple. We, as a small one-make club have to rely on at least a modest number of contributors in a number of ways in order to remain viable. We are grateful to the number of local supporters in the past but the



fact of the matter is there have never been enough.

We have endeavoured to enlarge the membership and at times the committee has felt a certain degree of confidence. However, for a number of reasons the capacity to maintain an international distribution is no longer possible.

We have therefore decided to cease attempting distribution overseas and wish to thank those who have supported us so strongly in the past. If there is an individual or a group who feel they can take over from us then we wish them well and offer our co-operation.”

This report was read out to the committee of the SOR at the meeting of 27 April 1978, and approved by all present. This is included in the minutes of that meeting and printed in the last edition of the Journal, Vol. 11

Stutz Mystery

by Mark Morton

I'd admired a '27 Stutz AA Cabriolet for many years at the HCCA Holiday Motor Excursion, and was pleased when I met its' owner at a party thrown by a mutual friend.

As our friendship prospered, I reminded him regularly that I would like to be the next caretaker of the car. After several years of polite lobbying, Ray Petri granted me my wish.

Long before the blessed event, though, I had found a photo of the car in *Automobile Quarterly*, 1971, captioned AA Cabriolet by Locke. That info, based on probable low production numbers of any Locke-bodied Stutz suggested to me that the car was fairly unique. A more obvious connection would have been Phillips, but, AQ said Locke and I was quite OK with that. Probably a Catalogue Custom, I reckoned.

Then two things occurred in the first few years with the car:

At another of those car-guy barbeques, this one on the California Central Coast, someone noted that I had a

No. 3. This edition also included a rather long editorial from me (as editor, it was my privilege) in which I once again called on others to take up the plough, so to speak. I am pleased that the Stutz Club has so effectively filled the role.

Bill has also enquired after the Register archives and I have to say that the last President, Ken Stuchbery, has whatever remains of the Register's documentation, mainly copies of almost all of the Journals from 1963 until 1978. They make interesting reading, and include the minutes of our meetings. Ken and I, ultimately left to carry on the Register activities after we lost two of our last committee members still regret we could not continue. I do keep as a reminder of the reach of the SOR several "Dear Friend" letters from the indefatigable A K Miller, and a photograph he sent me of him seated in a real Stutz – a Bearcat!

car in a close-by repair shop, and when asked what it was, I replied, "A Locke-bodied '27 Stutz Cabriolet". I was then told by another bystander that it was not a Locke, nor an Individual Custom and that it was a Phillips body." "Oh," I responded, "OK, but it was called a Locke in AQ and the Phillips I've seen don't have side mounts and do have golf doors". "No," head shaking, "Phillips."

Then, at a car meet a couple of years later a man saw the car and suggested I needed a coachwork tag for the cowl, and he had them. "Wow, a Locke Body Emblem?"

"No, Phillips. That's a Phillips body." Here we go again. I surely must be wrong. This man had Wills-St. Claire cars with Phillips bodies and assured me they were identical.

Either way, it really didn't matter. I loved the car and I went on. But soon I wanted to get to the bottom of it and not look like a fool any longer! I was new around here, ya know how that is?

I knew there were points against my own theory. There were the two expert opinions that the car was a



Phillips. Secondly, our car has a 131” wheelbase and I reasoned that an Individual Custom would surely have been ordered on the new 145” chassis.

On the positive side of the debate, were two ads in *The Splendid Stutz* which picture an apparent carbon copy of our car, and the ads clearly call it a Spyder Convertible Coupe by Locke.

Continuing the research, I referred to coachbuilt.com. I noted that Phillips cabriolet tops had “unique folding mechanisms, and flappers, and no metal frames around the door glass”. Further, the golf doors were known to be large relative to those on other custom bodies. We had neither golf doors nor flappers, and the windows definitely have metal frames, unlike Phillips.

I spoke to Bill Greer about my dilemma and he suggested I consult the roster and find leads there. I did that, and found Bill Shreves, a Phillips cabriolet owner who graciously sent me a comprehensive photo study of the Phillips body on his handsome Stutz. I noted flappers, subtly different top-folding hardware, the absence

1927 AA Cabriolet by Locke. Note the accessory spotlight on the A pillar

of cast metal ‘landings’ for the folded top and...this was good.....the parallel body beltlines originating at the radiator, run the full length of hood and door, to rear of the top..and merge at the top bead but did not continue down the tail of the car after they ‘met’. Our body has a single body bead that continues after the confluence, all the way down to the bottom of the body at the frame rail.

So, we’re closing in on a conclusion but we are still not sure enough...not certain enough.... to compose the article requested by Mr. Greer!!

Enter Ernie Toth, Jr.

I was ordering some tune-up parts from Mr. Toth and spoke of my study. He, of course, knew of the car and suggested he might look in to the question. Soon after, I got an e mail that concluded my search. “Your car is a Locke.”



I asked how I might accumulate documentation for my file and he assured me we could do that. Then, while Ernie was in California for the Big Three Swap Meet I invited him and Nancy to come by, see the car and talk about Stutz. What a pleasure that morning was!

I was presented with copies of ads from the Stutz Factory Dealership in New York, advertising the Spyder Convertible/Coupe by Locke, along with a good 8x10 print of the car in Central Park...the same photo used in the ads. I also received a good 8x10 of a Phillips-bodied car for reference. Ernie further pointed out that Phillips bodies had 3 door hinges and Locke..very clearly...had two. Viola!

The 1927 Catalogue for Custom bodies showed no Locke, but Phillips is offered in its' beautiful interpretation.

Another indication of Individual Custom Coachwork is that the Stutz Firewall Data tag – which has provision for a body ID number (factory ID or Catalogue Custom ID number) is blank. This, another Toth insight, indicates Individual Custom coachwork

I sought information on the passenger side seat base where there usually is body info on Custom Bodied cars (our Lincoln has Judkins ID there) and saw nothing. Some months later I thought I would look again, to see if there was any sign of a removed tag, looking for brad holes or other evidence of a removed data tag of some kind.

With glasses on and appropriate lighting...I found a brass tag...about 3/8"x 1" with a four digit number on it. Hey, I think...I wonder if I can find a Locke Bodied car some where..and see if there is a similar ID?

I had access to a Locke-bodied Lincoln touring car (1927) and there we found the expected Locke body ID and catalogue body number, unlike ours, apparently making our Stutz not a catalogue custom but something else!

Morton Stutz Locke Data Tag

In the next iteration of tag-search, I lobbied Skip Marketti of the Nethercutt Collection, regarding possible print sources in that library. Better than that, he suggested, he'd look in the archives where he found Locke individual custom body serial numbers from '27 Marmon cars, consistent with ours. "It's a Locke". That makes three of us!!!

Next I tracked down a Locke-bodied '27 Marmon owner, Dr. Robert Hepler, to inquire if his car had the elusive tab on the seat base. No, he thought not. I urged him to really, really look...as I had...and he found the tab on his Marmon, unnoticed for 30 years or so of ownership; with numerals embossed just like ours (see photos)

The coup de grace may be the last photo Ernie gave me: two of the New York custom bodied cars were shipped to the dealer in San Francisco. The Spyder has a unique spot light on the A Pillar.....so we ask ourselves.. how many Locke Spyderys were made? Not so many, right? And how many might have coincidentally gotten such an after market accessory spotlight on the A Pillar??? Our car is so-equipped!!! This feature, to us, makes the Locke Spyder in the San Francisco photo almost certainly our car and makes logical its' presence on the west coast and in Los Angeles in 1936 (earliest known reg).

