STUTZ NEWS

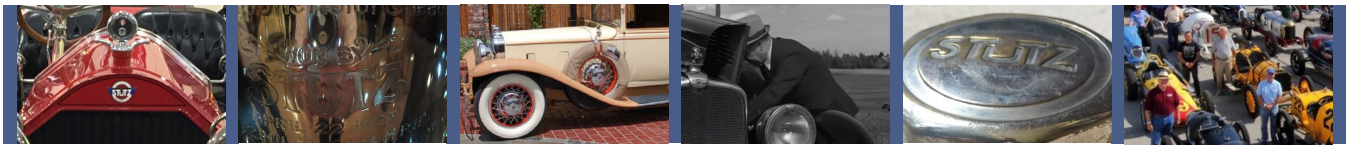
Vol. XXIX No. 115 January - March 2016

2016 AMELIA ISLAND VINTAGE GRAN PRIX

The Richard Mitchell 1929 Blackhawk SV16 Racing Team

L to R: Richard Mitchell, Irina Mitchell, Justin Hamaker, Frankie Montez

Stutz (1911-1937) HARRY CLAYTON STUTZ (1876-1930)



Stutz - The DV 32 Decision

by Carl Jensen

We really do not know what ideas were day-dreamed or tossed around in late evenings by the great pioneers in our industry. But when looking at actual data and records we can draw conclusions with reasonable accuracy. In going through Stutz factory information, there is no evidence of there ever being any interest in deviating to an engine beyond 8 cylinders. It is frequently questioned if Stutz did not enter the so called, "multi-cylinder race", due to funds and hence lead to their end.

While it is true, Stutz was heading into tighter financial times (although there were cash infusions and they were spending money on development, advertising that it had spent $1.7million for 1932 models). It appears however that a V12 or V16 engine would have taken them in the opposite direction of what they had in mind, and probably would not have done anything to save their inevitable demise.

In reviewing the factory news bulletins, Stutz was singularly focused on translating its racing heritage and performance into sales. They of course brought back the Bearcat name which included "100 mph" in nearly every mention of the new car. More radical is that when most premium American car manufacturers were promoting larger cars, Stutz pushed their performance image even harder with the introduction of their Super Bearcat, on a short 116 inch wheelbase. The Bearcat, Super Bearcat and performance were the focus of their marketing campaign.

To help promote this, technical documentation of the design and performance of the DV 32 were published. Road reports from both the US and European press were reprinted in advertising. Everything was focused on the performance. The following is a single page from the Stutz factory news bulletin. Note everything on it is focused on performance. This includes a copy of their factory guarantee for speed.

Special Announcement

☑ Register Now 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 22...

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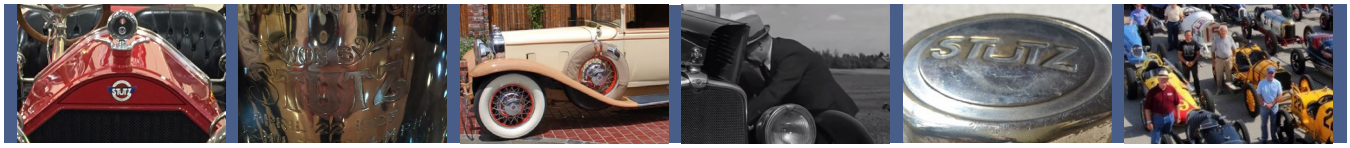


There is also a copy of an actual affidavit by one of the Stutz team drivers; a document provided after every Bearcat received its test drive verifying performance.

Power, speed, acceleration, the Bearcat at rest fairly echoes these words but on the road *a toute vitesse* it lives them, it is their physical embodiment. Yes, the Bearcat is the ultimate in performance, but "Performance with Safety". Safety ever the Stutz watchword has guided the hand of the designer of these new models. Safety Glass in the windshield, mammoth feather-touch brakes with booster, side bumper steel running boards, exceedingly rigid frame and a center of gravity even lower than in the standard Stutz lines. The Bearcat is a Safety Stutz.

The Car which is Safest Has the Right to be Fastest.

The Significance of Speed

The ability of a motor car to do one hundred miles per hour is impressive in itself and desirable *per se* to a large proportion of the motoring fraternity. However, an even greater number of motorists, in fact all motorists, are interested in the ultimate significance of such high speed possibilities.

That a car is capable of running one hundred miles per hour does not mean that it will necessarily ever be called upon to attain that speed in the hands of the owner. Many enthusiasts, of course, will buy these cars to drive them at that speed, to feel the welling of power, the surge of speed, tractable to their every whim.

Speed, however, is not a pure quality in itself. It is the product of power and stamina, and of these two requisites, stamina is by far the rarer. In man, in beast, in machinery, stamina proves the mettle and wins the race.

To the man who drives fast or the man who drives slowly, high speed capabilities mean ruggedness, stamina, dependability.

A car capable of doing one hundred miles per hour "laughs at" sixty or seventy miles per hour. It delivers a touring speed of sixty-five miles hour after hour, without complaint, without strain, without effort.

The Stutz DV 32 with its powerful engine gives the driver that margin of performance possibility which allows him to cover mile after mile at high speed without abusing or unnecessarily stressing his engine. And more! The reserve power ever available gives him the snap, the "pick-up" to pass, without using too much of the public road, the car he has overtaken and to pull out of tight places and traffic exigencies which, without such eager power, might prove embarrassing or dangerous.

The stressed piece of machinery is a dangerous piece of machinery. Superior performance capabilities in an automobile constitute an effective factor of safety.

Whether you drive 30 miles per hour or 70 miles per hour in your Stutz is a matter for your own choice. But the knowledge that you can drive at any speed you choose, hour after hour, dependably, safely, is the most comforting assurance that can be given you as a motorist.

A Bearcat Demonstration

One of the first new Stutz DV 32 automobiles and in fact the first of the new Bearcats, was shipped to the Stutz New York Company. Upon its arrival, Mr. E. W. Headington, President of that Company, arranged a demonstration for the benefit of neighboring Stutz dealers and for prospects who had expressed an interest in seeing the first Stutz DV 32.

The enthusiasm and interest aroused by this demonstration are described in the following letter.

Colonel E. S. Gorrell, President,
Stutz Motor Car Co., of America, Inc.,
Indianapolis, Indiana

My dear Colonel:

The DV 32 Bearcat Speedster which we have received has proved to be the most stimulating thing our organization has experienced in years! The car is exceptionally smart in appearance. With its body painted white, fenders and chassis blue, equipped with a smart collapsible top and eighteen-inch wheels, it looks the real thoroughbred that it is. Everyone who has seen it has expressed his admiration of its "swanky" appearance.

In order that all of our neighboring Stutz dealers and their sales forces might become intimately acquainted with this car, we arranged an outdoor convention, which was held on the Long Island Motor Parkway. In response to invitations sent out, approximately fifty of our dealers and their salesmen arrived at our Broadway salesroom at 10:30 A. M., and were transported from our salesroom to the Parkway in a fleet of our latest models. Upon arrival at the Parkway, all the new cars were parked

STUTZ MOTOR CAR COMPANY
of AMERICA, *Inc.*
INDIANAPOLIS, IND., U.S.A.
CABLE ADDRESS, "STUTZ"

To Whom It May Concern:

I hereby certify that I have driven Stutz DV 32 Bearcat automobile, Motor #32950 Serial #1154 at a speed of one hundred (100) miles per hour.

SIGNED: L. L. Corum.
L. L. Corum

Notary Public
R. V. Kemmer.

NOTARY PUBLIC SEAL INDIANA

My commission expires 1-8-35

A Guarantee

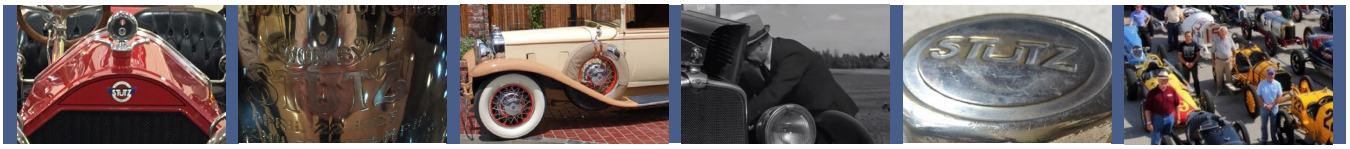
Mindful of the exaggerated speed claims made for some cars, we have decided to furnish each purchaser of a Stutz DV 32 Bearcat with a certificate in the form of an affidavit to the effect that the individual car he purchases has been driven at a speed of one hundred (100) miles per hour.

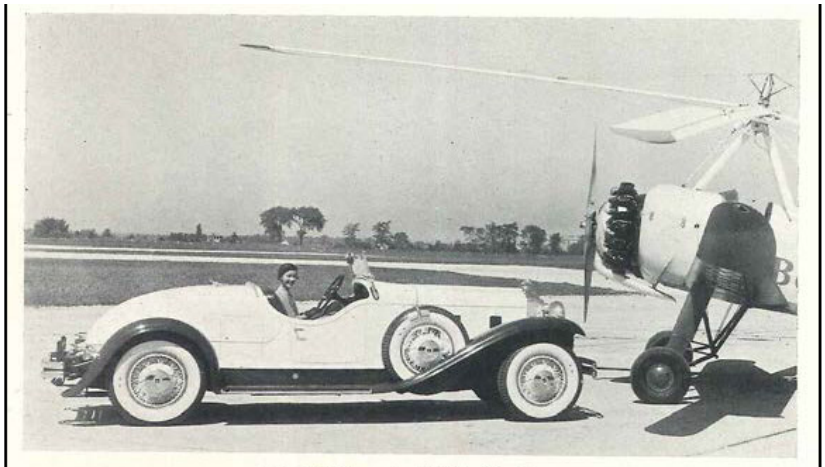
And moreover we guarantee to reproduce the speed of one hundred miles per hour with any Stutz DV 32 Bearcat provided the owner will deliver the car to our factory at Indianapolis and pay the regular service charges for having us put the car in first class condition, if, in our judgment, such reconditioning be necessary.

Bearcats Broken In

In order for the race drivers employed by the Stutz Factory to actually test Stutz Bearcat Speedsters at the speed of 100 miles per hour, as set forth in the above certificate, it is, of course, necessary that these cars be properly broken in before being driven at this speed.

Accordingly, all Stutz Bearcat automobiles will be properly broken in at the factory and ready to be driven at top speed on delivery to the customer.





The Stutz Bearcat—100 Miles Per Hour

The STUTZ BEARCAT *returns!*

Remember when the first Stutz Bearcat roamed the road? . . . big, red and rakish . . . sporty, distinctive, sturdy and fast . . . you could spot it blocks off . . . a roaring red streak, then a cloud of dust way up the road . . . the first automobile to win a personality and leave a tradition. . . . That was the car to want. . . . That was the car to drive. That was the car to thrill one's heart!

—and now there's a "Bearcat the Second!"
It's just as original in its automotive generation as the "Bearcat the First" was in its—fifteen years ago. It bears the same famous name—Stutz.
But it's a "Bearcat" of 1931!
It will do 100 miles an hour. Maybe more. Actually. Flatly. A guaranteed speed.
The new Stutz Bearcat makes use of the double overhead camshaft with dual valve principle for the first time in any stock car under $10,000.
The engine is the new Stutz DV 32. The "DV" stands for "Dual-Valve." The "32" is the number of valves—four for each cylinder.
Without adding the complication of extra cylinders or making them larger, the new DV 32 straight-eight engine delivers the super-power and smoothness of twice as many conventionally-valved cylinders.
Eight cylinders do the work of sixteen!

Stream-lined and low, top down and throttle open, the new "Stutz Bearcat" can show a clean pair of wheels to 'most any car on the road.

But the faster a car, the safer it must be. The "Bearcat" makes use of all the famous Safety Stutz principles. The lowest center of gravity of any production car. Rigid steel running boards integral with the heavy frame. Safety glass of course. The finest kind of four-wheel brakes. These and many more.

The traditional "Bearcat's" rugged, powerful looks translated to '31. Traditional "Bearcat" verve and spirit reincarnated to the present. Fast. Smart. Safe. Dependable.

If you owned a "Bearcat" of the past—if you, as a youth, longed to own one, you'll again be thrilled that this glamorous name has been brought to life in an automobile that is as sparklingly modern and zestful among the cars of today as was America's original sports automobile.

GUARANTEED 100 MILES PER HOUR—Actually tested for this speed at the factory by a professional racing driver. An affidavit that the "Bearcat" you buy has been driven at the rate of 100 miles per hour is furnished with your car.

