



The Prototype for the Supercharged Road Cars

by Mark Galvin

In the 2013 January – March issue of *Stutz News* (p.11), there is a picture of an M8 Stutz Torpedo Speedster's engine. The author asks: "...do any of our members recognize this car or know any of its history?"

I think I do.

In early May of 1930, Frank Kirkpatrick snapped the picture of the car's front end, and then walked to the rear, fitted a flashbulb, and took a second shot. On its own, neither photo gives that much information, together they tell a complicated story.

F.A. Kirkpatrick was a professional photographer with offices about a mile South from the Stutz factory. That May he had come to view a Speedster that Milton Jones was having sorted for the Indy 500. A new set of rules had been drawn up in 1929 for the 1930 race, and, for the first time, a standard Stutz could enter it. Unless you found a two-stroke engine in your car, superchargers

were banned, furthermore, riding mechanics were back in, and stock engines up to six liters (366 cu. in.) could be used. The push for change came from Eddie Rickenbacker, the president of the Speedway, who believed that racing had become too divorced from normal motoring, and that if he was going to keep his grandstands full, a revamp was essential.

The car is alone in some corner of the Stutz factory, near a couple of stacks of obsolete bodies-in-white. It is balanced on ancient blocks of wood, and parts have been stripped off, willy-nilly. The fenders can be found hanging from the ceiling, but the windscreen, the bumpers and the lights have vanished. One hopes the area was cleaned up for the picture, because there are no tools, fresh parts, or lurking mechanics, and as Kirkpatrick had probably come to photograph a finished car, that was a bad sign.

Special Announcement

Save the Date for The Grand Stutz 2016

September 7 - 11, 2016

Kokomo, Indiana

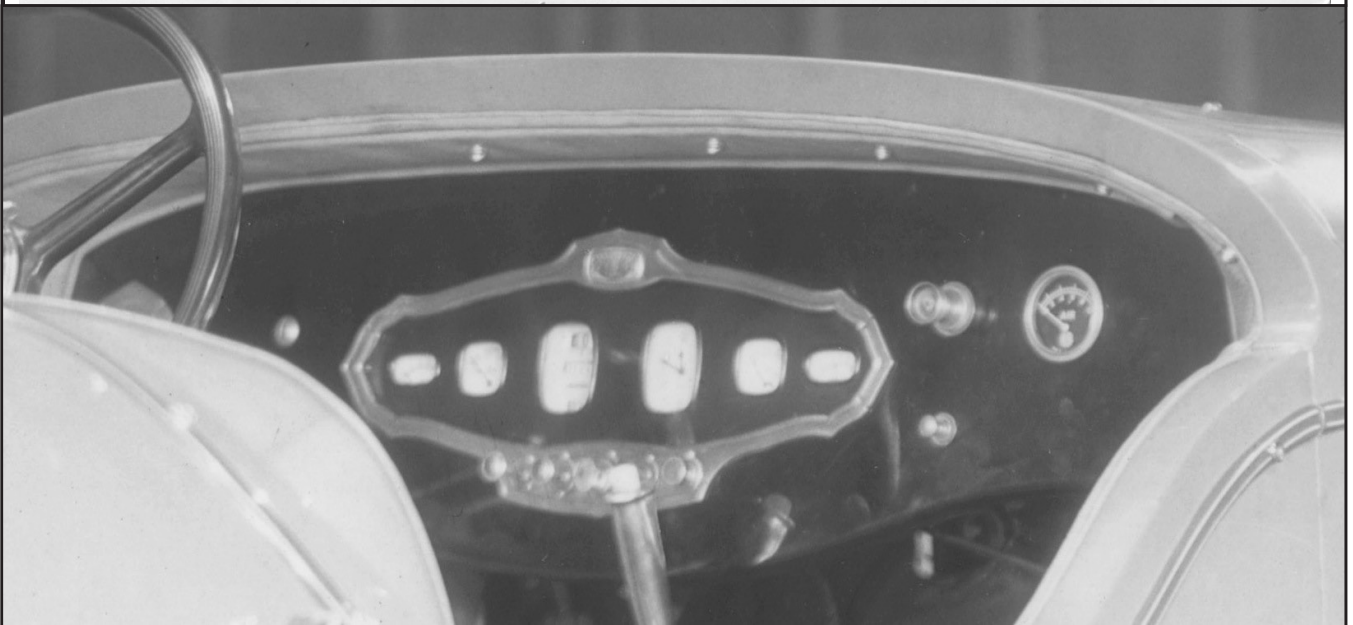
Hosted by Cliff Vogelsang and coordinated by Dan and Mary DiThomas

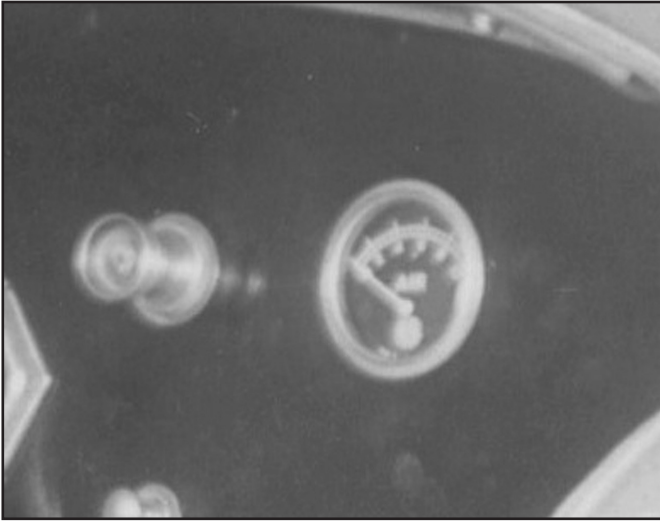
Complete details on page 20...

Table of Contents

Vol. XXVIII No. 113 (July - September 2015)

The Prototype for the Supercharged Road Cars.....	2	Tech Column: Tires	22
Milton Jones.....	9	Arriving at IND.....	24
Stutz Art	14	An Interesting Mystery!.....	25
Pebble Beach.....	15	Letters to the Editor.....	28
Where are They Now?.....	16	Classifieds	30
Stutz on Track.....	18		
Grand Stutz 2016	20		





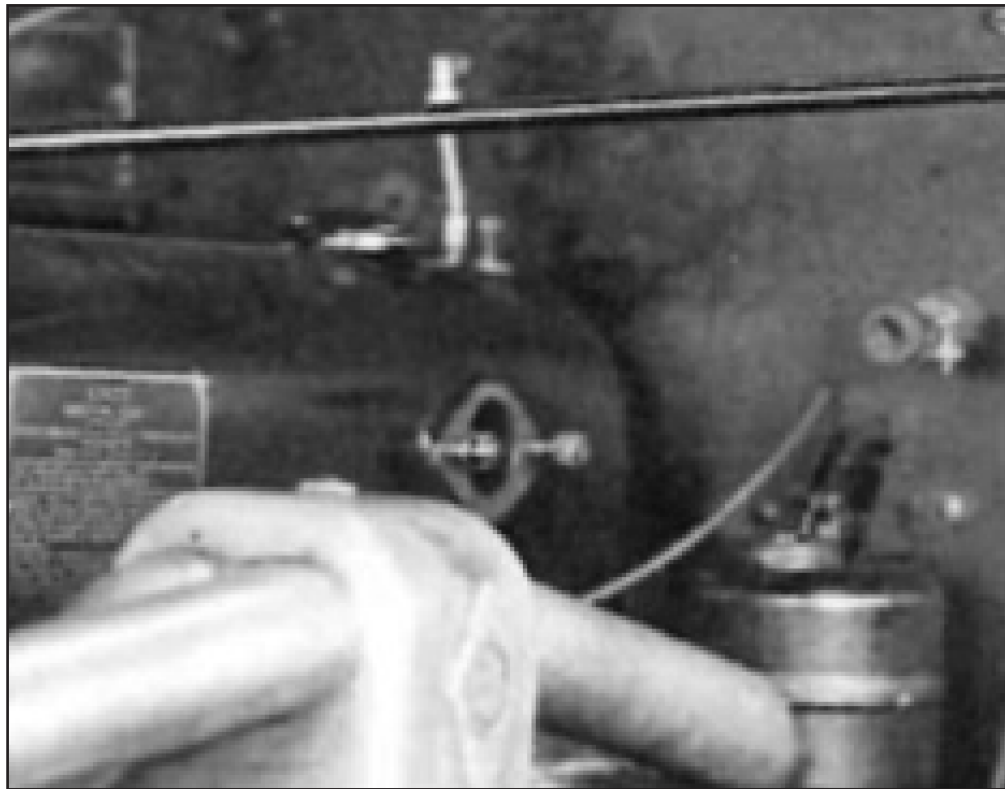
And yet the pictures tell so much if one looks closely at the details. In one, you can see the handbrake reflected in the glossy paint of the dash, the vertical direction of the slot in the screw bracing the steering column, and, by the cigarette lighter, a supercharger boost gauge. The '8' in SY84B claims a June/July '29 build, not a November date, so the car isn't one of the 10 production supercharged cars. It is older, and that's interesting.

Moving over to the shot of the motor, one can see that the entire fuel supply system is missing, so something there needed to be swapped out. On the back of the cam cover, near the firewall, an opening for some sort of mechanical device is visible. That is where a blown system's fuel pump can take power off the camshaft.

The production-supercharged cars had their mechanical fuel pumps attached to the radiator end of the cam cover, at the other end of the motor, so it isn't one of those. The surviving 1929 Le Mans racer is the only car with a pick-up pump in the same place, but it was built about thirteen months before the picture was taken, in April of 1929. Somehow this June/July Stutz, with its supercharger bits, fits between the April '29 Le Mans jobs, and the November '29 production cars.

The photographs also show a vehicle with more than a few miles under its belt, so the traditional view that Milton purchased a brand-new Stutz to race, is a myth. Looking closely, one can see the witness marks of dirt from where the goose-neck and step-plate have been stripped off, and more where the rear right fender was attached. It has seen a few rough roads and a bit of weather; it has been used.





This whole story starts with the 1928 Le Mans.