We will continue to pursue the unique history of our Spyder and would welcome comments from Stutz Club members.

But as to its' coachwork? We've got a Locke on it!

P.S. At Pebble Beach in 2013 I re-met the first fellow who had been certain the car was Phillips bodied, and re-introduced myself. "Yes, I remember you, yours is the Locke bodied car, isn't it?"

It turns out he had done some research, had finally seen a photo of our car, and agreed after all without me having to plead my case !!!

Now, where's that other guy....!!!!!!



Stutz Club Meeting at Hershey

By Jason Gebring

Stutz Club president Norm Barrs began the evening by saying grace.

After our meal, membership secretary Mike Barry had everyone go around and introduce themselves.

Norm Barrs discussed the Stutz book he has been working on, focusing on Stutz in England. It will be published in early 2014, and should be available for purchase at Hershey in 2014. After Norm's costs are recovered, the future profits from the book will go to the Stutz Club.

Norm's DV 32 racer is almost done, and should be in the US in 2014.

Norm thanked the club officers for their work.

Mike Barry took the podium again and told the group that Tom Cox had donated his Stutz literature collection to the club. His spouse, Madeline has passed away.

Mike also relayed the following information: A special clock has been donated to the club. In 1925 Harry Stutz donated a clock to the Indianapolis Athletic Club. Two of this particular style were made. The original was destroyed in a fire, but the twin to it is still with us, and will be donated to the club.

Dan DiThomas then spoke:

1. The 2013 Grand Stutz was a success.
 - a. Thanks to Richard and Irina Mitchell & Bob Fuller and his Keels and Wheels staff.
 - b. The club put in \$880.00.
 - c. Everyone that attended seemed to enjoy the event.

Pictured: Norman Barrs

2. Plans for 2014 GS:

- a. Mark and Gloria Desch have stepped forward to host the 2014 Grand Stutz to be held in Stillwater, Minnesota in August.
- b. Mark Desch announced that he is working with the CCCA for a joint event and that more details and date are to follow.
- c. The 2015 Grand Stutz is in the very early planning stages. It is hoped that we can join up with the Amelia Island Concours in March of 2015.

3. Concern about losing track of cars:

- a. 17 Members did not renew but we have cars listed for them.
- b. I expressed concern that it is becoming difficult keeping track of cars as they are change hands and members do not renew.
- c. We had new members this year that bought cars from members and the new owners notified us of the previous owner.
- d. It was suggested that we send a general email to club members requesting revised car information.



4. 2014 Directory:

- a. The new directory will be in the same format as the Stutz News
- b. In order to be more accurate on car information, we need to know what happened to the Lynette Short cars
- c. There are a number of cars listed with no engine or VIN.
- d. Another issue is that there are duplicate cars in the current directory.
- e. Life members do not send in the annual renewal form so it is not known how accurate their information is.



- f. George Holman suggested that we work on finding sponsors for the directory to help defer costs.
- 5. We plan to digitize all Stutz News Issues.
 - a. Issues since Rachel Daeger has been doing the Stutz News are already digitized.
 - b. Carl Jensen has a complete set of issues.
 - c. Carl will work on an index and files will be in a searchable PDF format.
 - d. We are still thinking about website access with password.
- 6. Comments on the All Member with email broadcasts.
 - a. The comments were positive and the broadcasts will continue.



Brian and Trish White's newly restored 1923 Speedway Roadster

- b. Approximately 1/3 of the club members do not have email addresses so they do not receive messages.

Mike Barry wrapped up the meeting by thanking everyone in attendance for their time and input.



1931 Stutz MB Rollston convertible victoria owned by Norm Roberts



Hilton Head 2013 – A Great Event!

There could not have been a better event to top off the end of our car season!

First of all, there were five Stutz cars on the island which included the Jensen's 1930 2 Passenger Speedster, Mitchell's Supercharged Lancefield coupe, Snyder's Supercharged Convertible coupe and the Whites had both their 1923 Speedway 4 Roadster as well as their Blackhawk which they brought down for some driving fun.

On Friday we started our first day of touring the beautiful and historic areas around Hilton Head. Members Jim and Becky Aldrich took the rumble seat of the White's Blackhawk and friends Gary and Cindy White filled the Jensen rumble seat. Off we went for a driving adventure (well after a stop for some delicious pancakes). We ventured into Beaufort, the city where the confederacy actually started. There we took a horse drawn tour with a very knowledgeable young guide who explained the history of the area and the fantastic old mansions which have been preserved and still lived in today.

That was followed by a great lunch and shopping for the four girls. Then back in the cars for some more touring back to the resort. The drive home was a lot of fun, and a short rain storm on all of us in open cars with rumble seats just added to the amusement. Soon the sun was back out and we dried right up.

It had been a few years since we had been to this event and it is now at the newly renovated Westin Resort and Spa. It could not have been at a better location with the new pools, excellent food and of course, beautiful beach frontage. A little relaxing in the hot tub sure was great after our touring!

The Aldrich's had their impeccable 1931 Chrysler CG Imperial Roadster on display in the special Great Gatsby exhibit. That was a ring of some spectacular cars including a Pierce-Arrow, 1928 Packard Roadster and the Snyder's Supercharged MB...

as well as several other magnificent autos. These cars were on display both Saturday and Sunday as Saturday is a separate event focused on car clubs.

While the club day has quite a draw of some interesting cars, we knew that driving our car was coming to an end for us in Wisconsin, so off we went with the Whites again for some driving to another charming nearby town. And we sure are glad we did, because snow came soon after we arrived home!

Sunday was concour day and was yet another day of great weather. There was a great selection of cars in each class. The Original Car Class was particularly good with some fabulous examples and owners who knew the history of the cars quite well. Brian and Trish put their Blackhawk they had been driving back in their trailer to show their newly restored 1923 Speedway 4 which won a Palmetto Award in its class. Richard and Irina Mitchell's Supercharged Lancefield coupe not only won Best in Class for Closed Classics, but also won Best in Show!

Quite an impressive showing for Stutz cars...5 on the island, 4 in the show and 3 awards to Stutz cars!

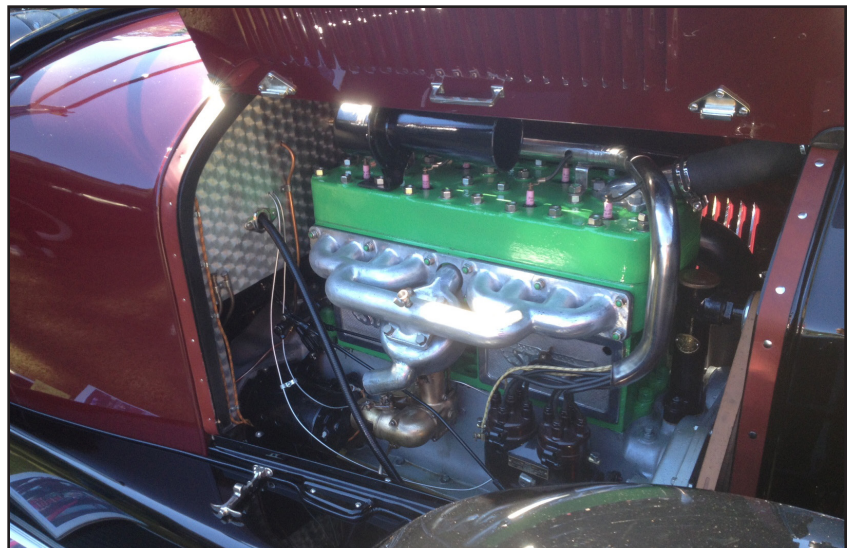
The newly restored 1923 Speedway Roadster of Brian and Trish White.