* * *

THE NEW DV 32—This new Stutz development employed in the "Bearcat" has also been adopted for the entire new Stutz DV 32 line, available in complete range of body styles (the "Bearcat" is the sports model of this line).

* * *

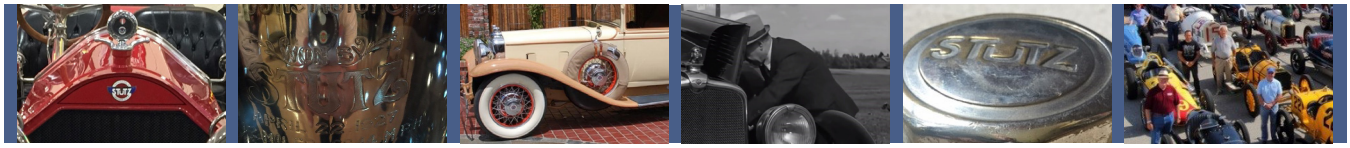
A PROVED PRINCIPLE—Automobile Topics says: "The principle of the dual valve and double overhead camshaft as a means of stepping up the power and gaining greater smoothness has been demonstrated year after year on the speedways. While the advantages of this construction have been freely admitted, the double overhead camshaft has not been hitherto adopted by any but the most costly stock cars, because the cost was deemed prohibitive. Stutz has worked for years on this problem and has found the answer in the super-powered car which it is now offering."

Now available for the first time on a stock car under $10,000.

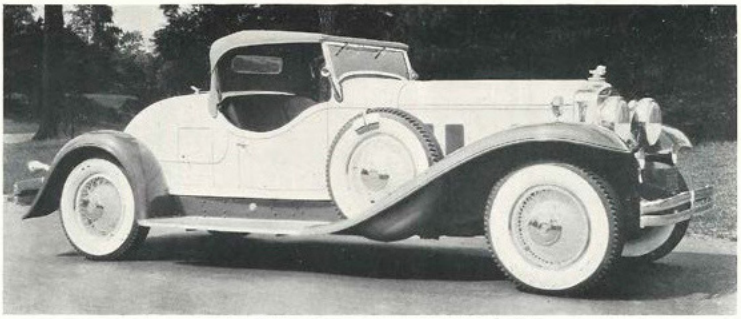
Stutz DV 32 Prices
$4895 and upwards

TWENTIETH ANNIVERSARY SAFETY STUTZ

As can be seen in the ads shown here, there was a lot of hype on the return of the Bearcat and its 100 mph performance.



PERFORMANCE PERSONIFIED



The Stutz DV 32 Bearcat Speedster. Guaranteed to Do 100 Miles Per Hour

THE CAR WHICH IS SAFEST HAS THE RIGHT TO BE FASTEST

The Stutz Super Bearcat
For More Than 100 M. P. H.

A companion car to the new Stutz DV 32 Bearcat is the Super Bearcat, a Cabriolet or Convertible Coupe with a 116-inch wheelbase.

This attractive and highly practical super-powered short wheelbase car carries a standard Stutz DV 32 engine with dual valves and double overhead camshafts.

The chassis is a standard DV 32 chassis with the exception that it is a 116-inch wheelbase instead of 134½-inch.

The gasoline tank is 30 gallon capacity and the car is equipped only with wire wheels and side mounts.

For the motor enthusiast who demands power, speed and stamina, combined with flexibility, extremely easy traffic control and ease in parking, the Super Bearcat is the ideal car.

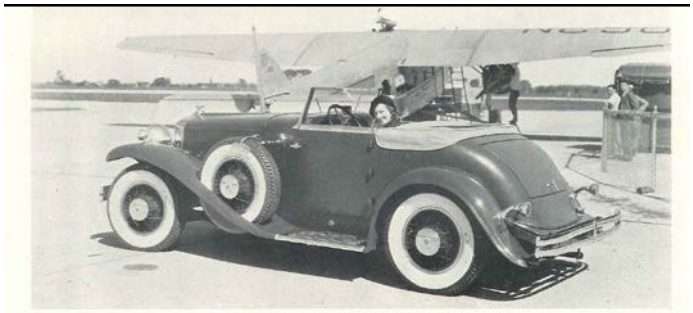
The Reincarnation of the "Bearcat"

During the season of 1912-13 the Stutz Motor Car Company introduced a two passenger Speedster known as the "Bearcat" which struck the public fancy to the extent that its name became synonymous with all that was fast, sturdy and enduring in motor cars. For a full decade the name "Bearcat" was probably better known than any other model name ever employed in the automobile industry.

With the introduction of the DV 32 models Stutz presents a new "Bearcat", a more than worthy successor to its popular prototype. The new "Bearcat" is an ultra-sport two passenger Speedster with torpedo type, streamline body, on the 134½-inch wheelbase DV 32 chassis.

Who has not dreamed of such a car! A low, sleek speedster whose every aspect connotes grace and speed. A car for young folks and for those who refuse to become old. The owner of a Stutz "Bearcat" can with dignity remain aloof from the perennial argument about the speed of motor cars. Each purchaser of a "Bearcat" will be supplied with a certificate to the effect that his car has actually been driven at the rate of one hundred miles per hour. Each "Bearcat" will be so guaranteed.

With its superior performance possibilities and its appealing lines, this new sport model bids fair to outshine its well known predecessor and become the "yardstick" for gauging motor car performance and appearance.



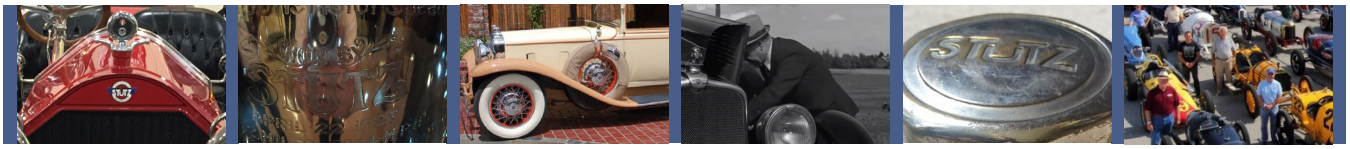
The Super Bearcat, an Ideal All-Weather, All-Purpose Sports Car

THE CAR WHICH IS SAFEST HAS THE RIGHT TO BE FASTEST

The Stutz Super Bearcat for More Than 100 Miles per Hour

The Super Bearcat

However, it was clear that Stutz was eager to push beyond that 100mph mark. Ads for the new short wheelbase Super Bearcat were definitely targeting the serious performance enthusiast with speeds over 100mph.



The First Time for Less Than $10,000

The principle of double overhead camshafts and dual valves is not new nor is it original with Stutz. For years racing engineers and drivers whose livelihood has depended on getting the last iota of efficiency out of their cars have been using this principle.

Since 1911 practically every important race in America and in Europe as well has been won by a car equipped with double overhead camshafts and in the great majority of cases with dual valves also.

The principle has also been previously used in passenger cars both at home and abroad. But it remained for Stutz to offer the first car equipped with double overhead camshafts and dual valves for less than $10,000.

Of course, Stutz knew its US competition and did take a few shots at V16 engines and why the DOHC 8 approach was better. With Marmon right in the same city, such comments were inevitable. However, there were substantially more shots taken at Duesenberg who used the same engine architecture. Ads continually stated that Stutz was the only car with an engine of this type offered for under $10,000. Ads like this one were excessively used in their bulletins, brochures and advertisements.

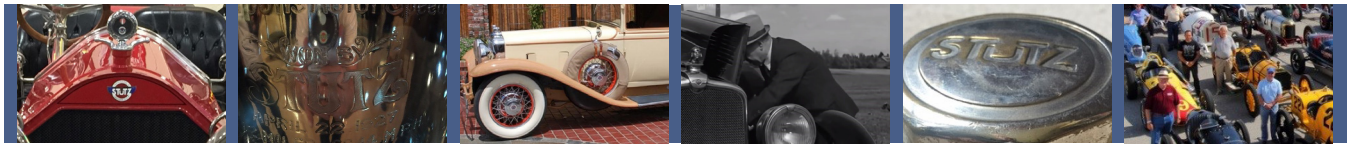
Note that Stutz again uses the racing success of this engine design as credibility. Without a doubt, Stutz was marketing on performance.

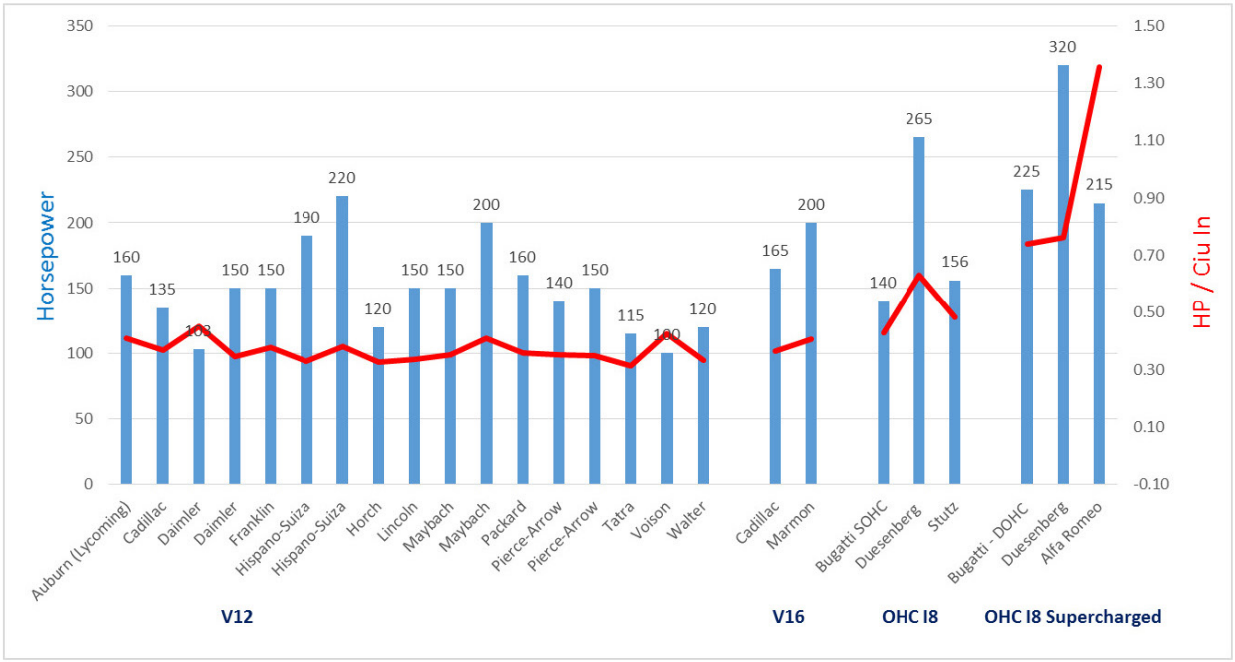
For what purpose? That is the first question that comes to mind when wondering if a V12 or V16 would have been a better choice. The Stutz overhead cam Vertical 8 had the best performance record in the country for a production car. They had won the AAA championship, with Stutz winning every race and every Stutz finishing. They also held the speed record for the fastest production car at 106.52mph. There were many other victories such as Pikes Peak records and good success in Europe with a second at Le Mans and win at Brooklands.

No V12 or V16 (or any other US vehicle) had a record like that. Auburn (who had one of the higher performing V12s from Lycoming) was clocked at 100 mph in stock trim at Bonneville in 1932. Fast, but about 7mph slower than the earlier generation of the Stutz Vertical 8. V12 powered cars would go on to have many successes at Bonneville. But serious success of these multi-cylinder engines in racing competition really just started to begin in 1934 in Europe when the V16 Auto Union Grand Prix cars shocked the racing world with its rear engine machines. Certainly there was very little evidence that a V12 or V16 engine was an advantage over a DOHC 8 from purely a performance perspective in in 1932.

Further to this point, with the exception of the Auburn Speedster, the V12 engines powered cars during this time that were anything but sporty. The quiet and silky smooth V12s usually found their way into the largest and most luxurious cars. The list of cars gliding in V12s make up some of the most luxurious cars of the period. Most often they were tied to the longest wheelbase as well. Conversely, Stutz was promoting its new DOHC engine in a new shortened wheelbase sporting car.

For purposes of this article, the focus will be on engines from the period of approximately 1931 to 1933. Rolls-Royce or Lagonda for example launched their first V12 in 1936 and 1937 respectively, but by that time Stutz was gone and most of the other attempts at V12 or V16 engines were well on their way. For that reason Delahaye was not considered with their handful of V12 production cars that were even later in time. Bucciali was not considered as they only built a very few 16 cylinder cars (twin Continental 8s) and a V12 who's engine came from Voisin. The single one off Peerless 16 and Marmon 12 were also excluded. All interesting luxury cars, but not pertinent to this topic. For the purposes of engine performance comparisons, the focus was on road going cars and not the race versions of the engines.



