

March 10, 1920

MOTOR



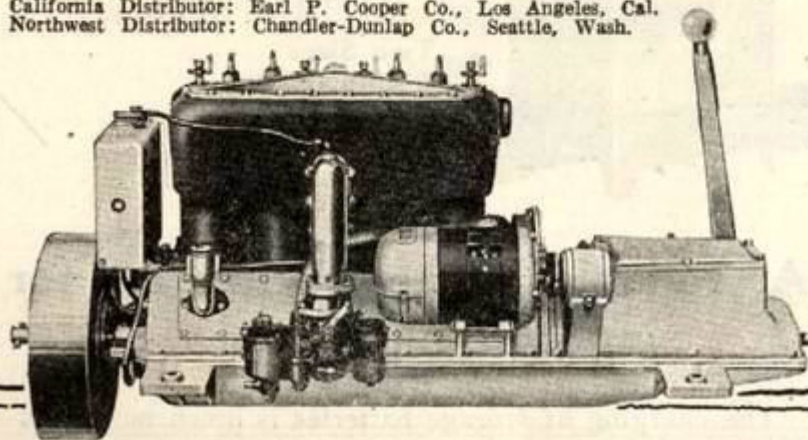
Wisconsin
CONSISTENT

It's a Thoroughbred

Wisconsin Motors never need to be "coaxed." They can be depended upon for day in and day out performance without tinkering or costly adjustment. The slightly increased higher cost of the Wisconsin is more than justified by its uniformly satisfactory service. Every Wisconsin leaves the shop ready to run. Each one is tested for power by an electric dynamometer. Write us for specifications.

WISCONSIN MOTOR MFG. CO.
Sta. A, Dept. 301 **Milwaukee, Wis.**

Distributors:
New York Branch: T. M. Fenner, Factory Representative, 21 Park Row,
New York, N. Y.
California Distributor: Earl P. Cooper Co., Los Angeles, Cal.
Northwest Distributor: Chandler-Dunlap Co., Seattle, Wash.



In this issue, we will take a look at some for Wisconsin Motors other applications in addition to Stutz automobiles.



Wisconsin Motors, Stutz and More

by Carl Jensen

Fellow member and dear friend John Haydon assembled a history of Wisconsin Motors for the Stutz News in our April and July 1997 issues. It is an interesting two part article that talks to the history of the company start to finish. I thought it would be interesting to look back at Wisconsin Motors and investigate a few other interesting projects they were doing in their early days in addition to being the sole engine supplier to Stutz.

Since the beginning of Wisconsin Motors, the power and durability of their products made them a preferred supplier for the Marion Steam Shovel Company of Ohio and the Bucyrus-Erie Company of Milwaukee. Because of this, Wisconsin Motors powered one of the greatest earthmoving endeavors in history; the Panama Canal with both Marion and seventy-seven Bucyrus machines.

While that may sound like a lot of construction equipment, it is not a lot of volume when you are trying to sell engines, particularly with the emerging automotive market. In addition to Stutz cars, Wisconsin supplied to other up and coming companies entering into the auto industry, including Kissel Kar and to Case. Case had ventured into engines themselves and of course also had Pierce-Racine which they had acquired (not to be confused with Pierce-Arrow or Pierce truck in Appleton, Wisconsin). However, Case knew the reputation of the Wisconsin carried a lot of weight as can be seen in the advertising in the window of this photo and started procuring Wisconsin engines for their higher horsepower cars.

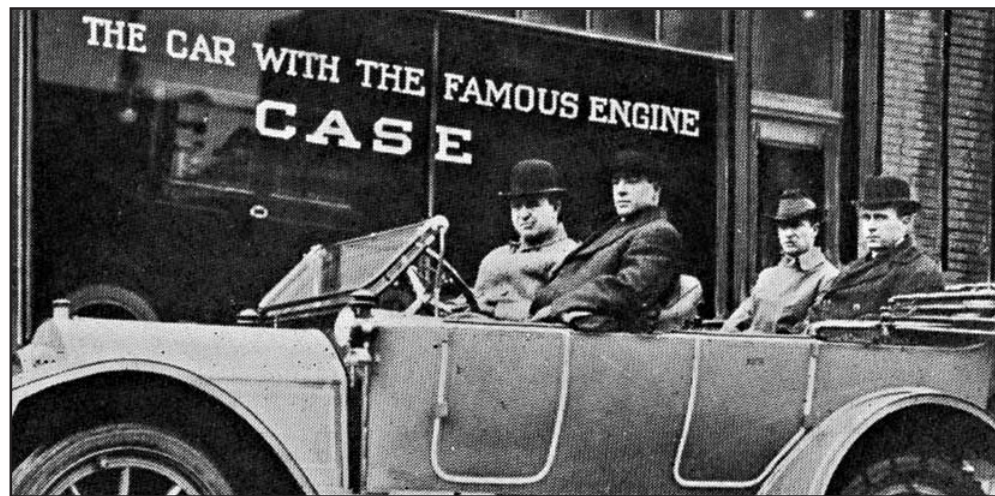


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While Wisconsin Motors supported Stutz in racing endeavors, there were other manufactures having racing success with the Wisconsin T-head. Later of course, Stutz would work closely with Wisconsin Motors to develop a new Grand Prix engine for Stutz racing use only. Fitted in new Stutz "White Squadron" racers, they would win the championship for their second time in 1915. But it was the mighty T-head design that gave Stutz their wins

up to that date (including a 1913 championship). Wisconsin Motors heavily marketed their racing success. While most of this was with Stutz, a few other manufactures benefitted from choosing an engine from Wisconsin Motor Mfg. Co. This 1914 full page ad from Motor Age lists racing success, not only of Stutz, but also Keeton and Tulsa.

120 MOTOR AGE





MERZ

Wisconsin Motor
CONSISTENT

CLARK

Leads the Field

If tests are proof, the performances of Wisconsin Motors during the last season speak for themselves. At Corona, Earl Cooper, driving a Stutz car equipped with the consistent, long-stroke Wisconsin Motor, made a world's record, driving 304.84 miles in 4 hours, 2 minutes, 38 seconds—without even raising the hood.