Here is the secret of how the 1931 Chrysler of members Jim & Becky Aldrich looks so perfect. Jim rests inside, and the lovely Becky Aldrich gives orders to Brian White while Trish, Carl and Carrol polish vigorously!

Engine compartment of the White Stutz.



Bill & Chris Snyder's 1930 MB S/C Convertible Coupe by Derham



Richard & Irena Mitchell's 1929 M S/C Coupe by Lancefield.

A great day of touring the beautiful neighboring towns. Carl & Carrol Jensen's 1930 M Speedster and the very similar Blackhawk of Brian & Trish White



Enthusiastic passengers in the rumble seat of the Jensen Stutz are friends Gary and Cindy White.



Membership Report

December 2013

By Mike Barry V P Membership

New Members

Please join me in welcoming the following new members:

#0866

Robert L Burg

13 Bellerive Country Club

St Louis MO 63141

Home Phone: 314-432-6575

Office Phone : 314-567-4852

Fax Phone: 314-567-4017

Cell Phone: 314-608-4460

Email: RBURG2800@Yahoo.com

1985 Stutz Blackhawk Coupe

VIN#: 1G3B737Y4FY374202

#0867

Frans Hendrix

4 Rue De La Perriere

Montaiqut en Combraille

France 63700

Phone: 33-473521876

Email: franshendrix@wanadoo.fr

1971 Stutz Blackhawk Padane

Engine # 431PS V8 455hp

VIN#: 276571A172678

#0868

Brian Bird

59 N. Beacon St.

Allston, MA 02134

Primary Phone: 617-571-2600

Fax: 617-202-5090

Email: brian@rpmclassiccar.com

1923 Stutz Bearcat Roadster KLDH 4

Let me take this opportunity to extend to all members. Best wishes of the Season and that we all reflect on our fond memories of involvement in the old car hobby and in particular The Splendid Stutz in 2013.

“100 YEARS OF STUTZ

1911-2011

Looking Forward to 2014



From the Desk of the Treasurer:

by Dan DiThomas

A new updated directory was mailed out December 23. Please review and update your information.

- I am very interested in working on getting the car information as accurate as possible.
- If there are revisions, additions, or deletions to be made, please make the changes on your renewal form, call me, email me, or write me a letter.
- It is important that our Life Members contact me to let me know if their information is current or needs revised.
- You will see a new section in the directory listing cars that we have lost track of. Please review this list and let me know if you have any information.

The 2014 Membership Renewal forms will be mailed out during January. Please review and update your information on the form.

- Your dues can be paid by check, money order, or by PayPal.
- Dues paid by check or money order are \$40.00 US
- Dues paid by PayPal are \$42.00 US. If you have questions on using PayPal contact me at thestutzclub@aol.com

We are excited that Mark and Gloria Desch will be hosting the 2014 Grand STuTZ in Stillwater, Minnesota, USA. Please see Mark's announcement in this issue. I also want to stress that members should consider attending a Grand STuTZ even if they can not bring and display a STuTZ car.

Attending a Grand STuTZ is a perfect way to meet other members and share ideas and technical informa-

tion. Members attending without cars will be afforded all of the credentials and privileges as members displaying a car.

I want to thank Jonathan Sierakowski #0859 with RM Auctions for offering to help us locate STuTZ cars sold through RM Auctions. Jonathan responded to my request for assistance in locating cars that have been sold and the new owners have not joined the club. Since auction companies do not share the information of buyers, Jonathan asked if I could provide RM with a document introducing the new owner to the STuTZ Club, along with a membership form. RM will then include the club information in the document package given to the new owners. I received the following email from Jonathan:

Dear All,

Hope you all had an enjoyable and safe Thanksgiving, and apologies for the delay in my reply as I've been out of the office for the last two weeks with our auction in New York followed by some time off for Thanksgiving. I just wanted to acknowledge receipt of the PDFs Dan sent (including the revised one) that I'll be happy to share with the purchasers of any Stutz vehicles we may offer for sale, starting with the Bearcat we had on offer in New York! When I have the opportunity I will also be happy to look up a few previous buyers as well. Hope that your push to get more cars back in the club yields some results!

Best regards,
Jonathan Sierakowski



People Checking Out Our Web Site

by Dan DiThomas

I checked our web site activity for the first time this month and was pleasantly surprised at the 11,914 times people have looked at our web site since March 2013. We had 394 looks in a single day on February 22, 2013. The chart below indicates that activity seems to have suddenly increased with the announcement of the 2013 Grand STuTZ Seabrook and has continued. It is easy to conclude that a Grand STuTZ with a number of STuTZ and HCS cars, of any condition, on display enhances public interest in our cars and club. It can also be concluded that the venue we are associated with for a Grand STuTZ benefits from our participation.



2013 Hemmings Motor News Concours

The Saratoga Auto Museum and Hemmings hosted their concours next to the museum at the Saratoga Spa State Park for the second year. Beautiful weather and a show field of almost 160 cars for the Sunday concours was only one of the highlights. There was a driving tour on Friday, a cruise-in on Saturday night and dinner with the keynote speaker being Sam Posey. If you ever have the chance to hear Sam Posey speak, it is worth the effort to see him. Your editor attended a seminar at Amelia where he was on a panel with other drivers. Mr. Posey is a very sincere and fascinating person, but above all, he is really funny. The First Place winner of the Full Classic award went to Member Alan Rosenblum. Your editor believes Hemmings labeled the car incorrectly and that it is a 1927 Black Hawk, by Bohman and Schwartz. Your editor saw this car at Amelia in 2009 and it is a very interesting Stutz. While it cannot be seen in the photo, the car sports a polished aluminum instrument panel. I also recall it sounding great when it went up to get an award with the exhaust cut out open!





Letters to the Editor

From: Bruce McBroom
Sent: Mon, Oct 28, 2013

Thanks for sending the rosters for updating, the only addition to our car listing is the engine #33105 1932 Stutz DV-32 Convertible Coupe 145 inch wb, Car # DV-46-1367, Engine #33105.

Here is a good story for the Stutz News, last month on the Velocity Channel Wayne Carini did a show titled "Overheating in Oregon". He traveled to Oregon and he and his investor Ralph Marano of Westfield, NJ purchased a 1932 Stutz DV-32 Convertible Sedan car #DV-42-14560 engine # 33165 from Mr. Jerry Kracow - Club member #009. (Jerry inherited the car from his father Archie Kracow of Van Nuys, CA along with his father's membership#.)



In 1931 my Grandfather Arthur N. Powers of Kankakee, Illinois purchased this car new at the Stutz Chicago Factory Showroom. My Grandfather was a Stutz Fan. Starting in 1913 with a new Stutz Bearcat and eventually a new Stutz every few years, in 1932 he had a 1928 Stutz Limo, and in 1931 purchased the 1932 Convertible Sedan, in 1932 he ordered a new 1932 DV-32 Stutz Convertible as a High School Graduation gift for my Mother Gwendolyn Powers.

