



This issue takes a brief look at the Stutz Six including an engine project from member Dan DiThomas

Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)



1929 Stutz Blackhawk that McPherson College

by Zach Oller

The story of the 1929 Stutz Blackhawk that McPherson College is restoring, starts in Salem, Oregon. Gene Byrnes always had a knack for Stutz's from an early age. But it wouldn't be until later in his life that he would acquire one.

When Gene finally bought himself this 1929 Stutz Blackhawk it was in decent condition after receiving an older restoration, and it was fitted with a four-door sedan body. Gene later found a person in New York that was making a four-passenger speedster body for himself and asked him if he would make a second one to sell.

After he got the body back to Oregon, he sold his sedan body to someone else. During the time that he was restoring this car he realized that he was in over his head, and that he was not going to be able to complete it in the time frame that he wanted. On a sad note, right before

he was going to donate it to McPherson, someone broke into his garage and stole a bunch of his tools and a lot of bright work that belonged to the car; such as door handles. He noted this in a later email to us, which explained why we were missing some parts which led us to recasting some pieces like the spare tire holders.

Gene found out about the college and our passion for restoring and educating the next generation on antique cars and donated the car to the college, giving us the opportunity to revive and rejuvenate this car; and this is where our story begins.

When the car was donated it was mostly disassembled and in need of attention in many different areas. One of the main challenges has been making the existing fenders fit this new body. This has required adding extra material to fit this body since the fenders were used on sedan body. The doors did not fit right either and we have re-made two of the door assemblies.

Special Announcement

See You at the Grand Stutz, Kokomo, Indiana
September 7 - 11, 2016

Hosted by Cliff Vogelsang and coordinated by Dan and Mary DiThomas - Complete details on page 22...

Reminder for 2016 Membership Renewal:

This will be the last issue of the STuTZ News for those members that have not sent in dues for 2016, If you have not received the renewal form, **mailed out in January**, misplaced your form, or have forgotten to renew, please contact Dan DiThomas by phone: 614 832-0066 or email him at thestutzclub@aol.com.

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When it came around to my senior year and deciding on what my final senior project was going to be, the Stutz was an option because it did not come to us with a wiring harness, or any wiring at all to be exact. So I chose this as one portion of my senior project. The next portion would be finding the distributor cam. At some point through the changing of hands with students it was accidentally lost. Both of these would be a challenge in their own right.

First the wiring harness. Starting with nothing makes the project challenging, which is acceptable for it being my senior project. I started looking for a diagram in our automotive library here and school and was not able to locate one. I then turned to Rhode Island wiring for help. After talking to them they had never made a wiring harness for a Blackhawk, so they didn't have a layout or a diagram. They did have a diagram for a Model M which if it came to it I was going to use since it had the basic layout that I would need. My next step was to reach out to the Stutz Club for help. And help they did!

Dan DiThomas was very quick to respond to my initial email and even quicker to help me find what I needed. After exchanging some emails with Dan and

meeting up with him at the Hilton Head Concours, he was able to locate a wiring diagram for a 1929 Stutz Blackhawk. From there he was able to share pictures of another '29 Blackhawk that he was working on with a friend, which was also great help. Fast forward a few months and I now have most of the wiring harness completed. All that is left is securing it where it needs to be; whether it is to the firewall or in the frame. But that portion of my project has an end in sight!





Secondly was the distributor cam. My first intentions were just to find the cam and be done. I contacted some shops to see if they had one, or if they had any good leads on one, and nothing turned up. So when I talked to Dan, he mentioned that he thought Classics and Exotics carried those. So my search turned there. Unfortunately it was not an item that they carried in house. They had some cams but they were for Delco 4048 distributors and our car has a Delco 4043 distributor. So I called them directly to see what they would be able to do. After I sent pictures of the current state of the distributor they recommended a full rebuild to ensure that it wouldn't blow apart after getting the car back on the road; and they would take over finding the cam. So they rebuilt the whole distributor, painted and re-plated what was necessary and even found a new distributor cam! The distributor is now back in the car and looking better than ever!





1929 Blackhawk at McPherson College



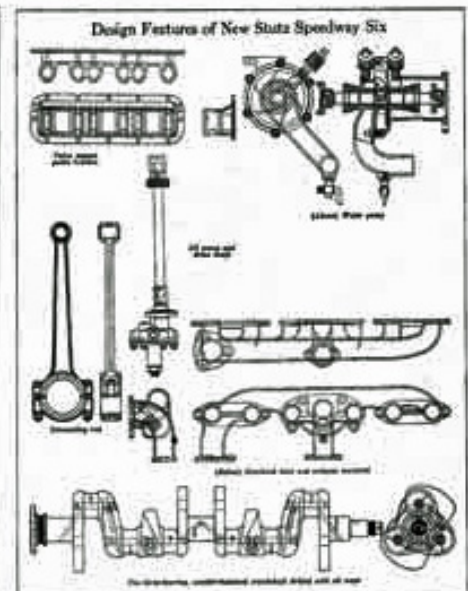
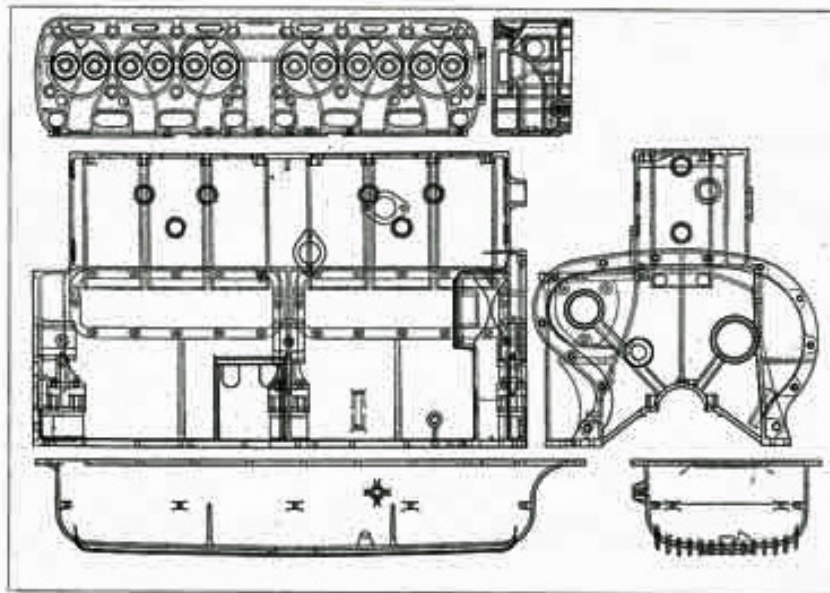
Engine work on the STuTZ Model 691 Overhead Valve Six Cylinder Engine

