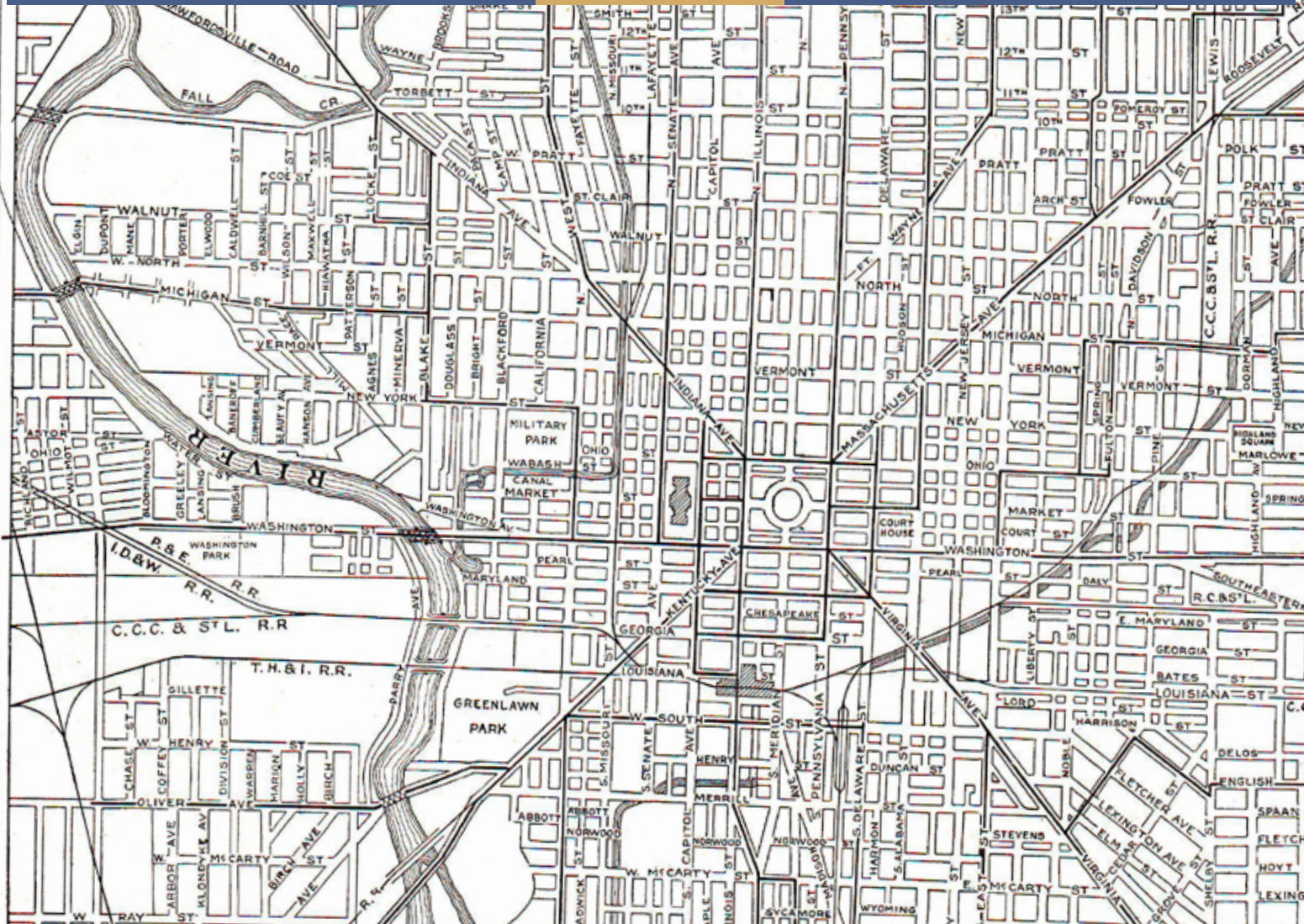


STUTZ NEWS

Vol. XXXIII No. 131

January-March 2020



The Stutz Racer - Harry Stutz, Designer, Standing; Gilbert Anderson, Driver, and Frank Agan, Mechanic

Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)

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From the President



Stutz Club members:

With what is going on in the world, it is a little difficult to write an article about something other than the coronavirus. My family is demanding that I stay home since I am high risk for surviving the virus. Here in Minnesota, everything is pretty much shut down except what is deemed to be “essential services,” such as medical services, food and

transportation. Gloria and I may get out and walk around the neighborhood this afternoon, provided the two inches of snow we received last night melts. I am confident that this will all pass and we can get on with our lives soon.

Our travel plans have been put on hold because of the virus. We were supposed to attend the annual meeting of the CCCA this week in Pennsylvania, but that has been canceled. My cars are sitting in the garage just waiting to get out and breath some fresh air. I am hoping they will all start after a long winter. Maybe next week the weather will turn, and I can take one around the block.

Those who know me, know I like to drive my cars. I have put nearly 4,000 miles on my '32 SV-16 coupe since it was restored in 2010. I have done a CCCA CARavan with this car and many small trips. My '31 DV-32 sedan has done two CCCA CARavans and I have put nearly 3,000 miles on it in the last four years. Thanks to some very talented mechanics at Odyssey Restoration, I have been able to enjoy a lot of miles in these old cars. It is very gratifying to drive a car on a tour of over 1,000 miles

and stay up with the more modern 40's Cadillac's and Packard's. I encourage the membership to get out and drive your cars. That is what they were made for.

It appears that our treasurer, Dan DiThomas, has our finances under control. See the Treasurer's Report on page 20. Although we spent a little more than we took in last year, our bank balance is well within the club's needs. If you have not yet renewed your membership, and almost 90% have, now is the time to send your renewal to Dan.

I encourage you to try out our new website. Rachel continues to build the site with new information. She reports on first quarter web analytics on page 18. I want to remind the membership that you can purchase THE SPLENDID STUTZ on the website (<https://www.stutzclub.org/splendid-stutz/>). If you do not have this book, it is a must for Stutz owners. Please buy from the Club. The book is listed on Amazon at a highly inflated price.

Hopefully in another month, things here in Minnesota will start getting back to normal and we can again start our car activities. There is always lots going on in the old car world and I am looking forward to things getting back to normal. In the meantime, there is always plenty of car maintenance to do. Hope to see you enjoying your Stutz's soon.

Mark Desch

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Membership Report

0955

Jerry Gillespie
572 Beacon Ave.
Vineland, NJ 08360
Tel: 856-692-9263

1930 Stutz Blackhawk 4 dr Phaeton

Purchased in the 1970s from the Bill Johnson estate

0956

Glen Wiglesworth
262 Court Street
Plymouth, MA 02360
Tel: 508-333-3199
popehartford@gmail.com

1920 Stutz Fire truck, Pumper body

Purchased Feb. 25, 2020

2020 STuTZ Club Renewal Dues

This is a reminder that the 2020 STuTZ Club Renewal forms were mailed out in December.