In the race Stutz did remarkably well, first leading, and then finishing second, in spite of gearbox problems. If the cars were going to be all conquering in '29, they would need to be gingered up considerably. Already the racing team was using the latest, smallest Blackhawk chassis, and the lightest Weymann body. Other than marginally increasing the size of the bore, what more could be done?

On Labour Day of '28 a Stutz won at Pike's Peak. Actually, it didn't just win, it set a new course record, in spite of snow at the top and bad weather at the bottom. It had a great driver and a Geuter prototype Vertical Eight, with a gear driven camshaft, but it also had a fixed drive supercharger running off the crank. Perhaps a supercharger would help the 1929 racecars dominate Le Mans.

In late '28 a blown Stutz engine was put on a dynamometer. I strongly suspect the supercharger was off the Pike's Peak Special. The results showed a marked increase in power, and a couple of problems, which when

examined, must have left the engineers with the conclusion that a blown motor should not be run under load continuously. The compromise was to fit a clutch mechanism to the blower, so that it could be turned on and off. The carburetor now had to deal with changing levels of atmospheric pressure, and do so in a way that kept the gasoline flowing, and the stoichiometric ratio in the ball-park. A two-tier fuel supply system had to be designed to match the circumstances, and to feed the enlarged 322 cubic inch motor.

The Le Mans cars were built in April of 1929, with Baron Philippe de Rothschild underwriting at least part of their cost. They were briefly run at the Speedway, and then were shipped off to France for testing at Montlhéry. Things did not go well; the drivers found that blowers overheated the exhaust system, and that the extra weight and fuel consumption nearly offset any power advantage. At Le Mans, on June 15/16 the team had nothing but trouble and fire; Philippe still managed to secure a 5th place, and well done all of them.



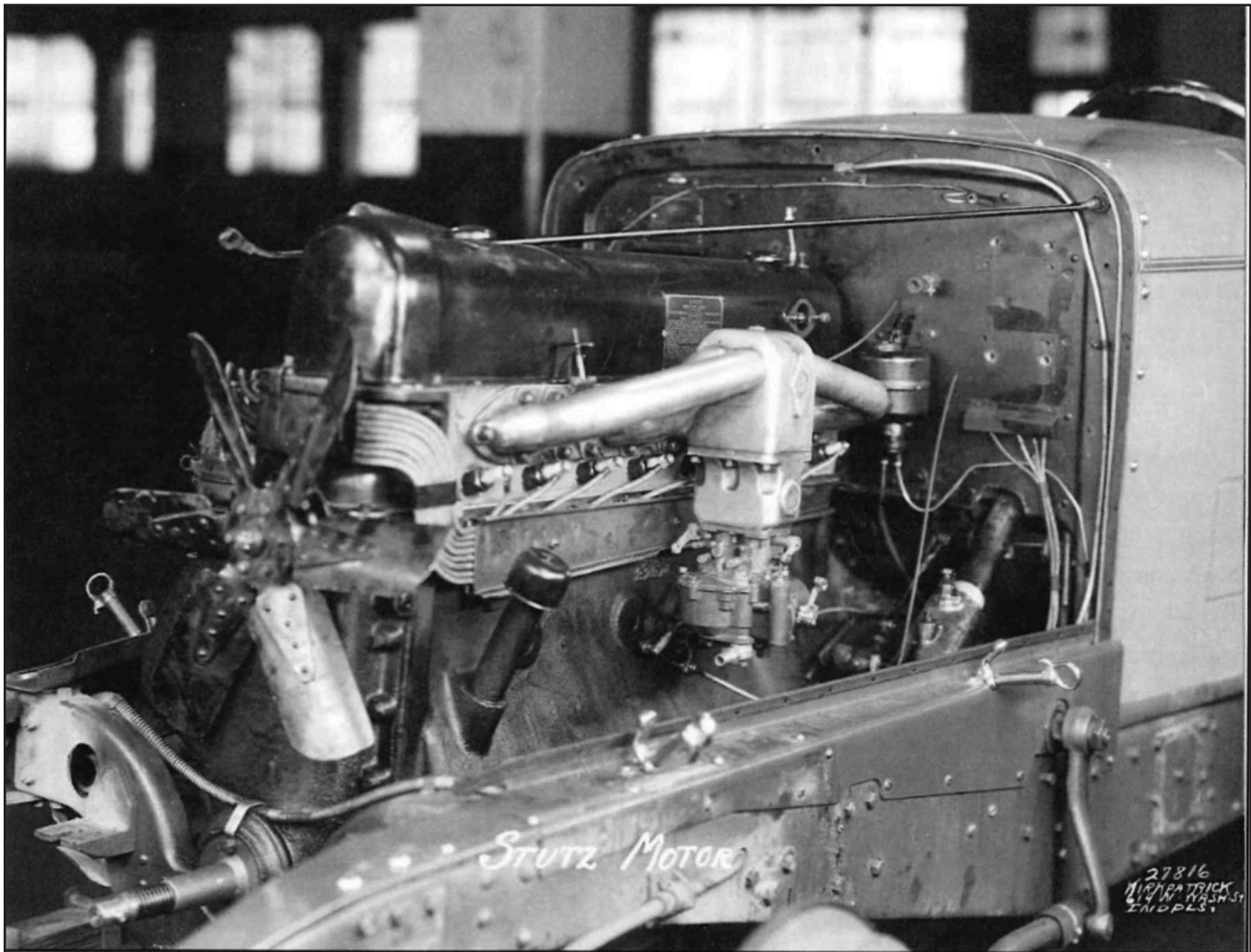
Back in the day Le Mans was for ‘production’ cars, not flat-out racers. Looking at the fine print, it meant a factory must build at least fifty versions of any entry, not twenty-five or just three. It was normal to build the copies after the race, just in case a dismal result showed there was nothing worth copying.

Bentley, even as they were going broke, ultimately built 55 hard-to-sell 4 1/2 liter blown cars; they didn’t want to have their other models’ wins taken away. Stutz, however, was less inclined to spend money it didn’t have. With Moskovics’ departure that January, racing was over, yet a deal was a deal, so the company planed a first batch of ten supercharged cars, even as they publicly distanced themselves from motorsport.

Given that racecars are never more than a misfire away from an open toolbox, a good mechanic, and spare parts, the unlucky Le Mans cars were poor litmus strips when used to measure the nature of a supercharged road car. What the factory needed was a prototype to iron out both the production and maintenance bugs of the forced induction system.

The Pike’s Peak supercharger was still on hand, but it had to be converted from direct drive to a clutch system before it could be used. To this end a Stutz engineer wrote to the Murdoch Pump Co. on June 7th, 1929, stating in part:

“This is to confirm our conversation today. You will cancel the order for 1 supercharger on Order No. 59901. This order however, will be used for making 1 clutch throw out fork, as per our drawings No. 35313.”





Using the same pattern cam cover as the Le Mans cars, the new throw-out fork, and the Pike's Peak blower, SY84B was economically built up as a supercharged car. It was then graced with a light alloy LeBaron Torpedo Speedster body, complete with cycle fenders. The superstructure was painted a pale grey, while the chassis, cycle fenders, and wheels were sprayed red. That was the car Milton Jones saw and bought in Cleveland, Ohio, and Frank Kirkpatrick later photographed at the factory.

What can explain the unusual bodywork by the motor? In the pictures, extra panels rise up off the front of both chassis sides to meet with the hood, and that is at odds with the normal Torpedo Speedster. I would suggest that the right side matched the left, and the left was there to hide the supercharger's air pipe, and the system's ugly rubber joints. When the blower was removed, a standard hood, with extra cooling slits, was substituted; it is still on the car.

This brings us to an obvious question: Why would Milton Jones buy a supercharged car, and then pay to have the blower removed? If he bought a normally aspirated car, getting on the grid would have been cheaper.

**This brings us to an obvious question:
Why would Milton Jones buy a
supercharged car, and then pay to have
the blower removed?**

The answer lies in the dirt on the chassis. The car's purchase came first, the idea of racing it came later, after he had grown comfortable hammering the Stutz on the Ohio roads. Apart from working as a motorbike stunt rider in 1913, at a carnival 'wall of death', Milton was not involved in motorsport before 1930. Some reports have him competing in the 1925 Indy, but that was a Melville C. Jones, an ex-boat racer, so Milton was new to the game. Only a naive optimist would start his first race as a riding mechanic in one of the toughest events in the world. At the time, when fifty-six was the average male life expectancy, he was already thirty-six, and pretty heavy. The slippery Stutz had a low door, a small floor, no belts, and a bench seat. The bumpy race had eight hundred high-speed turns, and the riding mechanic was on the outside of every one of them.

That first year, Milton would have been flung into the stands long before the flag, and I dare say it took only a few trial laps to show him the truth. A handle was bolted to the bodywork behind the seat and wound with

surgical tape for grip. The wiry Fred Patterson, was hired for the job; he was about a hundred pounds lighter than Milton. With a thousand practice and race turns, Fred must have developed some grip; by June 1st he could probably have out-brachiaded Tarzan, or put up wallpaper in a typhoon, while wearing a sombrero. His tenacity is displayed in a Universal Newspaper Newsreel of the race. It shows 'Slim' Corum and Fred Patterson at their stations, and the big Stutz bouncing up and down on the bricks, all 4,500 lbs, as it blasts around at a heady 85 m.p.h. Even on the straight, Fred is hanging on to the handle for dear life; Slim has the wheel in a measured grip; you know, those boys were men.

After Kirkpatrick packed his camera and left the Stutz factory, the production manager, Bert Dingley, saw that work went ahead on the car. While Stutz's new president, Edgar Gorrell, may have been anti-racing, he was definitely pro-cash; Stutz had run out of money and closed the factory on November 31st '29, and only re-opened on February 1st. While it had been closed, three suppliers had petitioned the courts to put the company in bankruptcy, all for a sum of less than \$2,500. Cash was king, and Milton Jones had it to spend.

Bert was the perfect man for the job. Not only did he know his way around an M8, but he was also an ex-racer who had run in the 1912 Indy, and he was the retiring chairman of the local section of the Society of Automotive Engineers. He was helped by Lora Corum, better known as 'Slim'. Corum had turned thirty that year, and had all but stopped racing; most of his driving in recent years had involved setting records for Stutz. Under Gorrell that work had dried up, so he was happy enough to sort out SY84B, which by May 15th still didn't have a named driver.