Bob Burman led the field at the Indianapolis Speedway Race for 150 miles when his carburetor caught fire. Gil Anderson then was the leader until a slight misfortune put him out with only a few laps to go. Chas. Merz finished third with his car afire. The splendid record of these men was made possible by consistent, reliable, powerful Wisconsin Motors. That this motor is always a strong contender for international honors is shown by the following records made this season by cars equipped with it.

The Roll of Honor

| Date | Race | Place | Distance | M. P. H. | No. of Starters | Car | Driver | Position |
|---------|-----------------|-----------------|----------|----------|-----------------|--------|----------|----------|
| Mar. 2 | Free for All | San Diego, Cal. | 200 M. | 59.00 | 6 | Stutz | Cooper | 2nd |
| July 5 | Int. City Race | Tacoma, Wash. | 102 M. | 65.17 | 8 | Stutz | Parsons | 1st |
| July 5 | Int. City Race | Tacoma, Wash. | 102 M. | 65.87 | 8 | Stutz | Cameron | 2nd |
| July 7 | Pottlach Trophy | Tacoma, Wash. | 200 M. | 71.07 | 7 | Stutz | Cooper | 1st |
| July 7 | Pottlach Trophy | Tacoma, Wash. | 200 M. | 63.15 | 7 | Keeton | Burman | 2nd |
| July 7 | Monta Marathon | Tacoma, Wash. | 250 M. | 70.71 | 10 | Stutz | Cooper | 1st |
| July 7 | Monta Marathon | Tacoma, Wash. | 250 M. | 68.28 | 10 | Tulsa | Hughes | 3rd |
| Aug. 9 | Free for All | S. Monica, Cal. | 445 M. | 73.77 | 14 | Stutz | Cooper | 1st |
| Aug. 31 | Elgin National | Elgin, Ill. | 301 M. | 71.5 | 12 | Stutz | Anderson | 1st |
| Sept. 4 | Free for All | Corona, Cal. | 301 M. | 74.63 | 9 | Stutz | Cooper | 1st |
| | Medium Car | Corona, Cal. | 251 M. | 75.03 | 6 | Stutz | Cooper | (*) |

(*) World's record.

Feb. 10th, Cooper, driving against time in a Stutz car, established a world's record for 200 miles on a dirt track, doing the distance in 3 hours, 27½ minutes.

Wisconsin Motors have won many other events of both great and minor importance. Testimony of their absolute reliability and correct mechanical construction is offered by America's foremost track drivers, a few of whose faces are presented on the margin herewith. Each one of them is a Wisconsin Motor enthusiast.

Write for Catalogue Today

Wisconsin Motor Mfg. Company, Dept. 30, Milwaukee, Wis.




JENKINS

ANDERSON




DISBROW

CHANDLER




HERR

BURMAN




KNIPPER

ENDICOTT




HUGHES

NIKRENT




COOPER

KERN

PARSONS

LEWIS

GRANT

When Writing to Advertisers, Please Mention Motor Age.

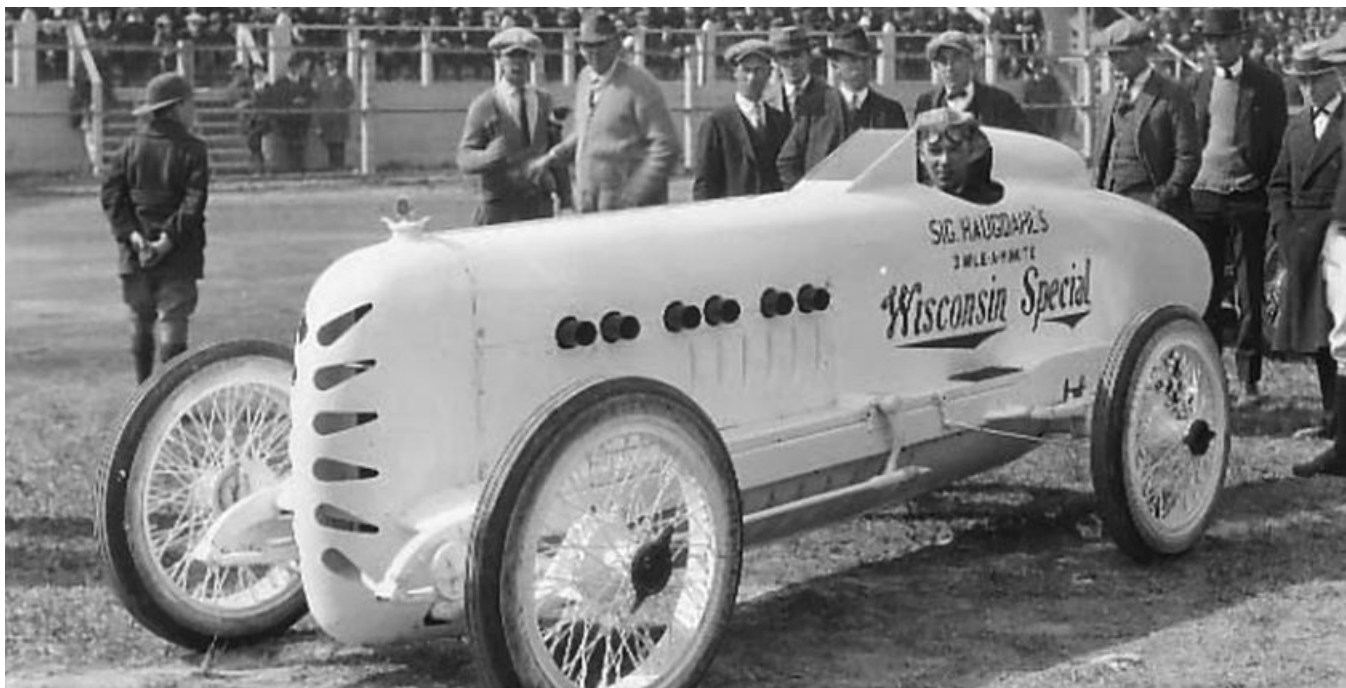
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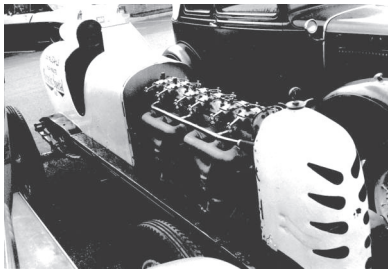


This photo of the sloped grill race car shows Bob Burman at the wheel of the Keeton. Note the open sides reveals the big Wisconsin Motor powerplant. One can only imagine the sound with that massive header hanging off the side!

was a Wisconsin WWI aircraft engine. The aluminum 836 cubic inch, 6 cylinder put out 250 hp. (Unfortunately, since Sig was a member of the IMCA, International Motor Contest Association and not the AAA, American Automobile Association his record was not officially recognized.) Interestingly, I have not found any additional information on Wisconsin aircraft applications. It raises the question if they produced them in series production or only had built them for development.

