

STUTZ NEWS

Vol. XXXIII No. 132

April - June 2020



Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)



From the President



When our editor informed me it was time for another edition of the STUTZ NEWS, I was hard pressed to come up with something to write for this edition. Not a lot going on in the old car world these days. Most events have been canceled due to the Coronavirus. In spite of the constraints of the virus, I have been able to do a few things.

April saw most activities shut down. I worked from home most days except a few hours in the office each afternoon. However, I was able to gather about fifteen cars and members of the Upper Midwest Region of CCCA for an afternoon tour of six local nursing homes. After making contact with the social directors of these homes, we found a very appreciative audience at each stop. We drove through the parking lots and outside each home so the residents could see our cars. Of the fifteen cars, four were mine. Both the '31 and '32 Stutz's with guest drivers along with Gloria's '49 Packard Woody and I led the group in my '23 Brewster-Knight Town Car. I think the drivers enjoyed the tour more than the nursing home residents. Everyone was excited to get their cars out for a drive.

Not all car shows have stopped. In May a local winery invited antique cars to a small show in their parking lot. Through social media, they ended up with over fifty cars and at least one hundred people checking out the cars. Of course, my '32 Stutz received lots of attention, but Stutz owners always get attention.

As a member of the local chapter of the Horseless Carriage Club, I was invited to do a one day tour of brass cars in northwestern Wisconsin. We assembled at one of the member's house on a perfect day in June for a tour on country roads. Almost no traffic. Just a few deer to maneuver around. I drove my 1905 Steven-Duryea and the car ran great after resting in the garage all winter.

The tentative plan for 2021, is to have two Grand Stutzes. The postponed Grand Stutz in Hilton Head next November and a Grand Stutz in Lincoln, Nebraska sometime next summer. I am trying to figure out a way to get down to Lincoln to do some planning. Traveling is a challenge especially when my wife is not interested in staying in motels. May have to rent a travel trailer. We were invited by John MacKishan of the Speedway Motor Museum, to have our Grand Stutz in Lincoln. This would be in conjunction with the museum's annual show. There is plenty to see in that area with several antique car museums within fifty miles of Lincoln. This could make a very interesting meet.

I am sure most of you are aware that the AACA Fall national meet in Hershey is cancelled this year. As a result, we will not have our annual meeting. The club continues to be active, if only through electronic media. Many members continue to take advantage of advertising parts for sale and items wanted through our website. We have had several new members join the club this year. I would like to welcome these new members and encourage them to become active in club activities.

Although our activities are limited, the weather has been great, and it is time to enjoy driving our cars. Hope to hear from all of you soon. - Mark Desch

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Announcements

Hilton Head Concours & Grand Stutz CANCELLED

The board of the Hilton Head Concours has cancelled the November event. As a result, the 2020 Grand STuTZ which was being held in conjunction with the Hilton Head event is also cancelled. Carrol Jensen was on the conference call with the Hilton Head committee and they want to have the Stutz Club next year for a feature.

Hershey Fall Meet CANCELLED

If it was not bad enough that our Grand Stutz event was cancelled, hours later the AACA cancelled the Hershey Fall Meet. As a result, the 2020 STuTZ Club annual meeting and dinner has also been cancelled.

2020 STuTZ Club Renewal Notice

This will be the last issue of the STuTZ News that you will receive if you have not renewed your STuTZ Club 2020 membership.

To know if you have not renewed for 2020, check the address label on this issue. You will find the words "LAST ISSUE" if you have not renewed.

Contact Dan DiThomas if you have any questions, via email at support@stutzclub.org or by text or phone at 614 832-0066.

The Cover Car

The car on our cover is a completely original 1922 KLDH 4 Passenger Sportster Touring that came to Bob Jacobsen in an unusual way. An avid Pierce-Arrow enthusiast, he prepared and showed a friend's Pierce at the 2008 Pebble Beach where it received first in class. The then owner of the Stutz, Virginia Randall Lee, was at Pebble Beach and was impressed with the Pierce, whose owner happened to be a mutual friend.

Virginia had inherited the Stutz from her father, Donald Randall (MA), who owned many antique cars including several steamers, a steam cycle, and a 7-seat bicycle, and had purchased the Stutz in 1947 from it's original owner.

Virginia wanted the car to be near her in California. The Pierce owner convinced her that Jacobsen was the right person to bring the Stutz out of its many decades of sleep and mouse nests, get it running again, and bring it to CA. Bob and Virginia formed a partnership and the Stutz was taken to Paul Freehill's shop for an engine rebuild. It participated in our 2011 centennial event in Indianapolis and then home to California.