The changes were practical. The supercharger and associated bits were stripped off. A larger gas tank, one that could do over two hundred and fifty miles at full chat, was substituted and the car was given a left-side filler, for obvious safety reasons. A standard radiator shell, and a hood with leather straps were added. Quick-fill caps and stiffer springs were put in place, an AC



tachometer was slotted into the left side of the dash, and a three-speed 1928 gearbox was fitted. Finally the body and the new radiator shell were both spray painted a tan colour, while the chassis kept its red. With a wave of an open billfold the supercharged Torpedo Speedster was transmogrified into an Indy contender, albeit not the prettiest of them all.

The history of the 'Jones' Stutz Special' is known from that point on, indeed it can be traced from owner to owner right through to today, but of the details that have faded, a few are worth mentioning.

The car only hit the bricks on Tuesday, 20th May, 1930. On its opening run it circulated at 90 m.p.h., which delighted both 'Slim' and Bert.

On May 24th, the first day of qualifying, 'Slim' and Fred went out just after 11:00, as soon as the track opened. Ignoring the stiff wind, 'Slim' did four laps to warm up, and then put up his hand, signifying a timed run. Past the starting line, Corum kept his foot planted, the motor roaring fit to bust in a throttle bending shot at the grid. Between the jounce and the jostle, Milton's Stutz picked up its skirts and ran hard, thundering over the bricks, the ten measured miles ticking past. The minimum speed to get in the race was set at 85 m.p.h.; the Stutz averaged 94.13 m.p.h. That was slower than the best practice time of 96 mph, but the car was in the famous event. By sundown, it had been bumped down, but, for at least a morning, a production Stutz was on provisional pole for the Indy 500.

The greatest help I had in looking into the history of the Jones' Stutz Special came submerged in the papers that accompanied the car. In 1973 Allan Palechek had signed an affidavit about the origin of SY84B, and penned an additional letter concerning his involvement with Jones. His note was a graphologist's delight, with Spencerian strokes that looped over the page; better still, the contents were surprising. Allan stated that his younger brother, Ralph, had driven SY84B at a dealership in Cleveland, Ohio, back when it was a blown car. Furthermore Allan was a friend the Joneses, indeed he had gone to Indy in 1930 in part to see Milton's Stutz compete.

After Milton died from a racing accident in 1932, Allan had bought the supercharger set from his widow, Cora, and fitted it to his own Stutz. Finally, Allan wrote that SY84B's supercharger originally came from a Pike's Peak Stutz.

That eyebrow-raising claim rendered the rest of his information somewhat suspect, until a bit of digging showed that his story lined up with known facts. On reflection it seems Allan Palechek knew exactly what he was buying when he acquired the supercharger set from Cora Jones.

One had to dig to find the colour of the car during the Indy 500. Some say it was blue, some red; a 1930 newspaper reported 'tan'. I do know that when the back of the body was chemically stripped in 2000, the paint went, from the metal up, to body-in-white primer, to grey, and then to red before finishing at multiple coats of white. When a strip of supernumerary brass bodywork was removed from the cowl, a thin coat of tan paint appeared beneath it. One suspects that the rest of the tan paint was wiped, or sanded off after the race, leaving only that protected bit. 'Tan with a red interior' – it sounds like a reverse Ferrari.

It is a good thing that Frank Kirkpatrick took those pictures, that Allan Palechek wrote his note, and that the Stutz News publishes interesting questions. In sum, the mystery car in the picture became the Jones Stutz Special, a car that is traditionally known for being built without a supercharger.

Mk. G., 19th September 2015



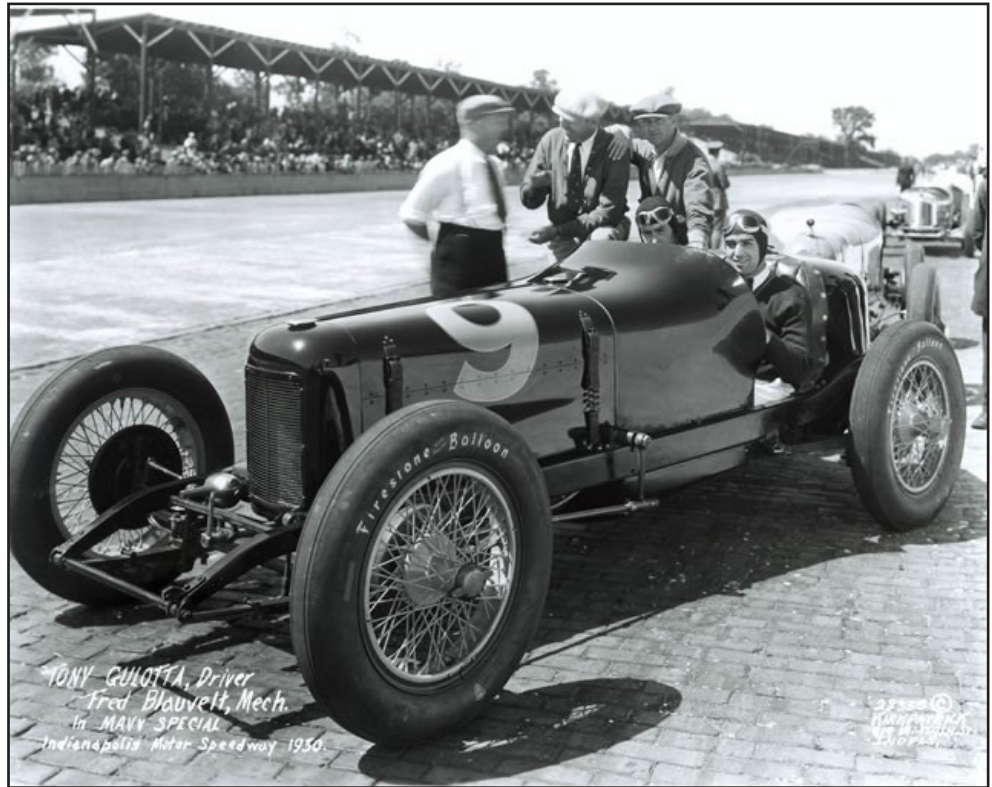
Milton Jones

By Carl Jensen

The Jones Special was piloted by L. L. Corum who co-drove to first place in the 1924 Indy 500 in a Duesenberg with Joe Boyer. A good pick for sure. But what do we know about Milton Jones?

Milton was born on August 4, 1894 in Conwy, Wales and was a resident of Cleveland, Ohio until the time of his death on May 27, 1932. Jones became famous as a motorcycle stunt rider with his wife Cora, also known "Molly the Mile a Minute Girl". Together they had one son, Milton Jones Jr.

The Jones Stutz ran a flawless run with a 10th place finish (it should be noted that only 10 out of the 38 cars finished the full 200 laps). The following winter Milton purchased the two MAVV Specials which were only one year old having raced in the 1930 500. He must have been impressed with the cars even though both went out due to a valve problem. The cars followed the new driver and riding mechanic formula. They used modified Whippet frames with Miller engines.



Lined up for the 1930 500 is Gulotta in his MAVV Special.

Jones hired Stubby Stubblefield and Frank Farmer as drivers who took them to 8th and 32nd place. Jones actually made an attempt in the car he had Stubblefield drive, but hit the wall during practice and tore off a front wheel. Jones was fine with only a few bruises, but made the right decision to send it out in the race with Stubby, considering his fine 8th place finish.

Jones continued to race in 1931 driving the Stubblefield car himself. He also replaced Frank Farmer with Paul Bost for second car. The two of them raced heavily throughout the 1931 season with good results.

The following year they were focused on the Indy 500, but during the Friday practice before the race Jones' car hit the wall on the outside of turn two. His riding mechanic Harold Gray at a young age of 24 was critically injured, but survived. Jones later died as a result of his injuries.

As a final honor, the Jones Team ran the second car to a 12th place finish with driver Kelly Petillo. This author is not aware of either car ever running again.





Following the excellent article on the details of the Jones Special by Mark Galvin, your editor did some digging in the records on supercharged cars and found this correspondence related to the topic. It certainly shows that there was supercharger development work done in

late 1928 and prior to the procurement of the 10 superchargers. Based on the date of the first letter, the engine testing mentioned could very well be regarding the test car that Mark suggests...

January 10th, 1929.

The Segrave Corporation,
Columbus, Ohio.

Attention: Mr. Spain

Dear Mr. Spain:-

Since writing you yesterday, we have completed our power and torque curves on the supercharger test, as conducted by the Stutz Motor Car Company of America, and we are enclosing one of these sheets for you.

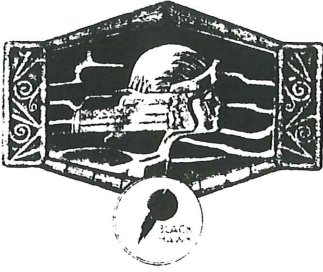
We think that this will give you a complete idea as to what we have in mind for you. We are sure that your engineer will be interested in these curves.

Yours very truly,

MURDOCK PUMP COMPANY

Vice-President & Chief Engr.

ACMecklenburg/M



STUTZ MOTOR CAR COMPANY
of AMERICA, Inc.

INDIANAPOLIS, IND., U.S.A.

CABLE ADDRESS: "STUTZ"
June 7th, 1929.

Murdock Pump Company,
Indianapolis, Indiana.

Gentlemen:

This is to confirm our conversation of today. You will
cancel the order for 1 supercharger on Order No. 59901.
This order however, will be used for making 1 clutch
throw out fork, as per our drawing No. 35313.

The 10 superchargers, of which I spoke to you, will be
released at once by us, in the regular production way,
instead of experimentally.

Yours very truly,

Experimental Engineer.

CC to G. J. Kelly.



THE INDIANAPOLIS NEWS, SATURDAY, MAY 28, 1932.

**JONES ALSO DIES OF SPEEDWAY INJURIES; SECOND
IN TWO DAYS TO CRASH AT SOUTHEAST TRACK TURN**



—Kirkpatrick photo.