In 1922, Norwegian immigrant Sig Haugdahl cracked the land speed record in Florida at 180 mph, 50 mph faster than the previous record. The power plant





The sturdy durability of the Wisconsin T-head shined again with their customer Four Wheel Drive Automobile Company often known simply as FWD of Clintonville, Wisconsin. They were founded in 1909 as Badger Four Wheel Drive Automobile Company but later the name “Badger” was dropped.

While FWD was best known for trucks, they actually produce cars at very low volume in the beginning and are credited with the first four wheel drive automobile. They produced a wide variety of trucks, but one of their most well-known contracts was for WWI military trucks. Testing was rigorous on these military vehicles, but the FWD and Wisconsin proved to be the best. Eventually FWD acquired Seagrave and exists today under FWD Seagrave.





As a side note, there was one very significant and unexpected development activity that took place along the way. Work with the great Harry Miller resulted in the first modern four wheel drive car which debuted at the 1931 Indianapolis 500.



Another heavy truck application that ties directly to Harry Stutz, was separate company that he incorporated on May 29, 1919. It was the "Stutz High Duty Fire Engine Company" to build the sturdiest line of fire apparatuses. For this, it was back to Wisconsin Motors and procured 4 cylinder T-heads for 600 gpm pumpers and service trucks, while the 6 cylinder was used on the 750 gpm pumpers. The 5 cylinder was a massive 5 3/4" Bore

and 7" Stroke. Eventually Stutz would develop its own engine for these rigs, but according to the Splendid Stutz, it is believed that these were actually produced by Midwest Engine Co. in Indianapolis with Stutz name plates.

On January 29, 1917, Stutz Motor Car Company announce they were building their own engines. The auto industry was moving from a time when many cars were assembled with purchased engines, to manufacturers building their own. Soon, WWI would come to an end and reduce demand for the FWD military trucks. Wisconsin would however do well by picking up activity in their marine market.

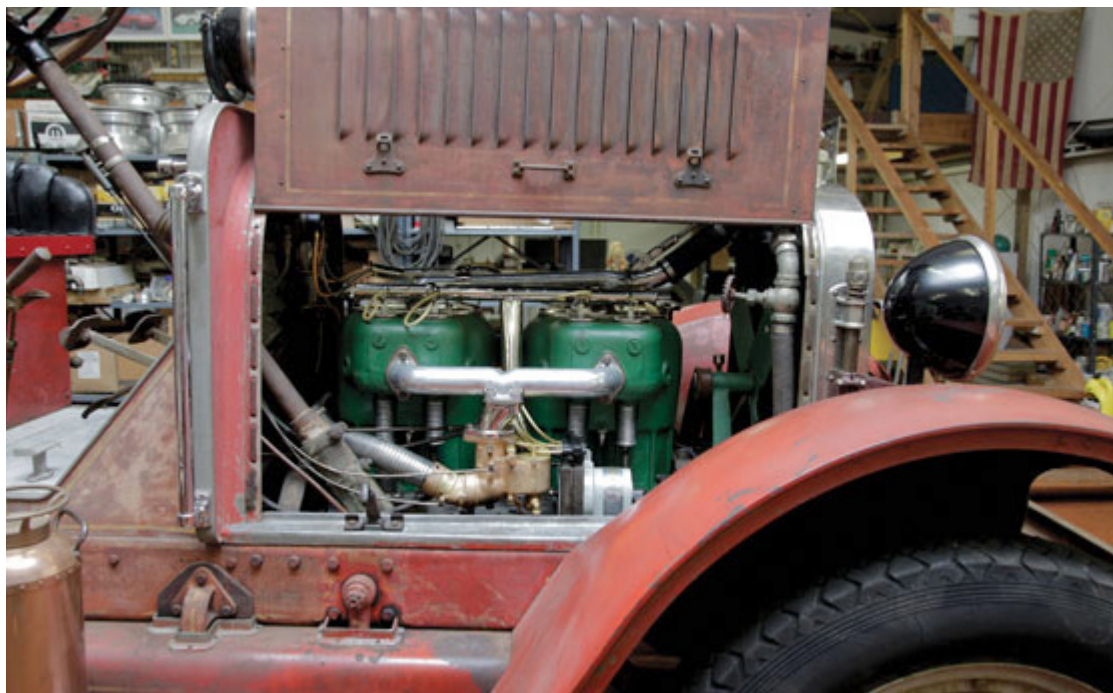
**MORE
POWER**

Write for facts and figures mentioning size and type of your boat. BOAT BUILDERS: Find out how well it pays to standardize on White Caps. Write—



Wisconsin Motor Mfg. Co.
Milwaukee, Wis.

WHITE CAP
"4" and "6"



*1920 Stutz 666
Triple Combination
Pumper Fire Truck*

This Big Marine Engine Factory

Let us know your approximate requirements in the marine engine line and we will give you interesting and valuable information on the size and type of Wisconsin Motor that will give you maximum efficiency. In the steady grind of actual boating use these engines stand unsurpassed.



This is the Largest Plant in America engaged in the manufacture of Marine Engines

In this modern "saw-tooth" building every energy of a big, expert organization is centered upon the production of engines

that deliver the service. The size of the plant is a positive and readily appreciated advantage which shows in the consistent performance of Wisconsin Motors.

