



“Style” - The lovely Becky Aldrich with their snappy H.C.S.



From the President



Stutz Club Members:

Here in Minnesota, most of the snow has melted, and in spite of all the snow we received in February and March, the flood threat has subsided in Stillwater. Spring is almost here, and I have been anxious to get the cars out of the garage. Fortunately, we had a few nice days and I drove the SV-16 for the first time with a new rear-end gears that were just installed. Thanks to George Holman, who had the gears made, and Odyssey Restorations for installation, the new gears make a big difference on the highway. The car had 4.5:1 gear before and now the 3.8:1 ratio makes a big difference at speed, yet the car has plenty of power to pull the hills in Stillwater in third gear. Big improvement.

In addition to the new gears, we also added additional vacuum to the fuel tank. The car would run out of gas on the highway at sustained speeds because of lack of fuel in the vacuum tank. I would have to use the electric fuel pump to refill the tank and be careful not to overfill the tank. Now with the additional vacuum, the tank stays full. Another improvement made this winter was to add an over-flow tank to the radiator. The car has always thrown out nearly two gallons of coolant through

the over-flow after filling the radiator. The car would run hot in the summer when coming to an idle. The new tank circulates the coolant back into the radiator and hopefully will run much cooler this summer.

The club has been receiving a lot of applications from new members, I would like to welcome all these Stutz enthusiasts and encourage them to become involved in club activities. Remember the Grand Stutz will be in Chicago and Geneva, Illinois on August 23rd to 25th, so see you there.

I will be attending the Bonham's Tupelo Automobile Museum Auction the end of April. They have many interesting cars for sale including a 1927 Series AA "Blackhawk Speedster". Also, the Fred Guyton collection will be sold in early May and Fred had five nice Stutz\HCS cars that will be sold. Several of these cars were once owned by club founder, Bill Greer. If you are looking for a Stutz, there are lots of cars for sale.

I would like to thank our editor, Carl Jensen, for the great job he is doing with the Stutz News. I am sure Carl would appreciate any thing you would like to add to our publication. Let him know about your Stutz projects.

Happy Motoring,

Mark Desch, President

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Announcement

2019 STuTZ Club Hershey Annual Meeting and Dinner October 9, 2019

For those members who will be at the Hershey Swap Meet this fall, please plan to attend the STuTZ Club annual dinner and meeting on Oct 9, 2019.

The annual Hershey Stutz Club meeting and dinner will take place at the Red Lion Hotel in Harrisburg on Wednesday night, October 9th at 7pm. This is the same location it has been for many years. Cost for the dinner is \$35 per person which is payable at the door in cash.

**Red Lion Hotel
4751 Lindle Road
Harrisburg, PA 17111
800-637-4817**

Please email or call Jason Gehring with your reservation as soon as you know you will be attending. This will help with the dinner planning.

**Phone: 330 701-8357
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Grand STuTZ 2019

Plans are underway for our 2019 Grand Stutz August 22 – 25.

Our event will start on Thursday with a private tour in downtown Chicago of “Motor Row”, the largest remaining area of historic auto dealerships in the country. Starting in 1901, at its peak 116 marques were sold there through the 1920s. We will view the more than 50 remaining buildings (inside and out), some of those include Marmon, Mercer, Locomobile, Auburn and Thomas-Flyer.



There will be a driving tour north to the city of Elgin (about 45 miles) located on the Fox River and dating back to 1835. Elgin is the home of the great Elgin Road Races where Stutz dominated with four wins between 1912 and 1915. While there, we will drive the roads of the old circuit!

Members Bob and Jackie Lederer will host our annual dinner at their collection, which includes some spectacular restored and original pre-WWI cars. The collection also includes a Bearcat and the restoration of a Black Hawk Speedster.

On Saturday, we will attend a hanger event and on Sunday, Stutz will be the feature marque at the Geneva Concours. This event is held in the streets of downtown Geneva, a historic suburb west of Chicago on the Fox River, with rows of shops and restaurants to enjoy.



2019 marks the 100 year anniversary of HCS. Owners of these cars are encouraged bring them out. We would like to have the largest HCS gathering on record for this milestone event.

Invitations are in the mail via USPS for the US and Canada. International members will receive via email.



1919 – Endings and Beginnings

by *Charl Jensen*

Stutz, as a person and a company went through many changes. But 100 years ago, in 1919, was possibly the year the most significant ones were ignited in both the man and the business that bore the same name.

At the end of 1915, Stutz was a household name having won their second championship with their “White Squadron” racing team. Stutz cars and drivers appeared in movies, magazines and music. Everybody knew the name Stutz Bearcat and the company was riding high. It would therefore appear to be a perfect strategic time for Harry to take his next step which was to take the company public in 1916. With this, he agreed to a three year term as president. But on June 21, 1919 he gave his resignation effective the last day of his term on July 1. He would cut all ties to the company he started that would continue on with his name. Newspapers must have thought they had the scoop with bold headlines of Harry Stutz resigning from his company with no notice. On the day of his announcement, The Indianapolis Star read, “HARRY C. STUTZ RESIGNS AS HEAD OF MOTOR PLANT” “Local Man Surprises Automobile World by Leaving Company He Organized”. Of course, Harry Stutz was a very methodical thinker and resigning was no snap decision. In fact he ran his race team to exacting plans and would often have a surprise punch in the final stretch for the competition. Just as he would play possum on the track before sprinting to a win, he told the press that “...he expected to retire from active business, giving him time to private interests.” So it is understandable that leading up to his announcement, Harry was actually very busy setting up plans for his next phase in life.

Back at Stutz Motor Company, following Harry’s resignation the company was now headed by Allan Ryan (only to lose it later in a famous saga of stock manipulation). For 1919 there was very little change in the product line up from 1918. It was however a very interesting time for the company with the focus was on production. According to the research from Bill Greer in “The Splendid Stutz”, 1919 was a record year and the company’s annual report indicated that it doubled the performance of 1918. This would be the company’s best financial

record until the launch of the new Vertical 8 in 1926. The outlook was fantastic too, with all 1920 production sold out in autumn of 1919! This prompted the massive expansion of the production facilities. Not only were volumes up, but the post war boom tied to the legendary Stutz name allowed for huge price premiums. From 1917 to the start of 1919, the price of a Stutz increased 18%. If you ordered your 1920 model at the end of 1919, you paid an additional 8% and if you had waited until 1920, there was another 8% increase, for a total price increase from 1917 to 1920 of 37%! Keep in mind, 1920 models were really not any different than 1919, which were about the same as the 1918 cars. It was a good time to be selling Stutz stock.

Of course, Harry Stutz was in fact selling his stock. While he certainly had new business plans, it is important to recognize what else Harry was doing. We often think of him as an industry pioneer or race team owner, sometimes we recall that he was an avid outdoorsman, a yachter, hunter and champion clay bird shooter. But we miss his philanthropic side. He did a lot in his community including his membership as a Murat Shriner, and also strongly supported the war effort. Harry Stutz teamed up with Parry Manufacturing Company with Stutz providing the running chassis and Parry providing the bodies to make ambulances. The finished vehicles were then donated. Even after the war was over in 1919, additional ambulances were donated to transport wounded veterans. In April of 1919, Harry Stutz also purchased \$250,000 in Victory Bonds and promoted the importance of every citizen to participate at whatever level they could.

While Harry was no longer running his racing team, he still had a passion for racing. The Indianapolis 500 race had not been run in 1917 and 1918 due to the war. But it was on again for 1919 and Harry was on the board of judges. One might be surprised at the amount of racing activity that tied back to the Stutz name in 1919. In that year, Earl Cooper was in position of the 1915 championship winning car and was occasionally still running it select events. More interesting was the Stutz success under the names Durant and Chevrolet. In 1916, after much persuasion from Earl Cooper and Gil Ander-




Stutz Ambulance

son, Harry sold three White Squadron cars to Cooper and one to Anderson. But by 1919, three of them had been sold and were in the possession of Cliff Durant. With Cliff's father, Billy Durant running GM and Cliff himself an executive for Chevrolet, they certainly could not be running Stutz race cars. So the cars were aesthetically modified with two of them running as "Chevrolet Specials" and the third as a "Durant". They were quite successful in 1919, totaling 11 championship wins! At the Santa Monica Road Races, they finished 1, 2, 3! Quite impressive for race cars that were four years old. Although Harry was no longer running these cars, it was clear that he and/or the company still wanted everyone to know that these were Stutz cars. The following full page ads were in newspapers coast to coast clarifying that these winning cars were in fact Stutzes - see ad to the left and on next page.

THE BROOKLYN DAILY EAGLE, NEW YORK, MONDAY, JUNE 2, 1918.

*This Statement appeared in the Indianapolis News, May 31, 1918, the day of the 500 Mile Liberty Sweepstakes.
Stutz Motor Car Company, Harry C. Stutz, President*

Chevrolet Special and Durant Special



Entered in today's 500 mile race, are the 300 cubic inch Stutz Special 16 valve racing cars, originally built and raced by Stutz Motor Car Company.