Milton (Dare Devil) Jones, whose life was a series of racing thrills, died in the quiet peacefulness of a hospital room late Friday. He did not know the end was near.



and returned last year with two new racing cars but he turned them over to more experienced drivers. This year, however, he had planned to drive his own car. The "Mile-a-Minute Girl" was with

He did not know the end was near, nor that the accident in which he had been injured fatally at the Indianapolis Motor Speedway had added its shadow of tragedy almost on the eve of the 500-mile race.

When his racing car plunged into the outer guard rail on the dangerous southeast turn in the course of a practice spin, Jones accompanied by his riding mechanic, Harold Gray, was receiving his last thrill.

The car, traveling more than 100 miles an hour, ripped away fifteen feet of concrete rail, leaped into the air and plunged to the ground outside the track. Jones and Gray were pinned beneath it momentarily. The car somersaulted again, releasing the two men, and then crashed into a fence.

Jones raised himself slightly from the tall grass.

Fleada, Then Unconscious. "Help me for God's sake, please help me," he moaned as an unidentified colored man ran toward him to offer aid. Then the Dare Devil sank into unconsciousness and was carried from the scene to the City Hospital. Gray was at his side, also unconscious.

A picture of the wrecked car taken shortly after the crash is shown here. The turn was the same on which Harry Cox, Indianapolis mechanic, was killed Wednesday when a car driven by Benny Benefiel swept over the guard rail.

Benefiel and Gray remained in a serious condition Saturday at the City Hospital.

Although the cause of the fatal crash was not definitely determined, a widely known mechanic who saw it remarked:

"Poor fellow. He almost lost his car on the previous lap. He was driving the turn faster than he knew how."

Jones was a veteran motorcycle rider and toured the country for many years with his wife "Molly, the Mile-a-Minute Girl." In a motorcycle accident, One of his tricks was to have his wife on the handlebars of his motorcycle as it sped around the



MILTON JONES.

small racing bowl. Then, as it zoomed to the upper part of the steeply sloping track, he would reach out and take an orange from an assistant leaning over the upper guard rail. He would steer the machine with his knees.

Once he lost control of the motorcycle and caused his wife to be hurled from the racing bowl. He fell to the center of the pit but was not hurt seriously. Again the motorcycle left the track and plunged into a tent show.

It was recalled that only last week his son, Milton Jones, Jr., age nineteen, was in a crash at the speedway. Young Jones was riding in a Milton Jones Special driven by Maurie Rose. The car struck the outside wall on the south turn, careened down the sloping track and skidded several feet before stopping. Although the car was damaged badly, neither occupant was injured. The car was going more than 100 miles an hour at the time.

The elder Jones first came to the Indianapolis race three years ago

him when he died, as was his son, Milton, who aspires to racing fame. Jones lived in Cleveland, which is also Gray's home. Mrs. Jones returned to Cleveland Friday night. Jones also is survived by a brother, Robert R. Jones, Los Angeles, Cal. The funeral will be at Cleveland.

Two other accidents at the speedway Friday marred elimination trials. A car entered by Arthur Chevrolet, Indianapolis, veteran driver and automobile manufacturer, and driven by Dusty Fahrnow, was wrecked when it struck a retaining wall on the northeast turn. Tire trouble caused Fahrnow to lose control, it was said. He was not hurt.

Only a few minutes before the Jones mishap another car was disabled in a practice spin. Ira Hall, Terre Haute dirt track driver, struck the northeast wall in his Duesenberg, but efforts to repair the car in time for the race were being made.

According to speedway officials, Hall was uninjured, but the frame of his car was bent.

Crashes have been more numerous this year at the Indianapolis motor speedway than usual in preparation for a 500-mile race.

Chet Miller rubbed the end of his Hudson car off the inner wall recently.

Zeke Meyer had trouble on the northwest turn when the steering of his Studebaker Special went wrong.

The Coleman four-wheel drive has been taken back to its factory at Littleton, Colo., as the result of a wreck in the southwest turn.

Bryan Saupaugh spun on his first qualification trial when he entered the southwest turn too fast and skidded 100 yards or so without damage to himself, his mechanic or the car.

George Howie and Gene Haustein threw connecting rods at different times, but no damage other than to the car resulted.

Paul Rice, driving an All-American Special, broke a front axle coming down the front stretch Friday, but managed to keep the car under control without damage to any one.





Stutz Art

Recently your editor and his wife participated in the fantastic CCCA Southern Hospitality CARavan in Kentucky. While browsing around an antique shop in a cute small town, we came across this interesting piece of automotive art.

This pewter casting by M.A. Ricker weighs 18 pounds! It depicts a cowboy and his dog resting from a trip with saddle and riding gear strapped to the back of a racy Stutz Black Hawk. It is interesting that the artist picked what was the fastest production car of its day, something that represented the state-of-the-art, and tied it to a rest stop for a cowboy. If anybody has any info on this piece, we would be interested to learn more.





Pebble Beach

Sadly for your editor and his wife, we missed Pebble Beach this year due to business travel. But it looks like Stutz came out with three wins! These photos are from the Pebble Beach web site. Congratulations to all of you!



Class C-3: American Classic Closed

Award: First in Class

Entry: 1930 Stutz MB Weymann Monte Carlo



Class B: Vintage

Award: First in Class

Entry: 1920 Stutz Series H Bearcat

Owner: Stanley & Merle Bauer,
Beverly Hills, CA



Award: FIVA Prewar Trophy

Presented by: Hagerty Insurance and the
Historic Vehicle Association

Entry: 1921 Stutz K Bearcat

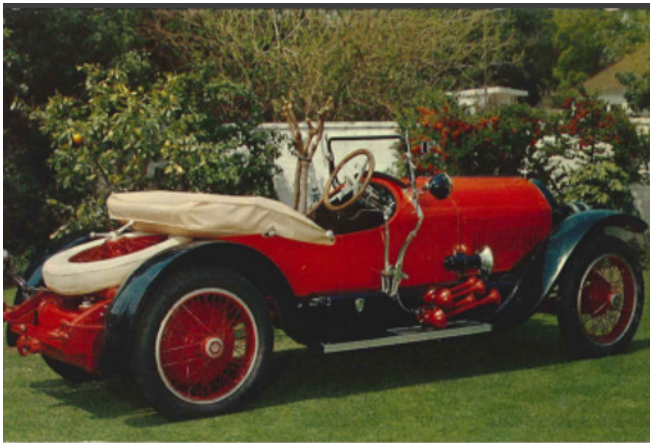
Owner: Wayne Carini, Portland, Connecticut



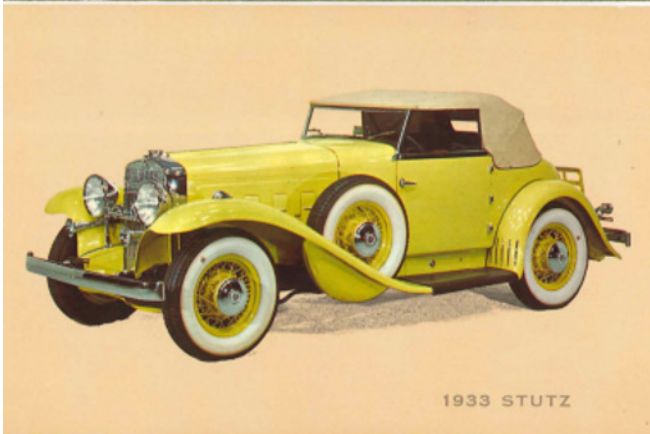
Where are They Now?

Growing up as the son of an old car enthusiast (who actually taught me to say “old car” as my first words) I was going to car events from the start. I remember so many great antique cars that I no longer see. It is always fun for me when one turns up somewhere

after being out of sight for decades. While going through some Stutz files, I came across these postcards of six great Stutz cars. Does anybody know where they are now?



The back of the card for this car is simply an ad for Pennzoil.



The back of this card advertises The Museum of Automobiles, Petit Jean Mountain, Morrilton, Arkansas. Featuring the Winthrop Rockefeller Collection. This museum still exists, but no Stutz is listed.



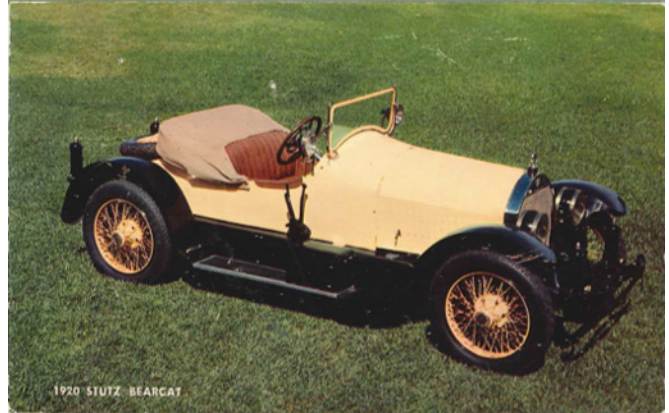
This photo was taken in 1972, but no idea where. There is a note glued over the info on the back of the card that states it was for sale in 2005 and a contact name of Bob Cooper



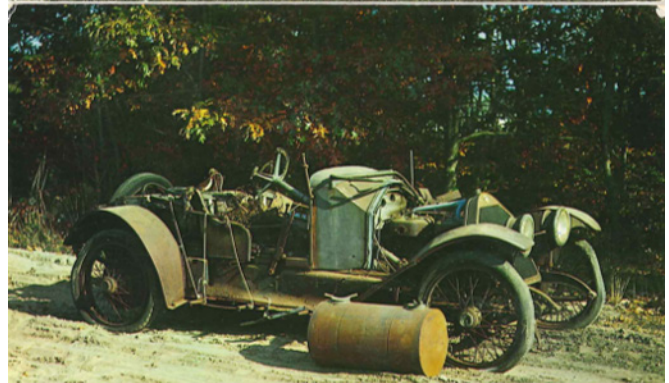
The back of this card states 1919 Series G Bearcat. Photographed in Washington Square, New York City. From the Henry Austin Clark Collection of Antique Automobiles on display at the Long Island Auto Museum.



The back of this card advertises "Plastichrome". It states this 1920 Bearcat is the courtesy of the James Melton Autorama. Hypoluxo on US 1, Florida.