Wisconsin Motors

CONSISTENT

Leaders in their Class--

Best Equipment

The mechanical facilities of our factory are unrivalled. The most accurate tools known to engine builders are used, and the efficiency idea governs every operation.

Tested Materials

The raw materials used in building Wisconsin Motors are carefully selected with reference to their uses in the finished engine. Every part is made of the best material for the special purpose.

Improved Design

In design and construction Wisconsin Motors represent the highest development of the motor builder's skill. Exclusive features add to their efficiency in service.

Careful Workmanship

A specially trained force of designers, engineers and mechanics working under expert supervision assures the utmost degree of mechanical perfection.

Thorough Inspection

All Wisconsin Motors are assembled with extreme care, and the finished engines must sustain severe practical tests before leaving the factory.

A Definite Guarantee

This big organization stands behind its product to the limit. All Wisconsin Motors must give satisfaction. Should any parts prove defective within one year, they will be replaced free of charge.

WISCONSIN MOTOR MFG. CO.



In fact, Wisconsin already had made a mark with marine applications. These advertisements from 1914 show that Wisconsin had was a quite a contender in that market.

Wisconsin ultimately introduced a line of marine engines known as the White Cap. In the 1920s there were not only bootleggers hauling illegal alcohol by car, but also rum runners with fast boats found ways to smuggle over water. To get the needed speed to catch these haulers of hooch, the US Coast Guard purchased high performance boats with the Wisconsin White Cap engines. Soon word of their performance spread and they were sold to other countries as well. But with the

59

MOTORBOAT

Offers You Unusual Service

The experience of the Wisconsin Motor Manufacturing Company in the manufacture of both automobile and marine engines, assures you lasting satisfaction. In all the big road races of the year, Wisconsin Motors swept the boards, while on the water they won the championship of Norway.

Wisconsin
CONSISTENT
Motors



Wisconsin Motors start easily, run steadily and practically without vibration, and are always under perfect control. You can depend upon them for consistent performance under all conditions. They are made in all sizes, 4 and 6 cylinder.

SAVE THE DATE!



MAY 2ND THROUGH
MAY 6TH
2018
WYNDHAM HOTEL
GETTYSBURG, PA



CLASSIC CAR CLUB
OF AMERICA

CCCA GRAND CLASSIC



end of prohibition, the White Cap engines ended soon after.

On a final note, this article from Power Boating in 1917 talks about the new boat purchased by Harry Stutz.

While Harry would go on to buy much larger yachts, he was certainly interested in the performance of this one. The article explains how he specially ordered a Wisconsin Motor to power his new express cruiser.

SPEED DEMON BUYS EXPRESS CRUISER

41



Harry Stutz's new 40-foot express cruiser building at the Great Lakes Boat Building Corp. This automobile racing man will install a high speed Wisconsin motor in the new boat

Speed Demon Buys Express Cruiser

HARRY STUTZ, of Indianapolis, who put the racing car on the map, has decided to go in for yachting, and to this end he has purchased a 40-foot express cruiser from the Great Lakes Boat Building Corp. at Milwaukee.

The power plant installed in Mr. Stutz's boat is a happy reminder of the way in which his famous racing car was developed. Year after year foreign cars came over and captured the first prizes in all racing events, much to the annoyance of American manufacturers. In order to demonstrate that Yankee ingenuity was equal to the occasion, Mr. Johns, president of the Wisconsin Motor Co. at Milwaukee, volunteered to build an engine that would win the race if Mr. Stutz would develop a chassis. An agreement was quickly reached between Mr. Johns and Mr. Stutz, with the result that, for the first time, in 1911 an out-and-out American car captured the first prizes in the Speedway races. When Mr. Stutz got around to the proposition of buying an express cruiser, he again, naturally, turned to Mr. Johns for a power plant, with the result that he is now using a 6-cylinder, 4¾ by 5½ Wisconsin marine engine.

Mr. Stutz's new express cruiser, which will have her home port on Lake Winnebago, is a 40-footer, with 10-foot beam. Her arrangement plan, which permits of the utilization of every foot of space, contemplates a galley forward, followed by main cabin, adjacent to

site side, following which is an inviting cockpit. The design permits of the open sunshine for day cruising by utilizing the cockpit; protection against raw weather by the enclosed bridge deck; and fully sheltered quarters in the staterooms in heavy and inclement weather.

Now that Mr. Stutz has set the pace, no doubt other automobile manufacturers will very rapidly follow his footsteps and take to the water sports for their summer recreation.



THE
SPLENDID
STUTZ

Auction Activity

Your editor had a short escape from Wisconsin to Arizona and take in the action at the Gooding auction. I was cheated a bit, because while we were having unseasonably warm weather in Wisconsin, I spent the weekend


in a very cold and wet Scottsdale! While I may have had bad luck with the weather, somebody was lucky enough to purchase this fine 1920 Bearcat. It was a beautiful example and hope to see it out at events.

GOODING
& COMPANY

[LOGIN](#) [SIGN UP](#)

[AUCTIONS](#) [VEHICLES](#) [COLLECTIONS & ESTATES](#) [PRIVATE SALES](#) [CONSIGN](#) [REGISTER TO BID](#) [MORE](#)

Lot 117
Scottsdale 2017
Print



1920 Stutz Series H Bearcat

Estimate: \$400,000 - \$500,000
SOLD \$451,000

Chassis: 5067
Engine: 5122

**Please note that this vehicle is titled H5067.*

CAR HIGHLIGHTS
TECHNICAL SPECS

Iconic and Sporting Bearcat Model
Longtime Stutz Enthusiast Ownership History
Desirable Full Classic, Eligible for CCCA Shows and CARavans
Fully Restored by Noted Expert Tom Batchelor and Tour Proven
First in Class at the 2015 Pebble Beach Concours d'Elegance®

We were a lot luckier for the weather at Amelia. While I did not attend the auctions there, we did have a preview of the great cars at RM Sotheby's, including this one off, but well known supercharged Lancefield Coupe. Who would have ever guessed that a car that looked like this:





...and sold for \$XXXXXXXXXX in 1996 would turn out so grand!