In the event you have misplaced your form, did not receive it, or you have any questions please feel free to contact Dan DiThomas.

Email: support@stutzclub.org
Cell: 614 832-0066

We are looking forward to receiving your renewal and value your membership and support of the STuTZ Club, Inc.

0957

Larry & Juana Carter
24665 Soquel San Jose Road
Los Gatos, CA 95033
Cell: 408-391-6633; home 408-353-1622
Larrycarter2@icloud.com

1920 Stutz Bearcat Series H

VIN: H7156
Purchased: Dec. 2011

1930 Stutz 2 p. Torpedo Speedster, M28

Body by LeBaron
VIN: M828SY90H
Eng: 31797HC
Purchased: Jan. 2020

1931 DV-32 4p Speedway Phaeton

Body by LeBaron
VON: DV-32-1277
Eng: 33996
Purchased: Jan. 2010

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A Look Back at 1911

By Carl Jensen

There are so many unknown pieces of history from the start of Stutz, and I am sure we will never know all the behind the scenes planning that took place. However, between Harry Stutz using publicity for promotion and the press following his success, there always seems to be new clues with every dig.

The most notable of statements came out on March 1, 1911 when it was announced that one third of the field had been filled for the upcoming 500 mile race at the Indianapolis Speedway. (At this time, the field consisted of 30 cars, not 33 as today). This tenth car was being entered by Harry Stutz. Gil Anderson, long time friend and colleague, would be the driver. It is also interesting to note that the press release refers to it as a “Stutz car” made by the Stutz Auto Parts Co. On April 8, the Indianapolis Star printed a photo of the completed car with Gil Anderson at the wheel along with mechanic Frank Agan.

The article explains that they had been testing the day before along with the Marmon team. In another interview with the Indianapolis Star on May 10, it was reported that heavy testing had been ongoing and that during speed trials the Stutz car was hitting close to 90 mph. It is funny that the article went on to say that such a speed is quite good for an engine with a displacement of “only” 390 cubic inches! The rest of the article may even be more interesting from a historical perspective. It is often speculated by historians that this first Stutz was based on a Marion. This has been studied many times, but this quote by Harry Stutz clarifies his position:

“This is the first Stutz car I ever have build” said the designer, “but I believe that I will be justified in making more since this one has show up so well. There seems to have been a misunderstood rumor that the Stutz car is a Marion. The car is not a Marion and is entirely different in every detail of construction. Probably this report gained credence through the fact that I was an engineer for the Marion company for four years and took charge of the Marion racing team. Gilbert Anderson, who drives this new Stutz for me, was a driver of the Marion, but this car has no connection in any way with the Marion car or the Marion company.”

It is the opinion of this author that this is in fact true and that Harry Stutz likely went to great lengths to be sure it was not persevered to be a Marion. Since Harry’s departure from Marion was certainly not amicable, ensuring there was no violation of design was likely important to him. In fact, Harry may have wanted to promote that his design was not only different, but superior to his ex-employer. Another point is that Stutz promotions all refer to the production cars being exact replicas of the race car and the race car is also often referred to as a stock car. This would all suggest that the chassis of Stutz number one was unique to Stutz and had little differences from the production Stutz cars.

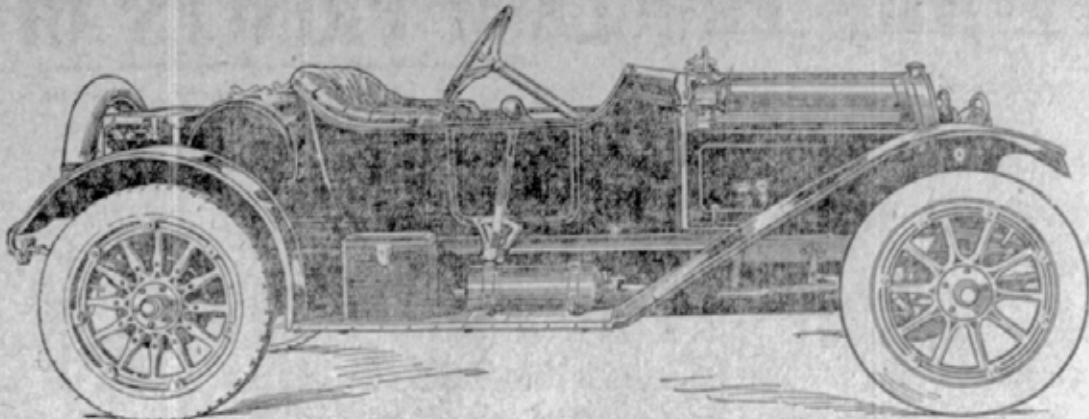
As the big race approached there was a growing buzz in the country, particularly in Indianapolis. Barney Oldfield was interviewed extensively where he spoke to the advancements in American automobiles due to racing. He went on to say how the development of purpose build speedways, in particular Indianapolis, and the speed trials at Daytona have provided a foundation for this development. Another article that included this handsome photo of Gil Anderson, noted that the Stutz was being worked out daily and was looked upon as a “strong contender”. It is clear that Harry Stutz and Gil Anderson were doing all they could to anticipate and prepare for the big event.





GLOBE—NOVEMBER 26, 1911.

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THE CAR THAT MADE GOOD IN A DAY

STUTZ

A Remarkable Achievement

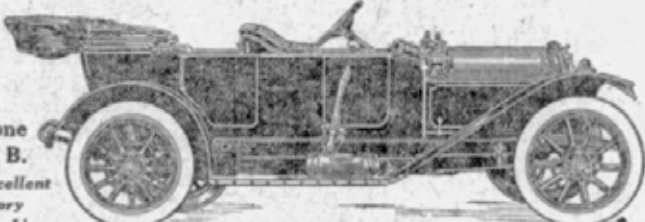
The Stutz Car has attracted the attention of the entire motor world through its wonderful performance in the 500-mile race on the Indianapolis Speedway, May 30th—500 miles in 442 minutes without a single mechanical adjustment. The most severe test ever given a model car.

\$2000

A 50 H. P. car, 4¼x5½ T-head motor, hollow crank shaft oiling system, Eisemann dual magneto ignition, famous Stutz rear system, Timken's best front axle, multiple disc clutch, 120-inch wheel base, 34x4½ tires, with Dorian demountable rims, 2, 4 and 5 passenger bodies.

EMPIRE MOTOR CAR COMPANY
121 MASS. AVE.

Telephone
4055 B. B.
Some Excellent
Territory
Open for Live
Dealers



TOURING CAR,
Same Chassis
as Roadster,
\$2000

STUTZ

been on the market so long, and its re- **THE NEW RACE** Lord Mayor gave permission for the slice of the relief every loafer able to



It was not long after the big race that the press release came out on June 11 that read, "STUTZ WILL BUILD RACER DUPLICATES", "Begins Manufacturing of Cars for Delivery August 1". The release went on to talk about the facilities where they would be produced and "The organization of the company has been quietly going on for the last month and everything has now been completed and material is being ordered for immediate delivery". That means production was being planned even before the showing at the first Indy 500. We cannot confirm the first sale of a Stutz car, but a copy of a bill of sale exists for a five passenger touring sold in Ohio on October 11, 1911.