Bob can be seen in the photo with his wife Nancy. They enjoy the car and get together every year with Virginia (who is still part owner) so she can relive the cherished memory of the car that her mother once drove her to school in.

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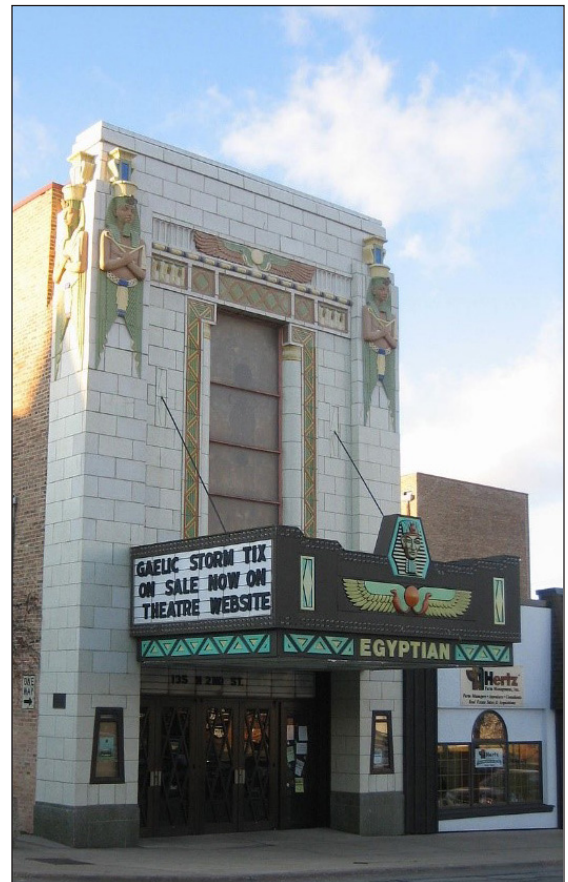
A Glimpse of 1922

By Carl Jensen

With our cover car being a 1922, we will take a little bit deeper look at that year. This was certainly a very exciting time! America's first radio station took to the waves in late 1920, and in just two years, over 500 radio stations were broadcasting across the country. Imagine the excitement of all the sudden, music and news was available in your home from a box. One of the big events of the year was the discovery of the tomb of King Tutankhamen. Found in the Valley of the Kings, his tomb miraculously had never been previously discovered by looters. (Yes, I have been watching a lot of Josh Gates during our COVID lockdown.) King Tut could have never imagined the influence he would have on culture so long after he was laid to rest. This discovery influenced our architecture as can be seen in this inside of this Hollywood Egyptian theater or the outside of another that still stands in Dekalb, Illinois.

It also impacted fashion from women wearing snake like wrap bracelets on their upper arms to the dresses they wore. Trish White tells me that 1915 was the first year women showed their ankles, well it didn't take long for women to show a lot more in slinky flapper dresses! Thank you King Tut.

In motorsports, Gar Wood had been dominating powerboat





racing from 1917 through 1921, so in an attempt to limit his dominance, during the winter season, the American Power Boar Association changed the rules for 1922 putting limitations on hull designs and engine size. Mr. Wood merely changed his direction and went on to even greater successes on the water. On land, board tracks were popping up everywhere and 1922 was essentially the end of riding mechanics. In every way it was a time of excitement and change.

It was very much the same for Stutz, while the cars were exciting, it was a definitely a changing time. Aside from the newsworthy change in ownership, the cars were on the edge of change as well. Stutz continued to market their cars based on past laurels of their race bred history, but the factory had long pulled out of motorsports and privateers were no longer even racing Stutz cars.

The US market was also shifting from 4 cylinder engines to 6 and 8 cylinder designs. In an effort to justify their powertrain, Stutz advertising pointed out that European cars were primarily powered by 4 cylinders. The big news from Stutz on the powertrain was the Detachable Head, which changed the Series K cars to KDH. Stutz also published an impressive 28 page brochure solely focused on their engine technology and their new compensating suspension. Such a booklet highlighted that Stutz cars continued to be great performers built on solid engineering designs. It is interesting to note that while some of the competitors were going to more cylinders, these engines did not necessarily have more power. The following table shows a comparison of other premium cars in 1922.