Below is a reproduction of a Bronze Tablet presented by the citizens of Indianapolis to the Stutz Motor Car Company in appreciation of the performances of these cars which are an Indianapolis product.

● THE CITIZENS OF INDIANAPOLIS PRESENT THIS TOKEN OF THEIR ESTEEM TO THE STUTZ MOTOR CAR CO. ●

WINNERS OF

CHICAGO AUTO CLUB TROPHY RACE
AUG. 20, 1915 300 MILE
FIRST AND SECOND PLACES

ELGIN NATIONAL TROPHY RACE
AUG. 21, 1915 FIRST AND SECOND
300 MILE.

TWIN CITY SPEEDWAY MINNEAPOLIS
500 MILE RACE FIRST AND SECOND
SEPT. 4, 1915

SHEEPSHEAD BAY RACE OCT. 9, 1915
350 MILE RACE FIRST AND SECOND
WORLD'S RECORD 102.60 MI. PER HR.
FOR THIS DISTANCE.

●

Clipping from New York Evening Telegram

Two Stutz Specials, 1915, which had been built and raced by Harry C. Stutz, president of the Stutz Motor Car Company, were entered in the 500-mile race at the Elgin National Speedway, Elgin, Ill., on August 21, 1915. The cars were driven by Harry C. Stutz and his son, Harry C. Stutz, Jr. The cars were built and raced by Stutz Motor Car Company.

Clipping from Buffalo Sunday Times, March 21

Two Stutz Specials
500 in the Ring

Clipping from Baltimore American

FAMOUS STUTZ HAS NEW OWNER

H. C. Durant Purchases Stutz and Signs Up E. Stutz as Pilot

Stutz Motor Car Company
of America, Inc.



---Ready for the Race!
The Chevrolet Twins

Stock Models ready for Delivery. See them at the Auto Show Tonight.
BERT O. BROWN, Distributor
 316-18 E. Washington
 Phoenix

Glendale Mesa

These are no Chevrolets! A few tweaks to their appearance and new paint, covers up the Stutz White Squadron race cars.

None the less, Harry was done at Stutz Motor Car Company. He had plans in motion for two new business ventures. On May 29, 1919 the Stutz High Duty Fire Engine Company was incorporated. Harry was no stranger to the fire departments having sold high speed roadsters to the Indianapolis fire station in both 1912 and 1913. To power the new fire engines, Wisconsin Motors was again called upon in both 4 and 6 cylinder configurations.

In a 1919 test, the prototype pumper was put to the test at the International Fire Chief's Convention in Kansas City, MO. Competing against all the big players in this industry, this first Stutz fire truck was the only one to obtain a perfect score. Naturally, they immediately tied it to a deviation of Harry's old slogan now reading, "The pumping engine that made good in a day".

While Harry Stutz may have found a good business opportunity with fire engines, clearly he was not done in the auto industry. A new building was erected in Indianapolis across the street from the fire engine company for his latest venture. While Stutz Motor Car Company was enjoying success with their designs that were becoming a few years old by now, the new H.C.S. company was

launching a new product, and a good one too. H.C.S. (Harry Clayton Stutz) was a completely different concept from Stutz automobiles.

While a Stutz was very much a car with its roots in performance and racing, an H.C.S. had no ties to racing at all. It was really focused on being a very good driving car of excellent quality and certainly was more modern in



Elsewhere in this publication we have a short article on an unrestored and well documented Stutz Fire Engine that we hope to see on the road soon.



June 15, 1919 Indianapolis Star

LE INDIANAPOLIS SUN

CITY GETS FIRE ENGINE COMPANY

New \$250,000 Corporation Organized With Harry C. Stutz, President.

Indianapolis is to have still another important industry. A \$250,000 corporation, to be known as the Stutz High Duty Fire Engine Company, has been formed with Harry C. Stutz as president. The product on which the new Hoopler company will concentrate is a complete fire fighting unit which generates its own high emergency water pressure without disturbing the normal water pressure of the city. The unit embodies a powerful heavy duty engine both for transporting itself and for pumping water or chemicals. Hose, ladders and the usual paraphernalia such as nozzles, lanterns, etc., are cleverly located on the unit with an eye to neatness and practical necessity.

The Stutz complete fire fighter is obviously designed strictly for what it is meant to do. The chassis is a fire-chassis, not in any sense a worked over truck or a modified passenger car chassis. So with the entire design throughout.

It radiates sturdiness in every line, showing on the face of it the engineering ideas of Harry C. Stutz, who has been a consistent exponent of liberal margins of safety—a hobby which he found very valuable in establishing Stutz passenger car reputation for durability and strength. It was this engineering policy which undoubtedly had much to do with the ability of Stutz race cars to invariably go the distance without mechanical mishap. While the new company in which he is interested has no connection whatever with the Stutz Motor Car Company, of which he is also president, the public itself will unavoidably associate the idea of Stutz quality with the new product.

styling than the Stutz cars Harry left behind. What Harry did not leave behind was the recognition to his name and all he accomplished. As such, the car was given the slogan, "The Car Born with a Reputation." Prominently stated on the advertisements was the text, "Harry C. Stutz, President", to drive the point home.

STUTZ FORMS NEW COMPANY

Perfects Organization to Be Known as "H. C. S." Motor Corporation.

CAMPBELL TO BE TREASURER

Capital Stock \$1,000,000 and High-Class Car to Be on Market in Few Months.

Harry C. Stutz, founder and for years president and general manager of the Stutz Motor Car Company, has perfected a new organization to be known as the H. C. S. Motor Car Company, and will begin at once breaking ground for a large, modern factory in Indianapolis.

The new company is capitalized for \$1,000,000. Mr. Stutz is the president and managing director, Samuel T. Murdock is vice president, Henry F. Campbell treasurer and A. Gordon Murdock secretary. Mr. Stutz is the majority stockholder and chairman of the board of directors, the other members being Henry F. Campbell, Samuel T. Murdock, James G. Murdock and Henry H. Hornbrook.



if you examine them, you'll find each has one arranging good promotions in his own service.

"In France, we assigned officers to duty without regard to what their previous service had been and they performed efficient service."

Chairman Wadsworth said some recent promotions had created fifty-nine colonels for sixteen cavalry regiments. Gen. Pershing said his scheme would prevent that.

"Staff officers always have been able to come before Congress," Gen. Pershing added, "and get promotions to the exclusion of promotions for officers of the actual fighting arms."

When the proposed consolidation of the chemical warfare service with the engineer corps was taken up a committeeman asked if use of poison gas should not be eliminated.

"I'd be glad to see that," Gen. Pershing returned, "but somebody else might use it and leave us in the lurch. I would continue preparation for chemical warfare."

Names to Be Retained.

One year enlistments in the regular army, Gen. Pershing said, should be continued and men enlisting for that period should be exempted from universal training.

The general agreed with Chairman Wadsworth of the Senate committee that the names and organizations of former national guard organizations should be retained in the Federal reserve. He added that he believed the Federal government would be glad to take over the armories and arsenals.

National Guard Praised.

"The National Guard performed excellent service in the war, considering its limited opportunity for training," said the general. "Its officers and men had the feeling, and quite properly so, that they had not had complete support from the regular army."

Men who have served in the present war should be allowed to enter volunteer reserve organizations, Gen. Pershing said. "I would classify and assign them to service," he said, "with

CONTINUED ON PAGE SIX.

Hornbrook.

With the completion of these plans two of the oldest men, from the standpoint of experience, in the automobile industry, reunite their energies in the business to which each owes his commercial success.

Back in the fall of 1908 Harry C. Stutz met Henry F. Campbell, and from that day their business paths have run together, with only a few months' separation at infrequent intervals. The two worked together with the old Marlon Company in Indianapolis, with the Stutz Auto Parts Company, and their association in the Ideal Motor Car Company, which later became the Stutz Motor Car Company, constitutes one of the important chapters in American automobile history.

Designed Stutz Winner.

Mr. Campbell was with Harry Stutz when the latter designed, developed and entered the first Stutz car in the first 500-mile race. How that car, built from the blue prints up in less than two months, went through the entire 500 miles and finished without a single mechanical adjustment, earning for itself the honor of being "The Car That Made Good in a Day," is one of the real romances of the track. The incident proved that as a designer Harry C. Stutz knew his business, and established him as one of the country's foremost automotive engineers.

No detailed information is as yet available as to the nature and design of the new H. C. S. car, beyond Mr. Stutz's own statement that "it is to be a moderately-sized car built around the idea of fuel economy, and embodying the most acceptable features of European and American engineering and body design practices. The price will be under \$3,000. Personally, I am opposed, and always have been, to freakish notions either in basic engineering or in body lines and the car will be conservative in both these respects."