Called a 1916 Bearcat, it does not look that way to your editor. It is from the collection of Kenneth K Rohl, Babylon NY.



If you recognize any of these cars, please send your editor a note so I can share it with everyone in the next issue.

Carl Jensen S110 W25415 Hunters Run Mukwonago, WI 53149



Stutz on Track

The Lime Rock Historic Festival took place Labor Day weekend with over 260 cars. The entry list shows some serious machines. Stutz Club members Richard Mitchell, George R. Holman, Bill Holman and Jon Lee all participated. Richard and Bill sported Stutz machines from 1928. George must have “settled” for the Bentley.



The Holman Bentley, the nemesis of Stutz at le Mans and Brooklands.

The mean looking Mitchell Stutz on track.





Group 1

Small-bore road going Sports & GT Cars

No.		
0	Francesco Amato, Millstone, N.J.	1959 Alfa Romeo
4	Bob Kilpatrick, Sarasota, Fla.	1959 MGA
17	John Justo, East Greenwich, R.I.	1959 MGA
29	Henry Frye, North Granby, Conn.	1956 Triumph TR3
55	Edward Sanson, Solebury, Pa.	1960 Alfa Romeo
58	Jake Moreau, Lincoln, R.I.	1959 MGA
59	Leonard McCue, St. Petersburg, Fla.	1959 MGA
62	Robert Bork, Buffalo, N.Y.	1962 MGA
67	Rick McCurdy, Newburgh, N.Y.	1958 Triumph TR3
76	Dave Nicholas, Honolulu, Hawaii	1960 MGA
84	Herb Wetanson, New York, N.Y.	1961 Ferrari SWB 250
100	Stephen Lehrman, Katonah, N.Y.	1959 Alfa Romeo
102	Rick Neves, Millis, Mass.	1956 Austin-Healey 100-4
105	Jonathan Savage, East Providence, R.I.	1959 MGA
116	Michael Clifford, Brewster, Mass.	1959 MGA
143	Scott Hill, Middletown, N.Y.	1960 Alfa Romeo
218	Butch O'Connor, Sparta, N.J.	1959 MGA
225	Jim Messenger, New London, N.H.	1957 Alfa Romeo
227	Bradley Price, Brooklyn, N.Y.	1959 Alfa Romeo
240	Jon Goodman, Philadelphia, Pa.	1961 Alfa Romeo SZ
311	James Juhas, Cheshire, Conn.	1957 MGA
347	Rich Maloumian Jr., Ft. Washington, Pa.	1956 Austin-Healey 100-4
419	Gerald Foster, Owego, N.Y.	1961 MGA
473	Edward Potter, Ivoryton, Conn.	1959 Alfa Romeo
555	Santo Spadaro, Rye Brook, N.Y.	1958 Alfa Romeo
581	Chris Fragomeni, East Providence, R.I.	1958 MGA Twin Cam
608	Jacki Amarosa, King of Prussia, Pa.	1959 Triumph TR3
645	Jeffrey Sienkiewicz, New Milford, Conn.	1959 MGA
728	Scott Padgett, Ludlow, Mass.	1958 MGA
770	Paul E. Cendron, Newburyport, Mass.	1959 Alfa Romeo
777	Richard Kresch, New York, N.Y.	1965 Beach MK4
912	Jeremy Savage, East Providence, R.I.	1959 MGA
956	Keith Harmer, Yorktown Heights, N.Y.	1956 MGA



ANNOUNCING THE 2016 GRAND STuTZ KOKOMO, INDIANA

September 7 thru September 11, 2016

Hosted by Cliff Vogelsang & Coordinated by Dan and Mary DiThomas

The STuTZ Club will collaborate with the Indiana Bi-Centennial Festival and the Classic Car Club of Indiana to celebrate the splendor of Indiana manufactured automobiles and the Hoosier State's Bi-Centennial.

In 2016, the State of Indiana will celebrate its bicentennial. The Kokomo Automotive Museum will spotlight the Hoosier State's contribution to the motoring world with a weeklong event entitled "Kokomo Salutes Indiana's Automotive Heritage 1894-1964."

The celebration will include a reunion of Kokomo-built Haynes and Apperson automobiles, a Classic Car Club of America Grand Classic, a STuTZ Club Grand STuTZ and the "Indiana Bicentennial Concours d'Elegance style celebration."

The club received a call from the CCCA Indiana region director and STuTZ Club member Cliff Vogelsang asking STuTZ Club members to be made aware of the Kokomo event so there would be a few STuTZ cars taking part.

Mary and I made a trip to Kokomo last month to meet with Cliff, Steve Ortman and Jeff Shively both with the CCCA and the Kokomo Auto Museum, and Sherry Matlock of the Kokomo, IN Visitor's Bureau.

Based on the visit and the plans that have already been made by the Bi-Centennial Committee, the Automobile Museum, and the CCCA, it was obvious that the STuTZ Club must participate in and support the "Kokomo Salutes Indiana's Automotive Heritage 1894-1964" by holding our 2016 Grand STuTZ in collaboration with their events.

Please mark your calendar and plan to join us in Kokomo, Indiana.

Where:

Kokomo Indiana. Kokomo is located 50 miles north of Indianapolis on Indiana Route 31 and 50 miles south of Auburn Indiana. Kokomo is truly in the center of Indiana automotive history.

Host Hotel:

The Grand STuTZ host hotel is the Holiday Inn Express Kokomo. We have 30 rooms blocked at a rate of \$ 105.00 US per night plus applicable lodging taxes for rooms booked between September 7 and September 11, 2016. More information on making reservations to follow.

Airport and Ground Transportation:

The Indianapolis International Airport. The airport code is IND. You will need to rent a car at the airport.

Trailer and Transporter Parking

There will be ample trailer and transporter parking that is very close to the hotel and show fields.



Schedule and Activity Overview:
(More details to follow on fees and schedule)

Wednesday - September 7, 2016

Early arrival and registration in the lobby of the Holiday Inn Express.

No planned events or dining.

Possible "on your own tours"

- Short driving tour to the Kokomo Automobile Museum.
- "Historic Kokomo Tour" this one hour bus tour leaves from the museum five times daily.
- Tour of the Gus Grissom Air Museum 20 miles north of Kokomo via two lane roads

Thursday - September 8, 2016

Arrival and registration in the lobby of the Holiday Inn Express.

STuTZ Club driving tour. Feel free to drive your STuTZ or modern car.

- Short driving tour to the Veteran's Memorial and the Kokomo Automobile Museum.
- "Historic Kokomo Tour" this one hour bus tour leaves from the museum five times daily.

STuTZ Club welcoming reception in the evening.

Friday - September 9, 2016

Registration in the lobby of the Holiday Inn Express.

We will tour with the CCCA. Feel free to drive your STuTZ, modern car, or ride the CCCA bus.

- First stop is the Opalescent Glass Company. The glass company has been in operation since 1888.
- Second stop is the Seiberling Mansion. Built by industrialist Monroe Seiberling in 1891. We will enjoy lunch at the mansion.
- Third stop is the Chrysler transmission plant. This is a modern 3.1 million sqft plant for machining of engine block castings and transmission components (aluminum and steel); transmission assembly

STuTZ Club Dinner in the evening.

Saturday - September 10, 2016

We will join the CCCA and the Haynes Apperson Reunion in beautiful Highland Park.

2016 Grand STuTZ Kokomo

We will display our STuTZ and HCS automobiles as a group on the show field along side the CCCA and Haynes Apperson cars. This should present a beautiful display of these wonderful automobiles.

Joint STuTZ Club and CCCA Awards Banquet in the evening

Sunday - September 11, 2016

Indiana Bicentennial Concours d'Elegance style celebration in Jackson Morrow Park,

This is a judged event for all STuTZ, HCS, CCCA, and Hayes Apperson automobiles.

The STuTZ Cars will be displayed as a group on the show field around a STuTZ Club tent.

It is my intention to use the tent as a STuTZ HCS history class room. I will be asking STuTZ Club members to make presentations throughout the day to enlighten spectators of the historic, racing, and technical accomplishments of the STuTZ and HCS automobiles.

Bicentennial Concours Award Banquet in the evening.

Please plan on attending this Grand STuTZ
It would wonderful if the club could have a car from every year on display.

Come an meet other members and enjoy the event.

You do not need to bring a car to participate.

Contact Dan DiThomas by phone 614 832-0066 or email thestutzclub@aol.com
with any questions or, better yet, with your RSVP.



Tech Column: Tires

by Brian White, VP Technical Services

I just had to change the tube in one of the tires on my 1923 Stutz. It got me to start thinking, that's dangerous, or at least changing tires can be dangerous. I thought about when I was in my early teens and a man got killed changing a truck tire when the split rim flew off almost beheading him. The Stutz has a split rim too, but it also has a lock to keep it in place when you inflate the tire. Much safer than truck split rims. Now truck wheels are put in a cage to inflate so if properly done it is also safe.

Has anyone noticed but it seems to me tubes don't hold air as good as the did a few years ago? I have heard people say the tubes are thinner. Maybe just me? Of course today's tires are a lot better than Stutz had on his first car in The 1911 Indianapolis race. I understand that's why most Stutz have dual spare quick change wire wheels. If Harry had started with dual spare wire wheels, maybe he would have won the race.

When I was sixteen, like a lot of kids, I worked in a gas station. My dad, who owned the company I now own, asked the local proprietor if he need any help and he said yes. My first day after school and football season was over, I drove my 1956 Studebaker Power Hawk to work. I still have my Indiana built Hawk. When I got there two of the partners were standing in front of a car that had overheated and was blowing steam everywhere. I walked up trying to be helpful and asked if the thermostat was stuck? They looked at me and asked "can you fix it". I said I thought so and as luck would have it the thermostat was stuck and I did install a new one, which fixed it.

The next day I came in to a full brake job waiting for me. In the small town of Cary, NC lawsuits were not heard of so it was truly learning on the job. In 1971, I changed a lot of oil, belts, and tires. I would be proud of the fact that I could bubble balance a tire and never get a complaint. I always calibrated the balancer, and it worked

well. I don't think anyone else ever looked to see if the bubble was centered without a wheel on it.