Make	Engine	(Cu In)
Stutz	4 cylinder, 16 Valve	361
Duesenburg	Inline 8, Overhead Cam	260
Kissel	Inline 6 Cylinder	284
Mercer	4 cylinder, L head	298
Paige	Inline 6 Cylinder	331
Packard	V12	424
Cadillac	V8	314.5
Lincoln	V8	357.8

While the heavy weight cars such as Packard and Cadillac really were not marketing performance, Stutz likely had a keen eye on Mercer and the record setting Paige Daytona, as well as their Indiana competitor, Duesenberg. Stutz advertising boasted the 90 hp figure and

the acceleration that when with it.

With this time of change, 1922 was the last year of the Bearcat on the short wheelbase with its cutdown body. This was likely tied to Stutz being the last major US car company to change to left had drive. For 1922, both right and left were offered, with the designation for left hand drive cars being KLDH. The move to left drive went hand in hand with the end of the Bearcat with the narrow body that required outside shift, as there simply was not the space to package the gearshift internally.

While this feels like big news now, with their planning of the redesigned 690 series right around the corner that may have simply been part of a greater plan. The Bearcat name would stay in 1923 as the “Bearcat Roadster” which now rode on the standard 130 inch wheelbase with a larger body and accommodated a center shifter for left hand drive. While the snappy 16 Valve 4 cylinder may have been a great engine, likely Stutz knew that public perception was seeing it as dated and a change was needed to boost sales. With that, they had drained all they could out of their racing roots, the next boost in that department would come with Moskovics and the dominant Vertical 8.

Stutz was also losing sales to the incredible amount of competition in the marketplace with a lot of other very good cars being produced, as well as a fluctuating economy. To deal with this, Stutz significantly lowered the prices on all cars. In retrospect, the pricing is a little comical now... I am sure it cost much more to build and trim a coupe compared to a Bearcat which is why the coupe price is 35% higher...but somewhere in time that value shifted!

As mentioned, competition was strong and such price reductions were not unique to Stutz. Marmon had lowered prices three times in 1922, before the end of April. The Indianapolis based Marmon with their own history of racing and premium engineering was likely going straight up against Stutz, and of course Marmon was offering a 6 cylinder engine.

Stutz was also marketing their new “Compensating Spring Suspension”. As described in their catalog, “The action of the springs compensates completely for all road variations, reacting to hold the car in check against whatever stresses may be applied.”



STUTZ PROMISE FULFILLED BY PERFORMANCE

The great Stutz organization promised an announcement of importance to the industry at the New York show.

Here it is:
 A new standard of price for cars truly fitted to class among the world's best.
 No longer must the exacting buyer, who insists upon the quality to be reflected in added years of service, as well as unequalled appearance and performance, pay over \$4,000 for his car.
 The sturdy Stutz first proved the finest of the world's best cars by performance in the grueling tests of actual comparison on the Speedway.

It is only necessary for you to ride in the Stutz of today to realize that it is not only unequalled among other cars, but that it is the best car that ever bore the Stutz name.

And in addition to its many improvements and refinements, Stutz buyers now have the option of right or left hand drive.

Now, backing up the first Stutz records for Speedway performance, come new records for comfort and appearance and durability, and finally the world's record for automobile value among high class cars.

Today establishes this new standard of value among the best cars of the world.

STUTZ Bearcat	\$2,950	STUTZ Four-Passenger	\$2,990
STUTZ Roadster	\$2,950	STUTZ Six-Passenger	\$2,990
STUTZ Coupe	\$3,990		

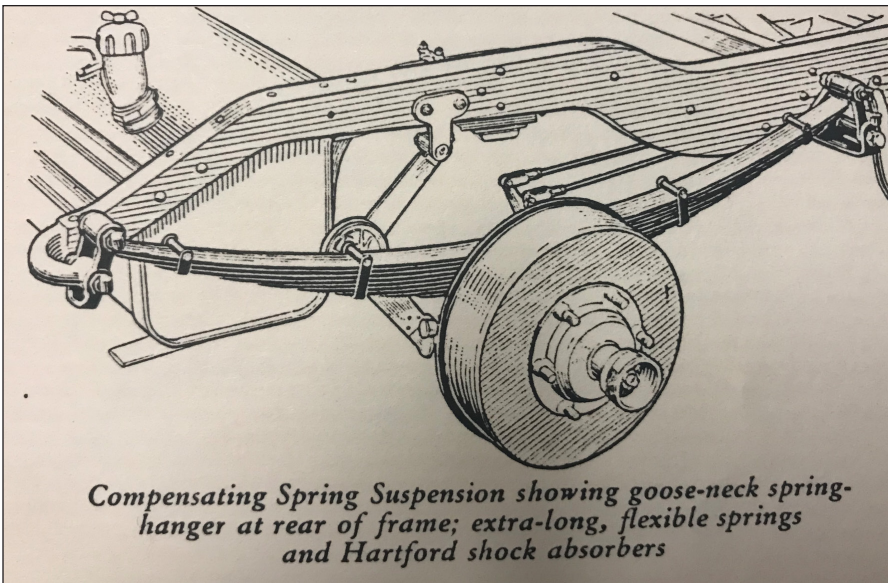
HATHAWAY MOTOR CO.
 Distributors—C. E. Hathaway, Pres.
 1727-29-31-33-35 McGee St., Kansas City, Mo.