While we think of the Bearcat as the sporting Stutz, it was not the first of their sporting cars sold to the public. *Stutz News* July 2017, included an article where Harry Stutz is photographed in February 1912 in the second Bearcat built and he is quoted as saying that the first Bearcat was sold at the Chicago Automobile Show (which was in January 1912). But the first sporting car Harry offered to the public was the roadster as shown here in Los Angeles Express on November 11, 1911.

STUTZ
The Car
That Made Good
In a Day :: ::

Fully Equipped **\$2300** At Los Angeles

The most car for the money of any car sold in America today. Stutz car averaged better than 15 miles to the gallon of gasoline in the Santa Monica races and made no tire changes. Truly a remarkable performance. A powerful, well built and sturdy car. We can make immediate deliveries on some models.

BROWN-SYMONDS CO.
1142-1144 SOUTH OLIVE STREET

Kissel Ca
Lexington
Locomob
Matheson
Mercer
Mitchell
National
Oak and
Premier
Pierce-Ar
Pope-Har
Pullman
Regal

FANDERS
20
WENTLY

FANDERS
GO CHAT

The Flanders "20" is a light car. This refers to power eight. Classified as a way it belongs to 20 horse-power. But many features it entirely distinguishes it from other so-called "cars." This difference is found especially in three particular design, chassis and transmission. This car very closely simulates the prominent features which give

CAR LATEST IN EQUIPMENT AND FINISH

1912 STUTZ ROADSTER, WITH A. GUY WILLIAMS AT THE WHEEL.

FIRST '12 STUTZ ROADSTER IS CAR OF INTEREST HERE

New Model of Machine Made Famous in Santa Monica Race

C

PLAYWRIGHT LIVES IN THE OPEN AIR

Avery Hopwood Prefers Tent



The Car That Made Good in a Day

The first Stutz car ever built was entered in the 500-mile race at Indianapolis and went the entire distance without a mechanical adjustment in 442 minutes.

\$2000

A 50-H.P. car. 4 $\frac{3}{4}$ x 5 $\frac{1}{2}$ T-head motor, hollow crank shaft oiling system, Eisemann dual ignition, Stutz rear system, Timken's best front axle, 34x4 $\frac{1}{2}$ tires with Dorian demountable rims, two, four and five-passenger bodies.

Write for Catalog A-2.

IDEAL MOTOR CAR COMPANY
Manufacturers of
STUTZ MOTOR CARS
INDIANAPOLIS, IND.

s, Please Mention Motor Age.

These two ads for the new sporty Stutz roadster are similar in that they both advertise based on racing, but there sure is a big price difference to buy it in California! While there certainly were transportation costs to get it there from Indianapolis, it is hard to believe that it was a 15% adder to the price of the car! Either way, this was clearly an expensive new sports car. The average salary in 1911 was in the range of \$1,000/year and Ford's sporty car, a Torpedo Roadster, had a sell price of \$590. The Ford also included a top and windshield, and upon re-viewing the 1912 Stutz catalog (likely published in 1911), these extras were another \$105 in total. But who would want a sporting Stutz replica of their race car with a top and windshield anyhow?

A lot of activity was taking place in California. Stutz had a good showing at the races and were advertising how touring cars were the same as the race car. The headline calls out the engine, but the article compares the entire car. With a photo of a new touring car, an article states that the car is painted blue with a gray running gear. It is not common to see two colors (other than black) between the body and chassis. But a blue body, gray chassis and black fenders sounds very handsome.

LOS ANGELES EXPRESS, SATURDAY, DECEMBER 9, 1911.

NEW ARRIVAL ON AUTO ROW IN DEMAND

LARRY SYMONDS IN 1912 STUTZ TOURING CAR.

POPULAR STUTZ TOURING CAR HAS ENGINE THAT WON RACE

E-M-F "30'S" RECORD ABSOLUTELY UNIQUE

Size

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Continuing in California, the December 23 edition of the Los Angeles Express stated that several carloads of Stutz cars were again delivered and they had already sold a roadster finished in vermilion with black fenders. Also of interest was the sale of a blue five passenger touring car to the great Harry Miller. This well known photo of Harry Miller driving the car with such warm clothing in southern California suggests that he was too excited with his new purchase to wait for a warm day!

During this time, racing continued. On October 9th (postponed from 7th due to rain) Stutz took a third place at the Fairmount Park Road Race. The following weekend, Stutz took a third and fifth at the Santa Monica Road Races. In November they became the first entries signed up for the 1912 Indianapolis 500. Stutz of course jumped right into the 1912 season with wins at Bakersfield and San Jose. In the research of 1911, an interesting trail wound into the start of 1912.

Apparently after the November 1911 announcement of Stutz being the first two cars registered for the 1912 Indianapolis 500 mile event, hints started coming about a third Stutz car powered by a larger 598 cubic inch 4 cylinder engine. Another article in December 15, 1911 speaks of this larger engine as well. (The 4 cylinder Wisconsin T Head used by Stutz was 390 cubic inches, but the maximum engine size allowed for the 500 mile race was 600 cubic inches). Later listings of entrants for the 500 showed the 28th starting position being a third Stutz

driven by Charles Merz, with a 585 cubic inch 6 cylinder. 585 calculates to exactly the same as two additional cylinders on the 390 engine, and is the 6 cylinder engine later offered in 1913. Ironically for 1913, the rules for the 500 changed and the maximum displacement was reduced to 450 cubic inches.

Final listings for 1912 race show the Merz car with the 390 4 cylinder, but it is clear that Harry was thinking about variations of larger powerplant as early as the end of 1911.

The Ideal Motor Car Company, makers of the "sturdy Stutz," has canceled its order for the big four-cylinder motor, which it was planned to install in one of the stock racing cars which would carry the Stutz colors in the second annual 500-mile race on the Indianapolis Motor Speedway course next Memorial day. Harry C. Stutz brought home with him several ideas from Europe which he may endeavor to apply in the 1912 product of the Stutz company and these ideas may be incorporated also in the construction of the racers which are entered in the 600-mile race.

Indianapolis Star Dec 15, 1911



Whether recorded incorrectly or setting the stage by Harry Stutz, cars shown in race listings are printed as “Stutz” with either Ideal Motor Car Co. or Stutz Motor Car Co. The following ad from the November 21, 1911 Indianapolis Star shows how much racing was woven into breed. Of course Harry himself raced and knew that it was an excellent way to promote a new line of cars, even if they only had three races under their belt at this time. Another interesting note of this ad is the logo, which promoted their racing foundation with “The Car that Made Good in a Day.” There are often questions about which logo is on the early cars, but it is clear that this logo was in place and promoted its racing lineage in 1911.