The tires I always hated the most to change were the clincher tires on a Model "T". I have restored five "T"s and who knows how many tires I have changed for unlucky tour participants. It is tough to change a clincher without chipping the paint on the rim, especially if it's a freshly painted rim. The little secrets I have learned is to use a piece of leather between the tool and the rim. It works great. The other thing is a large assortment of tools. One tool I used for years is half of a taper leaf spring off a Model T. I have used duct tape on the tools and it works but will sometimes leave glue on the rim and tire. Sometimes old T tires are so hard you have to

Sometimes old T tires are so hard you have to saw them in half to get them off the rim. I have let the air out and drove the car around the yard to soften the tires enough and break them loose from the rims. Did I mention how much I hate changing tires?

saw them in half to get them off the rim. I have let the air out and drove the car around the yard to soften the tires enough and break them loose from the rims. Did I mention how much I hate changing tires?

With some of my newer cars I have wide white walls. As you know white walls are hard to keep white. Even if you don't drive them and get them dirty they will yellow. Tires are expensive and I'm a tight wad. I have found a secret to clean yellow tires. I take white wall bleach and soak them down then I use a sanding block and scrub the white wall portion of the tire while keeping them wet with bleach. I think Wesley White Wall bleach has been bought by another company.

I must not be the only tight wad out there because I sold three sets of tires I took off cars this year at Hershey. One set was a great deal, they were new tires but with white walls that I didn't want on the 1914 Bearcat I'm restoring. They were nasty but I cleaned and sanded them and they looked great. I sold them for half what a new set cost.



Stutz Weightman Special getting the tire changed by a lady...

I am a believer in if your tires don't look good your car is not going to look good. One of the first concours shows I ever showed in, my buddy Jim Aldrich was with me when we rolled on the field at the crack of dawn. There was fresh cut grass all over the tires. I wiped off the tires and under the fenders and Jim said " did you bring your tooth brush"?

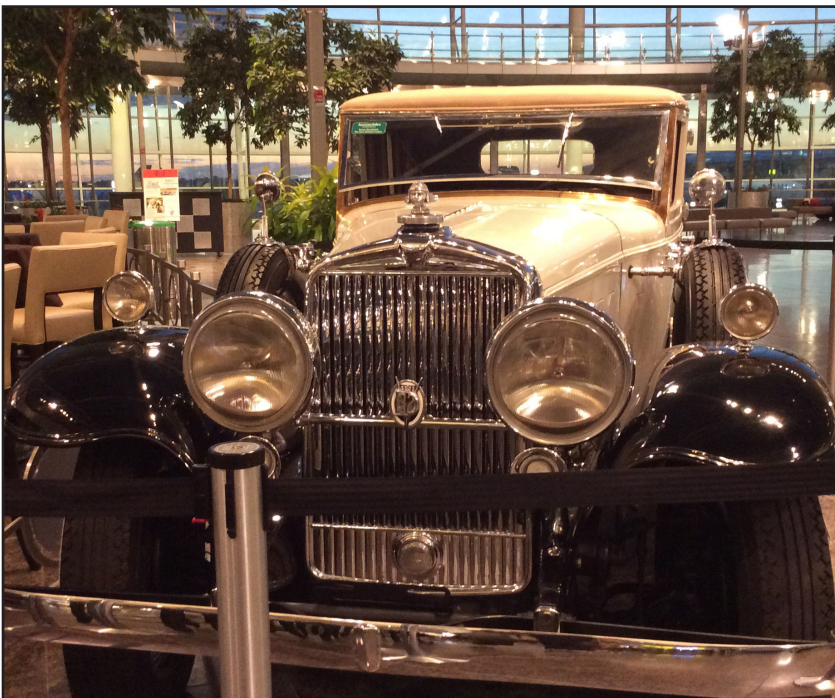
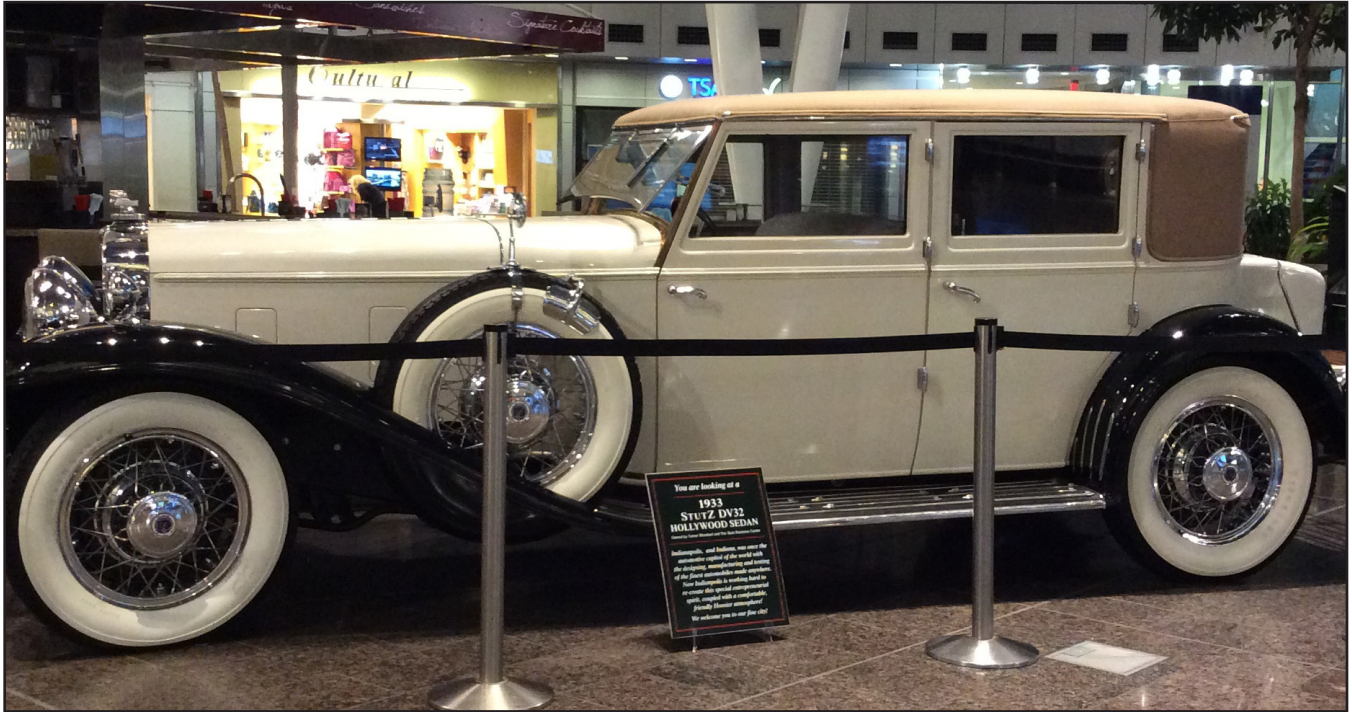
I said what and Jim being the experienced car show guy he is pulled out a tooth brush and cleaned my tire treads. Jim goes on to explain it was his wife Becky's tooth brush he was using but that as she was asleep when

he asked her and he wasn't sure he really had her permission to use her brush. I avoided her as she approached Jim latter and asked if he had seen her tooth brush. And that is when the fight started.....



Arriving at IND

For the last several months, passengers traveling through the Indianapolis International Airport have been treated to Turner Woodard's beautiful 1932 Stutz DV 32 Hollywood Sedan.



Rachel's Note: I first saw the Stutz when traveling to Philadelphia in April. Unfortunately it was the wee hours when I passed by on that occasion. I took these photos when traveling to San Francisco in August. Since then I've noticed the Stutz has become quite the photo spot, appearing in my Facebook feed several times. (I have no idea who these people are.)



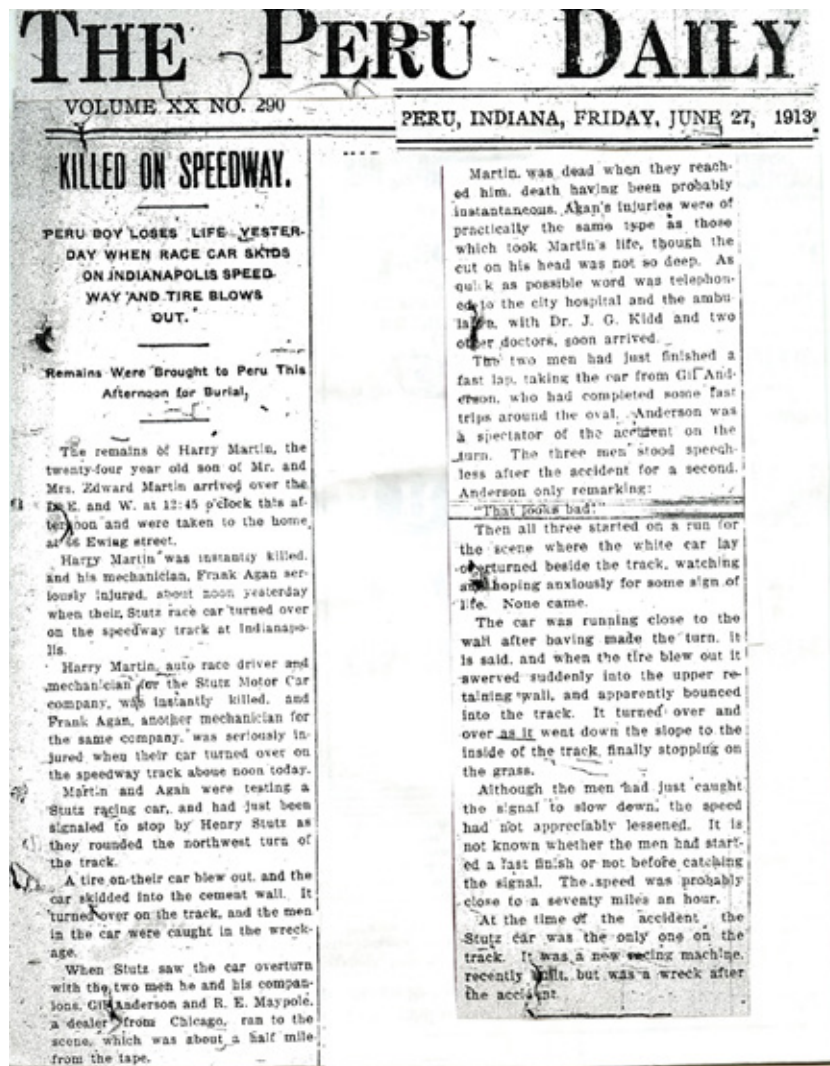
An Interesting Mystery!