THE CAR THAT MADE STUTZ GOOD IN A DAY
AUTOMOBILE SHOW
 Spaces 99-100-101

This suspension improvement was largely accomplished with changing the gooseneck of the rear spring location and allowing for longer springs and of straighter design. Stutz advertised how this reduced harshness, but keeping with their focus on driving, stated, "In like measure, the ease at which the car handles at all speeds and on all road has been brought to a point of excellence that leaves nothing to be desired."

Another interesting ad that was published during this time makes a statement, "All genuine Stutz cars bear this emblem and are built exclusively by the Stutz Motor Car Company of America, Inc." Speculation could be that this was in response to H.C.S. advertising focused heavily on Harry Stutz and his very credible experience in design.

These ads were in fact very common. All H.C.S. ads referenced Harry Stutz, and he advertised a lot. Therefore as you might expect, these "clarification" ads from Stutz Motor Company were quite prevalent. The Sunday, April 30, 1922 edition of the San Francisco Chronicle included a story with the title, "These Two Are Not Related", "Stutz and H.C.S. Cars Have No Connection". The article goes on to say, "As a matter of fact, there is no connection between the two companies. The Stutz car is the only product of the Stutz Motor Car Company of America and there is only one Stutz car". Harry Stutz's clever advertising was likely stirring up the Stutz dealers who were competing against the handsome H.C.S. that sold for \$1,000 less.



1922 may have been the beginning of the end of the early Stutz cars, but just as when Stutz raced, they finished strong. Solid designs, followed by refinement, produced an optimized powertrain. Just as when new, any owner of these final 4 cylinder cars has a treasure. *Another interesting ad (page 7) that was published during this time...*



All genuine Stutz cars bear this emblem and are built exclusively by the Stutz Motor Car Company of America, Inc.

STUTZ MOTOR CAR COMPANY
of AMERICA, Inc.
Indianapolis, Indiana, U. S. A.

Stutz, Graves Motor Corp.



HARRY C. STUTZ

HAS SET A TRADITION WITH HIS NEW

H. C. S.

Mr. Stutz, whose rare technique in chassis construction and taste in body design have been so widely imitated, has built a more powerful and greater performing new H. C. S.

Designed and built by
Harry C. Stutz

HCS

New Low Prices

on All Models

Touring Car
\$2400

Coupe \$2850

All prices F. O. B. Indianapolis

**Christenson,
Davis Motor Car
Company**

1125-29 Van Ness
Avenue
Prospect 7046

**Economy, Comfort,
Serviceability**

*Valuable territory open
for live dealers*



STORY BY TOM PROBST
PHOTOS BY ROBERT MC GOWN

\$9,000

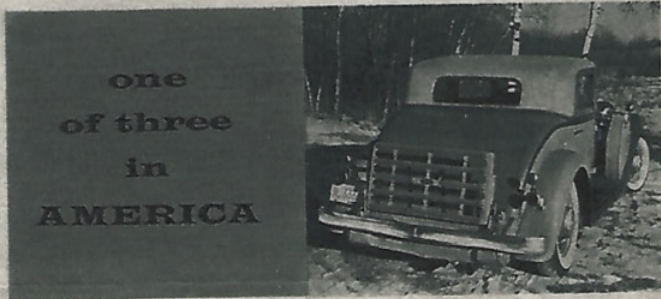
STUTZ

THIS BEAUTIFULLY MAINTAINED STUTZ, although 26 years old, looks and acts as if it were 25 years younger. One of three in America, the magnificent 1932 Stutz DV-54 Weymann Monte Carlo sedan was once in the famous Cameron Peck collection of classics. Now owned by L. N. R. Miller of Minneapolis, the car is described by him as "the one Stutz I've always wanted!" You see, Miller has been driving Stutz cars since 1918, and he considers this particular machine to be the best one of all.