While Harry Stutz was busy running a parts company, managing a race team and starting an automotive production line, he still had time to take some hunting trips and participate in the Gatling Gun Squad with other Indianapolis businessmen. Somehow he also managed to take a trip to Europe for the SAE conference. In a December interview, Harry notes that he believed the Americans are currently ahead in chassis design. He felt that the English designs are lighter duty, but more complicated and the transaxle with twin internal brakes is “up to the minute in modern construction.”

To end the year with some entertainment, Billy Knipper, an experienced racer who was known most recently for driving a Mercer, decided to take the Stutz agency in Rochester, New York.

Photo of a 1912 radiator badge, as can be seen used as early as 1911

THE STURZ

**The Car That Made Good in a Day
NOW MAKES GOOD EVERY DAY**

Stutz Touring Car, \$2,000

VALUE is assured in the big, refined Sturdy Stutz Car—a duplicate of the famous Stutz Car which ran 500 miles in 442 minutes without mechanical adjustments in the International Sweepstakes Races on the Indianapolis Motor Speedway.

Further proof of the sterling value of this car was the non-stop record of 200 miles in the Fairmount Park Races; where it finished second in its class and furnished the only non-stop performance in the race.

And again—in the Santa Monica Races—the Stutz Car made a non-stop record—and traveled 151 miles in 115 minutes, at the rate of 72 miles per hour. Not a single mechanical adjustment in these three races.

Stutz Cars are built with the purpose of giving thorough satisfaction with many years of service. They are designed with a perfectly balanced and proportioned chassis by a designer who knows how—Harry

C. Stutz—and his latest work is his masterpiece.

Condensed Specifications: Wisconsin 4 1/4" x 5 1/4" T-head motor, lubrication through hollow crankshaft, wheel base 120 inches, 34" x 4 1/4" tires with Dorain demountable rims, Eisemann high tension dual ignition, the famous Stutz rear system, Timken's best front axle, Gemmar A-grade steering gear, two, four and five passenger cars with finish and equipment the best that money and skilled workmanship can produce.

Stutz cars are made with two, four and five passenger bodies at a moderate price—\$2,000. Cars now on exhibition in our salesroom. Call or write for catalogue.

Some Factory Agencies Open in Indiana Territory

Ideal Motor Car Co.
Manufacturers of Stutz Cars
330-332 North Capitol Avenue
INDIANAPOLIS, INDIANA





From Our Members:



Member **Jaun Molinari** in Argentina sent this for all the rest of us to enjoy! Per Jaun, “I decided to pay a tribute to Stutz asking to Vanesa Galdeano and Anali Chanquia, two world recognized artists , to design and paint this excellent work on one of the walls of my new workshop”.

Jaun in his prize car.



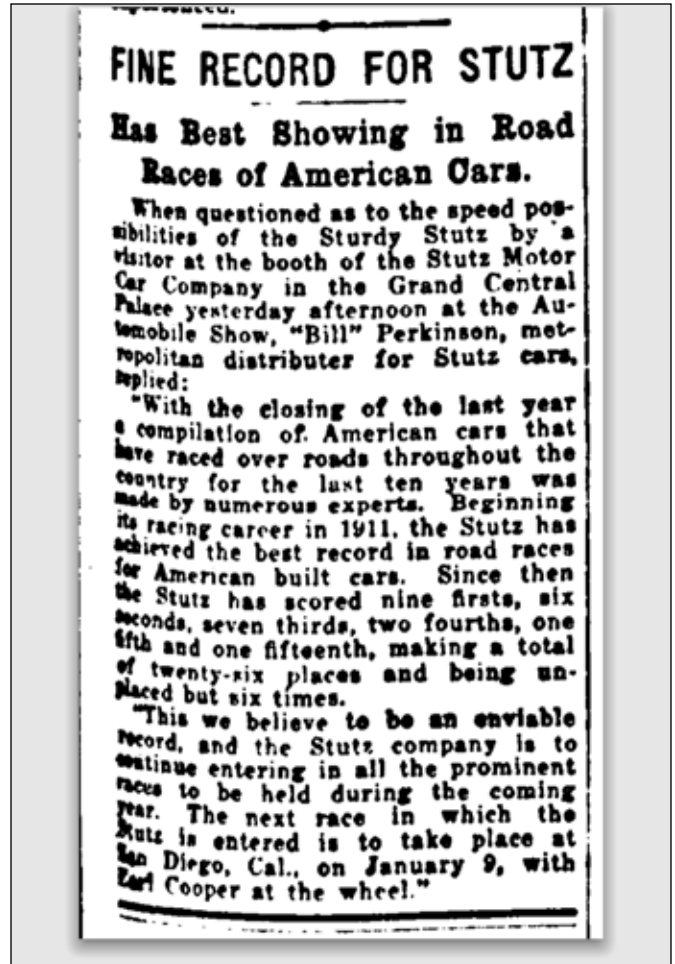


Member **Ake Lindell** from Sweden sent us a before and after photo of his Black Hawk. We sure would like to hear more about this beauty!





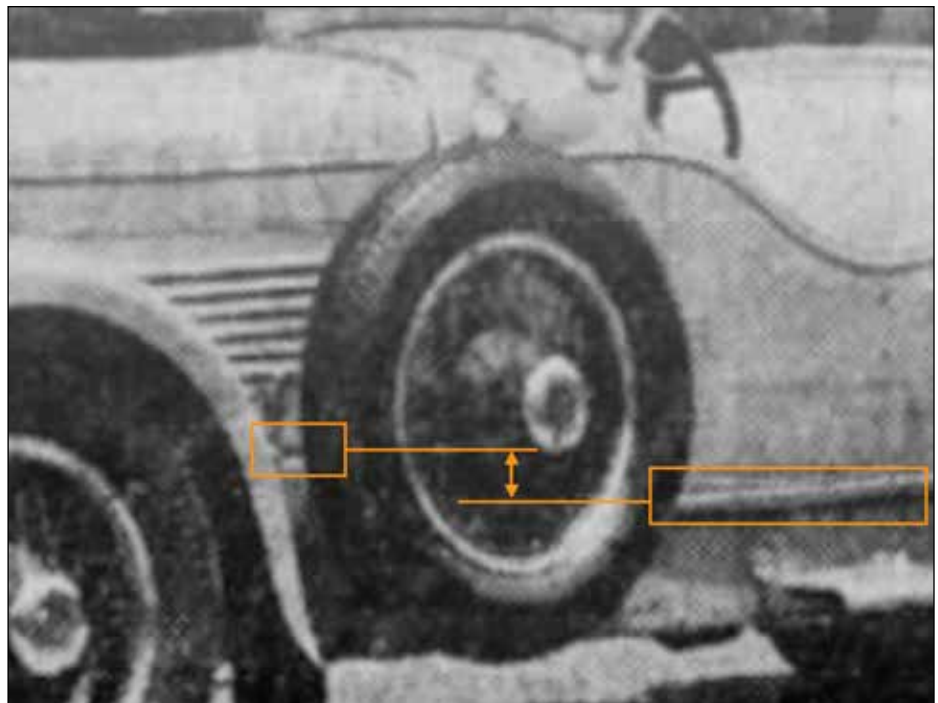
Tim Kuser found this interesting article in the NY Daily Tribune from January 1915.