by Dan DiThomas

Over last winter I decided it was time to find and fix the reason for the noise I heard in our 1925 STuTZ 693 Roadster engine. I first heard the noise doing the Indy parade lap at the 2011 STuTZ Centennial Celebration. I had not noticed the noise before this because the parade lap was the first time I attempted a speed over 30 mph. Prior to the parade lap I had only driven the car around the neighborhood or in and out of the trailer. Since I am not one to jump into anything I am not very familiar with, it took me four years to get to work on the noise. I continued to only drive the STuTZ short distances and to and from the trailer from the show field. The hesitation was due in part to the rarity of the engine, and the motivation to get to work came from a member and his 1915 Mini Bearcat.

I hesitated to dig into the bottom end of this engine because this 693 Roadster left the factory in 1925 with one of an unknown small number of the STuTZ in-house manufactured Model 691 overhead valve 6 cylinder engines. Information and a drawing of the Model 691 engine is documented in the Splendid STuTZ.

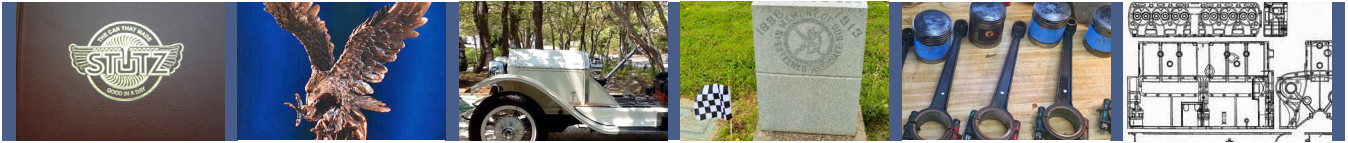
“STuTZ introduced the Weidely-engined ‘STuTZ Six’ on January 1, 1923. STuTZ referred to the Weidely engine as the Model 660 engine. Following the demise of Weidely Motors in July of 1923, the STuTZ Company embarked on the in-house manufacture of it’s own overhead valve 6-cylinder motor which would power the new cars in 1924. This new engine was referred to as the Model 691 engine. The new engine was an enlarged and refined version of the Weidely Model 660 motor.”





The motivation to finally get to work came from meeting our member from Scotland, Branislav Sudjic, in October of 2014 in Columbus, Ohio. Branislav shipped his 1915 Mini Bearcat to the USA and was on an adventure to drive the little Bearcat from Baltimore to Los Angeles, California. I was motivated (actually embarrassed) into action after realizing Branislav was traveling alone in his





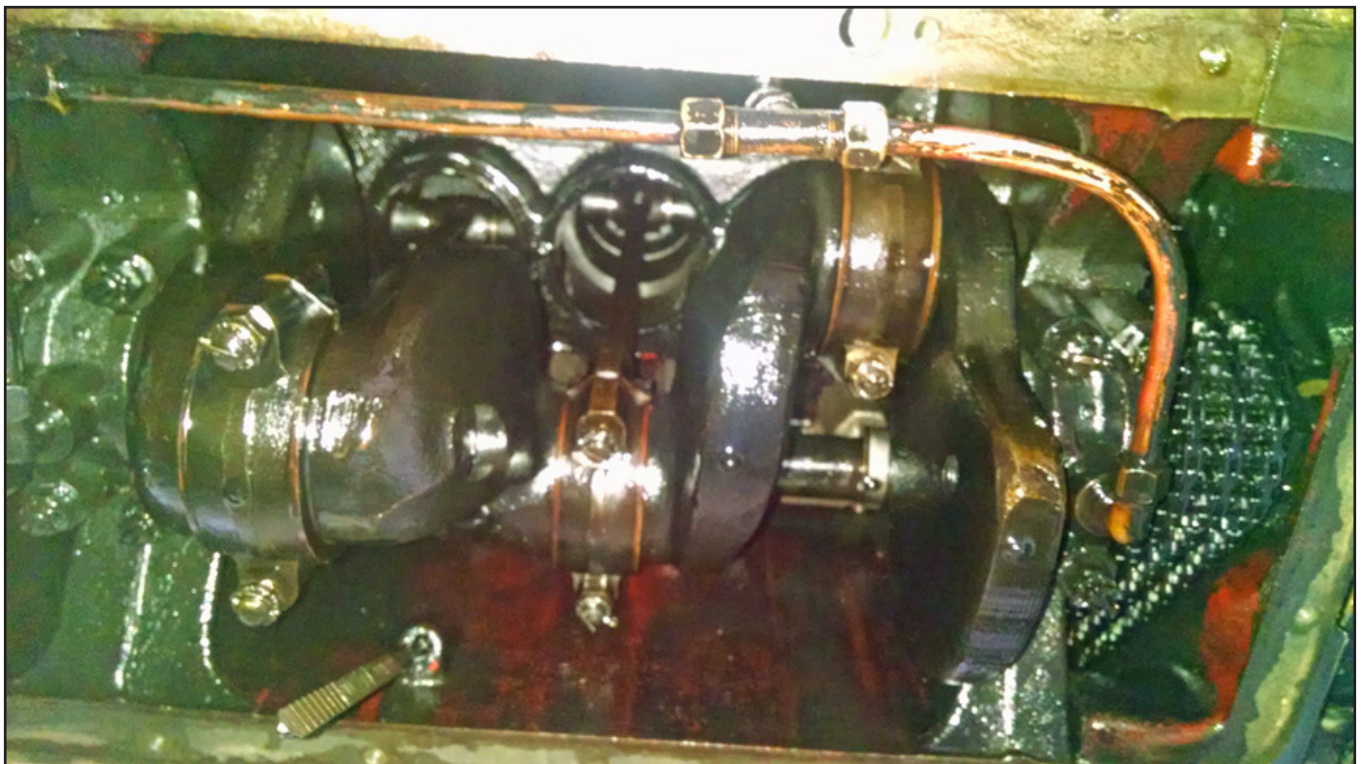
little Bearcat and I was barely driving my STuTZ around the block!