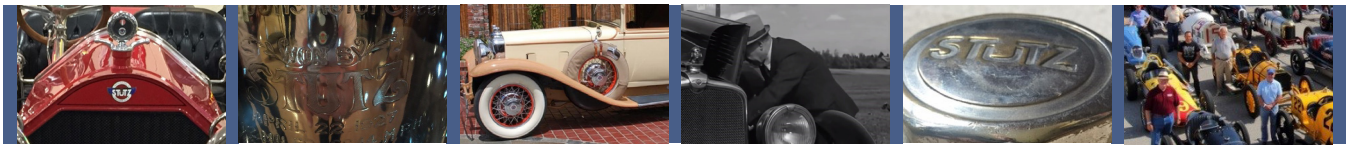


When looking at the data of the V12 and V16 engines, the horsepower had a hard time exceeding that of the overhead cam 8s of the day. The graph shown provides the horsepower for each of these engines during that time. It can be seen that very few exceed the power output of the dual overhead cam Stutz, and none come close to the Duesenberg of the same DOHC configuration, but much larger in size. In fact, the only two V12s that exceed the horsepower in any consequential amount to the Stutz are the Maybach and Hispano which are significantly larger displacement at 487 and 575 cubic inch respectively (compared to the 322 of Stutz). So to equalize the actual output of these engines, a factor of Horsepower/Cubic Inches has been added with the red line. At a factor of 0.48, the Stutz engine exceeds all V12 and V16 engines.

The data shows us that with a marketing plan to focus on performance, certainly the DOHC Vertical 8 was the right choice. It was also the choice that was selected by several of the other sporting cars of the day as shown in the table. Or more clearly, very few sporting cars were using V12 or V16s. Furthermore, here in the US, where the biggest race of the year was Indy, the dominant car was of course the Miller, a DOHC 8. Considering relationships that Stutz had with Bugatti and Miller, it is hard to think that they would have ever considered any other architecture than a DOHC 8. (A single V16 Miller was built, but was of course beaten by Miller DOHC inline 8 cylinder cars.) In fact, Stutz even promoted the engine based on this logic as can be seen here:

Proven on Speedway

Year after year at the five hundred mile race on the Indianapolis Motor Speedway, that incomparable proving ground, not only first honors but practically all places "in the money" have fallen to cars powered with these double overhead camshaft, dual valve, 32 valve, eight cylinder engines. It is worthy of note that when livelihood, reputation, fortune and life itself are at stake and dependent upon performance and stability the race drivers and their engineers have chosen this principle of engine construction.



More impressive are the numbers for the supercharged DOHC 8 engines. (The figures in the graph are for production road cars. For example, the Bugatti DOHC 8 cylinder engine in race prep was actually rated at 470 horsepower compared to 225 for the road car.) While doing the research for this article it became clear the that there was no real reason for Stutz to go away from the Vertical 8 and further developing it to its DOHC configuration perfectly matched the image they were trying to sell. But a question that really should be asked is, why was there not a promotion to offer a production supercharged DV 32? Stutz did state that the DV 32 produced more horsepower than the supercharged single cam engine, but what about a supercharged DV 32? There are many reasons why they should have, which included the fact the supercharged DOHC inline 8 cylinder engines were the highest performing engines of the time, and Stutz had already built racing and road going blown engines. But superchargers on Stutz engines is topic for another paper all on its own.

European sales were important to Stutz and Bentley certainly was a competitor in that market. Stutz promoted, and European press agreed, that Stutz cars had a European feel with their lower chassis design and excellent handling. The London Times raved of its handling and how the test driver could pick off boxes of matches placed in a corner. They stated, "Motoring takes on a new meaning in such a car." Then went on to compare its performance to, "punching mighty holes in the atmosphere"!

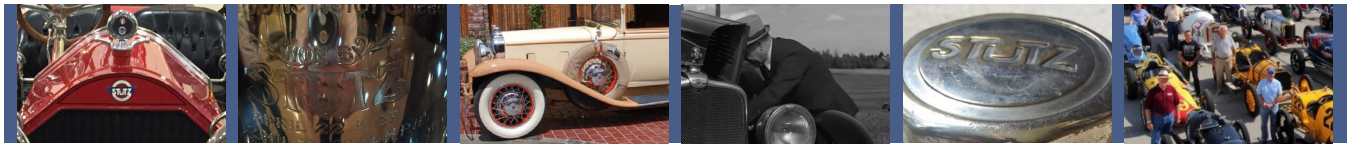
The Autocar, Britain's largest automotive publication stated that although Stutz was built in America, it was "a job nearer to British ideas than the majority." Yet few V12s were coming from Europe at this time, most certainly not in sporting cars. Stutz's competitor, Bentley, who was also trying to market its sporting heritage, did not go beyond 6 cylinders. (They actually kept their 4 ½ liter 4 cylinder of racing lineage through 1931.) Even after the purchase by Rolls-Royce, and Bentley was marketed as the "Silent Sportscar", they still stayed with 6 cylinders…with fantastic performance.

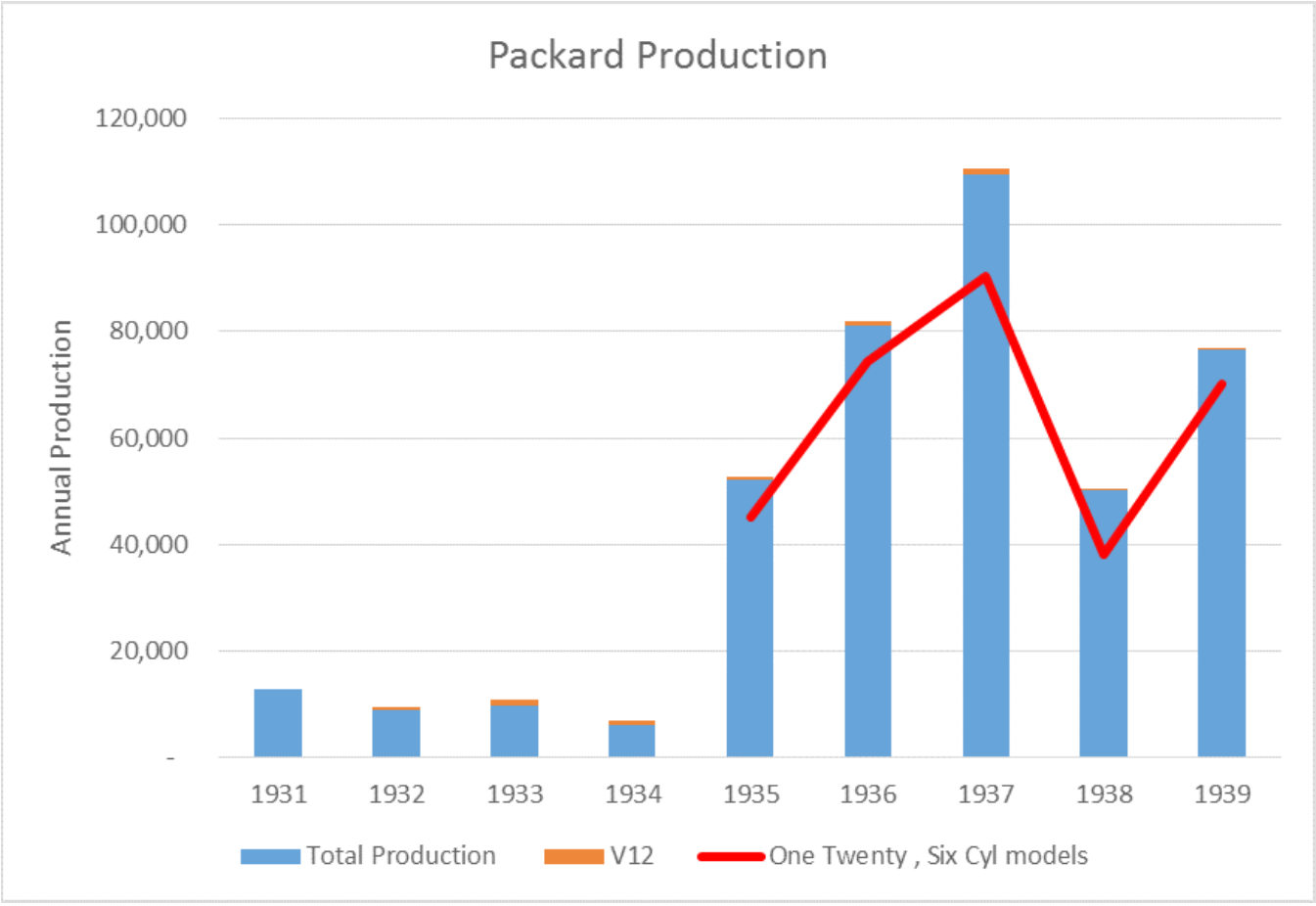
In Germany, Mercedes stayed true to their inline six cylinder engine and to offer more performance added a supercharger for their famed SSK. What is interesting is that at the time of this V12 & V16 fad was in full swing, Mercedes developed a new engine for their 500 and 540 models of 1934 and 1936 respectively. Their production engine of course was an inline 8 cylinder. (It is believed by some historians that Mercedes built less than 25 V12 engines starting in 1937 for larger luxury cars of which none are known to exist.)

The same was true when we look at two other sporting cars with incredible race records in Europe with Alfa Romeo and of course Bugatti. While both of these marques dabbled in other engines, their greatest successes were with their engines of DOHC inline configuration. Countless books have been written on just their individual racing successes alone.

But the question remains, in hindsight, would entering into the multi-cylinder market have helped Stutz survive in any way. An interesting fact is that the Classic Car Club of America lists 104 marques accepted between 1925 and 1948. (The CCCA now accepts earlier cars, but that again goes outside the time period of this topic.) Of those 104 marques, only a small percentage chose to take part in the so called, "multi-cylinder race". Ironically, when such a minority of marques offered these engines, the term multi-cylinder "race" appears quite strange. When considering the premise that going to V12 and V16 engines would have helped Stutz, or any OEM for that matter, it is interesting to look at some historical production data. It should also be remembered that this was not the first time the industry saw 12 cylinder cars in the market. For example, by 1916 Packard, National and Haynes were offering V12 engines. Packard originally dropped their V12 production after 1923.

The longevity of any marque lasting through the depression years appears to have nothing to do with the ability to offer such an engine. Packard is an interesting case to study as they were at one time the best selling premium brand in world. But what allowed them to survive would appear to have very little to do with the offering of a V12. In fact, during the life of the Packard V12 (the period of 1932 to 1939), total V12 sales were only 1.5% of their total volume. This rarity may make the V12 sought after today, but one wonders if Packard would have developed such an engine knowing its poor payback. It was actually the lower priced Packards that helped the company survive through this difficult economic time.



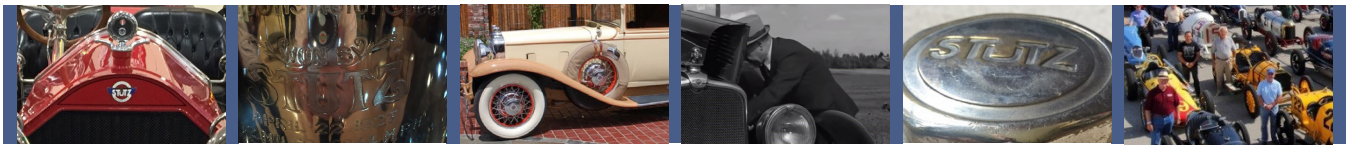


In the graph shown, the blue bar represents total Packard production and the very small orange portion on the top represents V12 sales. The red line on top of the bars indicates the sales of the small eight and six models. The volume of these lower priced cars made up 86% of sales during this time. Likewise companies like Cadillac and Lincoln who offered multi-cylinder engines had lower priced companion cars in the LaSalle and Zephyr. But far more importantly, both of these companies also had the benefit of being tied to much larger organizations of GM and Ford. Conversely, we know that companies offering such engines that were stand alone, such as Pierce-Arrow, Franklin Voisin and Marmon with its marvelous 16 soon closed their doors.