Member Mark Galvin in Canada has been doing serious research....

I think I may have finally puzzled out the correct answer as to why a Stutz Torpedo Speedster, photographed in May 1930 at the factory had extra body panels between the chassis and the hood.

You first posed the question in the January- March 2013 edition of *Stutz News*. As an aside I cannot thank the club enough for having posted all the back-issues. Up until it was scanned I'd never seen page with your question, just the next one with the photograph of the car's engine. Having access to the back-issues is simply wonderful.





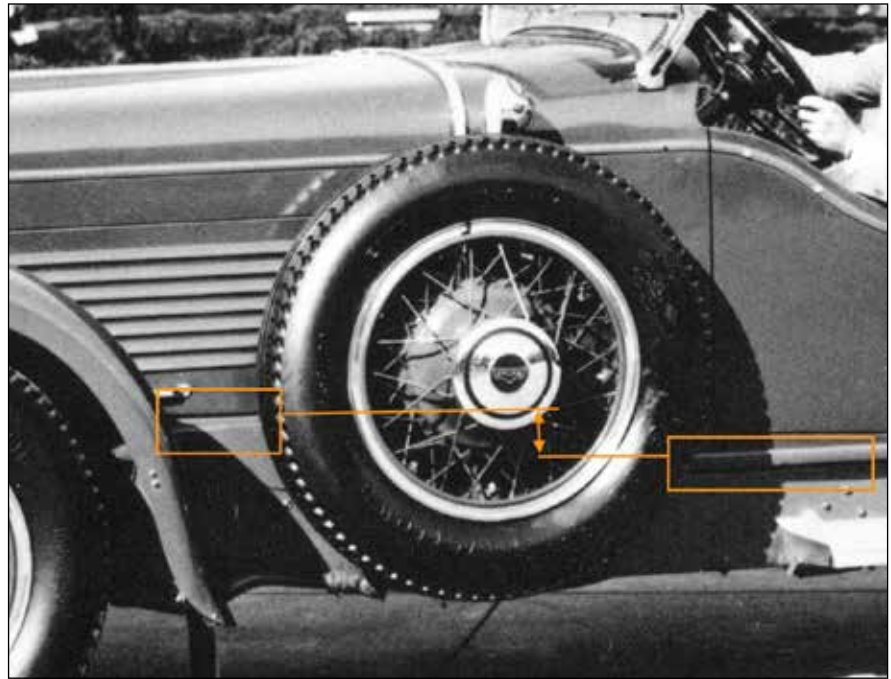
I believe that all the cycle-fendered versions of Stutz's Torpedo Speedsters had those panels. The cars that were produced with flowing fenders had a version of the standard hood.

The first photo of a cycle-fendered Torpedo Speedster appeared in the papers on 18th August, 1929. A close look at it shows that the hood did not come all the way down to the chassis, the extra panel was in place.

Next up is a Stutz publicity shot taken outside of San Francisco City Hall, some time in 1930. Again you can see the hood line is well above the chassis line. One can also just make out the bottom flange of the extra bit of bodywork.

Finally here is a side shot of an original cycle-fendered Torpedo Speedster that has been known of since the 1950s. The car was recently sold at auction and one can see the extra piece of bodywork.

I hope that answers it.





Also from Mark...

I enjoyed the article in Stutz News about a car that Lindbergh once might have owned. Here is something that might back up the story:

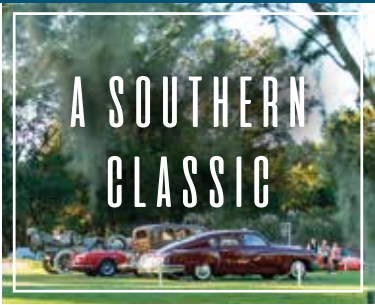
Col. Gorrell probably knew The Lone Eagle. They had certainly met. Lindbergh flew Gorrell from Indianapolis to L.A. the 7th of July, 1929 on Trans-Continental's inaugural flight. The plane - one of two traveling in convoy - was filled with celebrities.

Gorrell was ever mindful of publicity, so he might have arranged for the famous flyer, who was employed as the technical director for the airline, to get a good deal on a new Stutz.

Landing in L.A.



GRAND STUTZ 2020



Concours d'Elegance

HILTON HEAD ISLAND

DRIVING TOURS, VINTAGE RACING, SHOWS & PARTIES!
PLAN NOW FOR OCTOBER 29 - NOVEMBER 1

The Hilton Head selection committee will be mailing invitations to apply to a number of Stutz club members, however ALL Stutz applications will be accepted into the Concours on Sunday.

The Stutz Club and the Hilton Head Concours will have activities throughout the week and you can choose how you wish to participate. Come the weekend before and enjoy the Savannah Speed Classic vintage racing on Hutchinson Island or just enjoy the relaxing Hilton Head area.

Stutz Club specific include:

Wednesday Night: Welcome Party

Thursday: Leisurely driving tour through nearby historic southern towns and then Dinner/Club meeting

Friday: Possible driving tour with CCA and Fish Boil dinner

Saturday: Stutz on display alongside Classic Car Club of America Grand Classic at the Car Club Showcase, possible Ladies Lunch and then Stutz Club dinner or join the CCA for the Grand Classic Banquet.

Sunday: Hilton Head Concours with Stutz as a feature



Restoring the Jones Special

Mark Galvin

The Jones Stutz Special is coming along. Well, somewhere between slowly and very slowly. But it is coming together.

As we all know taking a car apart is the easy part, discovering the condition of various bits and pieces is the disheartening part, and putting the car back together is the hard part. The rebuild is being done by a RX Auto-works. The company has a very well-deserved reputation for craftsmanship and the guys are good fun to work with - and massively knowledgeable.

The first snag was discovering corrosion and bondo buttressing the bodywork. The aluminium had suffered from years of filiform corrosion, rotting hidden portions of it away. Filiform corrosion can look like the aluminium has developed varicose veins. The rot wanders and

bulges out as it creeps from its starting point, propelled inside the skin by a galvanic reaction. Cutting out the bad stuff and replacing it with matching metal took a lot of skill and was not a quick fix.

The crown wheel had also been eaten by a sulphuric sludge, it looked awful, as though sand or sapphires rather than oil had been in the back axle. Thankfully George Holman was cutting a few new ones. I happily lined up and now have an axle that will work. While on the topic, George has supplied an enormous number of essential bits; I can't thank him enough. He was able to sell me a rebuilt original supercharger that had been discovered by A.J. SanClemente, so the car will now be reunited with a blower ninety years after one was stripped off for the 1930 Indy 500.