Now to get on with the technical part of the story. I did not know what to expect once we took the large aluminum finned oil pan off. The plan was to see if there was any obvious wear on the connecting rod bearings that was causing the noise. Leaving the engine in the car and not removing the head, we proceeded to remove each piston and rod by bringing each one down through the bottom of engine with the crank remaining in place. I was told by a few 8-cylinder owners that it was



possible to perform that task on their engines. I was a bit of a skeptic until we actually removed the first piston from the bottom. As we removed each piston and rod,

we checked for a free floating wrist pin, broken rings, and burnt or cracked pistons. We found two problems - one minor and one major.



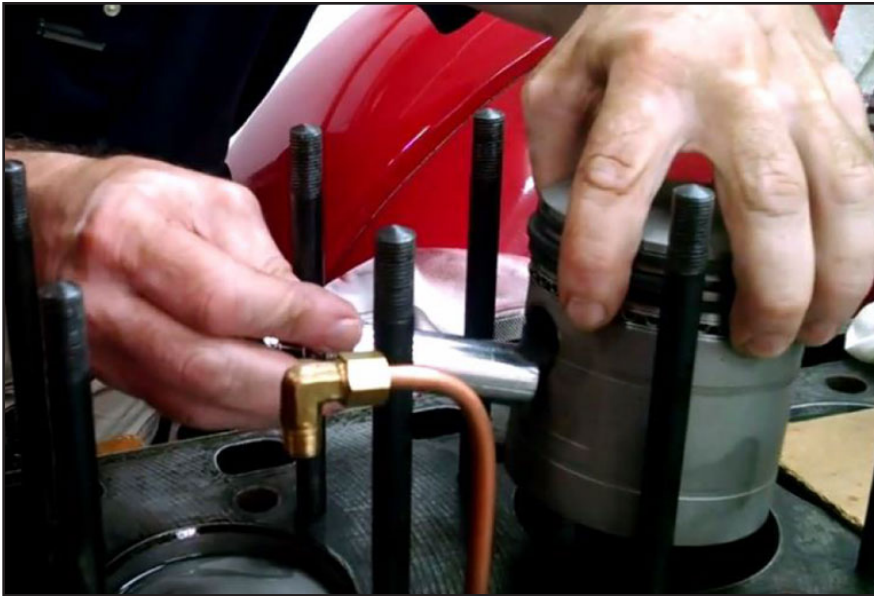


All of the rod bearings, which consist of a bronze or brass insert that is plated with a thick layer of babbitt, were found to be worn but not enough to have created the noise. The bearings were worn enough to have the clearances brought back to specifications. We measured each crank journal, shaved the shims, and machined the existing babbitt back to size.

The minor problem was all of the piston rings were worn leaving a lot of space to the top and bottom of the grooves. The piston grooves were not worn and only required a light clean up. This problem was resolved with new Hastings cast iron rings. We ball honed the cylinders

which were found to be worn, but not enough to warrant removing the engine and all of the other work associated with an over bore and new pistons.

The major problem was found on the #5 wrist pin. The wrist pin was found to be frozen to the rod bushing. The bushing had rotated so the lubrication hole in the rod and bushing were no longer aligned. The bushing was also forced off center of the rod. We believe the noise was the result of the wrist pin no longer floating and the



wrist pin and bushing no longer centered. These conditions forced the piston wrist pin holes to wear and the wrist pin brass button to bump the cylinder wall. This problem was not so easy to correct.