Of course, Stutz did have a companion car of its own in the Blackhawk that was lower priced. But a few things need to be considered as to why that could not help Stutz. First was that Stutz offered the Blackhawk years earlier, so the timing to launch was not in sync with the introduction of the competitors' new lower priced cars to address the changing economy. But more importantly, this lower priced car was not really a "low priced car". Blackhawk models were still cars of high standards and had a selling prices as high as $2,955. Compare this to first year Packard 120 which could be purchased as low as $980! To really ensure they covered all bases, the Packard Six had a price as low as $795.

More interesting cases could be considered of premium cars that survived this period without a V12 and yet remained quite strong. Chrysler, for example did not offer such an engine, nor did they offer their Inline 8 cylinder with advancements such as overhead cam or supercharging. But, Walter Chrysler later offered that it was Dodge and Plymouth that carried the company during these difficult times. The same could be said for Studebaker who lasted longer than most marques of the Classic era.

While Cadillac beat Marmon to market by one year, the concept of a 16 cylinder certainly was not new, with Bugatti having developed the U16 fifteen years earlier. But at only one year later, first to market probably did



not make a difference as the Marmon produced about 20% more horsepower than the Cadillac and in the lighter Marmon cars it would have felt even more powerful. In the ten years of production on the Cadillac (1940 models were finished in 1939), total production was just over 4,000 cars, an inconsequential number when compared to total Cadillac production. Although neither Cadillac nor Marmon sold many V16 cars, one could argue that the image of the V16 models helped boost the sales volume of lower priced Cadillac.

The decision of the few car companies that entered the "multi-cylinder race" has now left us with grand automotive treasures, probably the one thing that these industry pioneers did not consider at the time. But as for Stutz, all evidence points to the fact that their focus was to follow the path of the sporting cars of the day and use their performance image to sell cars. This meant staying with a race bred engine configuration and not the V12s and V16 powering a few of the luxury cruisers. Their decision to focus on a high performance Dual Overhead Cam 8 was the right strategy for what they wanted to offer the market. Unfortunately in the end, the poor economy of the depression simply dried up any demand for high priced performance cars like a short wheelbase Super Bearcat, regardless of how fast it was.

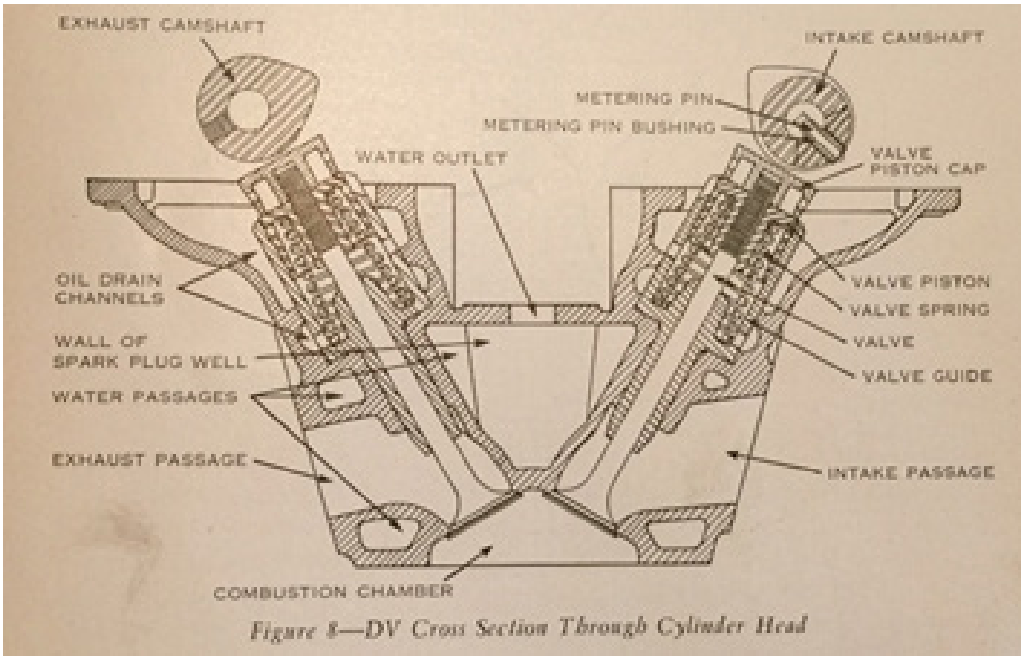
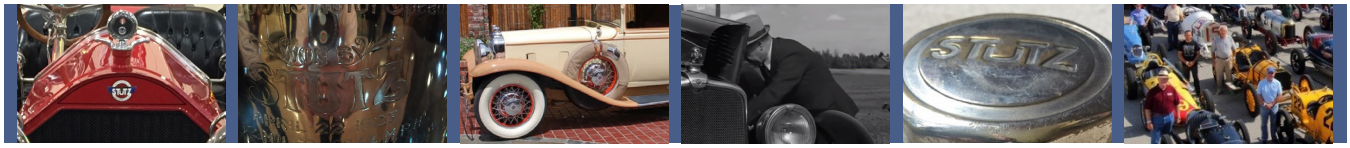


Figure 8—DV Cross Section Through Cylinder Head



Looking Back at the First Stutz Four

After reviewing the DV 32 in depth, it is interesting to also look back on Stutz's first four valve twin cam engine. Except this engine was a T head design and was half the cylinders. The article shown here from "Motor Age" features the new engine in its August 31, 1916 issue. Rated at 80 horsepower, it was quite a jump over the 50 horsepower in the earlier cars. The new engine was 361 cubic inches, actually greater displacement than the DV 32 Vertical 8 of later years!

Even then, Stutz was producing more power than luxury cars with more cylinders, as compared against Cadillac at that time with its V8. Of course Stutz had already offered an I6 engine. But as in later times, Stutz stayed with a cylinder count similar to the sporting cars of the day such as the very dominant European cars in the big Fiats, Blitzen Benz and of course the high tech Peugeot. However as Stutz enthusiasts, it is probably more interesting to know that the new engine produced 10 more horsepower than its rival, Mercer.

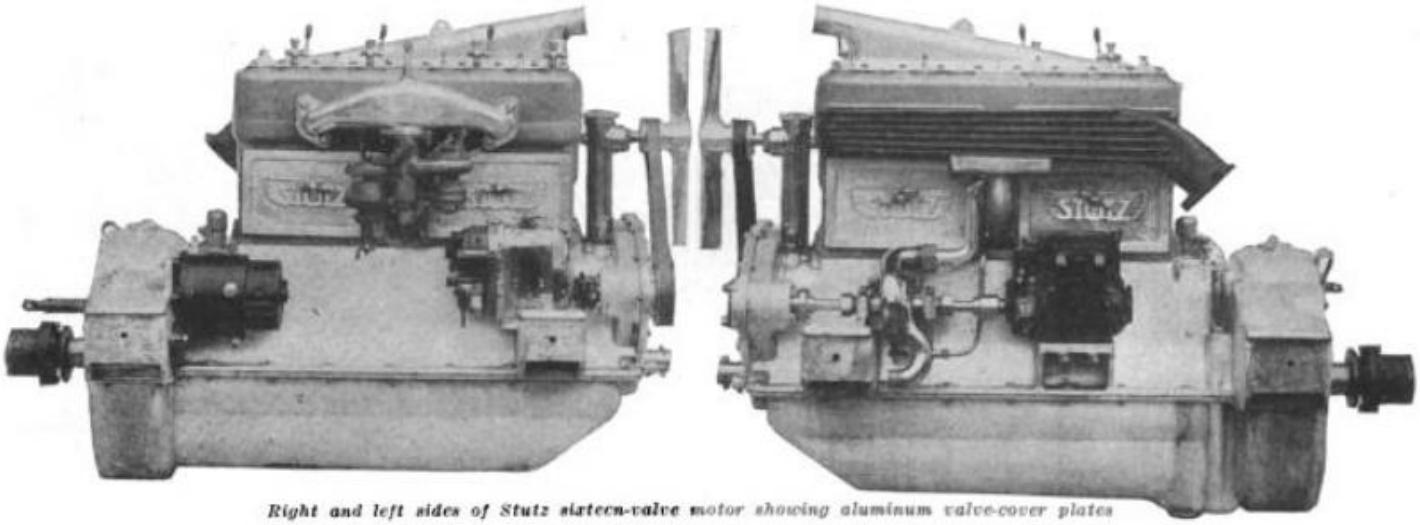
Although in fairness, at 298 cubic inches, the output per cubic inches between the Stutz and Mercer was quite similar. Interesting, considering Mercer used an L head configuration which was thought to be older technology. Not too different from Stutz, Mercer stayed with their high performing four cylinder engine through 1922 and went to a six cylinder in 1923. Stutz of course had the same plan a year later for 1923 and 1924.

It is interesting that "Motor Age" also gives us a peak at the new design of the 1917 Bearcat. Stutz of course had just won their second championship less than a year before this article was written; and during these early days of the company, Stutz heavily marketed its racing success. Note the bodywork of the new car now wrapped low around the tight driver and passenger compartment.

This was in fact more similar style to the White Squadron race cars than the previous open style Bearcats. From the seats forward, the design is quite similar to the race car, particularly since the early illustration we are given shows the car with no windshield or top. Our worthy rival Mercer had also done the same with the low cut bodywork around the driver and passenger compartment. The main difference being the rear of the cars where Mercer used an exposed gas tank, similar to their race cars, and Stutz opted for enclosing it in bodywork. But at a time when each was the other's biggest rival in the US for a sporting car, it is clear that both were taking the same approach to market their cars based their racing heritage.

Sixteen Valve Stutz with Bearcat Body

Block-Cast Cylinders—Aluminum Crankcase



Right and left sides of Stutz sixteen-valve motor showing aluminum valve-cover plates

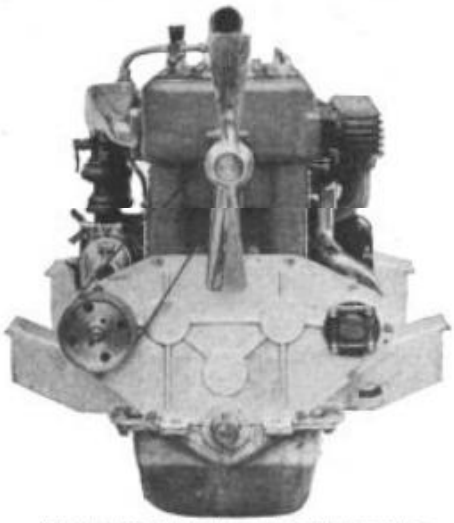
AS ANNOUNCED in last week's issue of Motor Age, the Stutz Motor Car Co., Indianapolis, Ind., is ready with its first sixteen-valve stock car. The new motor is a product of the Stutz factories and is four-cylinder T-head, Block-cast with a 4⅜-inch bore and a 6-inch stroke. The cylinders are grey iron and 25 per cent steel with an unusually large water space surrounding each cylinder. The exhaust ports are all separated, having eight ports extending into the manifold.

The crankcase is an aluminum alloy and incorporated in the front support arm of the motor is a breather, designed so that oil vapor cannot escape and thus dirty the parts.

Ball bearings are used in the pump and magneto shaft bearings. The crankshaft has three bearings. Valves are operated by roller lifts. Cooling is by centrifugal pump and lubrication is force feed through the hollow crankshaft. Pistons are lubricated from the main and rod bearings. The push rods and valve springs are inclosed by aluminum cover plates held in place by wing nuts, allowing removal of the plates without need of tools.

The new motor is placed in an entirely new "bearcat" body. Although the bearcat is strictly a speedster as it always has been in previous Stutz models, the new body has lines which definitely relate it to the Stutz bulldog roadster, previously announced in Motor Age. The rear decks of both models are similar, having a circular depression for carrying the extra wheel and tire and the same locking device which holds the wheel onto lugs the same way it is held in place on the axle.