It was said yesterday that the new H. C. S. car is already well under way, thoroughly developed, and that it is

CONTINUED ON PAGE TWO.

Well-Known Auto Men Form \$1,000,000 Company



HARRY C. STUTZ.
HENRY F. CAMPBELL.

November 2, 1919 Indianapolis Star

For a power plant, H.C.S. purchased a Weidely engine to their unique specifications. The 4 cylinder included a Lanchester Vibration Damper, removable head, tubular 4-bolt connecting rods. There was a particularly high attention paid to the quality of exterior finish with machined and buffed surfaces. When Weidely ended production, the 4 cylinder line was dropped and 6 cylinder engines were sourced from Midwest Engine Company. A multi-disc clutch, which was much smoother operating than the Stutz cone clutch, was used to transmit the power and automatic spark control was incorporated into the Series IV.

There was considerable engineering that went into the chassis and layout of the car for both ride comfort and serviceability. For example, all accessories were all mounted to one side of the engine and any one could be serviced independently without disturbing the others.



Frames were designed for extreme rigidity with five cross members and special steel alloy. Springs were vanadium steel allowing for an optimized design (longer and thinner leaves for more comfort) having increased strength from the selected material. Rear springs mounted outboard of frame. Every suspension joint and shackle had an oil or grease cup, again focusing on the longevity/serviceability of the car. An auxiliary shaft connected the transmission to the propeller shaft, minimizing road shock effects. Brakes were rear wheel, double internal, with 4" wide brake drums. Another interesting feature was "Mirror Tilt", solenoid actuated reflector headlights which would later be picked up by other manufacturers.

Bodies were originally built by McFarlan, later by Central Manufacturing Company. They incorporated a unique door frame system to ensure proper alignment and no sagging. Door hinges and latches were hidden for a flush smooth appearance. H.C.S. cars did not have running boards; calling them "a relic of the past". Instead,

they used cast aluminum step plates. Staying modern, only wire wheels were used. Harry had been a pioneer in the use of wires wheels in the US. He had successfully tested them in the 1912 Vanderbilt Cup Race and then immediately announced that wires wheels would be offered for production cars going forward. It was the standard for H.C.S. The radiator shell, windshield supports and frame, headlights, spot light, hubcaps, door handles and all other trim parts were made from solid nickel silver (German silver). H.C.S. highlighted this by saying they would never flake or wear, adding that it showed quality all the way through. The cars could be ordered with wire or disc wheels and optional balloon tires. Custom colors to customer order were available.

Interiors were broadcloth or Mohair on closed cars or hand buffed Spanish leather on open cars. Instrument panel was of solid walnut. Foot rests, pedals are solid nickel alloy. Floorboards of high quality cast aluminum.

1920-22 Series II & III

Price: \$2,725 to \$3650, reduced in 1922 to \$2,400 to \$3,150

Engine: Weidely I4, 228 cu in, 50 hp

Wheelbase: 120"

1923-24 Series IV, Model 4

Price: \$2,250 to \$2,850 depending on model

Engine: Weidely I4, 243 cu in, 52 hp

Wheelbase: 120"

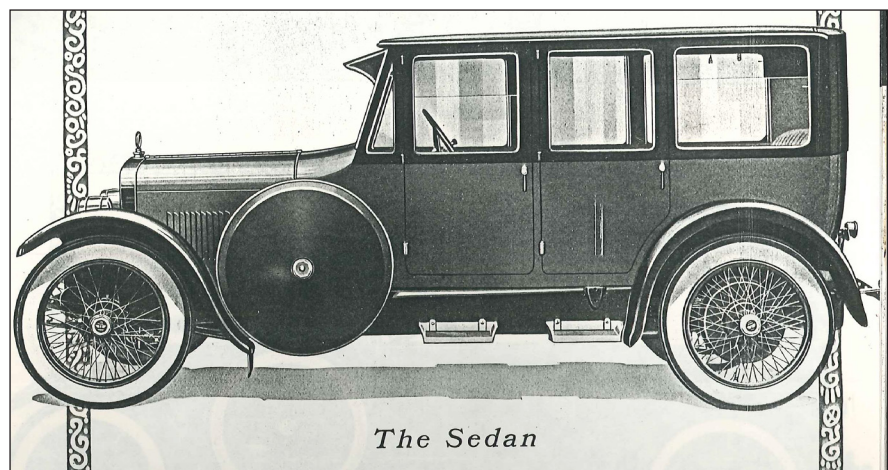
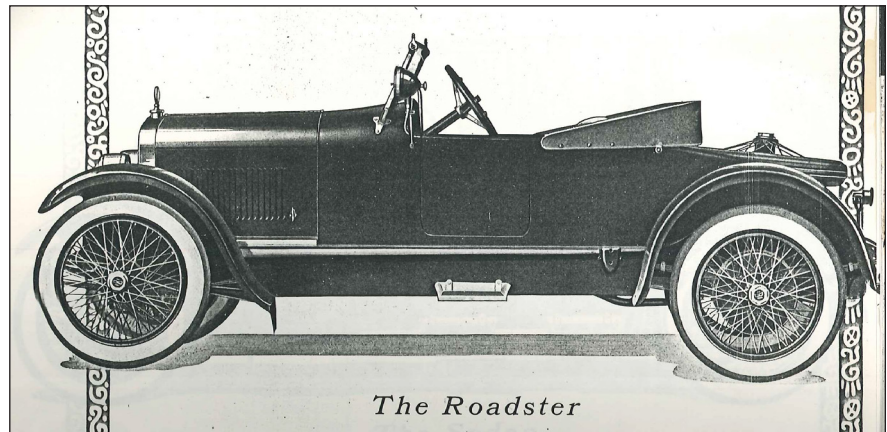
1923-24 Series IV, Model 6

Price: \$2,650 to \$3,350 depending on model

Engine: Weidely I6, 289 cu in, 80 hp
(For reference: Stutz I6 was 268 cu in)

After Weidely closure, Midwest Engine Company, 289 cu in

Wheelbase: 126"

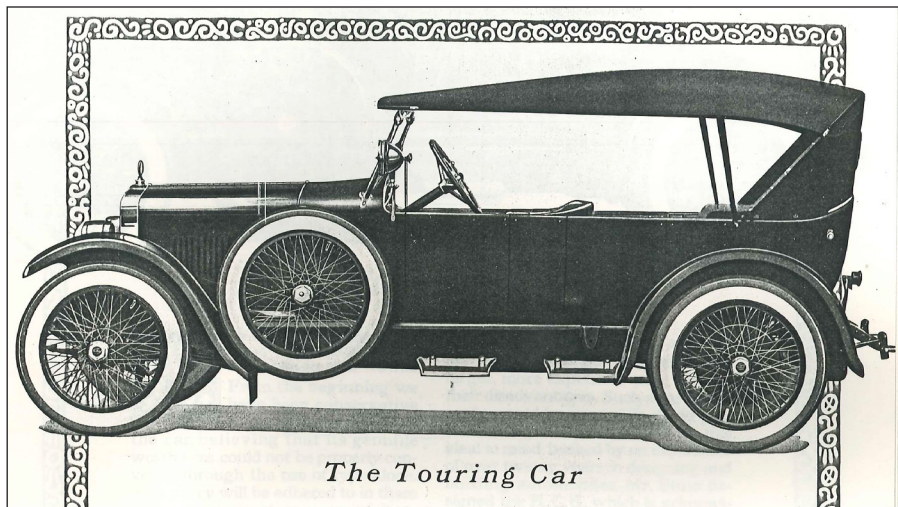




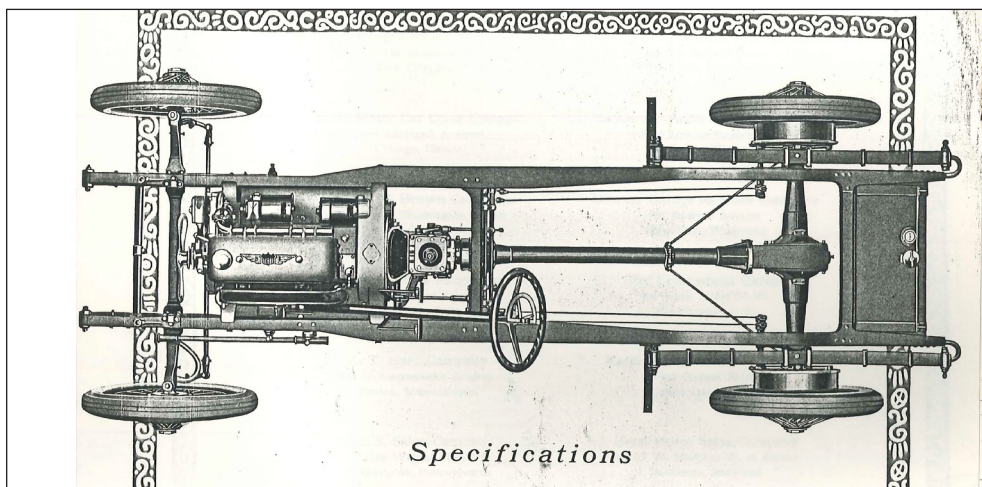
H.C.S was clearly a different formula than the one that made Stutz Motor Car Company. However, as forward thinking as the car was in design and style, sales from 1920 through 1923 totaled only about 2,400 cars. Meanwhile Stutz Motor Car Company sold more than 2,400 units in 1920 alone. It should however be noted that this was an unforeseen challenging time to launch a new premium automobile. As mentioned earlier, Stutz cars were jumping drastically in price through 1920, but as the country entered a recession after 1920, those prices came down each year. While the H.C.S. was lower priced

than a Stutz, it was still an expensive. Sadly, today we only know of eleven H.C.S. automobiles. Our cover car, with article elsewhere in this issue, is the H.C.S. touring car now owned by friends and members Jim & Becky Aldrich.