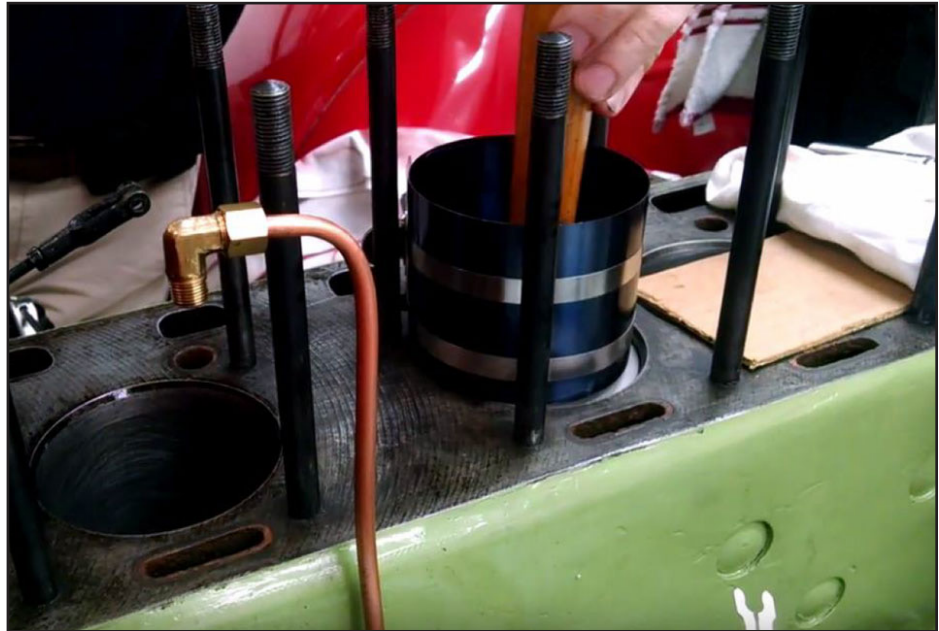
The frozen wrist pin fix required some thought and a number of steps to complete. The worn wrist pin holes in #5 piston were no longer round which required that the holes be enlarged to get them round again. That led to the wrist pin holes in the other five pistons being bored to match the size of the #5 piston holes. Following that step, six new oversized wrist pins were fabricated. The #5 rod bushing needed replaced and, along with the other rod bushings, were bored to the correct size to match the new wrist pin diameter.

The installation of the rods and pistons went very well. Since I had a spare head gasket, we decided it would be best to remove the head and install the pistons from the top rather than try and install them from the bottom with the crank in place. Even though the bottoms of the cylinder bores are chamfered to allow for piston ring compression we did not want to take the chance of messing up a ring. The method we used involved pushing the rod up through the cylinder bore with the bushing above the block. The piston was set in the bore and the pin inserted. A regular ring compressor was used to insert the piston into the cylinder. This method worked well. The rod caps were installed without any problems. The remaining work to put the engine back together was routine.



The real question is: Has the noise been fixed? You will have to wait to see in the next issue!

Just kidding. The noise that had bothered me is gone. What remains are a few old car noises and squeaking brakes. I am now committed to drive the STuTZ more, but not to California. I am glad to have tackled this challenge and feel very satisfied with the results.



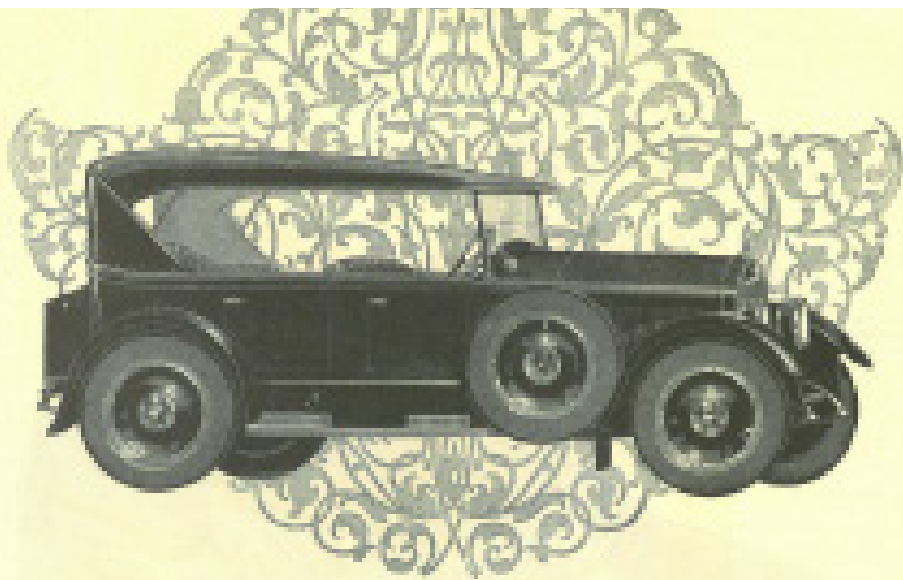
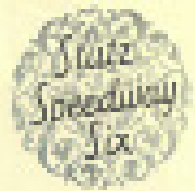
The Stutz Six

Carl Jensen

For 1923, Stutz announced a new “Stutz Six” powered by the Weidely six cylinder engine. Unfortunately, while the Weidely engine was an excellent product, Weidely Motors collapsed in July of 1923. Stutz therefore developed their own in-house six cylinder engine based on the Weidely with enhancements including a redesigned head and changes to some improved materials. This marks a very significant milestone in Stutz history as it was, for the first time, their own engine. As a new fea-

ture, and in fact very new in the industry, the Speedway Six offered optional hydraulic 4 wheel brakes. The 1924 brochure boasted of the new cars being both well engineered for exceptional durability and offering premium luxury; “Not a car cluttered with meaningless gew-gaws, but a conveyance engineered to withstand indefinitely the hardest use...” and “The form-fitting cushions and backs are upholstered in genuine Spanish leather laid in plaits over deep resilient springs”. The family of vehicles offered included:

- 693..... 120 inch wheelbase with cycle fenders and side mount spares.
- 694..... Same as the 693 but with full running boards and rear mount spares.
- 695..... 130 inch wheelbase with full running boards and rear mount spares.
- 695B..... Same as 695 but with wired wheels and Baloon tires.
- 695H Same as 695, but with Lockeed hydraulic brakes.
- 695HB Included both wire wheels with Baloon tires and Lockeed hydraulic brakes.