Amelia Island
10-11 March 2017- Lot 231
1929 Stutz Model M Supercharged Coupe
by Lancefield

Chassis no. M-C-31312 - Engine no. 32018
Sold for \$1,705,000

Sotheby's



Bonhams

While I did not get to the Bonhams auction, they also had two Stutz cars on the block. I was told the 1930 M Cabriolet needed some love and attention. But it is certainly a handsome car with the bonus of a top that goes down. Again, not seeing the cars at Bonhams, I was

surprised that the 1917 Bearcat appears to have been a “no sale”. The bidding for the 1920 was quite active with the car selling well within its estimated range. This would have appeared on the surface to have been a good price on the 1917. Hopeful it will still find the right home so we see the car going out on the road.



1930 STUTZ SERIES M CABRIOLET

Sold for US\$104,500 inc. premium

The Stutz on offer was purchased by the vendor, a lifelong enthusiast and collector of vintage American and Italian cars in Europe, at an auction in 2007. This stunning convertible, which boasts elegant LeBaron coachwork, was in remarkable original condition at the time of purchase, and thus it was decided that the car would embark on a sympathetic restoration that would preserve the outstanding originality of the car wherever possible.

The work was entrusted to Italian specialist restorers DIMAR in Tuscany, a company whose expertise is in conservative rather than radical restorations. During the course of the work the car was completely disassembled (the body was also removed from the chassis), every part was cleaned and polished by hand. The chrome parts were either just cleaned or where necessary re-chromed and subjected to an ageing process, so that they would blend in with the rest of the car.

The mechanical parts were comprehensively overhauled by another Italian specialist, Gianni Torelli's "Il Restauro" near Reggio Emilia in the Emilia Romagna province of Italy. Torelli overhauled the engine using new pistons, valves, connecting rods, etc. and the engine was bench-tested before being fitted back into the car. He also

restored the original 4-speed gearbox, the differential, brakes, front and rear suspension as well as the exhaust system. The electrical equipment was revised at the same time, and all original instruments were made to work. It should also be noted that the original Philco radio was, and still is, fitted to the car.

The original interior leather has also been preserved and was just professionally cleaned, with just a few new pieces replaced where necessary. Noteworthy also is that the back part of the car is still fitted with aluminium body panels all around, a costly option when new. Correct new 20" tires have also been fitted. The original soft top proved too brittle to be used and was therefore replaced.

The result of this stunning conservative restoration was presented at the Concours d'Elegance 'Unique Special Ones' in Florence, and at the 2011 Concorso d'Eleganza Castello di Miramare, where this Stutz deservedly was awarded Best Preserved Car. Accompanying the car is a plethora of restoration photographs as well as a printed book with before and after pictures of the work performed. Surely a future contender in competitive preservation class concours judging, this handsome Stutz is ready for its next caretaker.



Lot 178

1917 STUTZ BEARCAT

US\$ 185,000 - 250,000

£150,000 - 200,000

This Bearcat is a scarce example of an early second series model. It combines features of both the earlier and later style cars. The hood, radiator and fenders are straight off the early Bearcat but with the more up to date body that would define these later cars.

The car was thoroughly restored in the early 1960s and upon completion was awarded with what was then a prestigious AACA First Prize award at Hershey. The Bearcat would become part of the prestigious Crawford Collection at the Western Reserve Historical Museum in Cleveland Ohio. A published period postcard illustrates the Bearcat on display.

Sometime in the 1980s the car returned to a private collectors hands and was used sparingly over that time.

Close examination will show the proper light-weight chassis unique to the Bearcat model. The 16-valve Stutz four-cylinder engine shows all its difficult to find components intact. The proper generator and distributor are both present and in good order. The car is in good driving condition and has just benefitted from quite a bit of recent service work. The interior has fresh upholstery and the dash sports the correct Stutz instrumentation.

These Bearcats are iconic for a reason when properly prepared they are wonderful driving cars. The handling is precise and well balanced and that legendary engine pulls from almost no rpms. A true American icon these Bearcats seldom appear on the market and have become increasingly sought after in recent years. This is one of those rare opportunities to secure one of the most legendary cars of them all.



Member Phil Gardener Reminiscing about the Family STuTZ BB

Editor's Note: This hand written note was on the Renewal Form of one of our newest members Phil Gardner #0904. Phil does not have a STuTZ car but has this wonderful memory.

I learned how to drive in a 1928 STuTZ 4 door sedan with piano wire in the glass to make it shatter proof. "The Safety STuTZ" 3 speed on the floor. The back of the front could be layed flat and with enough pillows two or three could sleep in the car if they were not too tall. 6.50x20 tires with two spares mounted in the front fenders. Because of the worm drive rear end, it was 5 inches lower than any sedan of it's time.

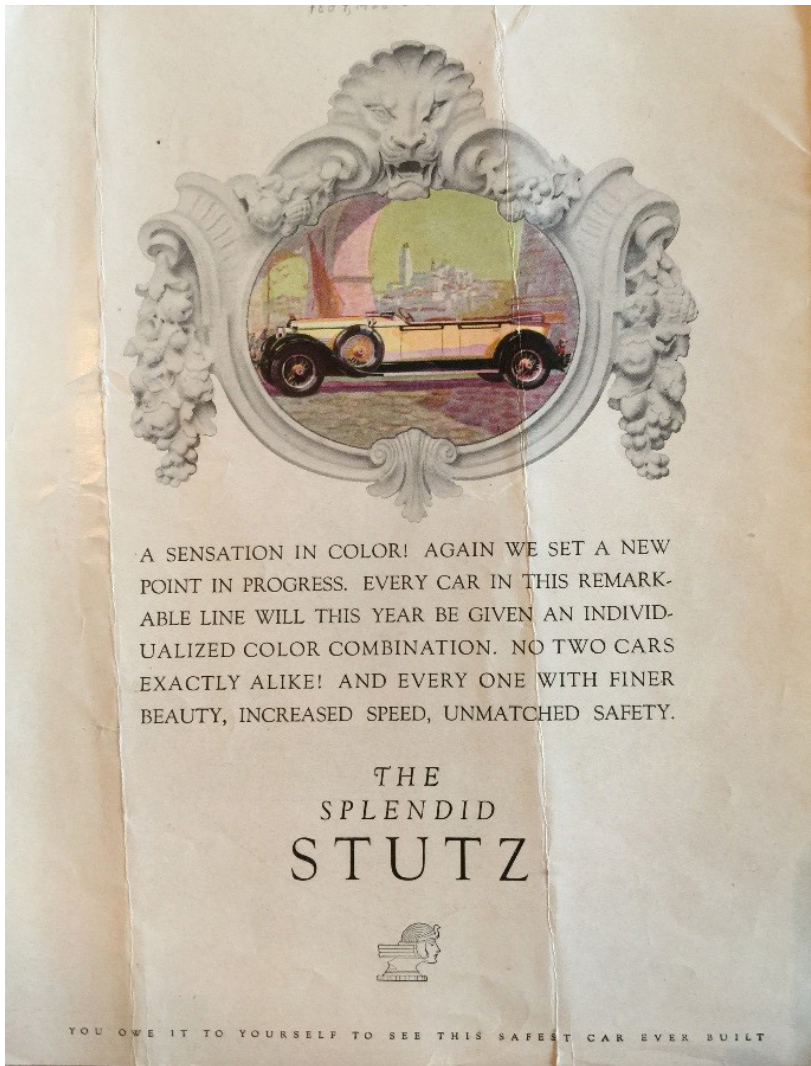
I will always remember the safety glass with piano wire embedded in it every 1 1/4 inches more or less horizontally. I enjoy the Stutz paper. If anyone has a copy of