When one steps back and looks at it all, 1919 may have been the year of the most turmoil, endings and beginnings in Stutz history.



The Touring Car



Specifications



Stutz Fire Engine

In 1919, the Stutz High Duty Fire Engine Company produced their first prototype. They would go on to build 302 additional fire engines of 38 configurations over the next 7 years. One such fire engine is now under the care of new member Gene Frings. Gene sent us the following photos and information on this very original machine:

The Mayville Fire Dept. purchased the 1922 Stutz Model B Triple Combo, Serial # 223 new for \$9,985.00. The unit was in service till about 1963 when it was sold to the City of Mayville to be used as a water pump. Some years later it was sold to the Mayville Historical Society. The only interesting fact I could find on the truck is: "One of the first calls for the Stutz was a major fire at the Brueger Malt-ing House. The driver for the truck was Norman Spiering, he had to be called from the high school where he was a student?". Norman went on to become Fire Chief for many years later. Currently the truck is in stor-age, hopefully to be restored and put on display. Unfortunately, with the limited resources of the historical society, this may take a while. The museum has the original Fire House building moved to its property which has the 1917 Model T Chemical truck and a Hand Pumper on display. As you can see we are miss-ing many parts, if anyone has a source for these parts, please let me know.



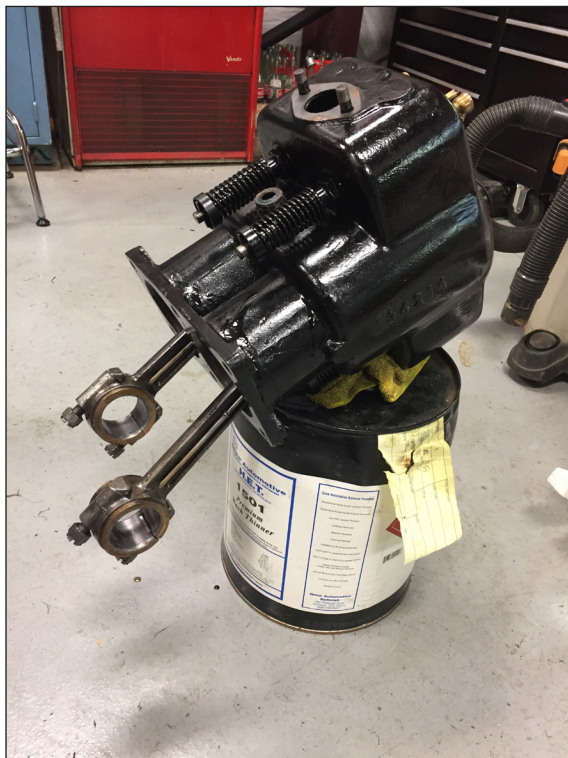


Tech Notes

by Brian White

Spring has sprung, pollen is in the air and Carl is still worrying about salt on the roads. I have had a very productive and pleasant winter. As some of you know, I have been restoring a 1915 Pierce Arrow Limousine. I figured if a family could afford a '15 Pierce Arrow like the one I just restored, a son in that family could have had a nice Bearcat. What a life, both cars cost new more than the average home in 1915.

I ran into a problem on the Pierce Arrow, but it could happen on any old car. I was shooting to have the Pierce ready for the Concours at Hilton Head the first weekend in November. About three weeks before the show I started the car. Great relief to have it running after at least 40 years of being taken apart. The problem is it was smoking more than the old mosquito sprayers of our youth. I finished....well almost finished the restoration in time, but the smoking got worse. I tried all the old tricks and instead of helping it got to the point where oil was dripping out of the tail pipe. On one run driving it up and down the airstrip for one hour and fifteen minutes, it used three quarts of oil. I took it to Hilton Head, there will be no Mosquitos in Hilton Head this year and it won best in class.



When I got home I pulled the pan, made a windage tray that was missing and reassembled the pan. Thanks to Pat Craig he furnished all the dimensions and pictures from his pan. I was hoping the missing tray was the problem. That may of contributed but it didn't seem to help. That's when I decided to pull the cylinders and see why it loved so much oil. It's always fun working over the freshly painted finished work. The cylinders are "T" head in pairs just like the early Stutz engine. The Pierce his a six cylinder instead of four on most Stutz's. That gives you 50% more chance to screw up. The back pair on the Pierce are part of the way under the firewall. More fun.

Charlie my brother and I took a closet rod on each side and picked the cylinders with the rods and pistons in tack. A small chain on the intake and exhaust port studs wrapped around the closet rod worked perfect. We then cleaned and measured everything. The cylinders were standard and most likely used original pistons and rings. The car only shows 6068 miles. The piston has four quart inch rings and oil return holes below the third ring from the top. The rings were glazed so I ordered two one eighth inch compression rings for the top two ring



slots. We ordered two new style oil control rings for the bottom two grooves.

A good friend of mine, some of you know him Ken Curtis, came over and helped me hone the cylinders and reinstall the works. After a week of working over quilts on fenders and making sure nothing touched anything it wasn't suppose to, we were ready to fire it back up. When we started it up it was the longest 15 minutes I have ever stood there looking at an exhaust pipe but then the smoke disappeared. Finely the problem is solved.

There was a few things that I believe contributed to my oil problem. Some of the oil return holes under the third ring were stopped up, and the glazed surface of the rings. I also believe the original rings end gap was a little large. The two new compression rings installed with the end gap 180 degrees apart solved that problem along with new style oil rings.

I hope everyone of you get your cars out and take someone for a ride. We as a hobby need new members and one way to expose new members is to entertain them with the joys of riding though the back roads.

Happy touring,



2019 Club Dues Renewal Reminder

This is a reminder that the 2019 STuTZ Club Renewal forms were mailed out in January.

In the event you have misplaced your form or did not receive it, please feel free to contact me if you have any questions. Email: thestutzclub@aol.com Cell: 614 832-0066

In the event we do not receive your renewal this will be the last issue of the STuTZ News you will receive.



1923 H.C.S Series IV Model IV discovered in California

Jim Aldrich

The car was listed for sale in the Stutz Club newsletter a few times in 2018 and it caught my eye, considering the unusual exterior colors. Dan DiThomas helped me get in touch with the owner, Joe Garbarino of San Rafael CA. Joe and I talked by phone several times, turns out he has a large collection of world war II military vehicles including fourteen Tanks. However, the 23' H.C.S. was the only vintage automobile he owned. Like a lot of us, Joe is getting up there in years and his children weren't interested in the car, therefore he wanted to sell it to a new caretaker.

We agreed on a tentative purchase with Joe's request that I visit California to look at the car. Therefore, I visited Joe the week before Thanksgiving of 2018 and we completed the deal. That was just after the terrible CA fires burning the whole town of Paradise CA. Turns out Joe manages a large Waste management business that hauled household waste in Paradise.

They agreed to hold the car in safe keeping while I arranged to have it hauled to North Carolina. Gary White of vehicle transport fame helped me work out an arrangement with Ed Watts of Passport Transport. Due to year end complications and Arizona auctions the pickup was delayed to January 15th, 2019. The car has more miles in their trailer via Barrett Jackson auction terminal and Boca Rotan FL than I'll ever drive it.

The Passport Transport driver delivered the car Sunday January 27th. He had to unload four other cars to get at my Car from the front of the trailer. Wow, no damage great job! after 4000-mile trip.

Brian White the STUTZ go-to guy and I got to work surveying the things to do etc. My goal was to Show the car for AACA judging at the Charlotte NC April 6, 2019 meet. Also, drive it on the NC HCCA, two-day road tour in May 2019.

This series IV car has design improvements over the Series III. The Four Cylinder Weidley Engine HP was increased to 55, by a larger 3 ¾" bore and 5 ½ "stroke, Lanchester harmonic balancer, aeroplane type two blade cooling fan, automatic distributor spark advance, Exhaust cutout and multiple disc, dry clutch.

Chassis-Body modifications included a one-piece windshield, rectangle rear window and most significant is the factory added Lockheed hydraulic front wheel brakes.