The Sign of the Genuine

Built Well — Sold Right

THE time has come for plain speaking concerning the buying and selling of motor cars. The man or woman who seeks primarily unreasonable trading allowances, the buyer dazzled by glittering superficialities, should not reckon with the Stutz.



Stutz motor cars are sold on the basis of care and safe merchandise, just as they are built to conform to standards of engineering which cannot be questioned.

There are in Stutz prices no hidden trading margins. You get a just price for your old car and full value in your new car when you patronize a Stutz dealer.

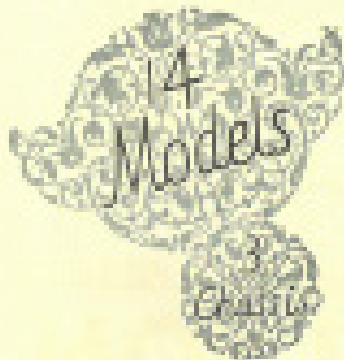
Any Stutz dealer will gladly show you to a penny what his

profits are on the Stutz you buy and an investigation will convince you that they are wholly consistent with the splendid quality of the merchandise he places in your hands.

Perhaps you, along with other thousands, have not realized that today you can own a Stutz—a genuine Stutz—for as little as \$1995, f. o. b. Factory. "Never were cars so fine priced so low."



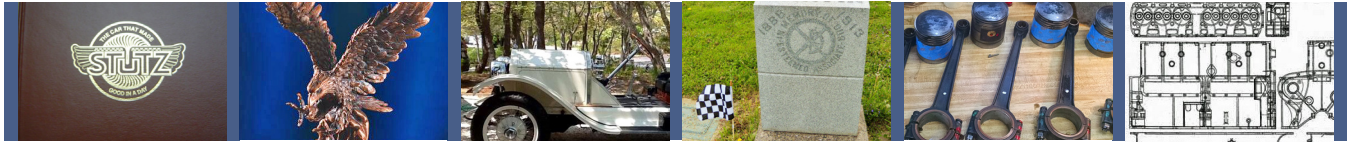
From
\$1995
to
\$3785
f. o. b. Factory



Fourteen body types. Three exclusive chassis. Scores of notable mechanical advancements. Lockhart-type pushed Hydraulic bulbs and Air Cushion tires optional at a slight extra charge.

STUTZ MOTOR CAR COMPANY of AMERICA, Inc.
Builders of the Original and Genuine Stutz Motor Cars
Indianapolis, Ind.

STUTZ SIXES



In an April 5, 1924 full page ad in “The Saturday Evening Post”, Stutz spoke of fourteen body types! However, a total of sixteen are listed in the 1924 brochure. Prices ranged from \$1,995 to \$3,785. It is interesting to note that the Stutz 695 and the HCS Series 6 were comparably priced. With all the models, Stutz could appeal to wide market range and the new cars were more contemporary in their style than the models they replaced.

The ad on the following page from the January 27, 1923 “Saturday Evening Post” is rather interesting and shows how they were doing a rather shotgun approach to appeal to a wide audience (well, as wide as those that could afford a Stutz). When speaking of the Stutz Six, they promote the new design and engineering that went into producing it. Clearly the ad’s main focus is to get the attention of the new “Stutz Six” with the large block letters. However, one can see that Stutz still tries to leverage its sporting heritage to sell cars. Immediately below “Stutz Six” reads, “Registers a Triumph”, never mind that it had nothing to do with racing. Even more obvious is that the largest illustration on the entire page is a checkered flag. Just below the write up on the Stutz Six is a write up for the Speedway Four which talks about the race bred lineage. Even the photos to the left follow suite. The Speedway Four touring is shown with a lower, more streamlined windshield and the top is down...giving it a bit sportier image. But the crazy part is for an ad that is promoting their new six, they show the horsepower of

the two cars which states the old Speedway Four is more powerful. (It would be very interesting if any of our members have any comparison road tests.)

This was however a period of a wide range of powertrains. HCS of course also offered a four and a six. Packard on the other hand dropped their twelve, but offered both a six and an eight. Yet, other companies such as Lincoln were using a V8. But just down the road, Marmon was true to six cylinder engines for years and would not go to an eight cylinder until 1929. Likewise the prestigious Pierce-Arrows continued with their six until also changing to an eight in 1929. Considering all the changes going on at Stutz, the plan to go to the new engine was a logical move, as it offered a new product in the smooth running six. But the industry continued to evolve and Stutz did too with the end of the Stutz Six in 1925. Today, our Stutz club records show the following for remaining six cylinder Stutz cars (not including HCS for which we have five registered):

Year	Car
1923	6
1924	1
1925	10
	17





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
hixpress.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: hixpress.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
thstutzclub@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 COCA, 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 COCA driving tour of Kokomo, lunch, and STuTZ dinner.
- Saturday September 10 - Grand Classic, STuTZ Club Informative Seminars, and joint STuTZ COCA awards banquet.
- Sunday September 11 - Grand Indiana Bicentennial Motor Muster, STuTZ Club Informative Seminar.
- Monday September 12 - Farewell breakfast for those leaving on Monday.





2016 Grand STuTZ Kokomo Indiana Items for Sale

These items will be on display in the hotel hospitality room



These caps are 100% made in the USA

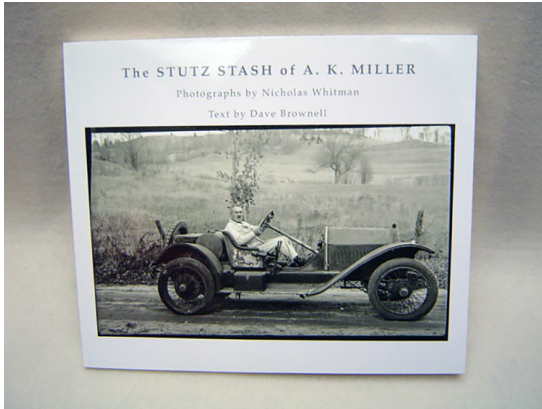


Rather than purchasing a large number of shirts of various sizes, individual items of apparel can be embroidered using the above logos.