That car has been passed down to my wife and I and has always been in the family. This is the car we brought to Indy in 2011 for the 100th Anniversary

Celebration, the odometer turned over to 30,000 miles on the track that day at Indy. As to the Kracow Stutz, my Grandparents used to travel to Arizona in the winter and ship one of their cars by railroad to Phoenix or Tucson. Sometime in the late 1940s they sold the car while in Arizona.

Archie Kracow was a used car dealer in Albuquerque New Mexico in the 1950s and bought the Stutz and used it as an advertising display on the corner of his used car lot. The Unser family lived in Albuquerque and Al Unser Sr. would borrow the Stutz every year to drive at the opening of the Stock Car season in Albuquerque and his 2 little boys Al Jr. and Bobby would ride on the back deck. I spent many years trying to find that Stutz and then, in the early 1980s found Archie and his Stutz in Van Nuys, we became friends because of our Stutz connection. When Archie and his wife passed on, their son Jerry Kracow moved to Oregon with the Stutz. It was untouched and unrestored all of those years like a time capsule and it starts and runs just as it should, although a little "hot".

All the Stutz members need to look for reruns of "Chasing Classic Cars," on the Velocity Channel and watch the "Overheating in Oregon" episode. (<http://velocity.discovery.com/tv-shows/chasing-classic-cars/videos/1931-stutz-deal.htm>.) I have attached a photo of the Stutz in Arizona and then a recent one in Jerry's barn. Let's hope Mr. Marano and Mr. Carini will join our club.





Technical Note

by Brian White

Where did the year go? Here it is December and Christmas is almost here. I think I will write Santa and ask for a early Bearcat, maybe the only way I ever get one. Oh well I've been disappointed before but how can a man who owns a Stutz ever be too disappointed? Well now that I think about it there was a time I was disappointed not at the Stutz, but at myself for almost burning up Jim Aldrich's '20 Stutz Touring. Or as Jim describes it, although we had an agreement that Jim was buying the car I had just bought at an auction, it was still in my possession. Sort of. The car had been sitting for a few years and after getting it running the carburetor needed rebuilding. Jim took the Stromberg "H" and he and his friend, who

was a talented engineer and worked for Rochester, rebuilt the carburetor. It looked great and was polished to look as good as new. After I installed it and pumped the fuel pressure up to two pounds everything looked perfect. No

Stromberg Motor Devices Co.

Sec. C. Page 1

INSTRUCTIONS FOR STROMBERG MODELS "H & HA" STANDARD CARBURETORS.
(OBSOLETE.)

Model H and HA carburetors are identical in construction, except that the HA is built with a water jacket, while the H is not.

GASOLINE ADJUSTMENT

The float level adjustment on this carburetor is set and locked at the factory and never needs attention. Also the air valve spring adjustment is locked at the factory.

ADJUSTMENT

There are only two adjustments on this carburetor. A, the low speed which is a needle valve seating in an open nozzle, the opening of which is usually two sizes larger than it ordinarily necessary, which permits an increase in the gasoline flow to that extent or which can be shut off entirely. This governs the mixture at speeds from idle to 15 miles per hour. The needle should ordinarily be between 2 3/4 and 3 turns open.

The other adjustment is the high speed, B, which controls the position of the high speed needle.

Before starting the motor, open all pet cocks on the carburetor so that the inrush of gasoline will clean out any dirt which might have gotten in the carburetor in parking or otherwise. Also, be sure the rocker arm of the dash adjustment on the carburetor is not in contact with the roller above it, at Z, when ADJ button of dash control is all the way down.

Also, before starting the motor, be sure the rocker arm of the dash adjustment on the carburetor is not in contact with the collar above it at Z when steering post control is all the way down.

START THE MOTOR

To start the motor, raise the steering post control to its highest position, thus producing an extra rich mixture. In cold weather it also may be necessary to close the air supply in the hot air horn by means of a notched control to R. This should be opened as soon as motor starts. Gradually lower the steering post control as the motor warms up, and be sure same is in its lowest position and that the motor is thoroughly warm before adjusting the carburetor.

LOW SPEED ADJUSTMENT

The mixture at low speed is controlled by the needle valve. If too rich, as indicated by the motor "rolling" or "loading," turn A up or anti-clockwise, thus admitting less gasoline and making the mixture leaner. If mixture is too lean, turn A down or clockwise, thus admitting more gasoline and making the mixture richer.

HIGH SPEED ADJUSTMENT

After making proper adjustment on the low speed jet, turn high speed jet, B, down (clockwise) as far as it will go, then open the throttle about one-third to a position corresponding to 25 miles per hour speed on the level road, and unscrew (counter clockwise) nut B until the motor runs smoothly and at the fastest speed that can be obtained for that throttle position. Check this adjustment by opening the throttle quickly from different positions to see whether adjustment allows flexibility. If motor does not respond promptly to throttle opening give more gas by unscrewing nut B a few notches more.

If, with the proper adjustment for 25 miles per hour, the mixture is too lean at extremely high speeds, a higher number needle should be used.

If too rich, a lower number, with lesser taper, is required.

NOZZLE SIZES

These carburetors are equipped with the proper size nozzles for the motor for which they are intended before leaving the factory, and no change should be made until positive that the proper adjustment cannot be obtained without making the change. Before changing nozzles, check up closely on the ignition system, examine air manifold and valve head connections for air leaks, as it is absolutely impossible

to make a carburetor operate properly if the ignition is not in good condition or there are air leaks in the motor.

If, however, with the motor in normal condition, it is necessary to turn needle valve, B, down more than two and a half turns, and still motor will not idle, it indicates that the primary nozzle is too small and that a larger one should be used.

To change the primary nozzle, take out the needle valve, A, and remove the nozzle with a regular screw-driver. To remove taper valve on high speed, pull up steering post control, unscrew nut B all the way and lift valve out. This valve and nut B are assembled together and should be ordered in that way. Do not attempt to take these apart or to change the taper.

Never change nozzles more than one size at a time. The nozzle opening gets smaller as the number gets larger; thus—a No. 69 is smaller than a No. 68.

High speed needle valve delivers more gas as the number gets larger; thus—a No. 7 will give more gas than a No. 6.

Always install carburetor with the float chamber towards the radiator.

For starting and warming up with the present day fuel, it is absolutely necessary to use the dash controls until proper operating temperature is attained. Ordinarily the motor will start readily with the ADJ control raised 1/4 to 1/2 of the way. In very cold weather it may be necessary to pull up both controls all the way, but the "START" button should be kept up only for an instant, as this cuts off all the air and delivers raw gasoline only.

After starting the ADJ. control should be drawn up as necessary and, allowing the motor time to steady itself, should be set at a point of best power, yet not too rich for smooth running. It should then be gradually lowered. While the motor is cold, care should be taken not to open the throttle so far that engine misfires, as this is a frequent cause of sooted spark plugs and gasoline (kerosene) in the crank case. For winter use it is advisable to partly cover the radiator, as a water temperature of 130 degrees Fahrenheit or above is absolutely necessary if a motor is to show its normal flexibility and power. Under such conditions the full supply of hot air should, of course, be used.

CAUTIONS

If motor, after steady running, suddenly ceases to perform properly, see whether there is gasoline in the float chamber, look over carburetor connections, etc., but do not start to change the adjustments until other causes of trouble have been investigated. These adjustments should only be changed with changes in fuel or changes in weather, and there are many other things on the motor subject to derangement besides the carburetor.