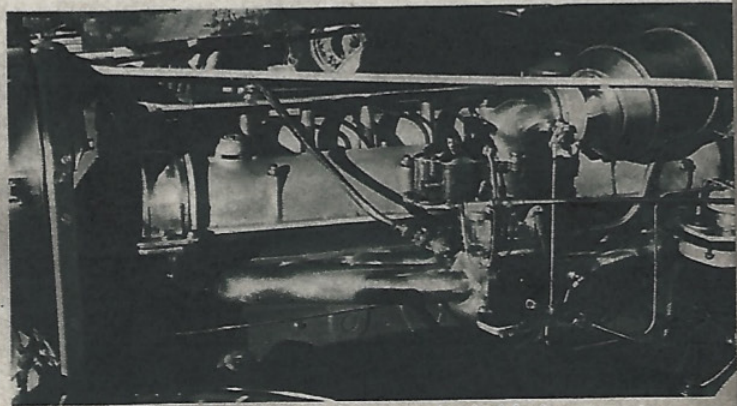
This Stutz is one of the famed 32-valve models. Stutz buyers in 1932 had a choice of 34 bodies with the DV engine on wheelbases of 145, 134.5 and 116 inches (Super Bearcat only). Optional on all models except the Super Bearcat was the SV engine with but one intake and one exhaust valve per cylinder. The SV engine, however, had twin ignition (two plugs for each cylinder) with two coils, two condensers and two sets of points. The DV engine had a single plug for each cylinder.

Miller's Stutz has less than 100,000 miles on it. Its original silk brocade upholstery has been replaced by something more prosaic, but Miller has plans to do the interior in leather. Top speed of the car is close to 100, with a comfortable cruising speed in the 70s. At speed the car settles down as if it were glued to the road, yet it is docile and smooth in traffic.

While his Monte Carlo Stutz is in practically Concours condition throughout, Miller possesses a unique "insurance policy" — in his backyard sits another DV Stutz which he can always use for parts, unless he decides to restore it too. /MT