2016 Grand STuTZ Kokomo Indiana Raffle Items

These items will be raffled off on Friday evening at our STuTZ Dinner



AK Miller Book



Leather Bound
Splendid STuTZ



Bearcats TV Series on 3 CD's



RA Encapsulated in
3" Acrylic Cube



Nike Shirt with Logo
Size XL Men



Nike Shirt with Logo
Size XL Men



A Review of Parts in Today's Gasoline

by Carl Jensen

I hesitated to write this article as there are amazingly strong opinions on the subject of gasoline. I would like to first point out that I am not writing this to persuade anyone to follow any particular path in their gasoline selection, but as an automotive engineer, I feel it is always important to look at data and test results.

Recently I decided to replace the rubber fuel lines in our 1969 Firebird. In 1995 we did an engine rebuild at which time I rebuilt the carburetor and replaced the fuel pump along with one piece of rubber fuel line. Prior to that, in 1986 when I purchased the car, I replaced a section of the rubber fuel line.

Since this car gulps fuel, I need to stop for gas on short intervals! I have never used any particular brand of fuel or avoided any type of fuel. That means that more times than not, it has ethanol gasoline in the tank. This is typically 10% ethanol gasoline. The only thing I do to the fuel in this car is add octane boost due to the very high 11:1 compression. Other than that, it is premium pump gas at wherever it is convenient.

Upon removal of the rubber parts, I was truly shocked to see that every component looked like new. I have included photos of rubber fuel lines from original 1969 build date (still has original overspray on it), 1986 and 1995. There was absolutely no hint of deterioration on any of the hoses. I also disassembled the fuel pump to look at the diaphragm, which also showed no signs of deterioration at all and remains soft and flexible.

Have I been lucky? I don't think so. I have never had a single issue with any of my cars using these fuels. The only consistent pattern I follow is that I use premium in all the collector cars. Several of our cars require it, but Del Beyer told me a decade ago that premium typically had more cleaning properties, so I have just used in all the old cars. I will also add that in over 30 years of owning collector cars, I have never put a drop of Stabile or any other similar product in any of our cars. I have never noticed any level of reduced performance, and it should be noted that the 1969 Firebird does see some track time. My cars usually have storage for about six months, but no car sits longer than that either.

The only other variable that I must consider is that our cars are not below 50 degrees or above 70 degrees all winter. However, I have only had the luxury of my heated garage for the last 10 years. Prior to that, when I had the normal cold storage, I followed the rule of always parking the cars with an absolutely full gas tank. The logic was to keep out as much moisture as possible from condensation in temperature changes. I was particularly sensitive to this as I would often heat up my garage on a Saturday to play with a car, then let it cool down to what was eventually outside Wisconsin air temperature. Tee shirt to parka temperature swings.

Another point to consider is that the 1969 Firebird is probably a worst case with its flexible hoses, fuel pump and more sophisticated





carburetor than prewar cars. When I look at the older cars, there is far less material for any fuel to attack. For example, most early cars use solid fuel lines. Fuel is often delivered through an autovac. So there is only the possibilities at the carb...and depending on the carb, that could be very little as well. Or in the case of an SU, absolutely nothing.

My findings lead me to be more curious. I have also heard that people are concerned that this fuel separates. I have never witnessed this, so since I was in an experimenting mood, I got some 10% Ethanol premium fuel and put it in a glass jar. I put a small vent hole in the lid (since old car tanks are vented) and I am storing it in a dark cabinet (to simulate a fuel tank) in my garage. No separation yet, but I will continue to check it and provide a follow up if there is any separation or other problem. But, considering my experiences, I am not expecting any surprises...and have seen none in the first month.

This does not make me a fan of ethanol fuel. For starters, I am not convinced it is good from an overall efficiency considering the energy put in to make the ethanol, in fact I have seen reports that it is not. Also, I think it is not ideal. I note that the fuel pumps located under the bonnet of our 1948 Jaguar run much harder on a hot day when using the ethanol gas, which I “speculate” is a function of evaporation and heat. But that said, the car still runs like a champ and I have never had a problem in over 20 years of owner ship. In

fact, it is a great runner. I have wondered if this fuel may make cars a bit more susceptible to vapor lock on a hot day. But I have no evidence to back that up, it is only a curious question.

As stated in the beginning of this article, I am not trying to persuade anyone in their fuel selection. Everyone has different experiences. Even more often we receive a lot of “hear say”. Truthfully, I expected to find severe deterioration in the fuel lines and the fuel pump. But I felt it important to report my findings if for no other reason, to help open up other considerations when diagnosing a problem with a car.





Technical Update

by Brian White

When is good enough “Good”? When I restore a car I am always asking that question. You see I know I’m going to be driving my car and its going to be exposed to road rash. Although I try to make it look and run as good as I can, when I see a nick on the drive shaft I touch it up but I don’t respray the whole drive shaft.

It’s nice to receive trophies for all your hard work, but my award is hitting the starter pedal and hearing the thunder, with the cutout open of those big cylinders. That’s like the first junior award of the AACA. When I drive it around the block I compare it to a Grand National award. When I drive on a 400 to 500 mile tour it’s like the ultimate reward from the most prestigious concours.