Unique to this car are the red/green running lights located just above the split cast aluminum running boards with red on the driver's side and green on the passenger side. There are photos without explanations of these lights in some of the old publications. However, we suspect that Harry Stutz, was thinking "Aeronautical" prior to relocating to Florida to start his Airplane factory.

I needed to refresh the engine paint/polish detailing, electrical system and front brakes. We replaced all the Hydraulic brake lines and rebuilt the front wheel cylinders requiring complete repainting of the front suspension due to fluid leaks. The suspension/fender paint color matches perfectly with Dodge Hemi engine orange. Dan D'Thomas researched 1923 Malcolm Loughead's Hydraulic brake's patent application, whose name was later changed to Lockheed. I Replaced the battery cutoff switch and cables. Tim Dean the best upholstery guy in North Carolina made a clear-poly see-through rain hat for the fabric roof.

We were awarded a first Junior trophy at the April 2019 AACA Charlotte NC meet.

Known History

Items discovered in the side door pockets and rear trunk included previous states registrations, license tags, owner's manual, information from John McAnlis and a 2005 letter from Bill Greer.

Our H.C.S was owned by Al Foglio of Milwaukie, Oregon prior to 1988 up to 1997 when he sold the car to Joe Garbarino of San Rafael, California. We don't know if Al performed the restoration during those years.

The Bill Greer letter is interesting in that Bill was listed as the V.P. of Publications. He was credited with founding the STUTZ club in 1987. He usually welcomed every new STUTZ club member with a personal letter and some info about the vehicle's ownership. Quoting Bill, He indicated; "It is the only Series IV, four-cylinder H.C.S. that I'm aware of, that exists." It appears that Joe Garbarino wanted to sell his 1923 H.C.S and list it in the 2005 STUTZ newsletter. Joe didn't work very hard to sell it, considering he held the car for another thirteen years.



Midwest engine. Cars sold reasonably well at first on the strength of Founder's name.

The car shown here today is the only known 23' Model IV to exist with Factory added Lockheed hydraulic front wheel brakes, as referenced by a 2005 letter from Bill Greer the President of the Stutz club. 1921 & 1922 models were Series III. 1923 Series IV, four cyl. engines were upgraded to 243 cubic inches and produced 55 H.P. The six cyl. Provided 80 H.P. from 288 cubic inches. Approximately 600 Series IV cars were produced in 1923 and 1924. Most of them were the six

John McAnlis mailed an information package to Al Foglio in September 1988. John and Bill Dawn had authored a four-page article published in the January 1981 issue of "Antique Automobile" entitled the H.C.S special indicating the new 23' Series IV model IV four-cylinder engine size was increased to 243 cubic inches producing 55 Brake horse power.

cyl. Models. Faced with diminished sales, Harry stopped building cars in 1924 and produced Fire trucks and Taxicabs only. Harry died at age of 54 in 1930.

The car manufacturers went through a difficult time in the late 1920s and 1930s. there were 180 car makers in 1922 and only 59 remained in 1925.

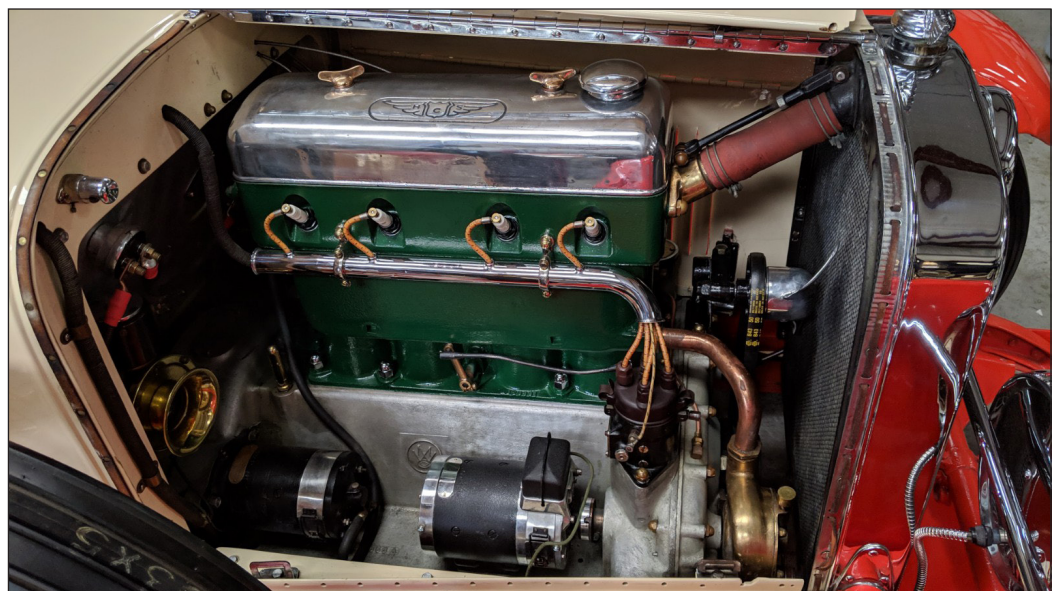
We don't have any ownership data for the years of 1923 through 1988. We bought the car from Joe in November 2018.

1923 selling price \$2,250 dollars Owners: Jim and Becky Aldrich of Raleigh NC

The following signboard for the car contains some additional information:

1923 HCS Series IV, Model IV 4 Cyl. Engine, 4 Door Touring Car

"The other car that Harry built", Harry Clayton Stutz sold his interest in Stutz Motor Co. Indianapolis in 1919. HCS was an expensive assembled car (1921 Price \$2,975), with Engine by Weidely four cylinder, 228 cubic inches & overhead valves, developing 50 H.P. Available was an optioned six cyl





The Museum of American Speed



**SPEEDWAY MOTORS
MUSEUM
OF AMERICAN SPEED**

World's Largest Collection of Unique Racing Engines and Vintage Speed Equipment

- 150,000 square feet
- 600 vintage engines
- 100's of race cars and historic automobiles
- Many one-of-a-kind artifacts

<p>MAY - SEPTEMBER Monday - Friday: Noon - 4:30 Saturday: 9:00 - 1:00</p>	<p>OCTOBER - APRIL Monday & Friday: Noon - 4:30 Saturday: 9:00 - 1:00 <small>Closed all major holidays</small></p>
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MuseumOfAmericanSpeed.com • Lincoln, Nebraska




Excelsior and three of the six STuTZ engines on display or in storage




The Museum of American Speed, located in Lincoln, Nebraska, is unique in the world of automobile museums and collections. Their focus is on the wonderful oval track race cars that competed on oval tracks across rural America. Of interest to the STuTZ Club is the Museum has joined the club and their performance engine collection includes one Excelsior engine and six STuTZ engines.

They are interested in adding more STuTZ engines to their collection. If any one has an engine not current in their collection you can contact John Mackichan (jmackichan@speedwaymotors.com) to discuss either selling, loaning, or donating an engine.

Their current STuTZ engine collection includes the following engines:

- Excelsior/Greuter SOHC Four
- Stutz G-Series T-Head Four
- Stutz Special OHV Six (displayed)

- Stutz Special OHV Six (storage)
- Stutz Speedway OHV Six
- Stutz Blackhawk SOHC Six
- Stutz Vertical SOHC Eight (storage).

Founded in 1992 by “Speedy” Bill and Joyce Smith, the Speedway Motors Museum of American Speed is dedicated to preserving, interpreting and displaying physical items significant in racing and automotive history.

The museum is a federally recognized 501 (c) (3) private foundation and currently encompasses more than 150,000 sq. ft. over three levels. The vast collection resulted from the Smiths’ personal involvement in racing and hot rodding for more than six decades, and their lifelong passion for collecting and preserving historic automotive artifacts.



In Memoriam

Bob Valpey

On March 19 we lost Bob at age 83. Bob was not only a car collector, but a true historian of these cars. He was also someone who truly enjoyed sharing this with his family and friends.

Bob and Alice at the 2011 Centennial.



Phil Reed

I find it ironic that in an issue of the Stutz News that is focused on the changes at Stutz in 1919, it was also the year that Phil Reed was born. He served overseas in the navy during WWII where he met his wife Joy in England. Phil lived to be 98 years old and was an active car collector to the end. It was written that he was passionate about restoring cars and motorcycles and enjoyed all forms of auto racing. Further to his active love of speed, we know that he owned a 1928 BB Black Hawk, and below is a snapshot from a video of him at 98 years old in a flathead Ford hot rod. Clearly a guy who embraced life!





Membership Report – April 2019

0937

Harold Sliger
 5372 Mulat Road
 Milton, FL 32583
 Tel: 850-382-9490
 Beechin60@yahoo.com
 1929 Stutz Blackhawk L-8 Speedster Runabout
 Eng#: 280-L-8-1
 VIN#: L-8-1EB050
 Purchased c.2000-2005 from the R.Tadlow Estate in Calif.