I am researching Harry T. Martin a worker of Stutz that was killed on July 26, 1913 test driving a Stutz car at the Indy 500 track. I have looked in the book "The Splendid Stutz" and found no reference to Harry T. Martin.

Harry is buried in Peru, Indiana and on his grave is a Stutz steering wheel and the words "In Memory Of Our Esteemed Associate". Any information would be appreciated and if you know anyone that could assist it would be appreciated.

Thanks

Richard Gundum
Logansport, Indiana
574-702-3400



*See next page
for report in
Indianapolis
Star
June 27,
1913*

DEATH COST OF FAILURE TO OBEY

Harry Martin, Stutz Racing Mechanician, Killed and Tester Hurt Seriously at Speedway.

WAS TOLD TO "SLOW DOWN" Driver "Opened Up" on Stretch in Spite of Warning, President Stutz Testifies.

Harry Martin, racing mechanic for the Stutz Motor Car Company, was killed and Frank Agan, car tester for the company, was severely and perhaps fatally injured at noon yesterday when a new Stutz racer turned over after throwing a tire on the Motor Speedway. Martin was killed instantly. Agan is in the City Hospital, where surgeons are working desperately to save his life. He was operated on for injuries to his chest and head last night. Surgeons said he can not recover.

The fatal accident occurred after Harry C. Stutz, president of the company which owns the new car and employed the men, had signaled his driver to slow down, according to Mr. Stutz's testimony before Coroner Durham at the inquest. Mr. Stutz said Martin had driven four laps of two and one-half miles each when he was signaled to decrease speed. He did so, Mr. Stutz said, but when he had nearly completed the circuit of the track on the fifth lap he "opened up" and the right front tire blew out and the shoe rolled away from the car.

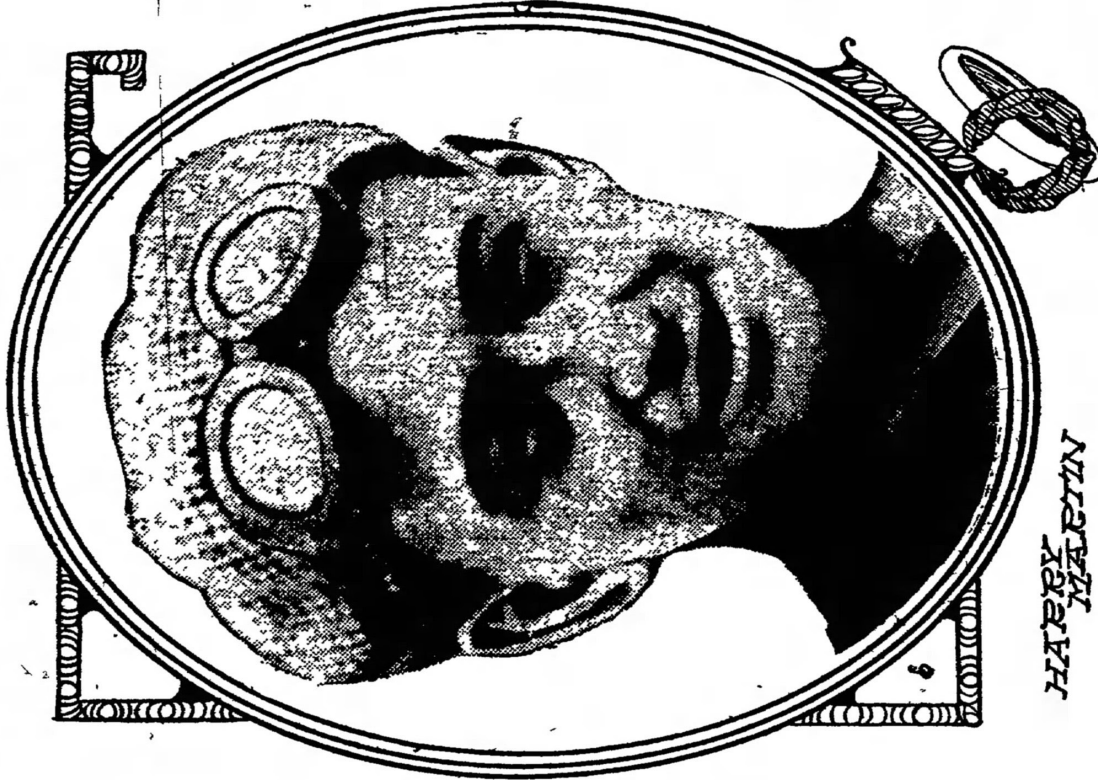
The car swerved into the retaining wall, bounded outward and described several violent gyrations as Martin tried to right it. As it skidded forward the car overturned and rolled over and over.

MEN PINNED UNDER CAR.

The two occupants were pinned beneath it at the first turn. The car rolled into the clear and stopped about 100 yards from the point of its contact with the retaining wall.

Other witnesses called were R. E. Maypole, vice president of the company, and Gil Anderson, a racing driver. They were first to reach the injured men and summoned the ambulance which took them

Victims of Fatal Spill at Speedway.



HARRY MARTIN

SCHOOL BOARD LETS BUILDING CONTRACTS

Makes Awards for Erection of New Structures at Schools No. 21 and No. 41.



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Th hopir wom strug her beca. call Socki mad: slock Miss Du a lov the pers! they take dese: one last they they mad: to bi duty

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MOTHER, IS PROSTRATED.

Agan is 31 years old and lives with his mother in their home at 2241 Kenwood avenue. His father, John S. Agan, died seven months ago yesterday. Mrs. Ella Agan, his mother, was prostrated by a blow of the accident to her son and was unable to go to the hospital.

Martin and Agan are two of the best-known mechanics in the racing game. Both have had many years of experience on tracks throughout the country and have been seen in cars well up at the finish in the three 500-mile races.

Martin formerly was connected with the National factory and was Dawson's assistant when he finished first in the big race in 1912. In the event in May Martin rode with Charley Merz, and finished a big thrill of the race when he crawled out on the hood of their burning car and unbuckled the straps so that pit men could put out the flames.

CONSIDERED VALUABLE MAN.

His ability to understand what was wrong with his car made him a valuable man and he was as adept at the wheel as many drivers. His work with Dawson helped materially to win the race, and for that reason he was chosen by the Stutz Company to race this year.

When he made his last trip on the track he was driving a new racing model of the Stutz car which was believed to be an entrant in the Elgin and other race events during the season. When the car skidded into the wall, after blowing a tire, it hit near the same spot where the big Knox car tore a hole in the cement retaining wall three seasons ago. It is believed by those who investigated that the hub cap on the right front wheel caught on some lumber which had been left after the wall was repaired, the contact being forceful enough to cause the car to swerve sharply and take away every chance for the driver to gain control.

Martin was ambitious to drive in the next Big Speedway event, and it is said that he would have been successful in obtaining a mount. He was a licensed driver under the American Automobile Association ruling. Charley Merz, who was Martin's chum and partner when they finished third this year, is heart-broken over the accident.

AGAN A MAINSTAY.

Agan is one of the old mainstays of the Stutz racing organization. He rode with Gil Anderson this season and was accounted a mechanic with no superior. Anderson never wanted to ride a race without Agan, and when his partner was taken to the hospital he spent the most of the afternoon near his bedside.

The Stutz Company is doing everything possible for the man who helped bring fame on the track. Special doctors are attending the injured man and two nurses will do all in their power to bring him back to health.

BALM ASKED FOR ACCIDENT.

FEDERAL MOTOR WORKS SENDS CHECK FOR \$50 TO BABY FUND.

Interest is extending in the success of The Star Summer Mission Fund. A check and a letter were received by The Star yesterday from John N. Willys of the Federal Motor Works. The letter accompanying the check follows:

"At the direction of Mr. John N. Willys, president of the Willys-Overland affiliated companies, of which this company is one, we are enclosing our check for \$50 for The Star Summer Mission Baby Fund.

"Mr. Willys considers this a very commendable charity, and we trust that you will have no difficulty in securing funds to carry on the work properly.

"Wishing you success in your efforts, we are, FEDERAL MOTOR WORKS
"F. J. SLEIGHT, Treasurer."

TIRE THIEF GETS 41 DAYS.

Negro Captured by Miss Elizabeth Claypool Is Sentenced.

Henry Wells, colored, who was captured by Miss Elizabeth Claypool, 2052 North Illinois street, when he stole tires from her brother's garage, yesterday was sent to the Marion County Jail for forty-one days. Miss Claypool caught the negro, and, although he dragged her through an alley, she held on until assistance came. Wells denied in court that he had stolen the tires, contrary to a statement he made when arrested.

NO MORE RAINFALL SOON.

Weather Bureau Says That Showers Are Unlikely.

No further rainfall is likely soon, according to the Weather Bureau. Expected showers failed to materialize yesterday.

Auto Victim Assisted in Flood; Praised as Driver of Much Skill.

BY JOHN M. MAXWELL.

I spent a day with Harry Martin during the flood. The National Motor Vehicle Company placed its test cars and best drivers at the service of The Star in trying to reach isolated points and Mr. Martin volunteered to try to get me to Brookville, which was out of and about which town all sorts of rumors were being heard as to severe damage and loss of life.

Provided with one of the test cars, Mr. Martin and I started about 1 o'clock in the afternoon for Brookville. Our first objective point was Rushville and from there to Connersville and then on to Brookville if possible. Up to that time there had been no automobile connection with Rushville and we had not gone very far until we were informed that we could not get to Rushville because of bridges being down. But Mr. Martin only laughed and when we reached a place where a bridge was out we took the nearest road to the right or left and in the course of a few miles always found some other bridge or means by which we were enabled to get back to the main road.