Rot aside, bondo had been used to hold torn body panels together, and while it all look great before the sparkling paint came off, one good pot hole would have had bits of the bodywork flapping in the wind. Oddly enough all four fenders were sound. Tired, but sound.

A lot of the woodwork was over-drilled, over dried and exhausted. It had to be replaced. One curved bit under the cowl had a message written on it in ballpoint, one that could only be viewed when the timber was removed. *“Purchased in 1938 at Akron, Ohio by Tommy Wolfe – age 25. Rebuilt 1967 in California.”* Tommy didn’t get around to the rebuild, but that is another story. His missive has been put back in place. Perhaps one day a future historian will use it to help track the invention of the ballpoint pen, long lost to history, and a major bone of contention in authenticating Shakespeare’s working script of *Cats*.

As of now the woodwork has been finished and sealed. The bottom end of the motor has been bolted up with new Babbitt bearings, titanium rods and lighter pistons. The head is about to have new valves and valve guides installed. The chassis, gearbox and back axle are ready to go, as is the blower and carburetor. All the parts are there and it is just a question of patience.

The best bit of restoring the car has been the tremendous help fellow Stutz Club members have given. Jason Gehring, among other things, generously sent me a 1938 picture of the car I had never seen before. The photo helped sort out the dimensions of the unusual gas tank and how it was positioned. A.J. SanClemente has been very generous with information; it was he who first recognized from pictures that this Stutz was a supercharged car, which was initially an eye-bulger. John Grunder has helped with parts, and Trevor Hudson down in Australia sorted me out on a paint choice, which was a large sticking point. Peter

Loats emailed a copy of the 1929 service bulletins and the M8 service manual, both of which make fine bedtime reading while the car sits on stands.

Milton Jones, the car’s first owner, died in practicing for the 1932 Indy 500 and was buried in Ohio. Thanks to the reach of the internet I found his 74-year-old grandson who was born in Texas but now lives on the West Coast. He has promised to look into old shoe-boxes and biscuit tins to see if there are any pictures of the car from back in the day. When cold-emailed, his response was “How did you find me?” With dogged luck actually. That same internet also says there are currently 1,673,126 Jones living in the U.S.

I’ll let you know when it is time to take the car for its first spin!





Tech Notes

Brian White

I wasn't a Boy Scout but I have always tried to live by their Moto "Be Prepared". Years ago when I toured with one of my early cars I would bring a lot of extra parts. As I have gotten older the things I take have changed. I now have a two car trailers and more cars that run. It's almost guaranteed if you bring an extra car your primary car will never miss a beat.

The down side to taking two cars is now you need extra parts for both cars..... just kidding. Just bring the same type of car and you can rob Peter to pay Paul. Some of the extras I take are a battery, carburetor, points, plugs, mag, tires, tubes, fuel filter, a water pump, fan belt, sand paper, bolts, nuts, screws, gasket material, safety and electric wire, oil, rags, cleaner, tools, air compressor and special greases.

The NCHCCA has a lot of Ford Ts. We have been known to put thrush washers in a rear end and bands in a transmission in the motel parking lot. It was a joke for years, one family would bring their car to the week-long tour to just get their cars restored by generous and handy participants. There is a wealth of knowledge from those willing to participate, someone knows a better way and doesn't mind telling you so. It's a lot of fun and most often you learn something.

There are other non-car related things Trish always make sure we have. She has a medical bag with burn cream, bug bite ointment, bandages, Neosporin, eye wash, peroxide, TP (very important), sun screen and hand sanitizer.



Brian and Trish White's Bearcat prior to restoration,

Another way to be prepared is to drive the same car all the time. My 1923 Stutz Bearcat is my go-to car. It's roomy and yes it's truck like in the steering but on the open road it's a blast to drive. I have all of my necessities in the tool boxes on the car. Its been tried and true for over 10K miles.

As Paul Harvey would say now for the rest of the story. I met a guy on Facebook that had a picture of my yellow Bearcat. I contacted him and asked where he got the picture? His answer was his father restored the car. Not just that Bearcat but, my 1923 touring also. We meet in Charlotte and had a great time talking about Stutz's.

We talked about Randy bringing his dad down to see and ride in the cars again but, unfortunately his dad passed away before we could do so. Randy sent me some pictures of my car before and after it was restored.



He lives in Roanoke, Va. and I talk to him sometimes, even if he is a muscle car guy, because I believe I am also a muscle car guy, just an old one!

Its not all about the cars, it's the people.



In Memoriam

Dale Wells

Dale Wells, member #0092, passed away January 3, 2020. He was born October 23, 1930, in Three Rivers, Michigan. Dale purchased his first Stutz while living in Texas in 1961. This began his life-long interest in the Stutz automobile. Dale, along with several other Stutz enthusiasts, started the Stutz Club in October 1987. Dale was an active member and was involved in the publication of *THE SPLENDID STUTZ* in 1996. He continued his participation in the club and for many years was club Treasurer.

I got to know Dale and his wife Bonnie when we joined the club in 2002. The 2004 Grand Stutz was hosted by Steve Pugh in California, Dale was in attendance while we were at the Nethercutt Museum and someone volunteered him to play the grand piano. He graciously entertained us with his skill at the piano. About this time is when I was looking for a Stutz body to use in restoring my 1932 SV-16. Dale was selling his cars and after a trip to Kalamazoo to see his 1934 SV-16 convertible coupe, I purchased the car. It was then that Dale became a friend. He not only sold me a great car but a large amount of history to go with it.

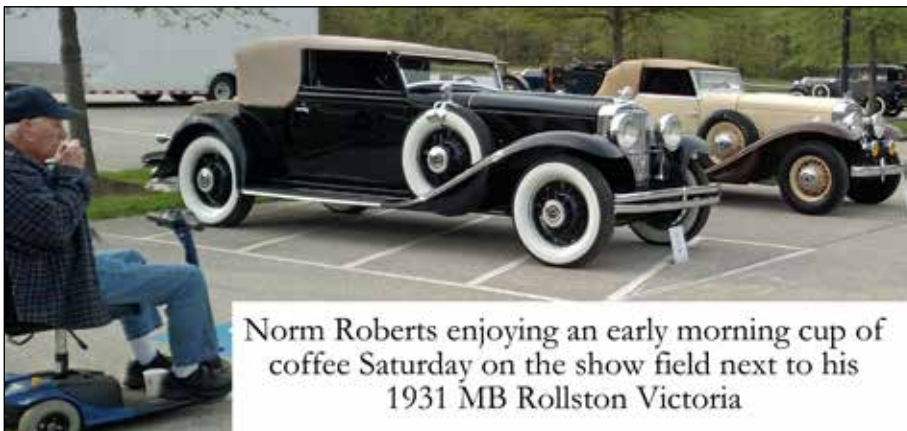


Dale was an accomplished writer and besides his contribution to *THE SPLENDID STUTZ*, he also wrote articles for "The Stutz News" and CCCA's "The Classic Car". There is an excellent article in the Winter 2009 issue about his cars and his family's move from Texas to Michigan.