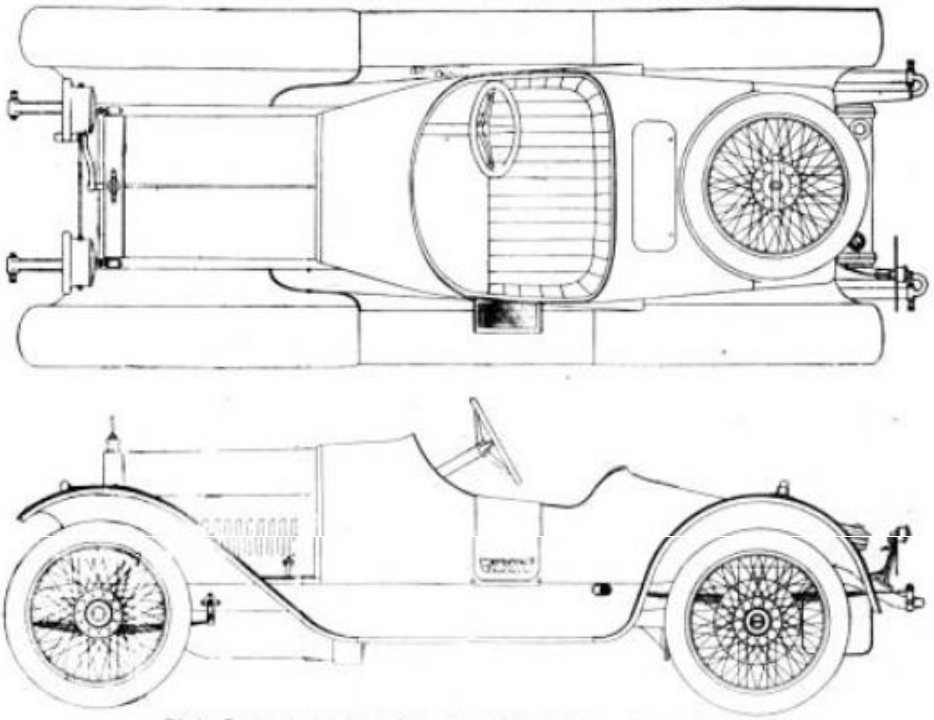
In front of the wheel-carrying space is a luggage compartment with a door on top which is located in easy access to the seat. Otherwise the car is strictly a speedster, being hung very low. Bucket seats are conspicuous for their absence, however, a single seat being fitted which is wide enough to accommodate three if occasion calls for it. The chassis is identical with the bulldog models except for the motor.



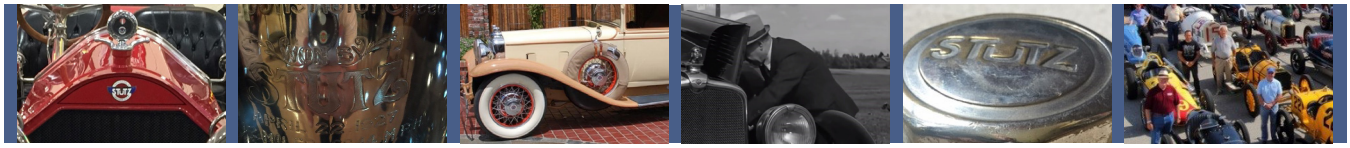
Front view of sixteen-valve Stutz motor

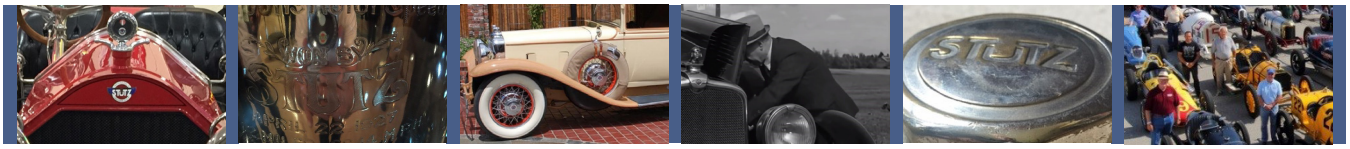
PIONEER COW MOTORIST

Denver, Colo., Aug. 25—A Colorado cow can now claim the distinction of being the first, perhaps the last, and only one that has ever traveled on a motor tour. A party of New York tourists were visiting in Colorado and while there the party was increased by the advent of twins. A Jersey cow furnished the twins milk, and all went well until time came to go on. Then there were objections to changing the diet and the father bought the cow and a trailer for a barn. The trailer was fastened to the back of the car, the cow was tied in the trailer and the journey back to New York has begun.



Stutz Bearcat speedster body in which sixteen-valve motor is used





CCCA Annual Meeting

by Carl Jensen

The 2016 Annual Meeting for the Classic Car Club of America took place this year in the Motor City. The weekend included a number of car related activities including a dinner at the GM Heritage Center. We were also graciously welcomed to two spectacular private collections where a few grand Stutz cars were on display.

The second collection was that of Terry Adderley with every car impeccably restored. Along one wall is a magnificent row of about a dozen Duesenbergs, something you just don't see to often. There is even perfectly restored normally aspirated and supercharged Duesenberg engines on display. Among the other marques, this beautiful 1933 DV-32 Rollston Victoria caught everybody's eye in the center of the room.

The Adderley collection is in two buildings and Mr. Adderley encouraged us to be sure and get to the second building as well. This building had the most spectacular collection of triple cockpit wooden speedboats that I have ever seen. There was also a fun looking 1923 Bulldog touring car on display.

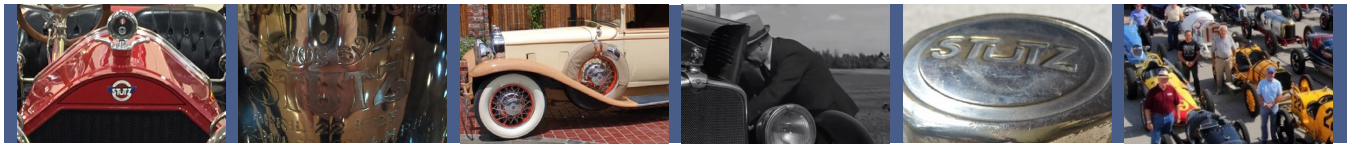
One of the great experiences of the CCCA annual meetings is that our members at each location are so very welcoming to invite us to their private collections. It is always a great experience to see these cars and meet the people.

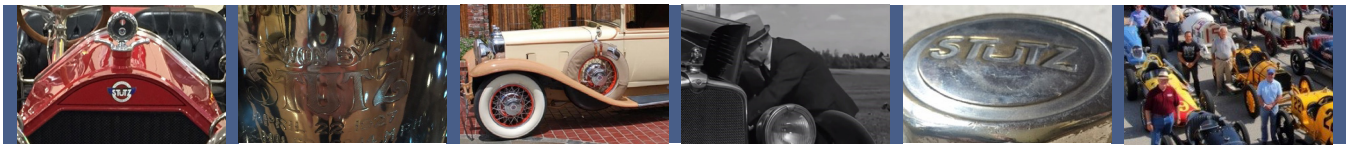
Our first stop was at the Stahl Collection which housed a wide range of prewar cars. One such treasure was this 1914 Bearcat.

This car has had only two previous owners prior to joining the Stahl Collection. It has a well documented history and participated in a number of major events including the 1949 Glidden. The Bearcat was positioned between a Gold Bug and a Mercer which made a great sight!

A few rows over, past a grand Locomobile and a Thomas, was this Maroon 1932 DV-32 Club Sedan.

Certainly such a Stutz is a rare sight and it is believed only a few of these remain. Ironically, the next day at the CCCA Grand Classic, this spectacular example of the same car completely unrestored was on display.


STUTZ



Tech Notes

by Brian White

Some things are best left to the pros. Plating is one of them...but, some times it's just not convenient. I had my Bearcat hub caps nickeled when I had all the other parts done for the car. My plan was that the rivets I was going to put the center logo cap on with were going to be aluminum or Stainless Steel. Seemed pretty simple. I got the hubcaps back from the platers and had new name plates. I was ready to assemble the caps. I thought I would just pick up the rivets locally. Some of you may be in an area where you can still run over to the old hardware store and pick some up. Not here, not now anyway. After the salesman at Home Depot told me the only rivets he's ever seen were pop rivets and never heard of solid rivets, I went over to Fastenal a company my business works with every day. The young man at Fastenal didn't have a clue what I was talking about. I had to show him on his web site but they didn't have anything that small. I picked up the phone and called old reliable Big Flats Rivet Company. Sorry no one sixteenth aluminum or Stainless the only thing in the size I needed was in brass.

So now I have my eight, two per wheel, one sixteenth inch by three eights of an inch long rivets in brass that the heads needs to be nickeled. I decided to make ten, because if you only have the right number you will either loose one or screw up one, they are so small they can fit into a thimble and easily lost. I didn't want to wait and send them out to be plated. I decided I would try to plate them myself.

A few years ago there was a plating shop about 50 miles from me that I could walk in and get something (mostly bolts, pins,nuts) plated like this in less than an hour, for cash. I never had anything I couldn't replace and never left anything more than a couple of hours without coming back to check on it. The old man who ran the place told me if he wasn't there "never give his addict son any cash". When visiting I was always concerned that the building would fall down or burn up one day. You get the picture?

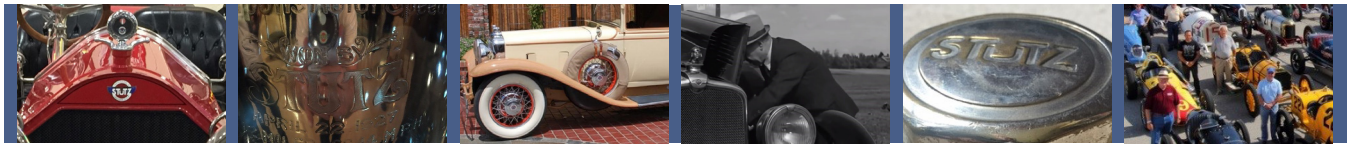
Well the time came, about a year ago when I went by to get something plated and the Dad wasn't there. His son, the one I was told not to give cash to, told me Dad has dementia and he was going to have to close the plating business but he was going to keep polishing parts. According to him the next week the city and EPA were requiring him to remove all the plating equipment. Well now you know you can go to YouTube and learn how to do anything. I asked the son if he would sell me some nickel? I told him I wanted to be able to use a five gallon bucket to plate small parts. He pulled out two baskets full of nickel and said he would take twenty dollars for them. He said use well water or distilled water and a battery, hook the battery up one post to the basket and one to the part. Sounds simple.

He said use well water or distilled water and a battery, hook the battery up one post to the basket and one to the part. Sounds simple.

I went to Lowes and picked up two five gallon buckets put my gold, uh nickel in them and went home. I watched a few YouTube videos and decided to get some vinegar to wash my parts. That's what YouTube said do. I took one of my brass master lock keys washed it in vinegar hooked a jumper lead from the key to the negative side of a six volt battery. I hooked the positive side to the basket. I put the key hanging on the lead in the water that had turned green. I waved the key back and forth a few times and had a nickeled plated key. Simple, anyone could do this, haha.

Fast forward a year or so and I need to nickel my rivets. I pull out my five gallon buckets and battery. My battery was an almost dead eight volt that wouldn't hold a charge but did have a few volts and it doesn't take much. On YouTube they use D cell battery's for small parts. You can buy kits that have everything you need to plate small parts, but why go the easy way?

It was fun and I thought about a whole lot of more productive thing I could have been doing but I did it. Major parts bigger than the heads of one sixteenth rivets I will send to my friends in Tennessee and let them do the "Simple" job.



Correspondence to the Club

Hello from Finland

I took these screen captures from an old movie filmed in Finland in 1940 just before the war. I believe the car is a Stutz. Can you tell me anything about the model year or body type? Perhaps you can post these photos to your online forum for additional information. Thank you.

Regards,

Raul Valkila, Finland

Milton Jones Story Continues

More info on Milton Jones. Mark also sent a short newspaper article from the May 13, 1931 Indianapolis Star which we inlcuded.

Dear Mr. Jensen,

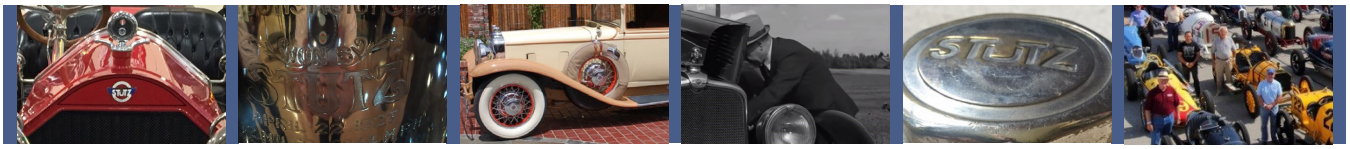
I enjoyed your article on Milton Jones in the latest edition of STuTZ News. I've tried to find out a bit about Milton myself, and have found that the name Jones makes it a tad difficult. There are a few of them about, so well done!

While digging, I came across a 1931 newspaper article that might interest you. Back then, the Indianapolis News had a daily bit about the Speedway starting May 1st of every year. Faced with the job of manufacturing a few column inches on a slow day, the reporter, William F. Sturm, sometimes interviewed one of the lurking characters to find out if there was a story to be had. On 13th, May '31 his Speedway Appetizers column contained a paragraph entitled 'How Jones Did It'.