We should have been in Rushville by 6 o'clock in the evening, but, unfortunately, when about three miles from Rushville, the machine got into a pit where there had been a washout. A couple of wagon loads of soft dirt had been thrown into the washout and when the car struck it, the rear wheels went in deep and stuck. The mud was of the sticky, sucking kind and that seemed to drag the machine lower every time the power was applied. There was nothing to do but to dig ourselves out. We took off the 500-pound iron slab farmers arrived with shovels and picks and, after an hour's work, sufficient gravel and small stones had been shoveled into the sluice to give us traction and we pulled out.

We pushed on to Connersville, but it was unadvisable to attempt to go further that night, since the only passage over the

Atto

The Coriand Carriage Coons Company. The stock of that company is reported to be worth about two for one.

BIBLE SCHOOL TO PICNIC.

The Bible School of the North Park Christian Church, Twenty-ninth Street and Kenwood avenue, will hold its annual picnic at Brookside Park tomorrow for special cars to convey the party.

Auto Victim Assisted in Flood; Praised as Driver of Much Skill.

the river at this point was via the C. & D. Railway bridge. I managed to get the main facts about the flood damage at Brookville from a committee of Connersville business men who had managed to reach Brookville that day and these facts were wired in. Early the next morning Mr. Martin made a survey of the situation and said that he would take his machine over the railroad bridge. It was a little bit risky, but it was the only thing to do if we expected to get to Brookville. The journey across this long bridge was made in safety. A picture of the car was taken in transit and printed in The Star and copied by most of the automobile journals.

We had to make a flying rush through a stream a few miles farther on and Mr. Martin managed to accomplish this successfully by blanketing his carburetor. The rest of the way to Brookville was easy. We reached there before noon and after looking over the scene for a couple of hours, started back home, reaching Indianapolis at 6 o'clock p. m. We had to make the return trip via the railroad bridge.

Martin impressed me as one of the most careful yet fastest drivers I had ever ridden with. While he pushed ahead rapidly yet at the same time he was careful to impress on me that he was handling some one else's property and that he would undergo no risks that might imperil the car. On the way home he told me that he hoped that he would be able to drive one of the cars in the Speedway race.

"I need the money," said Martin. "I have something that I want to do. He did not tell me what that something was. He told me he had saved some of the money that he made when he accompanied Joe Dawson in the 500-mile race. Harry Martin impressed me as a mighty fine young fellow. He had a big chunk of common sense. That's the way I reported about him when I got back to the office and that is the way I honestly felt. I am sorry to hear of his death. I feel sure from what I know of his cautious temperament that no carelessness of his own could have been responsible for the accident."

BRUSH EAST W

The sa late Joh street an Potter v Judge Ro sale and \$26,000 c N. Ashli given full property. Court als notice w loner ca Nattie I Ross to l Clay Cou aware Cc

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A letter of health Rupert I health se being ma sanitary asking fo board I tary of complete along the ago and would be public h





Letter to Editor

Letter to Editor

Hello, I am a volunteer at the Auburn Cord Duesenberg Automobile Museum. As well as dusting cars and giving tours I support special projects for the curator, Aaron Warkentin. Currently, I am working on a proposal for a special presentation at the museum of McFarlan as an automobile make and their coachwork for other automobile makes. My question for the Stutz Club is do any members have cars with coaches built by McFarlan? Thank you in advance.

Sincerely,

Nathan Osmun

nate300d@gmail.com

Correction - from your Editor

Our last issue, the Stutz News included a copy of a one page article that covered a beautiful 1931 Stutz Victoria Convertible. The article was written for another publication, and your editor neglected to read it completely before sending it to print. Dale Wells however contacted me and pointed out that the author indicated that the DV32 engine had development support from Duesenberg. Dale added that he knew of no Stutz or Duesenberg documentation that supported this.

I sent an email to the author who later gave me a call with information on how to contact him. We left several voice messages back and forth, but as hard as we both tried, we never spoke directly. Too bad; as I wanted him to know how happy I was that he chose a Stutz for his article! Anyhow, he indicated that he did research on the internet for his article and it appears he stumbled on some erroneous information.

We learn more history and information about these great marques all the time, but to date, we are not aware of any collaboration between Stutz and Duesenberg.

Letter to Editor

Can members advise whether Stutz used any make of clocks other than Underwood (which do not have a reputation for reliability) in their vertical 8 models from 1926 onwards? I have been in contact with a person who has a German 8 day clock which had been fitted to a 1926 model A tourer. Like me, he is not sure whether it was fitted as an original timepiece, or replaced a faulty Underwood.

Regards

Terry Hannan - Australia

tramhannan@gmail.com

Letter to Editor

On 10/19/2015 11:13:43 AM, McPherson College Auto Restoration <1929stutzblackhawk@gmail.com> wrote:

To whom it concerns,

My name is Zach Oller and I am a Senior at McPherson College studying automotive restoration. For my senior project I am working on making significant progress on our 1929 Blackhawk.

For my portion of the project I am working on the wiring harness. I am trying to find pictures of a car that has had the wiring harness finished as close to factory specifications as possible. (Ex. connectors, what the wire is wrapped in, how it is held in place.)

If the club is able to help at all I would greatly appreciate it! Please let me know if this is something that you would be able to assist with!

Kindest Regards,

Zach Oller

316-217-2961



On Sat, Oct 24, 2015 at 4:08 AM, STuTZ Club
<thestutzclub@aol.com> wrote:

Hello Zack,

Sorry for the late reply. I got side tracked and your email got lost in the pile.

Where are you located? There maybe a member close to you that may be will to assist you. The STuTZ Club is a very small club so knowing your location would be helpful.

We would need to see a few photos of the car and the engine number.

- Were you about to create a wiring diagram from the original wiring?
- Are you missing any switches?

A good source of hardware is Restoration Supply.
<http://www.restorationstuff.com/pdf/RestorationSupplyCompany.pdf>

I would also be interested in know more about your project and the history of the Blackhawk the school is restoring.

Best regards,

Dan DiThomas 0739

Treasurer, The Stutz Club, Inc

Cell Phone: 614 832-0066

1925 Stutz 693 Roadster

Hi Dan,

Thanks so much for getting back to me! I am located in McPherson, Kansas. I will hopefully get you some pictures of what you need this week. I am actually in South Carolina for a week for the upcoming Hilton Head Concours. If I cant get someone to send pictures while I am gone, I will get you them as soon as I get back.

The car actually did not come with a wiring harness. Right now i have a couple of diagrams that Rhode Island wiring sent me.

Here is the story of the car: The owner that donated was Gene Byrnes from Salem, Oregon. He originally bought the 1929 Blackhawk about 140 miles from his house (which was in Portland at the time); and it had a four-door sedan body on it at the time. He said that after some personal research he discovered that it was originally fitted with a dual cowl phaeton body, or a four-passenger speedster with tonneau cowl. Three years later he found a proper DCP body in New York.

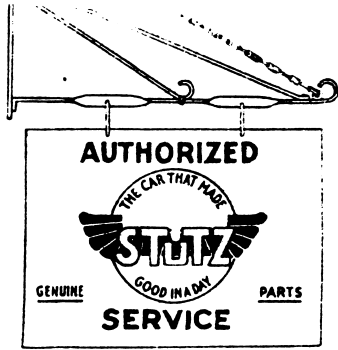
The car is now under complete restoration. The drive train is completed (except for a distributor cam that disappeared and needs to be replaced.) The front fenders are being finished right now, and over the last couple years that I have been here the rear fenders were made from scratch. The paint has not been completed yet and the interior has not been touched yet.

I hope that this is enough information for right now, and I will get you some pictures as soon as I can! Thanks so much for your help with this project, I truly appreciate it.

Best regards,

Zach Oller

Letter to Editor:



I have full history, AK Miller's ownership notes, and many photos of restoration. I am a motivated seller, so if there is any interest from any club member, please contact me.

If any club member is interested, after little response over the last year, we are now planning on selling our 1921 6-7 passenger Tourer with RM at Amelia next March.

If any club member wants the car and wants to save a few bucks, our reserve will be \$125k, so make that offer now and I'll even work out delivery in the US.

Koke Twigg-Smith

ktsats@aol.com or 802 234-9050.

Wanted:

Wanted dash mounted Warner speedo gauge or complete unit with drive assembly for early 1920s 4cyl Stutz.

robert-smith@aapt.net.au
or phone 07 55641281 Australia

Wanted:

A good friend of mine is looking for a good engine block for 1929 Stutz model M. We would consider buying just an engine or perhaps would consider buying a complete rough car.

Mark Hyman
314-422-505
Mark@hymanltd.com

For Sale:

1921 Tourer

I will entertain any offer, and will throw on a beautiful period black bear skin coat, size @ 44 regular, a pair of grizzly bear gloves, and a boater to the new owner!





For Sale:

I have the following parts for sale that may have been used on early Stutz?

- Delco –Floor mounted electric starter switch. This is NOS.
- Stewart - Speedo that has been restored.
- Mould to cast the crank hole cover for 1929 Stutz.



Still have Ryanlite lenses and headlight shells available.

Len Harvey
beaconview8@xtra.co.nz



For Sale:

Some 1929 Stutz parts that are for sale.

1929 Wheel nuts One right side the other left side. These come with a reproduced name badge, machined lock pins and new springs. These will need to be fitted. Both nuts came off a 1929 Stutz some 50 plus years ago and never reused. Have had the dents and scratches removed and rechromed.

Photo of a 1929 light switch the fits below the steering column to show the plate I made to prevent the internal spring along with oil over time press out the insulation pad. I have spare's of these plates if any member is interested. These need to be fitted as the switch layout varies a bit.

For what it's worth a number of light switches like the one found on a 29 Stutz can be modified to work e.g. 29 Oldsmobile, 28/30 Nash, 32 Franklin.

Len Harvey

beaconview8@xtra.co.nz



Vol. XXVIII No. 113 (July - September 2015)

The Stutz Club, Inc.

Carl & Carrol Jensen

S110 W25415 Hunters Run

Vernon WI 53149-9267

www.stutzclub.org

TO:

FIRST CLASS
US Postage
PAID
Indianapolis, IN
Permit #418



Silent Screen Actor Wallace Reid And A Stutz Bearcat In Seattle. Photo from THEOLDMOTOR.COM