If motor regularly refuses to start, see whether valve operated by lever R closes securely, and always be sure that it is fully open and dash control all the way down, for normal driving.



2/15/16

Stromberg Motor Devices Co.

Sec. E., Page 19

STUTZ Car
 Eqt. No. J-2629
 Price Complete:
\$49.50

Model R & C, Bear Cat, Bull Dog, 1916, '17, with 4 3/4"x5 3/4"—4 Cyl. Wis. Motor.
 O-3 CARB. with 1 1/8" Venturi; A-28, B-15 Main Dis. Jet; No. 30 Well Bleeder; No. 56 Econ. Needle with 3/4" Lift;
 No. 53 Accel. Nozzle; No. 52 Idle Dis. Jet; No. 42 Econ. Reducer; .113" Float Needle Seat; Elbow Season Air Adj.
 (P7929) Thro. Lever, Assembled on Right Side, Turned Down, Closing 35° Toward; Choke Lever on Right,
 Down, Closing Away; Flange Drilled 13/32" over Air Horn, Slotted 13/32" over Float Chamber, on 2 3/4" Centers;
 3/4" S. A. E. Union Turned Toward.

P4960 Control, 2" Clamp; P6066 Housing, 6' Long, Bushed for 2" Tubing; 36' of 2" Flex. Tubing.

STUTZ Car
 Eqt. No. J-2645
 Price Complete:
\$47.00

Model 50-T & R, 1918, with 4 3/4"x5 3/4"—4 Cyl. Wis. Motor.
 O-3 CARB. with 1 1/8" Venturi; A-28, B-15 Main Discharge Jet; No. 30 Well Bleeder; No. 56 Econ. Needle with
 3/4" Lift; No. 53 Accel. Nozzle; No. 52 Idle Discharge Jet; No. 42 Econ. Reducer; .113" Float Needle Seat; Straight
 Season Air Adj.; P8223 Throttle Lever on Left Side, Turned Up, Closing 40° Away (1/4" Drill on 1 7/16" Centers);
 P7148 Throttle Stem; P7175 Throttle Stop on Right Side; Choke Lever on Left Side, Turned Toward, Closing 60° Up;
 Flange Drilled 13/32" Over Air Horn, 13/32" Slot over Float Chamber on 2 3/4" Centers; 3/8" S. A. E. Elbow Union
 Turned Toward and Down; P6690 Gas Strainer and N. V. Seat.

P4960 Control, 2" Clamp; P6466 Housing; 36' of 2" Flex. Tubing.

STUTZ Car
 Eqt. No. J-2667
 Price Complete:
\$45.00

Model S-G-H, 1917, '18, '19, Early '20, with 4 3/4"x6"—4 Cyl. Own 16 Valve Motor.
 O-3 CARB. with 1 3/16" Venturi; A-34, B-15 Main Dis. Jet; No. 23 Well Bleeder; No. 56 Econ. Needle with 3/4"
 Lift; No. 50 Accel. Nozzle; No. 52 Idle Dis. Jet; No. 44 Econ. Reducer; .113" Float Needle Seat; Straight Season Air
 Adj.; P8223 Thro. Lever, Drilled 7/32" on 1 1/2" Centers, Assembled on Left Side, Turned Up, Closing 35° Away;
 P7824 Thro. Stem; P7175 Clamp Stop on Right; P6880 Choke Lever and P5643 Tube Holder on Left Side, Lever Turned
 Down, Closing Away; Flange Drilled 13/32" over Air Horn, Slotted 13/32" over Float Chamber, on 2 3/4" Centers;
 3/8" S. A. E. Elbow Union Turned 90° Right and Down.

Control on Car; P6067 Housing, 6' Long, Bushed for 2" Tube; 30' of 2" Flex. Tubing.

STUTZ Car
 Eqt. No. J-2771
 Price Complete:
\$50.00

Model H, K, 1920, '21, with 4 3/4"x6"—4 Cyl. 16-Valve, Own Motor.
 O-U-3 CARB. with 1 3/4" Venturi; A-36, B-20 Main Dis. Jet; No. 34 Well Bleeder; No. 62 Econ. Needle with 3/4" Lift;
 No. 53 Accel. Nozzle; No. 40 Idle Dis. Jet; No. 40 Econ. Reducer; .113" Float Needle Seat; P8221 Thro. Lever, Drilled
 9/16" on 1 1/2" Centers, Assembled on Left Side, Turned Up, Closing 35° Away; Choke Lever Assembled on Top of Season
 Air adj.; Flange Drilled 9/16" on 2 3/4" Centers; 3/4" S. A. E. Elbow Union Turned 135° Right and Down.

Control on Car; P6067 Housing, Bushed for 2" Tubing; 30' of 2" Flex. Tubing.

VELIE Car
 Eqt. No. J-2668A
 Price Complete:
\$28.25

Model 22-40, 28-40, 38, 1916, '17, '18, '19, with 3 1/4"x4 3/4"—6 Cyl. Cont. 7W Motor.
 OS-1 CARB. with 7/8" Venturi; A-32, B-20 Main Dis. Jet; No. 65 Well Bleeder; No. 60 Econ. Needle with 3/4" Lift;
 No. 52 Idle Dis. Jet; .113" Float Needle Seat; P8884 Air Horn Turned Up; Choke Lever Turned Up, Closing 10°
 Toward; Flange Drilled 9/16" on 2 3/4" Centers; 3/4" S. A. E. Elbow Union on Side Toward, Turned Left; P8373 Thro. Stem;
 P5837 Loose Thro. Stop; P5466 Loose Lever Tapped 1/4"-20, Turned Left, Closing 85° Up; P8186 Stud; P8187 Nut,

Control on Car; 20' of 1 1/4" Flex. Tubing; J1657 Bell Crank Assem. on Lower Flange Stud with Lever Tapped 1/4"-20 in Both Holes, and Ball Joint in Straight Arm; P8713 Thro. Rod, 14 1/2" Long (To Be Shaped to fit by Customer); P8740 Ball Joint.

VIM Truck
 Eqt. No. J-2365A
 Price Complete:
\$25.00

Model Light Truck, 21, 1 1/2 Ton, 26, 1919, with 3"x4 1/4"—4 Cyl. Own Motor.
 M-3/4" CARB. with 21/32" Venturi; No. 54 Bleeder; D-60-60-60-60 Accel. Well; .113" Float Needle Seat; Straight
 Season Air Adj.; Thro. Lever Assembled on Right Side, Turned Up, Closing Away; Choke Lever on Right, Up, Closing
 Toward; Flange Tapped 3/8"-18 on 2 3/4" Centers; 3/4" S. A. E. Union Turned Toward; Carb. Installed with Float Chamber
 Toward Rear of Car.

P3735 Control, 1 1/2" Clamp; Housing and Tubing on Truck; P6468 Elbow, Assem. on Season Air Adj.

VIM Truck
 Eqt. No. J-2357
 Price Complete:
\$28.25

Model 23, 3 Ton, 1919, with 4 3/4"x5 3/4"—4 Cyl. Hercules Motor.
 M-2 CARB. with 15/16" Venturi; No. 54 Bleeder; D-60-60-60-60 Accel. Well; .113" Float Needle Seat; Straight
 Season Air Adj.; P7368 Thro. Lever, with P6961 Sliding Block, P6986 Washer and P6963 Cotter Pin, Assembled on
 Right Side, Turned Down, Closing Toward; P7196 Thro. Lever on Left Side, Turned Down, Closing Toward; Choke
 Lever on Right, Down, Closing Away; Flange Tapped 3/8"-18 on 2 3/4" Centers; 3/4" S. A. E. Union Turned Right.