Mind you, I'm not sure how true the details are, as Milton knew that one should never ruin a good story with an exacting fact. His tale of crashing a motorcycle during a dare devil act changed slightly as time went on, his son's birth year bounced around from 1910 to 1913, depending on who was asking, and his extensively modified Stutz became a 'standard' car, all in the telling.

One newspaper account says that Milton bought the two MAVV specials, from James Talbot Jr., right after the 1930 Indy, while they were still at the track. I believe it, because right then and there, the cars' value would been at rock bottom. They had busted engines, and the next time they could be used to catch a huge purse would be 364 days in the future. The stock market, which had been climbing since the '29 crash, peaked again in April 1930, and then it dropped, like an elevator cab with cut cables and intermittent brakes.

By the end of May '30, the financial writing was on the wall, and it must have whispered something to Jimmy



Talbot about not carrying a pair of busted racing cars for twelve months when he had speedboats to feed. In 1929 he had spent $60,000 building just one, and even with the president of Richfield Oil as a father, the money was drying up. By 1931 the company was in receivership and his income was gone, along with the $20 million Dad had made. By '32 his James Sr. was in jail, looking at two 20 year terms, for falsifying the company records.

Milton used one of the MAVVs when he 'acted' as an extra in a film that never made it out of the can. In 1931 a script was written for James Cagney and Edward G. Robinson. It was about two racing drivers, an older hand and a young hot-head, and the stunning woman in between. The racing scenes were shot, but then the project fell apart before the any of the main, Hollywood scenes were filmed, leaving Cagney and Robinson free for other projects, and Milton's cut-and-thrust sitting in a dusty archive.

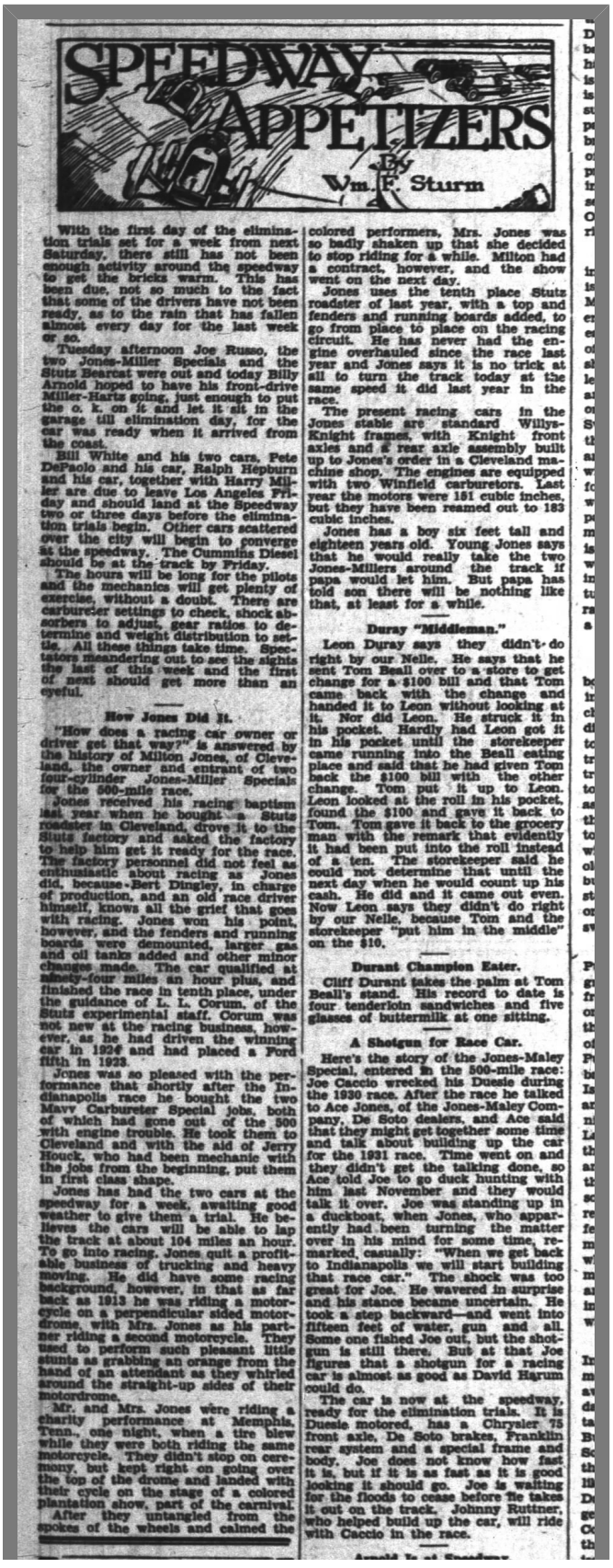
The next time I can find the MAVVs is at the 1931 Indy. Milton couldn't get his car to go, so like any normal racing driver, he knew the fault lay in the machinery. He approached Tony Gulotta, who had driven one of the cars in '30, and asked him to take it around, to prove that Jimmy Talbot hadn't sold Milton a lump of good-looking dross. At that point the story goes quiet, indicating that Gulotta was a lot faster than Milton, and that the time had come to talk about something else.

While preparing for the 1932 race, Milton's six-foot tall son, a riding mechanic, was also in a pile-up, leaving him a tad battered, but functional. It must have been rough for Cora, Milton's wife, to see the men in the family determined to push themselves, perhaps into the next world, for ephemeral racing glory, but there you have it. Interestingly enough, when Milton died, Cora bought two burial plots. The second was never used, indicating that she either moved away, or that she remarried.

I can find no trace of her and less of their son, Milton Jr.

I've nattered on a bit here, and I apologize for it, but there is some peace in the house and the pot of tea has a few cups left in it yet, so I'll just mention my theory about the Mysterious Mr. Jones on closing.

Due to behavior, geography, nature and circumstance, I believe Milton was part of a booze ring, more specifically, part of the distribution system. I have no



SPEEDWAY APPETIZERS

By Wm. F. Sturm

With the first day of the elimination trials set for a week from next Saturday, there still has not been enough activity around the speedway to get the bricks warm. This has been due, not so much to the fact that some of the drivers have not been ready, as to the rain that has fallen almost every day for the last week or so.

Tuesday afternoon Joe Russo, the two Jones-Miller Specials and the Stutz Bearcat were out and today Billy Arnold hoped to have his front-drive Miller-Harts going, just enough to put the o. k. on it and let it sit in the garage till elimination day, for the car was ready when it arrived from the coast.

Bill White and his two cars, Pete DePaolo and his car, Ralph Hepburn and his car, together with Harry Miller are due to leave Los Angeles Friday and should land at the Speedway two or three days before the elimination trials begin. Other cars scattered over the city will begin to converge at the speedway. The Cummins Diesel should be at the track by Friday.

The hours will be long for the pilots and the mechanics will get plenty of exercise, without a doubt. There are carbureter settings to check, shock absorbers to adjust, gear ratios to determine and weight distribution to settle. All these things take time. Spectators meandering out to see the sights the last of this week and the first of next should get more than an eyeful.

How Jones Did It.

"How does a racing car owner or driver get that way?" is answered by the history of Milton Jones, of Cleveland, the owner and entrant of two four-cylinder Jones-Miller Specials for the 500-mile race.

Jones received his racing baptism last year when he bought a Stutz roadster in Cleveland, drove it to the Stutz factory and asked the factory to help him get it ready for the race. The factory personnel did not feel as enthusiastic about racing as Jones did, because Bert Dingley, in charge of production, and an old race driver himself, knows all the grief that goes with racing. Jones won his point, however, and the fenders and running boards were demounted, larger gas and oil tanks added and other minor changes made. The car qualified at ninety-four miles an hour plus, and finished the race in tenth place, under the guidance of L. L. Corum, of the Stutz experimental staff. Corum was not new at the racing business, however, as he had driven the winning car in 1924 and had placed a Ford fifth in 1923.

Jones was so pleased with the performance that shortly after the Indianapolis race he bought the two Mavv Carbureter Special jobs, both of which had gone out of the 500 with engine trouble. He took them to Cleveland and with the aid of Jerry Houck, who had been mechanic with the jobs from the beginning, put them in first class shape.

Jones has had the two cars at the speedway for a week, awaiting good weather to give them a trial. He believes the cars will be able to lap the track at about 104 miles an hour. To go into racing, Jones quit a profitable business of trucking and heavy moving. He did have some racing background, however, in that as far back as 1913 he was riding a motorcycle on a perpendicular sided motordrome, with Mrs. Jones as his partner riding a second motorcycle. They used to perform such pleasant little stunts as grabbing an orange from the hand of an attendant as they whirled around the straight-up sides of their motordrome.

Mr. and Mrs. Jones were riding a charity performance at Memphis, Tenn., one night, when a tire blew while they were both riding the same motorcycle. They didn't stop on ceremony, but kept right on going over the top of the drome and landed with their cycle on the stage of a colored plantation show, part of the carnival. After they untangled from the spokes of the wheels and calmed the colored performers, Mrs. Jones was so badly shaken up that she decided to stop riding for a while. Milton had a contract, however, and the show went on the next day.

Jones uses the tenth place Stutz roadster of last year, with a top and fenders and running boards added, to go from place to place on the racing circuit. He has never had the engine overhauled since the race last year and Jones says it is no trick at all to turn the track today at the same speed it did last year in the race.

The present racing cars in the Jones stable are standard Willys-Knight frames, with Knight front axles and a rear axle assembly built up to Jones's order in a Cleveland machine shop. The engines are equipped with two Winfield carburetors. Last year the motors were 181 cubic inches, but they have been reamed out to 183 cubic inches.

Jones has a boy six feet tall and eighteen years old. Young Jones says that he would really take the two Jones-Millers around the track if papa would let him. But papa has told son there will be nothing like that, at least for a while.

Duray "Middleman."

Leon Duray says they didn't do right by our Nelle. He says that he sent Tom Beall over to a store to get change for a $100 bill and that Tom came back with the change and handed it to Leon without looking at it. Nor did Leon. He struck it in his pocket. Hardly had Leon got it in his pocket until the storekeeper came running into the Beall eating place and said that he had given Tom back the $100 bill with the other change. Tom put it up to Leon. Leon looked at the roll in his pocket, found the $100 and gave it back to Tom. Tom gave it back to the grocery man with the remark that evidently it had been put into the roll instead of a ten. The storekeeper said he could not determine that until the next day when he would count up his cash. He did and it came out even. Now Leon says they didn't do right by our Nelle, because Tom and the storekeeper "put him in the middle" on the $10.

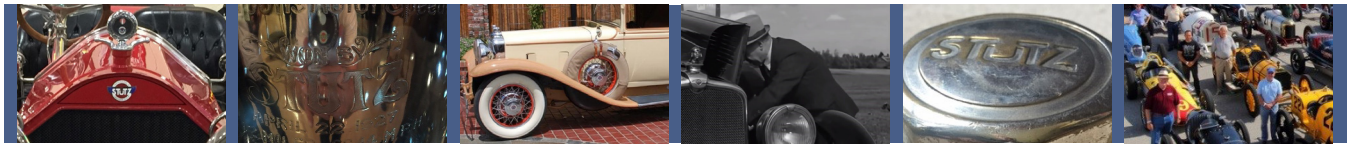
Durant Champion Eater.

Cliff Durant takes the palm at Tom Beall's stand. His record to date is four tenderloin sandwiches and five glasses of buttermilk at one sitting.

A Shotgun for Race Car.

Here's the story of the Jones-Maley Special, entered in the 500-mile race: Joe Caccio wrecked his Duesie during the 1930 race. After the race he talked to Ace Jones, of the Jones-Maley Company, De Soto dealers, and Ace said that they might get together some time and talk about building up the car for the 1931 race. Time went on and they didn't get the talking done, so Ace told Joe to go duck hunting with him last November and they would talk it over. Joe was standing up in a duckboat, when Jones, who apparently had been turning the matter over in his mind for some time, remarked, casually: "When we get back to Indianapolis we will start building that race car." The shock was too great for Joe. He wavered in surprise and his stance became uncertain. He took a step backward—and went into fifteen feet of water, gun and all. Some one fished Joe out, but the shotgun is still there. But at that Joe figures that a shotgun for a racing car is almost as good as David Harum could do.

The car is now at the speedway, ready for the elimination trials. It is Duesie motored, has a Chrysler 75 front axle, De Soto brakes, Franklin rear system and a special frame and body. Joe does not know how fast it is, but if it is as fast as it is good looking it should go. Joe is waiting for the floods to cease before he takes it out on the track. Johnny Ruttner, who helped build up the car, will ride with Caccio in the race.



proof of this, but then if proof was obtainable, Milton would have been behind bars rather than in the pits, so no, the only proof would be in the whiskey he moved about.