one
of three
in
AMERICA

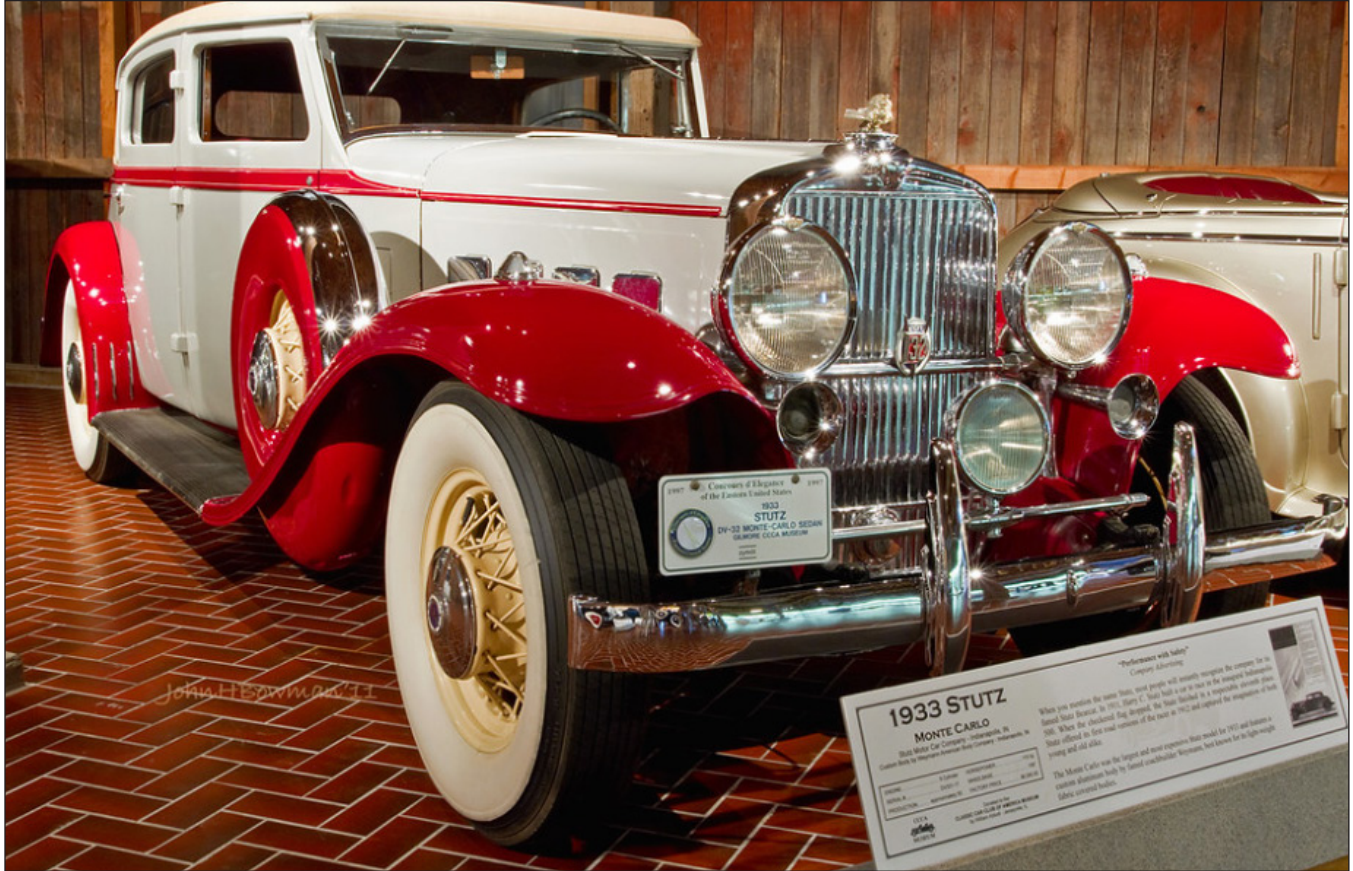


STUTZ DV-54 ENGINE has 16 cylinders, a mechanical fuel pump, automatic intake-manifold heat control, and dual Schebler carburetors.

MOTOR TREND/JUNE 1958 41



More on DV-32 Monte Carlo Weymann Sedans



It was one year ago, in our July 2019 issue that we published an article on DV-32 Monte Carlo sedans by Weymann. In the article we outline the three of these beautiful cars that are known to exist. One of them is owned by member Norm Miller. The Miller car has a very exciting history, much of which was made by his father! We speak to this and its high speed escapades in our 2019 article. More recently, friend and vintage car aficionado, Bob Joint found this interesting old article in a 1958 *Motor Trend* on the Miller car. (Some may recall that Bob led the Motor Row tour in Chicago during our last Grand Stutz).

During this past year, the CCCA Museum car is getting a major makeover. The photo here with grey and red is how it spent many years on display. The museum board faced some decisions on preserving this fine automobile which started with the top, which really didn't match.

It's hard to think of one of these cars not looking spectacular, and it was still a nice looking car with the grey and red paint, but the new paint really makes a statement of elegance and performance showing off its sleek lines.

The photos on the next page are prior to the installation of the new black top and chrome wheels.





Seen at Amelia Island

1933 DV-32 Monte Carlo by Weymann owned by Nicola Bulgari.





**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

MAY - SEPTEMBER
Monday - Friday: Noon - 4:30
Saturday: 9:00 - 1:00

OCTOBER - APRIL
Monday & Friday: Noon - 4:30
Saturday: 9:00 - 1:00

Closed all major holidays









MuseumOfAmericanSpeed.com • Lincoln, Nebraska




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






Projects and Tank Sealers

by Brian White

As I write this, just about everything I do has been effected by the Corona Virus. When it was determined that the Hilton Head Concours and our Grand Stutz was cancelled I felt lost, for the last 14 years we have ended our car season at Hilton Head. Having Hershey canceled, my first year at Hershey was 1963, I missed a few years here and there but was there through the mud, snow and floods. With these events canceled It became obvious how much of my life is old cars, old airplanes and old people. At this point my focus has changed. I am now looking at this as an opportunity to “catch up” with some of my projects. Yeah I know that’s a joke. I will never catch up. With events cancelled that is a total of seven weekends and two entire weeks or 28 days of more time to work on my projects. One of my projects is a MGA that I have owned since I was in High School. Back in 2013 I took it apart, rebuilt the engine, transmission, dash, heater, and purchased everything but the upholstery and top. When Harvey Carter agreed to sell me his ‘14 Bearcat” the MGA, in primer, got pushed to the back of my hanger.

So now I have two major projects, the MGA and my other 16 Stutz, as well as a couple of smaller projects. One being my wife’s 66 Vette, which as I write this may have just gotten moved to the top of both lists. Anyone else have a “Honey Do List”?

Last week the annual inspection on my Stearman was due. It’s pretty sad that last year I spent more hours working on my Stearman than I did flying it, but I needed to catch up on some of the cosmetics that had been put on the back burner and it’s now a lot better mechanically and cosmetically. It’s funny how fast you fill in your schedule with small items.