0938

Gene Frines
 1176 Dayton Street
 Mayville, WA 53050
 Tel: 920-296-5320
 7Bennelli@gmail.com
 1922 Stutz Series 600, Model B Triple Combo Fire Apparatus
 Vin#: 223
 Eng #: 725
 Purchased new by the city in 1922. Donated to local historical society.

0939

Stephan Kende
 41 Hamilton Street
 Plattsburgh, NY 12901
 1929 Blackhawk Roadster L4
 VIN#: DW90E
 Eng#: 16910
 Transferred from sister Abby Kende

0940

Michael Longfield
 303 Main Street North
 Brampton, ONT
 L6X 1NS
 Canada
 Michael@longfieldlaw.com
 Tel: 905 452-8622
 1912 Bearcat, 1915 Bearcat

0941

Lars Severance
 66 Maple Hill Road
 Shaftsbury, VT 05262
 Tel: 802-375-9680
 LarsofVT@Aol.com

0942

Carsten Hesz
 Hooghoeffloo 26
 1251 ED Larsen
 Netherlands
 Tel: 316-54300 704
 Hesz.carsten@gmail.com
 1927 Stutz AA Locke body.
 Vin#: AA-xxx-81409
 Eng#: 85416
 Purchased in April 2019, ex Mark Morten

0943

Edward DeVries
 Dorthy DeVries
 1880 Leonard St. NW
 Grand rRapids, MI 49504
 Tel: 616-240-5725, alt: 616-453-5325
 1914speedcar@gmail.com
 1930 Stutz M Convertible, body by LeBaron
 Vin#: M842CY79H
 Eng#: 31410
 Purchased car in Jan 2019

0944

Wes Thompson
 43 Nichols Dr.
 Blenheim, ONT
 N0P 1AO
 Canada
 Tel: 513-359-6229
 blenheimboy@gmail.com
 1926 Stutz 695, body by Weyman
 Vin#: 15004
 Purchased March 2019.



Welcome to our new members, we appreciate your interest in the Stutz family of vehicles. We hope you find club membership rewarding.

For most of us spring is nearly here (and to our members in Argentina, Australia, New Zealand and South Africa...we hope you had a nice summer!) which means it will soon be time for car shows and tours.

At these events you might meet Stutz owners and enthusiasts, so please keep the club in mind and mention that everyone is welcome to join. The way is to direct them to the club website: www.stutzclub.com

Those of you who have frequent contact with fellow Stutz owners or members of the classic car community might find it helpful to print the club website on a card to hand out to interested parties. One suggestion is to have a number of photograph prints made of your, or another Stutz, and print the website on the back. I've found a very cost-effective way is to order prints from one of the national drug chain or "big box". That way, you'll be ready when someone expresses interest in your vehicle or in joining the club.

Have a great summer of motoring.
John Boyle
Membership, V.P.

Club Correspondence

The following came from Stan Smith. We look forward to hearing any feedback from our members.

Hi, I've been laid up all week in the recovering stages from a complete knee replacement operation. Thus have had a great and lot of reading time. Found a skinny hardback filed between some vintage Clymer and Dykes auto books and titled with one word: EMISSARY

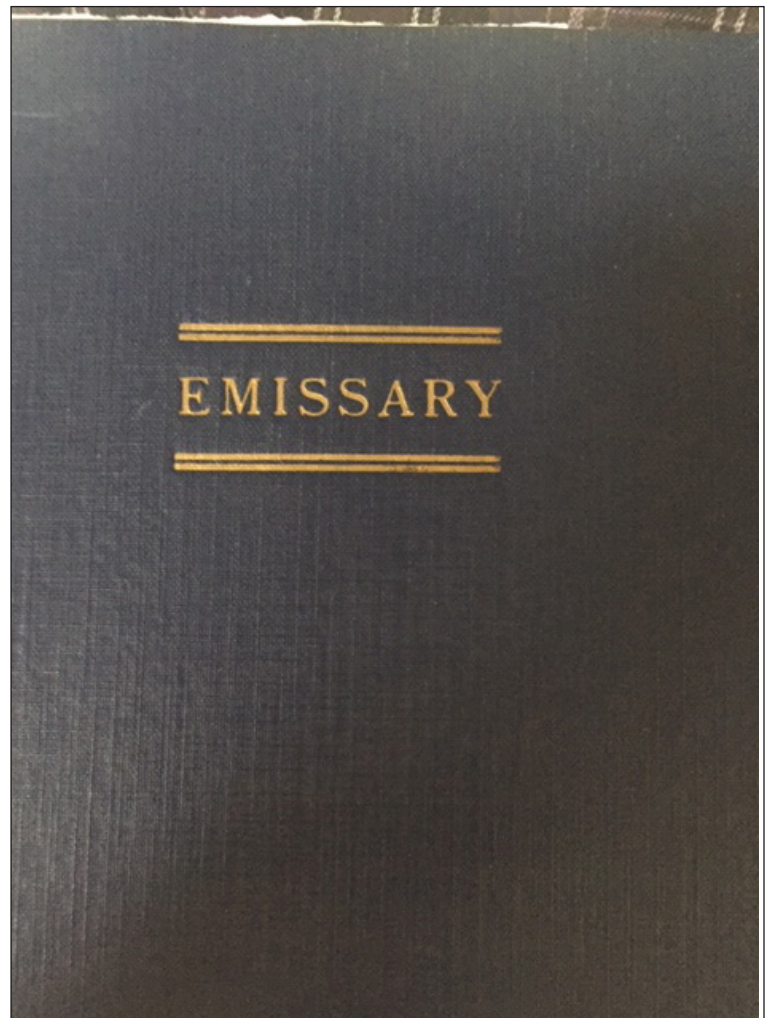
It was written by Mr. John Robert Fish in the late 1930's as best I can tell. It is 55 pages long and has no indication of a publisher or date.

Attached are copies of the first pages of Chapter 1 that is 22 pages long. In his third paragraph he mentions that he developed a new type of super-charger for Stutz. Have you folks ever heard of this?

Mr. Fish is the renowned inventor of the 100 MPG Carburetor...

popularized in the 1940's/ 1950's

Just curious - stay warm , STAN





EMISSARY

“EMISSARY” achieves the impossible, for it permits me to be in many places at the same time. I hope that my stay with you will bring happiness and good fortune to us both.

JOHN ROBERT FISH



CHAPTER I

Competitors dislike our cutting in. Some have tremendous influence. I therefore doubt that any of the below-mentioned concerns and institutions will help us, but as evidence of authenticity how far would they let me get with false statements?

From November 27, 1930, until January 25, 1935, I was financed by the National Equipment Company of Springfield, Mass.

I had just completed a new type of supercharger. Three years and three Stutz cars had gone into it. Besides tremendously increasing power and speed, it caused these cars to deliver over 30% more miles per gallon.

The National Equipment Company was the largest manufacturer of confectionery machinery in the world. Talent of its engineers is indicated by the fact that designing and building intricate machinery weighing many tons and costing thousands of dollars is their accustomed task.



My record, the supercharger and a new theory of carburetion made such an impression on President G. A. Bausman, Vice-President A. L. Bausman and said engineers, that I was given a free hand in the development of my carburetors.

To prove the theory I agreed to convert an old obsolete carburetor into one working on the new principle. As a result it was expected to improve performance and to be self-feeding, thus eliminating fuel pumps.

I was given two weeks in which to produce it and to equip a Model A Ford with a rear gas tank. The Ford was selected because its tank was then located under the cowl and we thought that Ford would put it in the rear if expense of providing fuel pumps could be avoided. It was ready nine days ahead of time.

The weakest point of operation as a self-feeder would come on steep grades. Under these conditions the lift is greater because gas tank is downhill from carburetor and float chamber vacuum is weakest owing to the hard, full throttle pull at low speeds.

Going to the Company garageman, I said, "Do



you know what grade the Bausmans think is toughest?" "Lord, yes," said he, "Blandford Mountain. If you can take them up that in high—!"

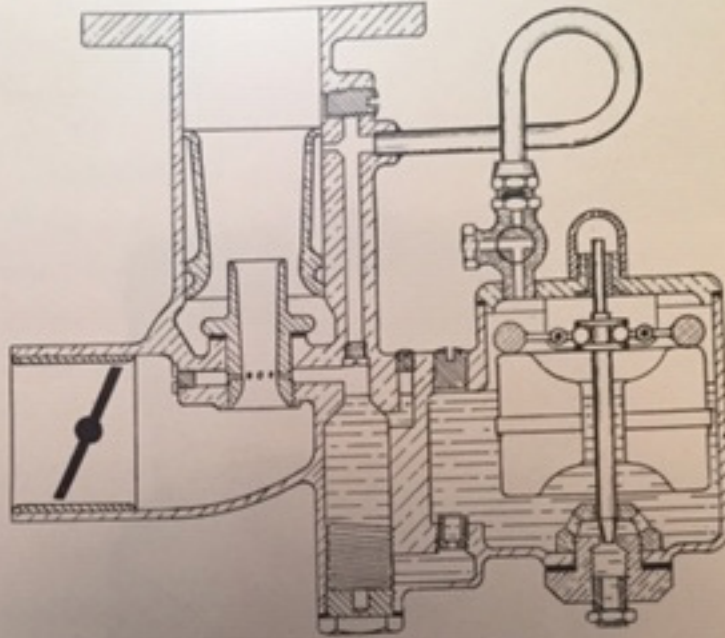
So up the twisting, hairpin curves of the rocky, rutted, dangerous highway that was Blandford Mountain in December, 1930, roared the Model A Ford test car with the carburetor feeding itself and doing a beautiful job!