By 1930 the illegal manufacture, transportation and sale of beer and hooch accounted for some $2 billion of U.S. economic activity, all of it tax-free. Milton said he was in trucking, and was reported to be an employee of an automotive paint and upholstery shop, and there you have a distribution network by another name. A paint-and-fender shop could legally purchase de-natured alcohol, leaving one to just boil off the methanol that the authorities had used to poison it. It also had cars and trucks from all over the place driving in and out, no questions asked. Cleveland was a lake-width from wet Canada, so supplying customers that wanted the real stuff was also possible.

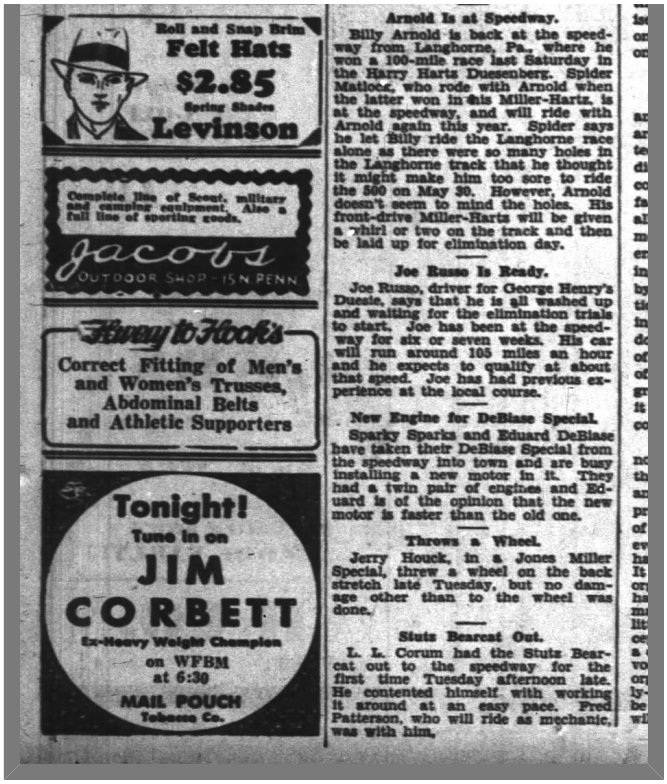
Furthermore, Milton lived in a modest enough neighborhood, yet had a lot of ready cash; enough to buy a very expensive two-seater Stutz, and then blow another wad rendering it unroadworthy. Neither he, nor his wife, ever appeared in the society columns, indeed the only mention I can find of him, outside of racing, was an inch of space in November 1926 when his mother, visiting from Pennsylvania, died unexpectedly.

Finally, Milton thought he could out-drive any man, and he set out to prove it at the Speedway. Given that he had never raced before 1930, against whom had he competed? The boys in blue?

Again, I enjoyed your article – thank!

Cheers,

Mark Galvin



In Memoriam

Lyle Patterson

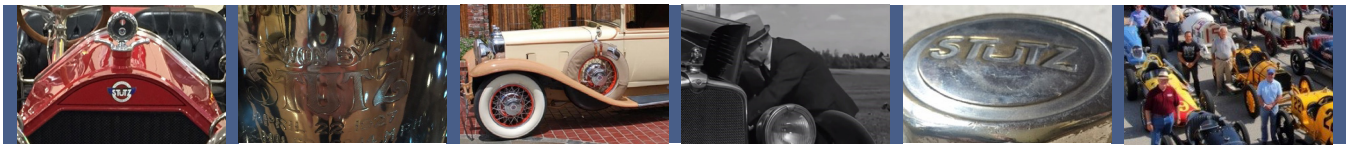
Lyle Patterson #0241 of Cornish, New Hampshire passed away in July at age 69. He leaves his wife Kathryn of 49 years. He had a wide range of experience from being an aircraft mechanic in the Navy to his love of asphalt modified racing. Lyle's mechanical expertise landed him the role of chief mechanic of the Ruger collection.

Bill Knight

I sad to inform you that we lost member and my friend Bill Knight on March 17th at 68 years old. Bill loved old cars from brass to Classics. He also loved to fly. Bill was a graduate of Milwaukee School of Engineering, and at Auburn this past year, he told us how he had built an airplane powered by a Model A engine that he used to teach his kids to fly. Although he was already fighting his sickness at that time, he went on a brass car tour with his Peerless in Autumn.

James Tipke

Member James Tipke of Spokane, Washington also passed away recently at age 77. It was easy to see why James enjoyed the sporting car of a Stutz as he began working on race cars with his father as a young boy and eventually started his own car fabrication business. James also enjoyed the outdoors at his lake cabin and was a downhill skier.

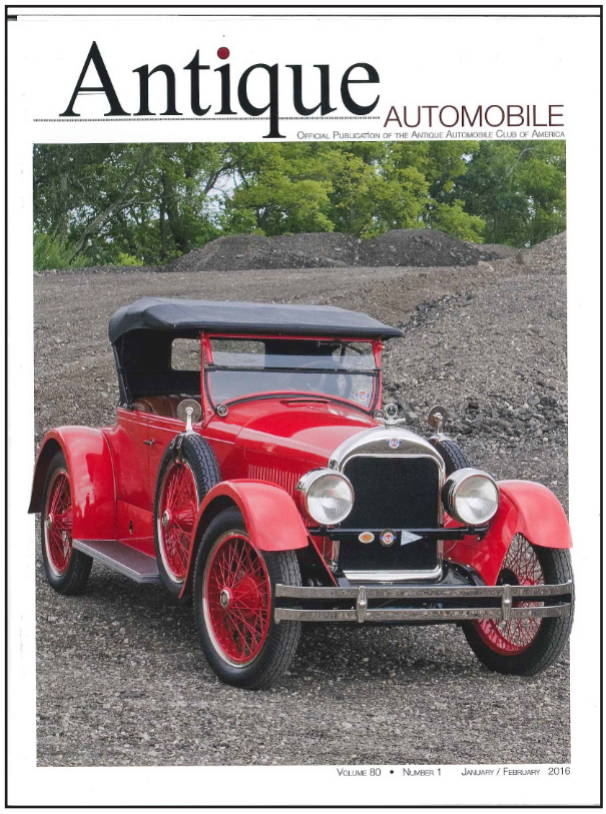


Stutz Happenings...

There is a lot going on in the world of Stutz. The very first thing that you likely have already noticed is the change in our magazine. These changes are thanks to our founder, past editor and dear friend Bill Greer. Bill remembered us in his final wishes and gave a gift of $5,000 to the Stutz club. Your board of directors has decided that some of this money will be used for some changes to our publication.

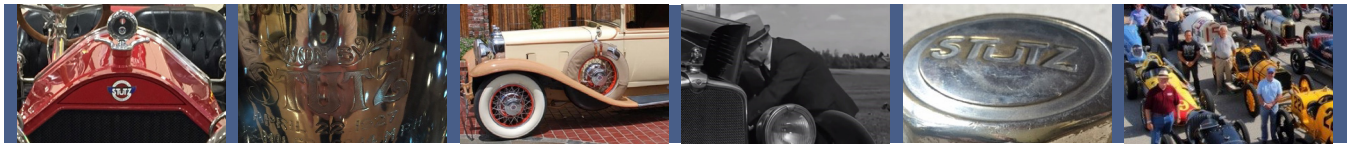
With this, we will be changing to the new cover that you see as well as a change to the inside pages. Rachel researched into this and found that we could lower the printing costs on the inside pages with these changes, so even with the additional weight considered for postage, the total cost impact quite low.

Anybody who is an AACA member may have seen that the Stutz of Dan and Mary DiThomas was featured in their recent publication. It's a great article and Mary did a nice job polishing up the car for the photos.



On the subject of magazines, the May issue of Hemmings Classic Car magazine also has a Stutz feature.

The Amelia Island Concours gave us great weather, but the only two Stutz cars on the Island this year were the two for sale at the RMSotherbys auction. They included a 1931 DV 32 Convertible Victoria by Rollston sold by Richard Mitchell and the 1930 MB Weymann Monte Carlo sold by Joe Cassini (previously owned by Andy Simo). While there were no Stutz cars in the concours this year, it was fun to see the collection of great racing trophies that they had on display. This included the Stevens Challenge trophy for the 24 hour endurance event at the Indy Speedway which was of course won first by Stutz.



Dan and Mary DiThomas attended the Historic Race event at Amelia Island along With Richard & Irina Mitchell. Not only did Dan snap the photo on our cover, he spent some time with another fellow Stutz Club member.

STuTZ Club member Ray Morgan, on the right (Dan DiThomas on left), at the 2016 Amelia Island Vintage Gran Prix. Ray was racing a 1928 Riley Brookland Special. Ray also just finished a restoration on his 1929 Stutz Model M 5 pass Weyman Biarritz. We hope to see some photos of this car in a future issue!

Speaking of racing, the 2016 Millers at Milwaukee Vintage Indy Car Event will be held June 24 & 25. This is an incredible venue for early cars. We would sure like to see some Bearcats to rattle the Mercer boys who show up every year! This is not really a race event, but is broken up into 30 minute sessions of hot laps and slower touring laps where passengers are encouraged. You will have more track time than you can ever imagine, on the world's oldest continuously running race track! http://www.harrymillerclub.com/ With a car or as a spectator, this is a great event!

2016 Grand STuTZ Kokomo, Indiana
September 8 - 11, 2016

The registration form, event information, and the event schedule have been mailed to all USA and Canadian Members and emailed to members outside of North America.

Please mail in your form and make your hotel reservations soon.

STuTZ Club Host Hotel:

Holiday Inn Express
511 Albany Drive
Kokomo, Indiana 46902
Telephone: 765.453.2222
hiexpress.com/kokomo

The STuTZ Club rate is **$105.00 + tax** which includes breakfast. This rate applies from September 7 to a departure on September 12, 2016. A block of 30 rooms will be held until August 7, 2016 so make your reservations early.

(Rooms can be canceled with no penalty 2 days prior to arrival)

Reservations can be made **on-line** by going to: hiexpress.com/kokomo and type in STU in the Group Code box.

To reserve by **phone**, call the hotel at 765.453.2222 and say you are with the STuTZ Club.

Host:

Our host for this Grand STuTZ is long time Indianapolis member Rev. Cliff Vogelsang.

Coordinators:

Dan and Mary DiThomas
5795 O'Connell Court
Dublin, Ohio 43017
Cell: 614 832-0066
thestutzclub@aol.com
Contact Dan if you have any questions or need assistance.

Events:

This Grand STuTZ is unique in the number of organizations joining together to salute Indiana's Automotive History. The STuTZ Club will partake in joint activities with the CCCA, The Haynes-Apperson Reunion, and the Kokomo Automotive Museum to provide club members and spectators with a unique glimpse into the splendid world of STuTZ, HCS, Classic, and Haynes-Apperson Automobiles. STuTZ and HCS automobiles will be prominently displayed as a group at all events.

Schedule Overview:

- Wednesday September 7 - Early arrival and registration in the Holiday Inn Express lobby.
- Thursday September 8 - Registration in the Holiday Inn Express Lobby, Short driving tour, STuTZ Club Reception.
- Friday September 9 - Joint STuTZ CCCA driving tour of Kokomo, lunch, and STuTZ dinner.
- Saturday September 10 - Grand Classic, STuTZ Club Informative Seminars, and joint STuTZ CCCA awards banquet.
- Sunday September 11 - Grand Indiana Bicentennial Motor Muster, STuTZ Club Informative Seminar.
- Monday September 12 - Farewell breakfast for those leaving on Monday.