Last week I got my wire wheels back from Dayton Wheels and three were perfect. Two had shipping chips on the rims. I’m sure if I sent them back they would repaint them, however If they did they may get damaged again. So I decided to just sand the two rims and respray the damage myself. Repairing the chips cost me a couple days to fix instead of a couple of weeks.

So back to my original question, it’s up to you. I only work on my own cars so I only have to satisfy myself. I would hate to have to decide if good is good enough for someone else.





Club Member News

Fellow member Robert Randolph #0314 from Longmont, Colorado has written a book on 1st events in automobile racing. Robert is the owner of a 1913 Bearcat which he restored himself.



“FVOLUTION”

WHAT WAS FIRST?

WHO WAS FIRST?

1ST VEHICLE SOLD?

1ST DEALER IN U.S.?

1ST Recorded Auto Race in U.S.

1ST INDY

1st pace car at 1ST Indy?

the “Blackhawk.”

A “DUESIE”!

plus

A “Fist Full”

of 1^{sts} in the US.

ORDEER

One Copy \$75 plus \$10 for s and h.

Please print

Your Name:

Street Address:

City: State: Zip:

Check or Money Order ONLY.

Mail to:

Bob Randolph: 910 5th Avenue Longmont, CO 80501

Thank you,



Club Correspondence



We would like to thank Richard Gundrum for sending us this interesting piece of history:

I have attached a picture of the tombstone of Harry Martin in Peru, Indiana. Harry was killed at the Indianapolis Motor Speedway on June 26, 1913 test driving a Stutz as Harry C. Stutz watched at the track. The tombstone was purchased by the employees of Stutz for their co-worker. Harry was a ride on mechanic in the 1912 Indianapolis 500 for driver Joe Dawson.

I placed a checkered flag on the tombstone in his honor.

Thanks

Richard Gundrum, Logansport, Indiana



We have a new member who has a handsome looking replica body Bearcat which he is trying to make a bit more authentic looking. Can any of our members who are early Stutz experts assist him?

I'm attaching a photo - no hood Louvers. However, the builder tagged it as a 1914 BearCat Series E.

I've been doing a lot of research & there are several 1914 BearCats out there that on Internet & Museum pics & that show hood Louvers on 1914 BearCat (unless pic is incorrectly tagged). 1913 BearCats definitely do NOT have hood Louvers.

Looked at numerous 1913-14 old Stutz print ads as well - hard to tell if switch to hood Louvers was on the 1915 model or at some point during the 1914 model year production (Aug 1913 - Aug 1914) ?

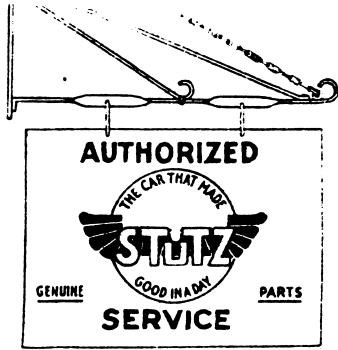
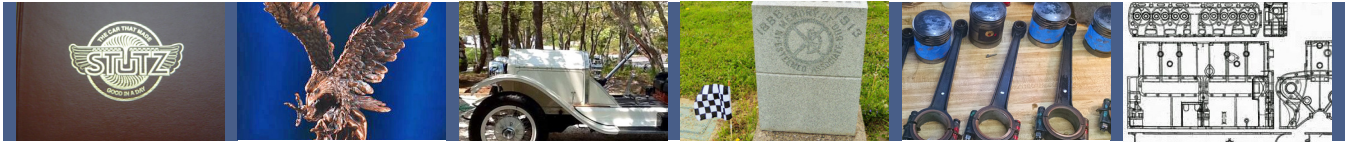
1915 Model Bearcat definitely had hood Louvers.

So I'm thinking my car should be tagged as a 1913 Series B BearCat model ??

Any help greatly appreciated sir. Looking forward to club involvement.

Gregory Jones, Louisiana

gljplc@attglobal.net



Muffler Needed!

I am in need of a muffler for a 1929 Blackhawk six Cylinder.

Is there a modern muffler part number that is being used?

Dan DiThomas

614 832-0066

Parts Needed

Parts needed to assemble 1930 M Roadster

- king pins(bushings, bearings also if included)
- leaf spring end and shackle pins/bolts..NOS or new manufacture.

Used or new:

- rear shocks,
- shock links,
- brake booster assembly(actual vacuum chamber)..

Bill Snyder

Ohio

captainnordec@nordecinc.com

Parts needed – 1932 DV- 32

I am finishing up the restoration on my 1932 Stutz DV-32 4 passenger speedster and need the following:

- 2 oval dome covers for the K22 horns
- 1 rim for the small dash gages. The oil pressure, fuel gage, ammeter, and water temperature are all the same.
- 1 radiator cap and hood ornament. I would like to purchase a good original or borrow one to copy.

Thanks

George Holman

413 537-2823

gholman@fmkeefe.com

1931 DV32 parts needed

For the 1931 Stutz DV32 here in the shop.

- Firewall Pad
- Dash light switch
- Ammeter
- Clear tail light lens
- Radiator Shutter linkage
- Fender light lens
- Up draft intake manifold
- Air Breather elbow casting (aluminum)
- Updraft Schebler carb dual 1-1/2" Type S, with 4-bolt mounting flange and jet adjusters on the sides of the body housing
- Dip stick
- Spare tire hold-down clamp

Thanks!

Don McLellan

Ontario, Canada.

dmclellan@rmautorestation.com.



Broken lens

I am in need of an intact tail light lens for my 1921 K Tourer. Mine is broken in half. Would like to buy good one, or borrow to make good casting. My efforts to date to cast from mold of broken one still shows the break!