the sales folder for 1928 Stutz Model BB cars, I would love one. Our Model BB 4 door was bought new in Nashville Tennessee. It had a truck rack on the back. Dad bought it for \$45 in Madison, Tennessee 10 miles from Nashville. It had 27,000 miles on it. I grew up in that car.

Does anyone have a 1928 Stutz that still has the piano wire safety glass still in it? On ours some how the right front glass got broken and dad could never find one in a wrecking yard for it. We were a poor family and never tried to contact the Stutz factory. That was in 1934.

Your friend, Phil. 87 years old



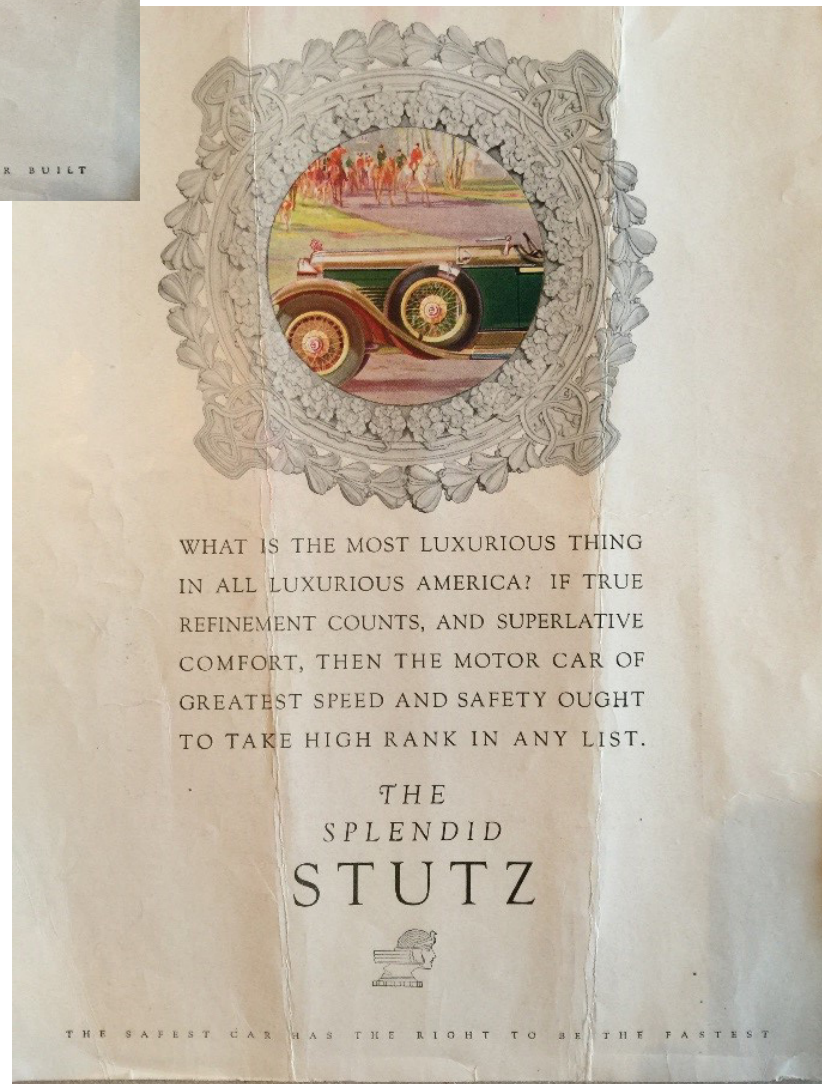


Editor's reply:

Thank you for your letter Phil. There are a few Stutz cars left with the safety glass in it, but one of the more well-known cars belonged to my friend John Haydon. I had the privilege of driving this car myself during John's ownership. I recall that it still had the safety glass in all side window.

John toured with this car quite a bit, but sold it around 2012. I believe it has been sold again...does anybody know where it is?

I dug through our files and unfortunately, we don't have a 1928 catalog. But I did find these two great old ads from "Life" magazine 1928 issues that have been saved.