An issue my brother and I ran into last month was on a 1954 International pick up truck that my Dad and Granddad bought in 1955, it was the first truck they purchased for our company. We restored the truck in 2002 and at that time we cleaned and sealed the gas tank. We cleaned it in a radiator vat then cut a hole and sand-blasted the heavy rust places and sealed it with Red Seal. We recently started having problems and pulled the tank. It looked like the Red Seal had evaporated. We went back to the radiator shop to clean the tank again, Junior, the



shop owner that I’ve known for years, suggested we use MEK to rinse the residue of the red seal. We decided to use the Por 15 that I have had good results with. We used Por 15 kit using the marine wash, the metal prep and then air drying. After assuring it was dry we sloshed it with the Por 15. For some reason the Por 15 did not adhere to the tank, the sealer was peeling off in sheets. We called Por 15 tech services and they blamed it on humidity. It can be very humid here in the south, so they suggested we have it chemically stripped and then resealed. The company that stripped the tank suggested not sealing the tank just keep it full, I think that would be a temporary fix for sure. One other problem is the Chemical Stripper is heated to 400 degrees and the solder that holds the mounting brackets melts at 400 degrees. This week we should finish the tank. Some projects just keep on giving.

Now back to the Stutz and MG.

Stay safe,

Brian



From your editor



While we are all tired of COVID, Carrol and I are so thankful for three things during this time:

- Our friends
- Our garage right on our property
- Living only a little more than an hour from Road America

Not seeing friends, having plans cancel with friend and not having friends at the house has been the hardest thing for us. But it has been such a blessing to be able to at least stay connected with the people closest to us. One evening I heard Carrol talking and laughing in the kitchen...had she gone mad from being locked down in the house? Upon investigation, I found her on Face Time with a dear girlfriend in North Carolina while they shared a glass of wine together. Calls, texts, pictures, videos and small gatherings are truly treasured. A friend of ours, 95 years old, is actually on Zoom to talk to her family. Try to imagine all this 102 years ago with the Spanish Flu. We have done several impromptu tours while keeping distancing and realize that every time we see or talk to a friend is a blessing.

Like most people I am working from home. Since I do a lot of business in Europe and have an excellent team in Germany, my mornings start early with calls them. But I do save over an hour a day commuting. Between a little extra time in the evenings, not going out too much and of course not traveling, I have been able to spend a lot more time in our garage, which is only a short walk from our patio. Work is progressing nicely on our 1912 Bear Cat and I have done a number of small projects on other cars. Since I enjoy research and restoration as much as driving, this has been a very fun time for me. I have rarely driven my daily car since I am not going to the office and there

no reason why that sparkling Austin-Healy 100 cannot go to the hardware store! And since it is a good time to avoid hospital visits, I am pleased to report that with this extra garage work, I have only required a few band-aids.