Power? We had to slow down for the curves in order to avoid skidding into the gorge below! Were they impressed? The Company requested me to make an offer as to the terms under which I would enter association with it.

My offer was accepted with the understanding that the Company could terminate without notice at any time and I went to work on a produce or get-out basis.

The object was to create a carburetor suitable to sell automobile manufacturers and to be made either by said manufacturer or under license by mutually acceptable concerns.

Two years were consumed in perfecting an up-draft self-feeding carburetor for Model A



My First Self-Feeding Carburetor

Locating throttle in intake and equalizing float chamber to manifold vacuum caused carburetor to feed itself after the manner of a vacuum tank.

Starting

The three-way valve in equalizing tube is in starting position. It enriches mixture by allowing atmospheric pressure to boost the float chamber pressure.

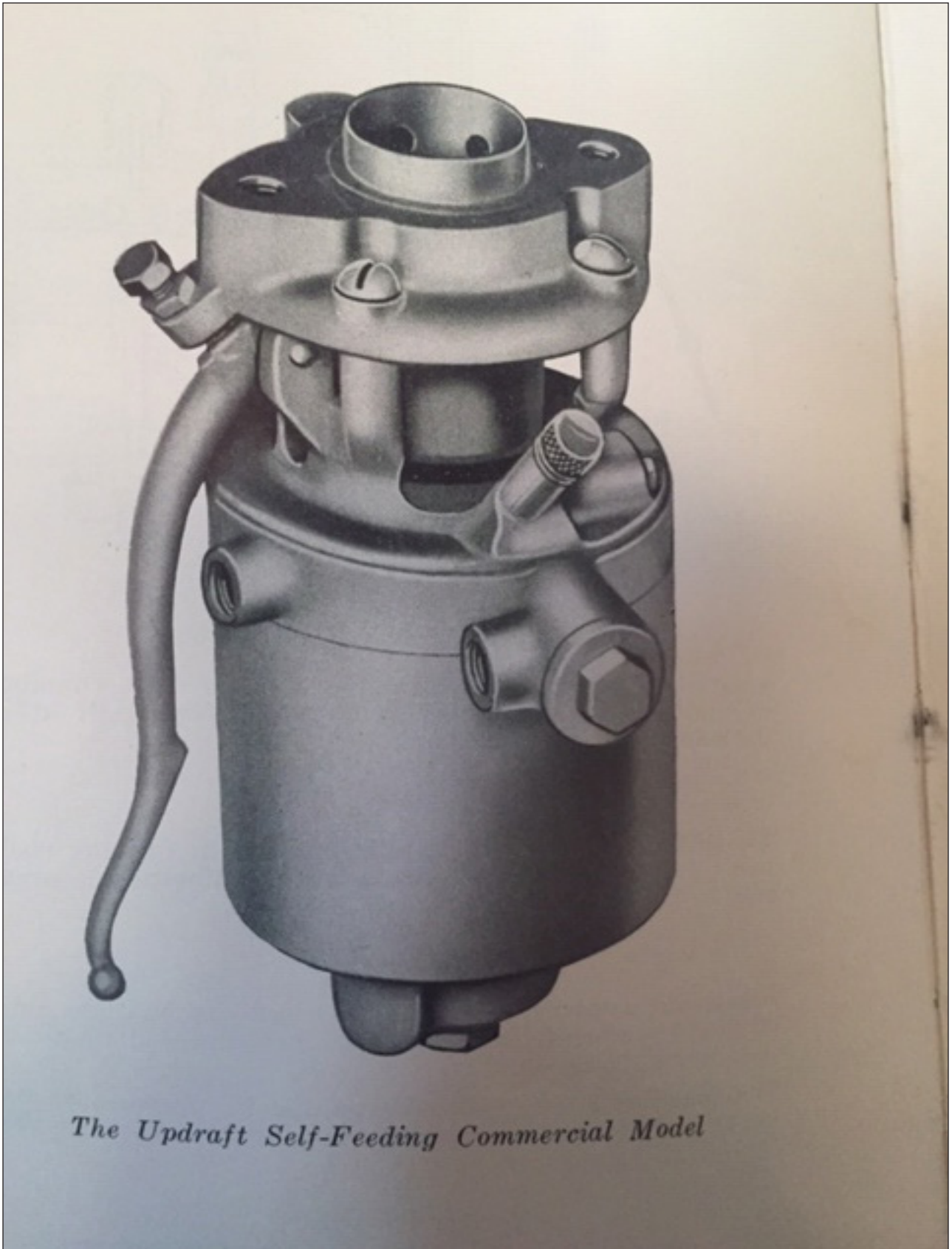
Equalization

Rotating three-way valve counter-clockwise $\frac{1}{4}$ turn cuts off float chamber from atmospheric pressure and equalizes it to manifold vacuum.

The float needle is equalized, atmospheric pressure on its upper end counterbalancing itself as exerted through the fuel on the lower end.

Acceleration

The upper portion of float needle shaft being smaller causes gasoline level to become higher as throttle is closed. This provides an accelerating charge when throttle is opened.



The Updraft Self-Feeding Commercial Model



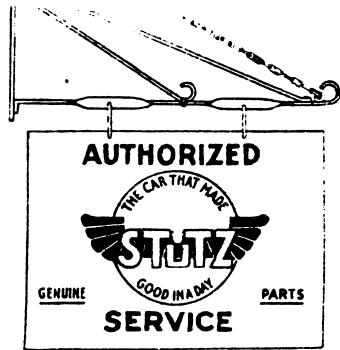
Fords. It improved performance in general and delivered up to 30 miles per gallon.

About then Ford brought out the V8 and down-draft carburetion came into favor. The Company decided to finance a self-feeding down-draft model working on the new principle. It was produced and tried on the Model A, delivering up to 32 miles per gallon and tremendously increasing power and speed.

Though it cost over \$2,000 to build, a three-hundred-mile, seven-hour test run and this carburetor's destiny had been fulfilled!

We used a certain stretch of straight and level highway for maximum speed tests. Everything else had been checked. Breath-taking acceleration, mileage at times as high as 32 per gallon, velvety smoothness, no stalling on idle! For over six hours and two hundred miles of testing we had marveled at the fact that this veritable paragon of a carburetor was fresh from the tool room. It stood to reason that everything couldn't be right. The speed test would surely disclose a flaw.

[13]



Wanted

I am sending this email for a new member without an email address. He is in need of the instruments, steel back plate and steel face plate for a Blackhawk or M instrument cluster. He does have a good bezel?

Dan DiThomas, Treasurer

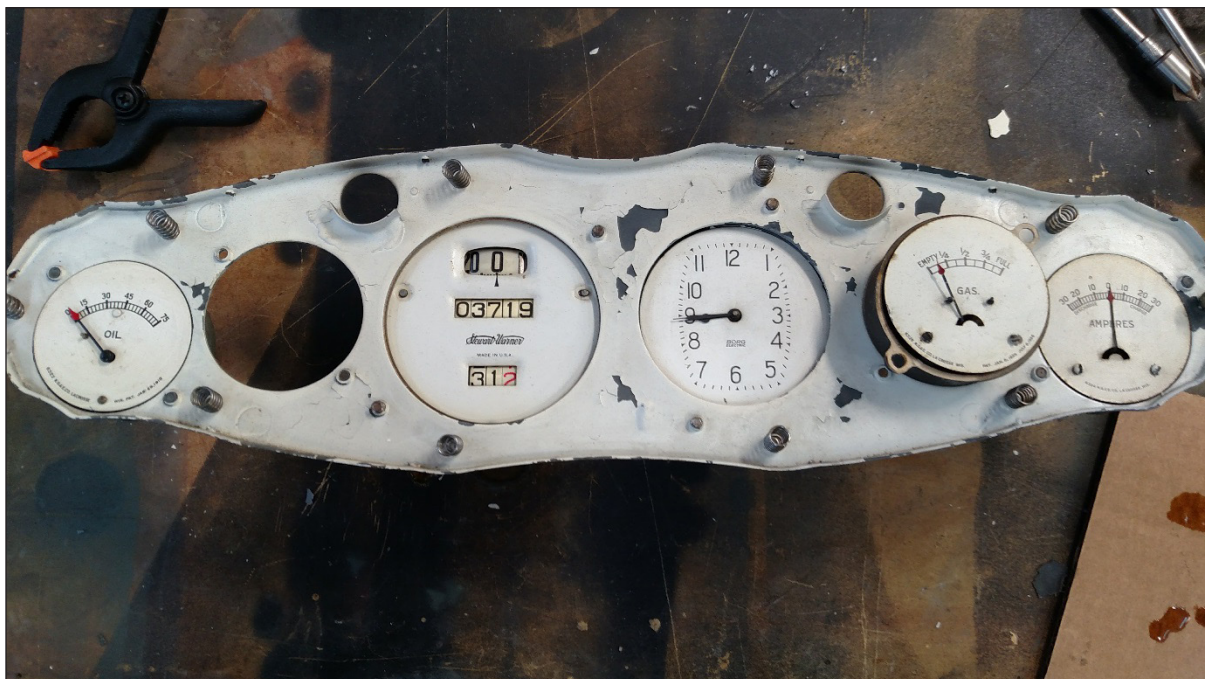
614 832-0066

Distributor Help!