Amelia Island

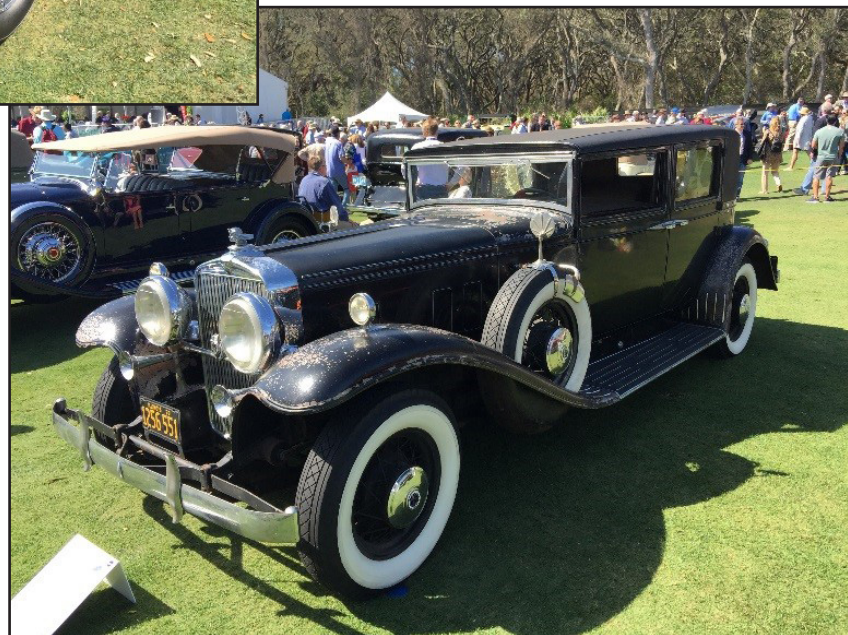
March in Wisconsin, or March in Florida with old cars? That's an easy decision. It was off to Amelia! This year the feature marque was another Indianapolis machine, Marmon. While your editor attended with his Marmon, there were a few Stutz cars on the lawn which included:

Brian & Trish White with their 1914 Bearcat



This fantastic unrestored original 1932 DV-32 Club Sedan by LeBaron, owned by Steve Babinski.

1931 DV-32 Convertible Victoria by LeBaron, owned by Joseph & Margie Cassini.





Technical Report



Report from the Treasurer

Dan DiThomas, Treasurer

Email: thestutzclub@aol.com

2017 STuTZ Club Renewals:

2017 was a very good year for renewals. I received a large number of renewals in January and February. We are down to 28 members that have not renewed as of this writing and I have mailed a reminder to them. I have also seen an increase in the use of PayPal. Fifty (50) members used PayPal this year.

Updating the 2017 Directory and beyond:

I want to thank those who updated their personal and car information on the renewal form. I am hoping that the upcoming directory will be more accurate and useful than the last one printed in 2014.

There is still the somewhat overwhelming task of keeping car information up to date. I would like to have a few volunteers to assist with keeping track of cars. One thought would be that we break up the cars into groups with someone to track one of the groups. The groups could be early 4-cylinder cars, 6-cylinder overhead valve cars, SV16 cars, DV32 cars, and Blackhawks. Please contact me if you are interested in helping out.

Website:

I have been thinking a lot about the Website. Unfortunately I have only been thinking and not doing anything! The website is an important tool to getting new members and communicating with club members and deserves more attention than I have given it. I would like to have a volunteer or volunteers to take over the website. I have thought of, and have had suggestions from members, to include a members only password protected tab which would contain members information, past issues of the STuTZ News, technical manuals and articles, and any other cool things we would like. Another tab could be a photo gallery tab.

Take a look at the Franklin Club website as an example <http://www.franklinclub.org/>

Please contact me if you are interested in helping out.

2017 Grand STuTZ Seabrook:

The 2017 Grand STuTZ Seabrook will be coming up in May 4th through May 7th, 2017. We have had a good response and should have 12 to 13 cars on display and 15 to 20 members. If you planned to join us but have not yet registered, please let me know very soon.

2018 Grand STuTZ Gettysburg, Pennsylvania, May 2nd through May 6th, 2018:

We have been invited to hold our 2018 Grand STuTZ in conjunction with the Delaware Valley CCCA Region Grand Classic. STuTZ Club member Robert Praetorius will host the Grand STuTZ.

Please save this date and plan to attend. We would love to have The STuTZ Club members on the east coast join us for this event.

Details online at <http://www.dvrcca.org/grand-classic.shtml>



Eastern Grand Classic and Grand Stutz, May, 2018



We are planning for a combined Eastern Grand Classic (GC) and [Grand Stutz](#) (GS) in May, 2018. The location will be the Wyndham Gettysburg Hotel, 95 Presidential Circle, Gettysburg, PA 17325. The Hotel has excellent facilities for a GC/GS, and we are determined to design an event that will generate a large turnout from host and other nearby Regions. A contract with the hotel was negotiated and fully executed in October, 2016.



Set on the Gateway Gettysburg campus, the Hotel with a grand marble lobby guarded by a civil-war era cannon is minutes away from the Battlefield. Please review the [Hotel Website](#) and you will see that it is an ideal location for a Grand Classic/Grand Stutz and a spring 2018 mini vacation.

The rooms are beautifully appointed with custom-made furniture and carpets, free WiFi, flat-screen TVs with premium cable channels, desks, and coffeemakers. Suites provide additional living areas with TVs. Other amenities include an indoor pool and a fitness center as well as exclusive on-site cinema entertainment at the Gateway Theaters, home of the largest digital movie screens in the US. There are 18 meeting rooms and a business center, a relaxed restaurant and a lounge in the Hotel, and two other restaurants in a separate building on the same campus. In case it's needed, and we hope it will be, there is a Marriott Courtyard right next door to the Wyndham on the same campus, and it is available to us for additional rooms if needed. It may sound like a



Membership Report March 2017

by John Boyle, VP Membership

This is my first report since being elected to the VP of membership position. I'd like to thank the club members for their support.

This year will mark my 20th year in the club, and it's gratifying to see our membership numbers remaining strong. My membership number is 538, and it won't be too long before we reach the 1000 mark. I ask all club members to help promote the club, please mention our organization when you meet new Stutz owners or enthusiasts of autos from the 1910s to the 30s.