THE STUTZ CLUB, INC Treasurer's Report

For the Period: January 1, 2015 to December 31, 2015

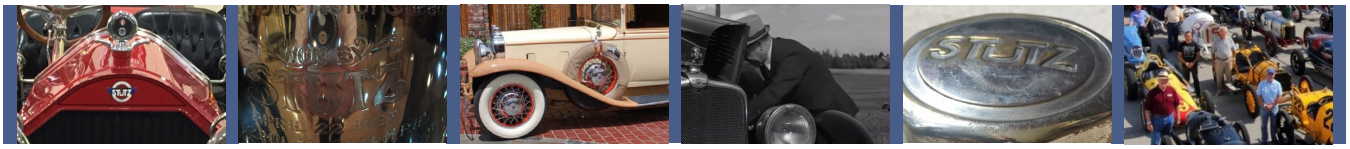
Beginning Cash January 1, 2015		Huntington Bank Checking Account:		$ 4,082.88
		Huntington Bank Money Market Account:		37,211.21
		Total:		$ 41,294.09
Income:	Membership Dues 2015		$ 7,467.29	
	Book Sales		$ 1,327.96	
	Book Shipping		$ 272.35	
	Investment interest		$ 36.38	
	Contributions at Grand Stutz Amelia Island Raffle		$ 920.00	
	Club Merchandise		$ 767.23	
	Hershey Dinner		$ 830.00	
		Total Income:		$ 11,621.21
				$ 52,915.30
Expenses:	Archive Room Rental		$ 2,079.00	
	Grand STuTZ 2015 Amelia Island		$ 1,230.60	
	Club Merchandise		$ 766.05	
	Stutz Magazine, Print and Mail		$ 8,653.65	
	Greer Funeral Flowers		$ 174.39	
	Hershey Dinner		$ 852.54	
	Shipping for Splendid STuTZ Books		$ 250.09	
	Bank Fees (Foreign Check Conversion)		$ 1.50	
	Indiana.gov		$ 14.28	
	Post Office Box		$ 66.00	
	PayPal fees		$ 115.73	
	Treasurer / Membership		$ 279.79	
		Less Total Expenses:		$ 14,483.62
Period ending funds available:				$ 38,431.68

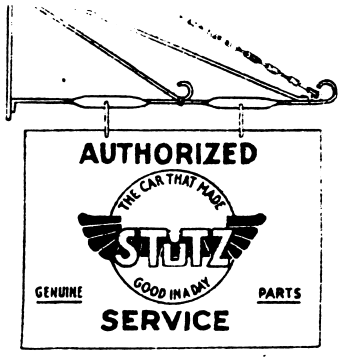
Huntington Bank balances on December 31, 2015

Checking:	$ 2,184.09	
Money Market:	36,247.59	
Total ending cash balance:		$ 38,431.68

Respectfully submitted: _____

Dan DiThomas, Treasurer





1931 SV 16 for Sale

Model : SV-16

Model Year: 1931

Body Type : Cabriolet Coupe

Engine number: 32742 HC

Car Number: CA 23 1031

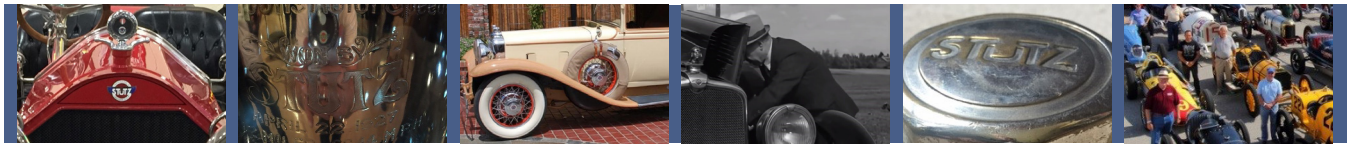
Exterior : cream and beige with an tan interior

Transmission: 3 speed manual

Engine : - single overhead camshaft design
- Inline 8 cylinder, nine main
- Dual ignition system
- 115 hp

Asking for $190,000

Cynthia To
PA/Admin to Christine and John Davis – TMFC, Inc.
521 Charcot Ave, Suite 101
San Jose, CA 95131
O: 408-428-0428
cynthia@tmfcinc.com



For Sale - Stutz AA Owners

No spare axle shaft for your car? I have one with bearings P-192 both L&R same. $100 plus shipping (20 pounds).

Barry Pollard

Wixom, Michigan

248762-0350

Parts for Sale

- 6 1932 And 1933 Hub Caps
- 6 Hub Cap Cloisonné [Used]
- 1 Pair Of Used DV32 Exhaust Manifolds
- 1 Pair Of Windshield Opening Brkts
- 3 1930 Dash Knobs (Used)
- 1930 Oil Pressure Gauge
- Complete Set Of 1932-33 Fender Mldgs
- 2 SV16 Distributor Caps
- 1930 Steering Column Upper Mounting Brkt-One Steering Box Mount
- 1930 Cowl Vent Door
- Brkt-Handle-DV32 Casting And Cloisonné For Lite Bar (Damaged)
- 4 Hood Hold Down Brkts-2 Door Latches
- 4 Shock Absorber Clamp Castings
- 2 Shock Arms
- 1 Pair Robe Rail Ends
- 1 1930 Brake Adjuster Plate On Dash
- 1 Pair Of Frame End Caps
- SV16 Spark Plug Wire Holders Front And One Left Side
- Misc Shock Absorber Links And Bushings
- 3 Hood Handles
- 1 Pair Ryan Lite Lenses
- 1930 Spare Tire Hold Down Nuts
- 1 Pair 1931 Spare Hold Down Nuts
- 1 1930 Clutch Disc
- 1 1930 4 Spoke Steering Wheel Has Minor Damage
- 1930 Parking Brake Pawl And Brkt.

PLEASE CALL OR E-MAIL MIKE GREGORY AT 630 743 3130 OR grog1950@netzero.net

Rubber Parts

I'm sure other members that are going through the restoration process especially for the 1927 to 1930 roadster or open car models will benefit.

Question is dose any members know of any company reproducing the windshield to cowl rubbers and all the other correct associated windshield mounting and sealing rubber also vent rubber, I have checked with Steele Rubber but apart from some universal parts not much else.

Peter Loats.

Peter@rvuc.ca

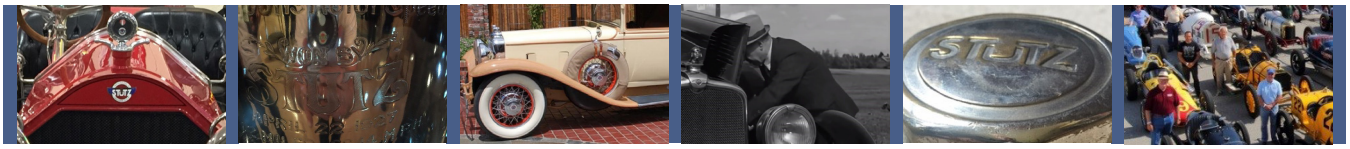
For Sale

Delco #2178 ignition coil for HCS. $45, domestic shipping $15.

Layden Butler

laydenandjean@comcast.net

925-820-4742



Windshield Rubber Needed

Can you tell me if anyone has had the windshield to cowl rubber made for these cars? (1921 HCS 4 passenger touring)

Vincent Bakich vbakich@quinncompany.com

Service Manager Bakersfield Machines

off (661) 393-5800 ex. 3529

cel (661) 979-9814

Looking for Stutz History

Is there any one in the antique auto circles who would know if it is possible to get hold of Houk wire wheels for a 1916 Stutz? My father in law restored a car and it is equipped with brigade wheels. Houk's were an option in that year.

Thanks for your help.

Gary Knapp

cshbc@aol.com

For Sale

1916 - 1920 Non-detachable Head Block Casting.

I had 14 blocks cast of the 1916-1920 non-detectable head, 16 valve STuTZ engine.

Two remain for sale. $16,500 and $17,500.

John Bertolotti

john@berto-bearcat.com

Part Needed

Dear fellow members,

I have a 1921 K DH Stutz (detachable head), equipped with Motometer sparkplugs.

The thread of this sparkplug is 12 mm long and with the lower part it's in de cylinder head for 22 mm. The shaft with thread in the cylinderhead however is 32 mm deep. Is this the wrong sparkplug and if it is, what's the correct type of sparkplug to mount and, more important, were to get those ? I cannot find them in the Netherlands.

Any help would be very much appreciated.

Henk Noteboom

henk@fam-noteboom.nl

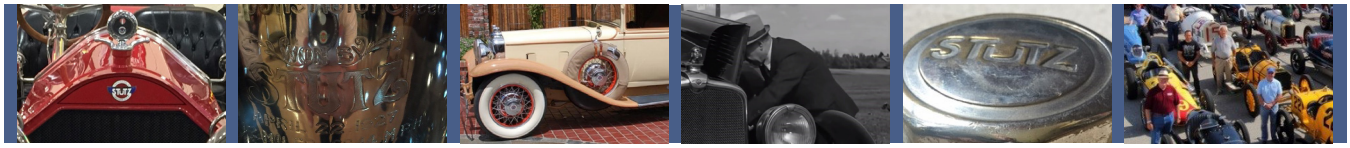
Wanted - Bearcat Frame

I am looking for a 1914 Bearcat frame, or at least the rear section.

Thanks

Jim Griggs

jgriggs44@aol.com,



Wanted

I am missing the Dash serial plate from my 1918 Stutz 4 passenger "bulldog" touring. Series S car number 2345.

Does anyone happen to have any of the restoration tags from years ago? Thanks

Gary Kuck

Lincoln, Nebraska

garykuck@windstream.net

402-770-3348 cell

For Sale

Do you know what Stutz these fit please?

I have a set of 5 to sell, they have 3 1/3 inch internal threads

Thanks for your help

Regards Dave

07785 276907

dave.marriner@yahoo.co.uk

For Sale – 1923 Stutz

Gus Ludwig's 1923 Stutz Speedway Four Seven Passenger Touring is available to add to your collection. Gus was a life member in the club and supported the club for many years.

Here is a link, and for more information please contact Chris Neeley chris.neeley@granvilletn.com

http://granvilletn.com/newsroom/latest-news/106-1923-stutz-speedway-four-seven-passenger-touring-vehicle-in-your-collection

Chris Neeley
VP Granville Museum
Sutton Ole Time Music Hour
931-653-4571
chris.neeley@granvilletn.com
www.granvilletn.com

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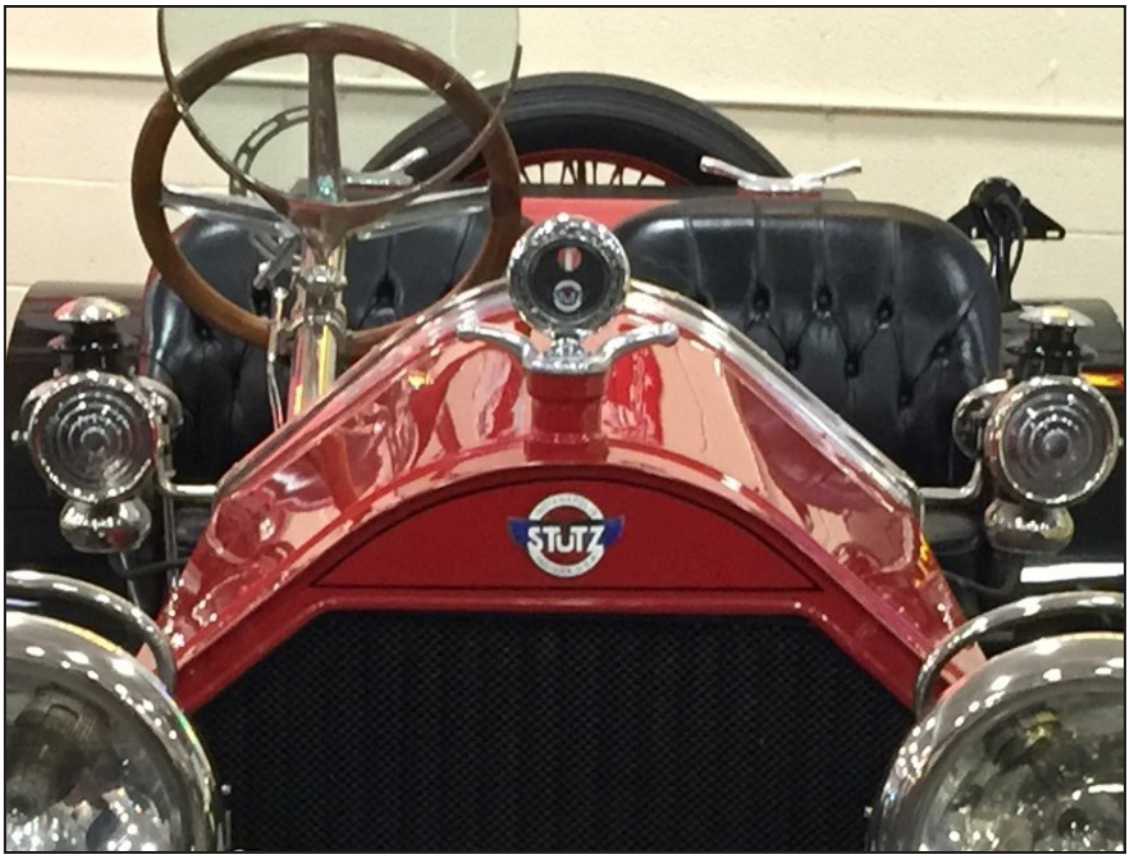
Stutz NEWS



1914 Bearcat in the Stahl Collection