Dale was the nicest person you would want to meet. A typical "car guy". I always held high regard for him and his love and knowledge of all things Stutz. He will be missed. - *Mark Desch*

Norm Roberts

Life member Norman "Smiley" Roberts, 85, of River Road passed away in September at his residence in Biddeford, Maine. He was born in Buxton, Dec. 17, 1933, the son of Lorenzo and Isabelle Cole Roberts. He graduated from Biddeford High School and loved spending time with his family. His passion and joy were his antique cars which started when he was a very young boy. Smiley was a member of the Maine Old Automobile League M.O.A.L. club for over 67 years. He was also a member of the Stutz Club of America and the AACA.



Norm Roberts enjoying an early morning cup of coffee Saturday on the show field next to his 1931 MB Rollston Victoria



New look for www.stutzclub.org

by Rachel Daeger

Since we unveiled the new website in the last issue over 45 members have logged into the member side of the site to look at the member directory or back issues of Stutz News. The collection is complete - we put the last few issues online recently.

But members aren't the only ones visiting the website. In the last three months we've had over 600 visitors and 2,600 page views with an average visit of 7 minutes. Although 67% are using a desktop computer, 27% viewed the site from a mobile device and another 5% from a tablet. Some of the search terms used to find the site include "harry c. stutz," "stutz automobile owners club," "stutz car factory picture photo," and "stutz bearcat club of oregon."

Members Only

Remember, when logging in for the first time your username and password will be your Stutz Club member ID in both fields. Look at the mailing label of this magazine to see that number in the upper right hand corner.



IF YOU RUN INTO PROBLEMS getting logged in, please email me at rdaeger@gmail.com. I can get into the admin side of the website and help. I'm happy to do that.

Remember, the information here is only as accurate as what you've provided the Club so if you need to update your personal information or car details please contact Dan DiThomas by emailing him at support@stutzclub.org or calling 614 832-0066.



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THE STUTZ CLUB, INC Treasurer's Report

For the Period: January 1, 2019 to December 31, 2019

Beginning Cash January 1, 2019	Huntington Bank Checking Account:	\$ 5,814.96
	Operating Account	\$ 243.66
STuTZ News/Website Fund Bill Greer 2016 Bequest		\$ 5,000.00
	Grand STuTZ Fund	\$ 571.30
	TOTAL	\$ 5,814.96

Huntington Bank Money Market Account:	31,351.27
Total:	\$ 37,166.23

Income:	Membership Dues 2019	\$ 8,572.92	
	Membership Dues 2020, 2021, 2022	\$ 456.00	
	Book Sales Including Shipping	\$ 1,533.25	
	Investment Interest	\$ 52.50	
	Grand STuTZ 2019 Geneva Registration & Events	\$ 7,985.00	
	Grand STuTZ 2019 Geneva Sponsors	\$ 3,223.08	
	2019 Hershey Dinner	\$ 1,120.00	
	Club Merchandise	\$ 652.90	
	Total Income:		\$ 23,595.65
			\$ 60,761.88

Expenses:	Archive Room Rental (\$135 per month)	\$ 1,645.00	
	STuTZ Club Liability Insurance	\$ 1,550.00	
	Stutz News, Print and Mail	\$ 9,154.07	
	Treasurer Expenses	\$ 37.10	
	Membership Expenses	\$ 395.08	
	Post Office Box	\$ 92.00	
	Bank Fees	\$ 4.00	
	Grand STuTZ 2019 Geneva	\$ 10,954.58	
	Hershey 2019 Dinner (Includes Deposit for 2020 Dinner)	\$ 1,167.80	
	Shipping for Splendid STuTZ Books	\$ 371.65	
	Club Merchandise	\$ 855.08	
	PayPal Fees (Paid by Member, Purchaser of Book)	\$ 165.08	
	Indiana.gov Fees	\$ 22.00	
	Website Domain Name	\$ 18.17	
	Archive Documents	\$ 29.46	
	Less Total Expenses:		\$ 26,461.07

Period Ending Funds Available: **\$ 34,300.81**

Huntington Bank Balances on December 31, 2019

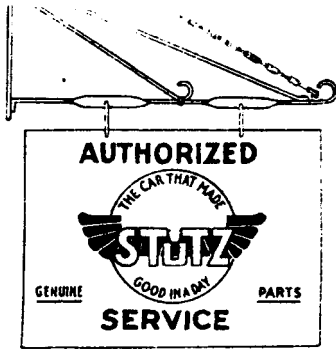
	Checking:	\$ 6,897.04
Checking Account		\$ 1,072.24
STuTZ Website Fund (Bill Greer 2016 Bequest)		\$ 5,000.00
Grand STuTZ Fund		\$ 824.80
Total		\$ 6,897.04

* Money Market: **27,403.77**

Total Ending Cash Balance: \$ 34,300.81

* Transfer of \$4000.00 from Money Market to Operating Account on July 4, 2019 to cover operating expenses.

Respectfully submitted: _____
Dan DiThomas, Treasurer



In addition to publication in Stutz News, Classifieds are emailed to the membership upon request. Contact Dan DiThomas at support@stutzclub.org.

Parts for a 1928 BB

I am looking for the special mounting bolts that are used on the bumpers and the hood hold down clips.

Any help in finding these parts would be greatly appreciated. Alternatively, a part to duplicate could also be a solution.

Jim Stranberg
970-667-0352
jstranberg@comcast.net

Waterpump Needed!

Looking for waterpump for 16V engine.

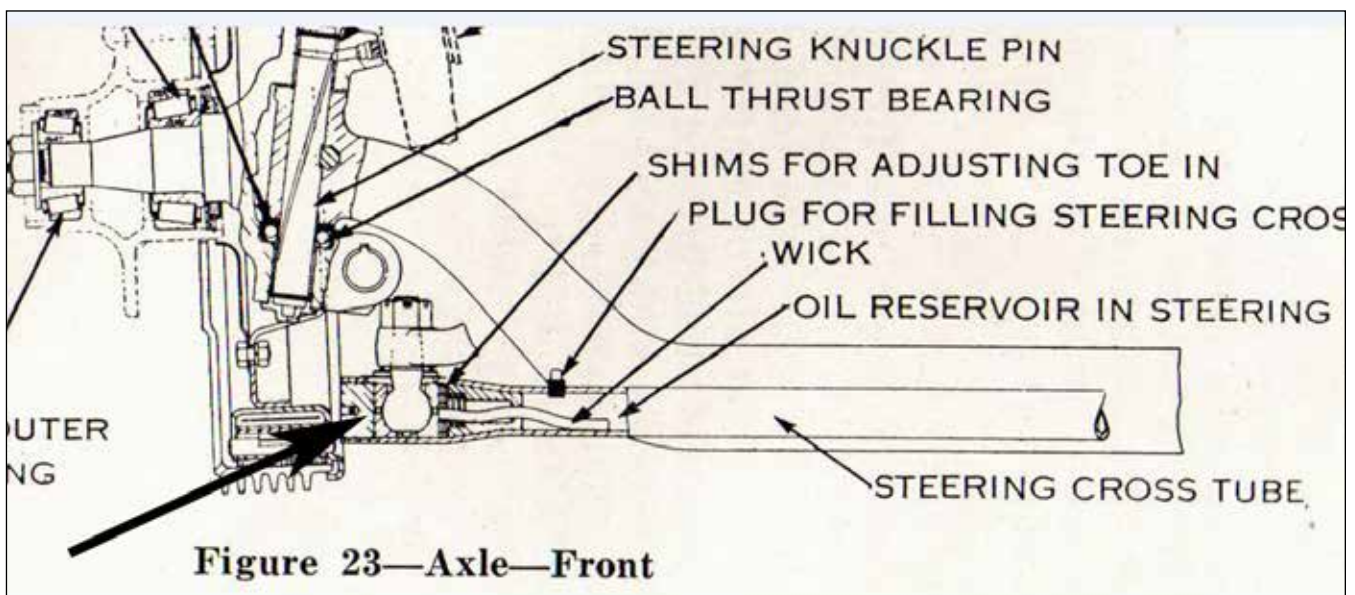
Simon Diffey
United Kingdom
simon@merryprinters.co.uk