The top item is the urethane mold taken off the broken lens, which is at the bottom. The middle item is the repro, you can still see in it the damage line from the original. So if I can make a new cast from an intact lens, I'll be able to make new ones. Anyone who loans me their original gets a replica, plus I pay all costs!

Please contact me if you have one to sell or loan.

Thanks,

Koke Twigg-Smith

ktsats@aol.com



For Sale or Trade

A couple of items members maybe interested in for sale

Winged dog bone Moto meter Has internal thread dia of 2 3/16 " 16 tpi Has been re nickelled and new thermometer

Pair of Stutz padlocks with key; would consider trade for a 1929 Stutz locking door handle with key.

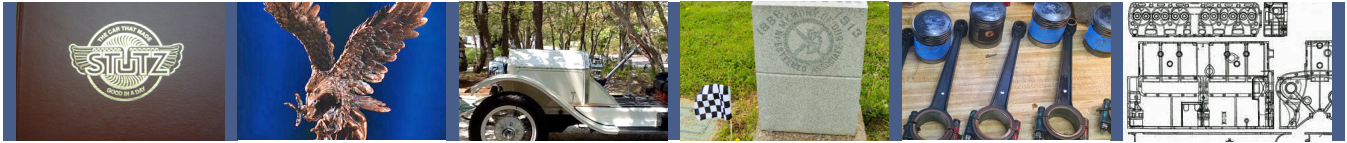
Regards

Len Harvey

Zealand

beaconview8@xtra.co.nz





1920 Touring for Sale

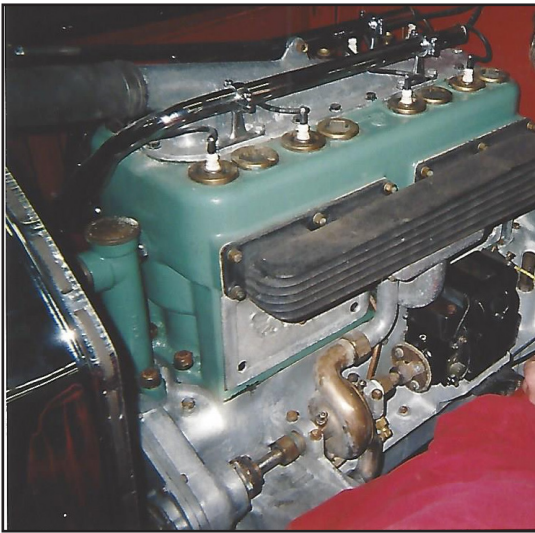
I am reluctantly offering my 1920 Stutz 7 Passenger touring for sale. It is an AACA First Place Winner and a proven HCCA tour driver.

I am asking \$125,000 but am open to all offers as I am a motivated seller.

Thanks,

Harvey Carter

hcarter@cartereyecenter.com



Model M Carburetor Wanted

I have an M motor I would like to restore cosmetically and put on an attractive stand as a display. Anybody got a non-useable carb?

I can make it look correct even if cracks are in it.

Bill Snyder

captainnordec@nordecinc.com

1930 4 Passenger Coupe Parts Needed

Need parts to finish 1930 project.

Vern Black

Pismo Beach, California

805 459-0190

Rollston Owners

I am asking for help from any owners of 1931-33 Stutz Rollston Convertible Victoria's who may be able to help with detailed photos of the design and workings of the convertible top frame.

Any help would be appreciated. I actually have two spare "Rollston New York" body tags for anyone who is prepared to help with interior photos of the frame.

With thanks

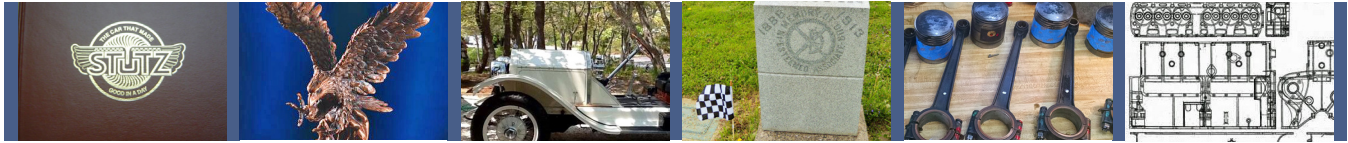
Lyndon Dickenson

Hobart, Tasmania.

Email : Lyndon.dickenson@bigpond.com

Mobile: 0418563819





Help with Bodywork

Does anyone have experience of extending the length of the cowl? As you know the sedan cowl is about 6 to 8" shorter than the roadster cowl which the roadster cowl can sometimes extend out past the frame rails and the body drops the door line below these which gives the car a thicker' look on side elevation.

Regard

Garry McInnes

Australia.

porsche.928@bigpond.com

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

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

Motometer Sparkplugs

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





Bearcat Frame

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

Thanks

Jim Griggs

jgriggs44@aol.com,

Restoration Tags

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



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

William Greer Memorial Award

The STuTZ Club is proud to announce the creation of the William Greer Memorial Award, sponsored by Richard and Irina Mitchell.



This award will be presented to a member who embodies the spirit of Bill Greer's enthusiasm for Stutz and have distinguished themselves through the use of their time and energy to the preservation of the Stutz marque and growth of the Stutz Club.

The award itself is a beautiful golden eagle on a wooden base and each recipient will receive one; it is not a traveling trophy.

This award recipient will be selected by a small committee chaired by Carrol Jensen and the inaugural award will be presented at the Grand Stutz in Kokomo this fall.



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The Stutz Club, Inc.

Carl & Carrol Jensen
S110 W25415 Hunters Run
Vernon WI 53149-9267
www.stutzclub.org

TO:



Trish White is ready to take their new Bearcat
out for a test drive!