P5684 Control; Housing and Tubing on Truck.

VIM Truck
 Eqt. No. J-2358
 Price Complete:
\$25.75

Model 25, 1 Ton, 1919, with 3 3/4"x5 1/4"—4 Cyl. Hercules Motor.
 M-1 CARB. with 13/16" Venturi; No. 54 Bleeder; D-60-60-60-60 Accel. Well; .113" Float Needle Seat; Straight
 Season Air Adj.; Thro. Lever Assembled on Left Side, Turned Down, Closing Toward; P6098 Loose Lever Assembled
 on Right Side, Turned Down, Closing Toward; P6837 Loose Lever Stop; Choke Lever on Right, Down, Closing Away;
 Flange Tapped 3/8"-18 on 2 3/4" Centers; 3/4" S. A. E. Union Turned Right.

P5684 Control; Housing and Tubing on Truck.

VIM Truck
 Eqt. No. J-2359
 Price Complete:
\$25.75

Model 22, 2 Ton, 1919, with 3 3/4"x5 1/4"—4 Cyl. Hercules Motor.
 M-1 CARB. with 13/16" Venturi; No. 54 Bleeder; D-60-60-60-60 Accel. Well; .113" Float Needle Seat; Straight
 Season Air Adj.; P7368 Thro. Lever, with P6961 Sliding Block, P6986 Washer and P6963 Cotter Pin, Assembled on
 Right Side, Turned Down, Closing Toward; P7196 Thro. Lever on Left, Turned Down, Closing Toward; Choke Lever
 on Right, Down, Closing Away; Flange Tapped 3/8"-18 on 2 3/4" Centers; 3/4" S. A. E. Union Turned Right.

P5684 Control; Housing and Tubing on Truck.

"Add \$1.00 for shipping and handling charges."
 "Meridian"



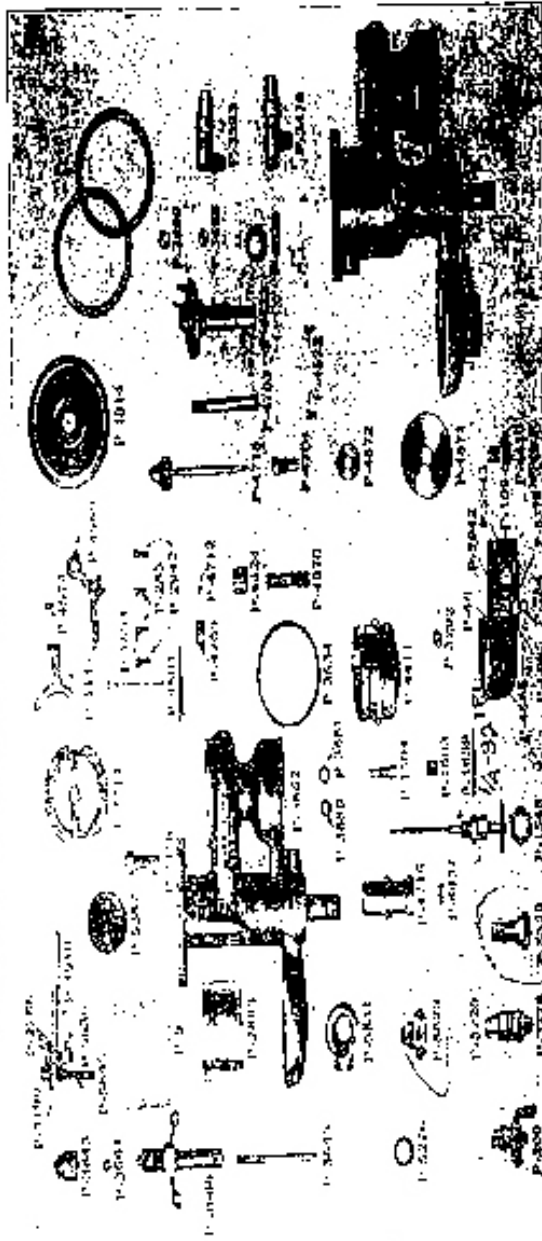
leaks and minor adjustments made the Stutz run great.

After running the car a few minutes we drove it from my shop down to my house, about a quarter of a

mile. Well we had cleaned the gas tank out and only put about a gallon of gas in it. Wow, Jim and I both thought, this car runs great. It ran so great we decided to drive it down the road about three miles to the gas station. That

Sec. C. Page 4

Stutzberg Motor Division Co. MODELS "H" AND "H-1" STANDARD (OBSOLETE)



All part numbers shown above are for 111-2 1 1/2 inch engine. Consult parts list below for correct part numbers for H-1 and H-3. Price List of Parts on Models "H-1," "H-2" and "H-3" standard carburetors. (Obsolete.)

Part No.	Description	Price	Part No.	Description	Price
111-201	111-201	...	...
111-202	111-202	...	...
111-203	111-203	...	...
111-204	111-204	...	...
111-205	111-205	...	...
111-206	111-206	...	...
111-207	111-207	...	...
111-208	111-208	...	...
111-209	111-209	...	...
111-210	111-210	...	...
111-211	111-211	...	...
111-212	111-212	...	...
111-213	111-213	...	...
111-214	111-214	...	...
111-215	111-215	...	...
111-216	111-216	...	...
111-217	111-217	...	...
111-218	111-218	...	...
111-219	111-219	...	...
111-220	111-220	...	...
111-221	111-221	...	...
111-222	111-222
111-223	111-223
111-224	111-224
111-225	111-225
111-226	111-226
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111-230	111-230
111-231	111-231
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111-240	111-240
111-241	111-241
111-242	111-242
111-243	111-243
111-244	111-244
111-245	111-245
111-246	111-246	...	...
111-247	111-247	...	...
111-248	111-248	...	...
111-249	111-249	...	...
111-250	111-250	...	...



would also give me a chance to check out the overdrive. Great idea right? As we pulled out onto highway 64 things were working well so we hit overdrive and ran it up to about 55 mph. It pulled like a bulldog going after a “T” bone. We got to the station and filled the tank up with gas. As you know we had to bleed off the air pressure when we opened the tank. On my other cars when I fill the tank I don’t have to pump up the air pressure because the engine pump will pressurize the tank before the carburetor runs out of gas. I fired it up and as we pulled back onto 64 it started to spit, I hit the air pump a couple of times, I was thinking it didn’t get gas fast enough. It caught right up but was not running like it was before we filled it up. As I shifted out of second into third I looked down and saw flames. Just what you don’t want to see.

Well this is where things started happening pretty fast. My first thought was “Oh Heck I don’t have a fire extinguisher”. One of my golden rules has always been to have a fire extinguisher. I have saved a friends car before with one I had in my car, but in all the excitement of getting the “new” car running, driving it down the runway to the house and then deciding to get gas, I forgot the extinguisher! My second thought was bleeding the pressure off the tank with the next thought, I don’t want gas fumes venting around my feet under the dash while flames were coming through the peddle slots, so I delayed that decision.