I am in trouble with my twin point Delco Remy distributor for my 6 cylinder O.H.C Stutz 1929. On the tag the numbers are Delco Remy 4043-00320.

- I need an imperial bearing (Ball) with 13/16" outside DIA x 3/8" inside DIA 9mm or 3/8" wide hard to believe that the two major bearing suppliers in Australia no longer stock this size Imperial – only metric now.
- The base or bottom half that houses the mechanical advance governor is badly cracked but might be able to be recovered.
- However, a complete distributor would be great if one would be available. (I have a new cap and rotor.)

Rob and Ferne Callow
bigrig47@bigpond.com





1923 Stutz Tour-A-Bout For Sale

I have my 1923 STUTZ Tour-A-Bout for sale. Please review the information and photos below.

- I have an original bill of sale showing the car was purchased from the A. K. Miller estate. I believe it was purchased privately before the estate auction. The car is all original with exception that the fenders and splash shields have been repainted with black lacquer.
- The rear fenders and splash shields were painted before I purchased the car.
- It has the original leather upholstery and I believe the original top.
- It also has the original side curtains which are in remarkable condition. The starter and generator have had their pot metal end caps replaced with original looking steel from the era.
- Since I have owned it, the STuTZ has been driven in numerous 300- 500 mile weekend tours here in Washington and in the Idaho mountains.



- It has always been a strong, reliable tourer.
- The car was judged to be in #3, mostly original condition by RM auction where it was hammered at \$50K, but not sold in the 2014 Hershey auction.
- CCCA Full Classic.
- After numerous searches on the Internet, and my discussions with Bill Greer, I believe it may be the only surviving example of this model.

I am asking \$55,000 US Dollars for the car which I believe is very reasonable due to its originality and well-kept condition.

Ted Austin
360-394-2297
tcaustin@wavecable.com

Tail Light Solution

I will have tail light sockets for my 1931 Stutz MA SV-16 reproduced according to the original pattern here in Austria. The ones on my car are broken and bonded and cannot be repaired and re-plated. If anybody is in need / interested in those parts I could produce more of them. Price will be approximately. USD 250-300.00 each (plus shipping). I do not want to make a business / dollars out of this. I just know how hard it is to find parts sometimes.

Otto ok.tools2011@hotmail.com

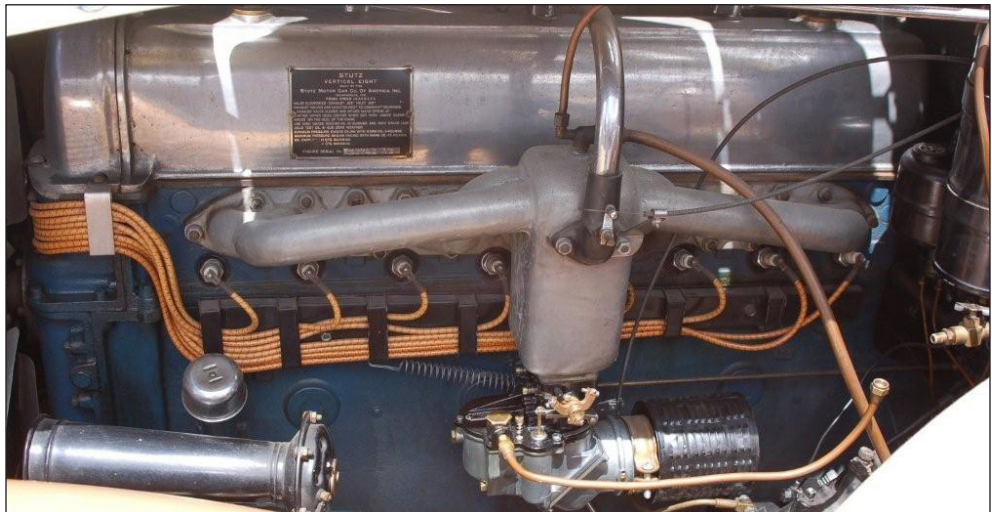




Stutz For Sale

1931 SV16 Cabriolet Coupe.

- Location of car: San Jose, CA
- This SV-16 is an American classic and is in excellent condition and has been completely restored.
- Extremely well-maintained and excellent working condition. Minimal mileage (2351) and has been stored in classic vehicle showroom.
- Engine description: Single Overhead Camshaft Design, In-line 8-Cylinder, Nine Main Bearings, Cast Iron Block and Heads, Dual Ignition System, 115 HP engine #32742HC
- Transmission type: 3-Speed Manual
- Exterior Color: Cream and Beige
- Interior Color: Tan
- Equipment with Stutz: Ammeter, Gasoline Gauge, Oil Pressured Gauge, Water Temperature Gauge, Waltham Clock, Electric Wipers (2), Dual Stop Lamps, Trunk, Dual Side Mount Spare Tires, Rumble Seat
- Price: \$120,000 negotiable



John Davis

john@tmfcinc.com and norma@tmfcinc.com

408-888-7777 and 408-893-2828

Valve Guides for Vertical 8

My valve shafts/stems and lower valve guides on my engine are pretty worn. Shaft/stems diameter (oval) 0,369 to 0,3725". Should be $3/8 = 0,375$ ". Stem clearance approx. 0,0078"!!

Is there a source where I can purchase a set of NOS or re-manufactured valves and lower valve guides?

This would be the easiest fix. Otherwise I have to re-manufacture things here in Austria/Europe.

Otto

ok.tools2011@hotmail.com

The Stutz Club, Inc.

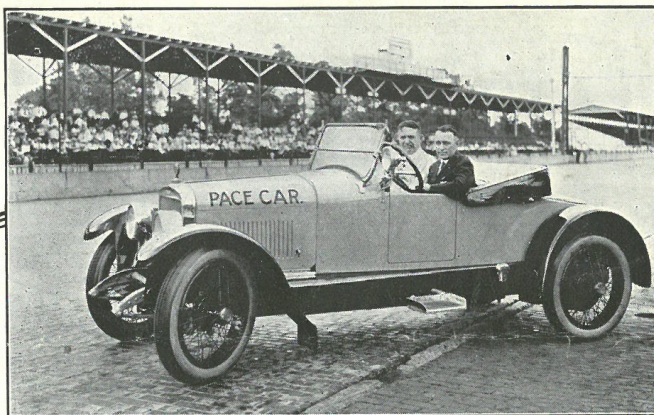
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TO:

1921



Harry C. Stutz and Barney Oldfield in the H. C. S. Pace Car on the Indianapolis Speedway, Memorial Day.

The Mogul-Equipped H. C. S. Car Paced the Field at Indianapolis

The H. C. S. Car, with its distinguished driver, Harry C. Stutz at the wheel, paced the racers in the Indianapolis Classic, on Memorial Day. This official recognition of both car and designer was simply the natural tribute due outstanding merit.

The H. C. S. comes up to every expectation of what one expects in a car from this veteran designer—perfect in all those mechanical details that distinguish the really fine cars. Naturally Mogul Motor Bearings are standard equipment in its powerful Weidely Motor.

You will find Mogul Motor Bearings in most powerful units where Quality counts first. Every operation, from the mixing of the virgin raw materials into

a perfect wear-resisting, friction-reducing bearing alloy, to the final inspection and stamping of the "MOGUL" guarantee trademark is performed in our own bearing specialist plant, under expert and careful supervision.

That is why so many engineers in every branch of the Automotive Industry specify Mogul Motor Bearings—they know Mogul has stood for quality in bearing metals and motor bearings, either die cast or bronze babbitt-lined, for the past twenty-five years, and can be relied upon under all conditions.

Let us quote you comparative prices today—or better yet—make up some experimental sets for you.

MUZZY-LYON COMPANY
DETROIT MICHIGAN

Mogul

Bearing Alloys and Finished Bearings