Member 903

Mark RJ Henderson
 Amanda Henderson
 Chapel Ifan, CW Misfael
 Llanddarog, Carmatthen
 Dyfed SA328NY UK
 Primary Phone: 01267 275600
 Email: markhenderson101@btinternet.com
 1929 Stutz AA Roadster
 VIN# AA484621 Engine # 84980

Member 904

Philip A. Gardner
 319 Brad St
 Yuba City, CA 95991-3401
 Primary phone: 530-671-2029
 Alt: 530-813-2044
 Email: Phil_1922detroit@yahoo.cm
 Learned to drive on his father's '28 Stutz BB sedan

Member 905

Robert Parker
 Susan Parker
 22 Namaschaug Landing
 Spofford, NH 03462
 Primary Phone: 603-363-4111
 Alt: 603-566-7389
 Email (Preferred contact): rkp5555@yahoo.com
 1928 Stutz BB 4 passenger Phaeton Speedster, body by Robbins
 VIN#: BB C14 BB62W Engine#91981

Member 906

Steve Ortman
 Robbi Ortman
 6491 W 00NS
 Kokomo, IN 46901
 Primary Phone: 765-452-9844
 Alt: 765-860-0639
 Email: RSOgoodlife51@gmail.com

Member 907

The Speedway Motors Museum of American Speed
 John Mackichan
 P.O. Box 81906
 Lincoln, NE 68501
 Primary Phone: 402-314-6862
 Alt: 402-323-3181 Fax: 402-323-3151
 Email: jmackichan@speedwaymotors.com
 Has several Stutz Motors

Member 908

George J. Schuetz
 2029 Somerset Terrace
 Indian Land, SC 29707
 Primary Phone: 803-493-0632
 Email: GJSchuetz@gmail.com
 Looking for a 1917 Bearcat



Member 909

Dana J. MacDuff
 Brandon R. MacDuff
 2808 Hidden Springs Circle
 Placerville, CA 95667
 Primary Phone: 310-623-0232
 Alt: 775-225-4447
 Email: doghouseduff@gmail.com
 1927 Stutz AA 2-Passenger Victoria Doctor's Coupe,
 Body #AMBC 7049
 Chassis:#85578, Engine #3217
 Ex-Rod Miller member #576

Member 910

David Deppe
 107 Forest Street
 Marshall, MI 49068
 Primary Phone: 269-781-8020
 Alt: 269-274-4735
 Email:dwdeppe@yahoo.com

Member 911

Greg Stephens
 Patty Stephens
 3625 53rd Place N
 Brooklyn Center, MN 55429
 Primary Phone: 320-815-2770
 Alt: 763-536-9467
 Email:patgreg120200@msn.com

Member 912

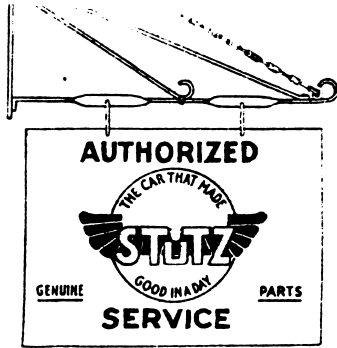
Peter Hemken
 Pam Hemken
 1512 S.45th Street
 West Des Moines, IA 50265
 Primary Phone: 515-401-4249
 Cell: 302-494-8541
 Email: hemkenpc@aol.com
 1919 Stutz H Touring
 VIN#: 6969
 Has been in the family for 30 years.

In Memoriam









FOR SALE

Long time member Joe Garbarino, located in San Rafael, California is selling his 1923 HCS Touring car. This is a 4 cylinder HCS engine number 1729. Joe has owned the HCS for over 20 years and it is in running condition. The asking price is \$60,000 US dollars.

Joe Garbarino
 415-860-2601
joegarbarino@marinsanitary.com

EDITOR'S NOTE:

To help our members sell and find items, Dan DiThomas sends out ads in email blasts, but if we have no feedback, I also put them in the Stutz News. If you find or sell what you need from the email blast, send an email back and we will refrain from putting it out a second time.





WANTED

I am looking for a pictorial diagram / cutaway view / product service bulletin / data sheet / etc. for the 6-disc multiple disc clutch used in the 1922 Stutz.

Thanks very much

Bob Jacobsen

bobjacobsen@sbcglobal.net

650-967-9310

WANTED

I am helping a friend and member, Bill Bartholomew, with his 29 Blackhawk project.

The original gas pedal, linkage, and firewall piece have been removed. The present gas pedal is from a fire truck!!!!!! We need the pedal, linkage from the pedal to the firewall, the firewall piece, and the linkage from the firewall to the carb.

I am also looking for information in the way of instructions and parts list to convert a 1927 AA 4 door sedan from the original water brakes to hydraulic Lockheed brakes.

Thank you in advance for your help.

Dan DiThomas

thestutzclub@aol.com

614-832-0066

WANTED

Generator top cover for Remy Model O-F generator, used on 1921 to 1923 (at least) Stutz.

Model O-D appears to be the same, also.

Thanks very much.

Bob Jacobsen

bobjacobsen@sbcglobal.net

650-967-9310

HELP

One of your technical gurus out there may be able to give me some information on this subject.

I own a 1928 BB, however the engine appears to have been fitted with either a MA or MB carburetor.

Whether the jet size on this carburetor is different from the original BB carb, I don't know, but at present the present carburetor is running very rich. Whether it can be adjusted to deliver a leaner mixture, is one question that I would like answered, or, is this not possible? The engine also idles a lot smoother with the air cleaner removed. Whether this has any effect on the air/fuel mixture is another question.

Anyway, one of the Stutz Club gurus may (hopefully) have some answers. Apparently, the original carburetor fitted to the engine was unrestorable at the time the car was being rebuilt, hence the different model.

Kind regards and keep warm

Terry Hannan

Australia

tramhannan@gmail.com.

FOR SALE

- Aluminum "ribbed" oil pan \$900.00 for straight
- Ryan Headlite lens, 11 inches in diameter, \$150.00
- Radiator and shell, radiator in very good shape, shell needs new chrome, believe for about 1930's, \$1000.00

Ric Orr

rdorr35@yahoo.com

620-330-7218 after 10 central time



FOR SALE

1929 STUTZ BLACKHAWK sedan

The asking price is the best offer over \$25,000.00

I have a spare engine with attached transmission that goes with my car.

It's rust free, in good condition and a good runner that's only been driven in the summer and Fall. Great for family trips.

I am 85 years old and whittling down my collection.

Thank you.

Andy Dadagian

dadagian@comcast.net

508-542-5335



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The Stutz Club, Inc.

Carl & Carrol Jensen

S110 W25415 Hunters Run

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