We were still doing about 20 mph when Jim was getting out of the car. I was breaking to a stop in the breakdown lane and I thought, oh great Jim’s abandoning me and “HIS” car is on fire. As soon as it stopped, well I think it was stopped, I bailed out and threw open the hood. It looked like a blow torch at the carbonator. Jim was gathering up grass to smother the fire, which I quickly discouraged, no need to add more fuel to the fire. I went to the rear and released the gas pressure at the tank thinking we will now either have both ends on fire with fuel vapors coming out the tank or the carburetor fire will burn out.

Cars were rocketing by and I thought doesn’t anyone have a fire extinguisher? It was still blazing above the hood when I got back to the front of the car. Jim had pulled the rear carpet out and we threw it on the fire, that almost had it smothered. About the time the carpet

started to burn I threw it off and it was down to the wires burning. I told Jim to help me blow it out. We were both standing over the engine blowing as hard as we could and sure enough the fire out went out.

I give my phone to Jim and had him call Trish and tell her bring my truck and a rope. He calls her and is very short and not so sweet but to the point. He said “The cars on fire on 64 bring the truck” and hangs up. Now she jumps in the truck and takes off. It’s a haft a mile to 64 from my drive way and as she gets to 64 there goes the fire truck and police. She is now right between them.

About this time Jim and are still standing there catching our breath from huffing and puffing to blow the fire out and Jim makes the announcement “ I got to pee” . I looked at him and said now you tell me we could have used that a few minutes ago! We’re now laughing because we had to look like the Keystone Cops and with the fire out the pressure was off, my pressure anyway, Jim may of still felt pressure. About that time we heard the sirens.

Here comes the fire engine and stops right in the middle of the road and Trish rolls right around them on the shoulder with a fire extinguisher. The Fireman asked if there was a problem and I said NO we just had a little back fire and everything was fine. They said good and have a nice day and leave.

We hooked a tow strap to my truck and pulled it home, always an embarrassment to bring one home under the power of another vehicle. When we got there I pumped the air pressure back up and sure enough fuel started running out the carburetor. I could see the float was sitting in the bottom of the bowl. Glass chambers are sometimes a good thing. I taped the carburetor and the float jumped up and gas stopped running. In disassembling the carburetor I found the rubber gasket was made a little too large in diameter and was touching the float causing it to stick. If the gasket was any bigger the float would have sat on top, if it was any smaller it would not have hit it.

Many of you have seen Jim’s beautiful Stutz that won best in class at Indy after he detailed the engine compartment and replaced the rear carpet. The one thing I will bet you is there’s a fire extinguisher in the car when you do see it. I



In the following you will see Stromberg instructions for adjusting the model "H" and "G" carburetors, if it helps just one person avoid a fire, then my escapade will have been worth it.

Wishing you all a Merry Christmas,
Brian and Trish White

STROMBERG

To adjust Typ. "G" STROMBERG Carburetor, turn the low speed adjusting nut A up or down until the spring controlled by same seats the valve lightly, then turn it up three additional notches. See that the high speed spring is free and has at least $\frac{1}{8}$ inch play. This valve should not operate when the motor is running idle at exceedingly low speed but should begin to open as the motor increases its speed. This is the low speed adjustment.

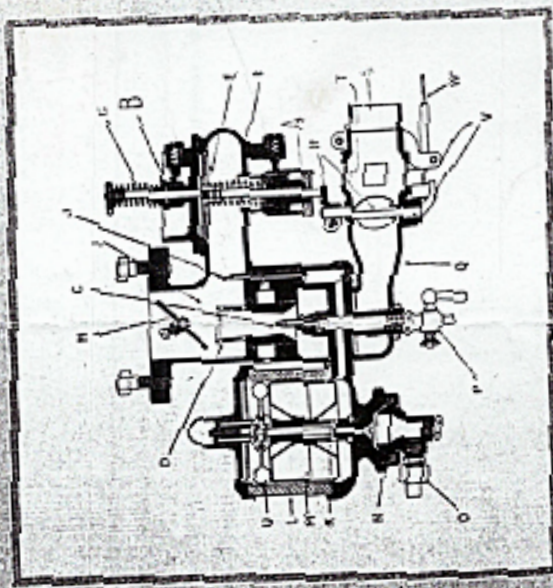
When the speed of the motor has increased in excess of the primary nozzle capacity the secondary gasoline outlet is opened by the suction of the motor. The supply from it is secondary nozzle is regulated by the high speed adjusting nut B. Advance the spark and open the throttle. If motor back-fires through the carburetor, turn high speed adjusting nut B up until back-firing ceases. If the mixture is too rich, turn it down. This spring controlled by nut B should have between $\frac{3}{8}$ and $\frac{3}{4}$ of an inch play while motor is running idle. To start the motor in cold weather close the shutter valve in the air horn. This should be opened as soon as motor runs.

TO FIND PROPER NOZZLE SIZE

If after adjusting, according to directions, the mixture is too rich on low speed, remove the pet cock or plug directly beneath the primary nozzle and replace nozzle with a smaller one. If too lean, a larger one. If after adjusting as explained above, the engine back-fires on high speed, remove the plug directly beneath the secondary nozzle "J," take out nozzle with screw driver and insert a larger one. If the mixture is too rich, insert a smaller secondary nozzle. The usual nozzle combinations are about the same as those shown for use with Type "C" (page 15).

Page Twenty-Three

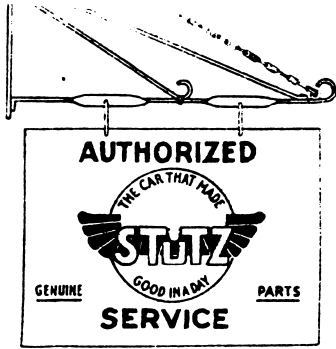
STROMBERG



EXPLANATION

- A — Low speed adjusting nut.
- B — High speed adjusting nut.
- C — Spray nozzle.
- D — Venturi tube.
- E — Auxiliary air valve.
- F — Low speed spring.
- G — High speed spring.
- H — Throttle valve.
- I — Mixing chamber.
- J — Auxiliary nozzle.
- K — Needle valve.
- L — Glass float chamber.
- M — Metal float.
- N — Gasoline strainer.
- O — Gasoline line coupling.
- P — Drain cock.
- Q — Hot-air horn.
- R — Air shut-off for starting.
- S — Fixed air inlet.
- T — Season adjustment.
- U — New direct-acting float mechanism.
- V — Steering rod or dash control lever.
- W — Rod leading to dash control.

Page Twenty-Two



FOR SALE

I have decided to sell my 1931 Stutz project car. I have owned it for a couple of years. I just have too many projects and have realized that I will just not be able to get to this one. I have some history on the car prior to the last owner who purchased it in 1966. I am not sure what I will sell the car for. I want to be fair, as I would love to see this car restored. In addition to the car, I have extra Stutz engines and transmissions. I will sell the car with all of the parts that belong to it. After that, I will sell my spare engines, transmissions and parts as follows:

- 1) complete car (all parts that I have for one car)
- 2) additional parts, motors, trans, not for this specific car

Someone can buy 1, 2 or both 1 & 2

I have a video along with many photos. Here is a link:

<http://dreamcruiseclassics.com/inventory/stutz-cabriolet-ma-27-sv16/>

My asking price on the project car is \$32,000. I will consider all offers. I am not certain on the additional parts. Once the project is purchased, I will sell the additional parts.

I would be most appreciative if you would pass this on to my fellow Stutz club members. My cell phone is 586-453-9316. I can be reached at anytime and will return all calls promptly.