HELP!

I am in need of in need of the two balls that anchor the steering cross tube for his 1929 Model M. The attached photo from an BB for reference. Also looking for windshield stanchions for the same car.

Garry McInnes
Australia
porsche.928@bigpond.com





1930 Stutz Boat tail Speedster for Sale

Complete ground up restoration started in October, 2008 and completed in June, 2014. Correct two-tone blue for year, leather interior. Many mechanical upgrades done to compete in the "Great American Race", which, unfortunately, I have never done.

I can send list of upgrades and more photos to interested parties. Car is located in Panama City, Florida. Also selling race car collection and a Model AA soft top wrecker with 2100 miles-original miles! \$135,000

Jim Griggs
jgriggs44@aol.com



Parts Needed!

I urgently need to obtain the following parts for my 1930 Model M vertical 8 town car:

- 2 x matching internal door handles (both RH side)
- An ignition switch.

Appreciate your help.

Trevor Bills
New Zealand
trevor@tbills.nz

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1920 Stutz Firetruck for Sale

This original condition truck was driven four years ago at the St Louis Car Museum when we bought it.

Shortly thereafter, I was seriously injured in an accident. The truck sat well over a year in my shop. I started the truck numerous times during that period. It starts well but has a flat tire so I never got to drive it. It has some original equipment still on it, a box of related magazines, and a box of parts that I never looked through.

The photo above was taken on the day it was delivered to the Unidilla Fire Department.

It is my understanding that only twelve of this model truck were ever made and, I was told by the St Louis Car Museum, that they believe this is the last existing model of its kind. I do not know however.

We paid \$34,000.00 when we purchased it from the St. Louis Car Museum and would simply like to get what we paid for it.

Goron & Donna Stutzman
 Grove Creek Mules
 220 Tower Point Road
 Centreville, MD 21617
 410.758.2674
 410.707.1406 (m)





For Sale 1926 AA Touring car

- Located in Verona, Italy.
- The asking price is 110,00.00 Euro.
- I bought the car on December 05 '18 at a judicial auction
- I have only the purchase invoice, so the car must be registered here in Italy as I am a private seller not dealer.
- I learned from the previous owner who owned it for about 40 years (late 70s to today) that perhaps the car was bought and belonged to the royal family of Romania.
- From a summary exam seems almost perfect, the last time it was put in motion should date back about 2 years ago.
- It has not been driven and could not be started and no repairs were made since I purchased it.

Link to more photos:

<https://drive.google.com/drive/folders/11bOZwmhfDY3WjpKkiPFz0XDjSG8g9Dyb?usp=sharing>

Michele
michelem30@yahoo.it



Portrait for Sale

I have in my collection a portrait of what I believe is a 1932 Stutz DV-32 Convertible Victoria by Rollston. I would like to put it in the hands of the car's current owner if it still exists. I've read the histories of some of these cars online however, I can't seem to find information on this particular car. The license plate appears to be from Connecticut 1933. Please contact me if you have any information.

The frame is 15 in. wide by 12 in. high. The picture itself is 10 in. wide by 8 in. high. I'll take \$60 for it including shipping.

Mark Ferron
packardman.mf@gmail.com

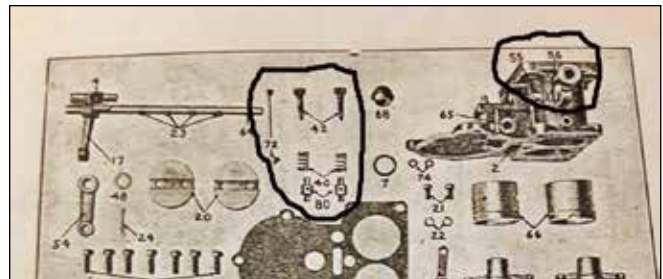


Steering Parts Wanted

We have a member, Harold Sliger in Florida, looking for a Blackhawk steering box, column, and wheel.

Harold does not use e-mail so please direct your replies to me at this e-mail address.

Dan DiThomas, Treasurer
The STuTZ Club, Inc.
support@stutzclub.org



Carburetor Parts Needed!

Zenith Model 105D
Laurence Anderson
Text or cell phone at 701-626-1059
lma2011@hotmail.com

Figure 10—Carburetor—Type 105-D and 105DC.

REF #	PART NO	DESCRIPTION
40	D 1882	IDLING ADJUSTING SPRING
42	D 1908X	IDLING ADJUSTING NEEDLE VALVE
80	D 3997	IDLING ADJUSTING NEEDLE VALVE SEAT
55	D 4102	THROTTLE STOP SCREW
56	D 4104	THROTTLE STOP SCREW SPRING
72	C 313	IDLING HOLE SCREW (DLG LISTED)



For Sale

Center dust cover for Buffalo B5 wire wheels, also fits #5 Houk wire wheels, nice original. \$350

Layden Butler
 107 Saint Jean Ct.
 Danville CA 94526-5114
 Phone: 1-925-820-4742
 LaydenandJean@comcast.net



Front Bumper Bar Wanted

I am a long time member from Australia looking for the correct front bumper bar for 8 cylinder Stutz year model 1931 SV16. Any information or reply would be appreciated. I do have some interesting M series parts I would swap, including a pair of M park lamps with lenses.

Cheers,

Lyndon Dickenson
 lyndon.dickenson@bigpond.com

Carburetor Needed!

I am looking for a Stromberg O3 carburetor and the top water connector for the radiator hose for a 1920 STuTZ.

John Ryder

kingjon8@bigpond.net.au

Vol. XXXIII No. 131 (January-March 2020)

The Stutz Club, Inc.

Carl & Carrol Jensen

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