Thank you

Nick Grudich

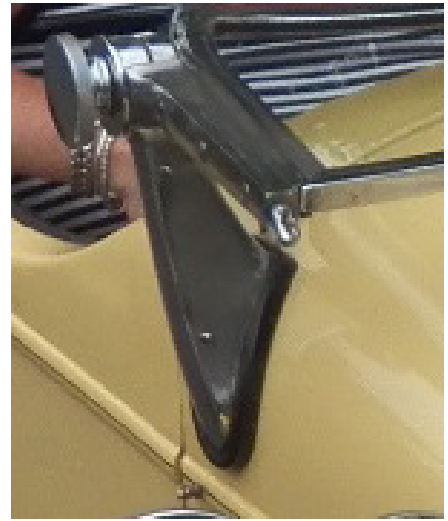
Gasket/Seal Wanted

I am looking for the seals that go under the windshield post against the cowl on a 1929/30 roadster as shown in the photo.

Contact
Carl Jensen

262-662-0287

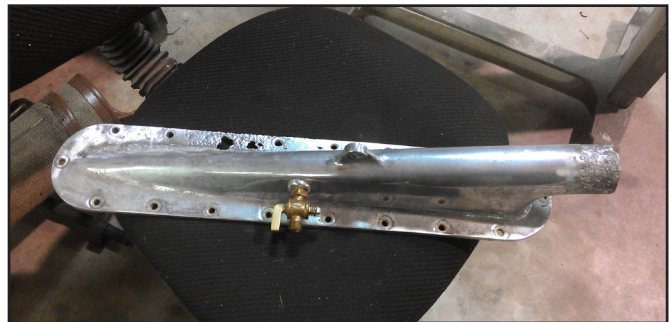
cajensen2@aol.com



WANTED

Water intake manifold for 1920 Model H Stutz.

Contact DeWayne Ashmead
dashmead@albionminerals.com





FOR SALE

1920 Stutz 7 passenger touring. National AACA winner. Driven on numerous NC HCCA tours with no problems. High volume oil pump, new leather clutch. Beautiful leather interior with Haartz cloth top and full side curtains. Show it or drive it with pride.

Brian White, 919-362-8323
brianw@carolinastonesetting.com

Wanted parts for a 1930 Model M

I live in New Delhi, India and own the only 1930 Stutz Series M, Vertical 8, 4 Passenger Speedster, Dual Cowl, LeBaron (Car No: M-26-SD 244, Engine:32417 HC, LeBaron Body No: 137-1406, Wheelbase : 134½ inch).

I am looking to buy the parts from the attached list for my Stutz. Please contact me ditus@titusindia.com if anyone can help me or point me to a source where I possibly could find them.

Thank you in advance.

Kind regards,

Diljeet Titus
Stutz Club # 0775

From: Henk Noteboom

Sent: Sun, Nov 3, 2013

Some time ago you have send on my request an email to all Stutz Club members; in that email I asked for Stutz parts, due to our participation in a classic car rally in Morocco in November (starting next Saturday).

I have received 8 reactions on this email (6 x USA, 1 x Australia and 1 x India) and due to those reactions I was able to buy a head-gasket (and received also a pattern for it at the same time), ignition points, rotor cap and rotor.

Thanks to everybody who reacted on my email and thanks for your cooperation in this.

S.No.	PARTS NEEDED 1930 Stutz Series M, 4 Passenger Speedster, Dual Cowl, LeBaron
1.	6 Rods for side windows with locking mechanism.
2.	Headlight Center bar and Monogram
3.	Dash Knobs, "H"-Intake Manifold Heater Valve Control, "C" Carburettor enriching control, "M" – Muffler by-pass valve control, "W" – Windshield wiper valve control
4.	4 Sill Plates (with Stutz Monogram)
5.	White Dial Electric Clock Stewart Warner (3 ¼) (ii) Speedometer Stewart Warner (dia 3 ¼"), (iii) Temperature Gauge, (iv) Ampere, (v) Gas, (vi) Oil Pressure, cables, lines and wiring. (All White Dials Only)
6.	Electric Fuel Pump – 12V
7.	Automatic Thermostat
8.	Radio
9.	Glass Lenses for Cowl lights and Rear Tail lights
10.	Folding Footrest
11.	Stutz Script Key
12.	Correct front and rear number plates and frames
13.	Dash Brake Switch Knob (Min – Max)
14.	Airmaze Air Cleaner
15.	Zenith duplex carburetor Model 105DC
16.	Vacuum Brake Booster – Bragg Kliesrath Corp.
17.	Brake Master Cylinder – Stutz – Lockheed Internal Hydraulic Master Cylinder
18.	Delco Remy Starter No. 726 – C
19.	Delco Remy Ignition Coils No. 527-A (12V) – 2 needed
20.	Delco Remy Distributor No. 004028 (Rebuilt 12V) – complete assembly
21.	Delco Remy Lighting Switch No. 496-G
22.	Delco Remy Ignition Switch (coincidental lock) No. 426-J
23.	Stutz Circuit Breaker System
24.	Vacuum wiper System (Motor, Chain/Pulleys, Wipers and Blades etc).
25.	Speedster Luggage Trunk – 34" x 16 ½"
26.	Wheel Spanner, Jack, Jack Winding Rod, Spanners and Tools



FOR SALE

I have decided to sell my 1929 Stutz M-22 5-passenger coupe. It is the rare 2-door body style that is listed on page 183 of *The Splendid Stutz* book. It is complete and partially restored. My asking price is \$40,000. Please contact me for more info and pictures. I live in New Hampshire, my phone is 603-477-4525, and my email is kalpatterson@comcast.net

Thank you,

Lyle Patterson, Member #0241



CLUB CLIPS

Last Stutz founder recalls harrowing race experience

“Of the original group of eight or nine men who designed, financed, built and operated the first Stutz automobile... I am the lone remaining,” noted Frank E. Agan of Indianapolis.

His words were written in 1951 when he was a ripe 71 years of age and still active. “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.”

That put the Stutz “out of the money.” But more races followed, and Agan was involved.

What triggered his letter to Smith Hempstone Oliver was the fact that Oliver was associate curator at the Smithsonian. His expertise was land transportation. Agan was writing due to an article that was published in *Road & Track* in December 1950.

The early days of racing were made possible by “work, work, work, seven days per week.”

The article carried a picture of the 1913 Stutz racing car in which Agan rode as the mechanic. It marked his last run. The “would-be driver,” as Agan called him, lost control with a blowout at 90 mph. “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.”

Merely reading his letter all these decades later is like hearing from a sage witness to history in the making. That’s a great opportunity club editors have — to keep historical recollections like these alive.

Carl Jensen, editor for *The Stutz Club* (S110 W25415 Hunters Run, Vernon, WI 53149-9267), ran the letter in *Stutz News*, Vol. XXV, No. 104 (www.stutzclub.org).

Clipped by Gerald Perschbacher



SPLENDID STuTZ ORDER FORM

The STuTZ Club, Inc
 PO Box 2031
 Dublin, Ohio 43017
 USA

Contact Information
 Dan DiThomas
 thestutzclub@aol.com
 614 832-0066



Please complete this order form and mail it along with your check for the Splendid STuTZ plus shipping and handling to the above address.

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See the article by John Morton about the interesting history of his 1927 AA Cabriolet in this issue