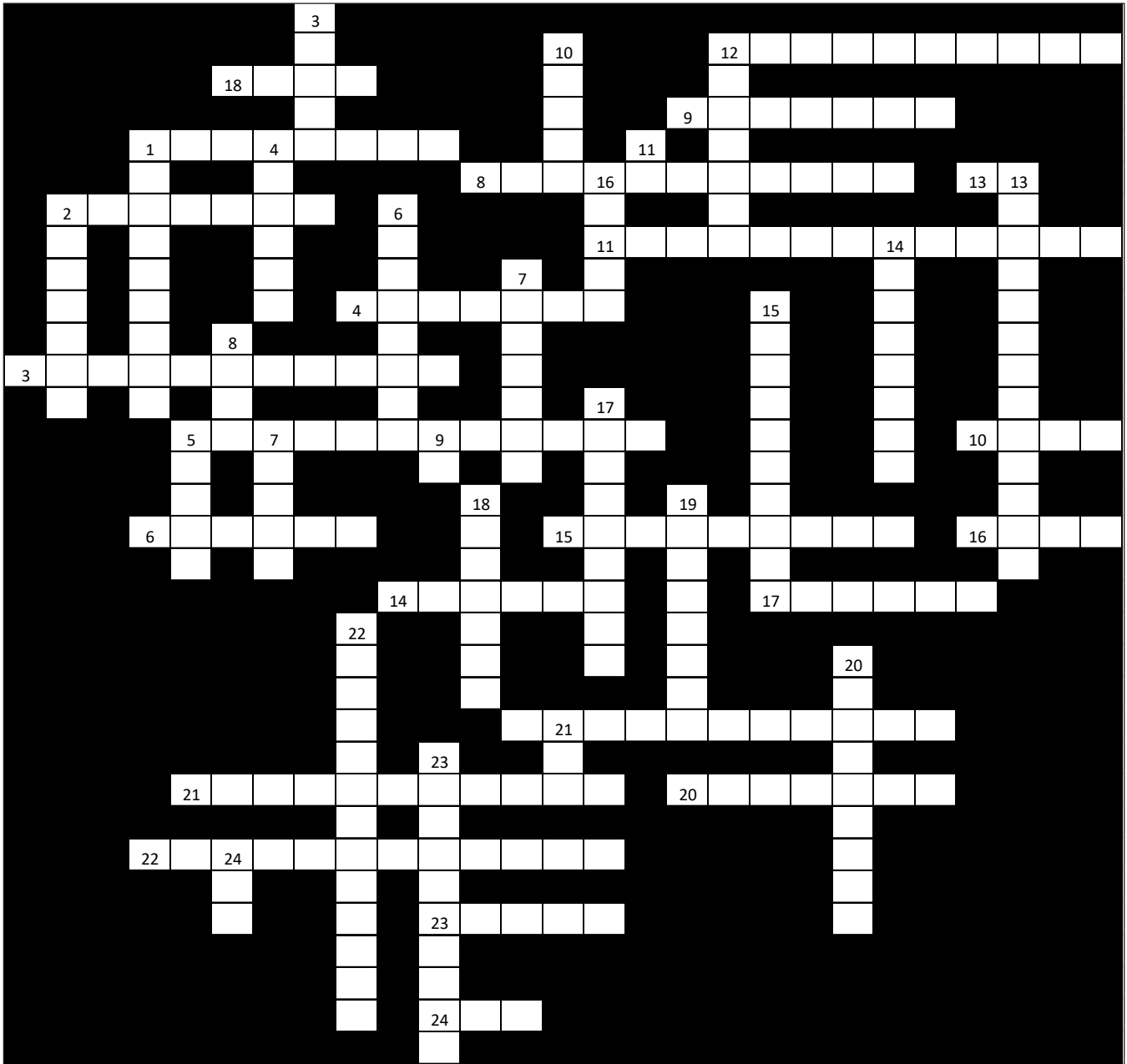
With the cancellation of nearly everything, we are thrilled that activities (with some intelligent modifications) continue at Road America in Elkhart Lake, Wisconsin, one of the world's greatest race circuits. It is a 640 acre facility with a 4 mile course that winds through the beautiful rolling hills. This is a very scenic location in the countryside, with more than enough room to social distance. Elkhart Lake is a small, charming and very historic town located on a crystal clear lake with the track being only a mile away.

Last week, I ran our Porsche there for a charity track event....this will be followed by a future outing for me to the tire shop. In two weeks we will head back to Road America for the summer vintage races (one of the biggest in the country), and in September we will go back for the fall vintage races, which is featuring pre-war cars. In between, we are helping to host a charity event for the Autism Society that will take place in conjunction with the IMSA races. The IMSA races draws in the top sports car teams from around the world and our event will include a scenic tour to the track with a private tent and catered lunch. Of the 40 cars selected, our 1930 Stutz Speedster will be joined by two very racy Auburns and a Bugatti! Some may remember that Elkhart Lake and Road America was the location of our 2003 Grand Stutz where Norman Barrs and George Holman raced.

So in this terrible time, remember to count your blessings of your health and those closest to you.



COVID Lockdown Activity Page



by Carl Jensen
Answers on page 27



Down

Across

- 1 Our club founder
- 2 The most famous model
- 3 You would have used this to start your 1912 Stutz
- 4 He won the 1915 and 1915 Championships
- 5 Name of the company that started with tires
- 6 Tested and raced cars for Stutz from the beginning through the Vertical 8s
- 7 Stutz co-inventor
- 8 He lost control of Stutz Motorcar Company in 1922
- 9 Series name of the first Vertical 8
- 10 Refused to start, advance to drive
- 11 Egyptian hood ornament
- 12 Harry's middle name
- 13 The new engine and model that came in 1926
- 14 Body style of the winning Black Hawk
- 15 Seat that pops up in the back
- 16 His first name
- 17 The motor company provided the first engines to Stutz
- 18 Co-inventor with fabric bodies
- 19 Manufacturer of hydraulic brakes
- 20 Took over Stutz and got them racing again
- 21 Castle nuts get a better...
- 22 Stutz factory race team
- 23 How many stars in a 1922 American flag
- 24 How long it took Stutz to "make good"

- 1 New competition car for 1929
- 2 Towing car that really was no-dog
- 3 This was a "class" first for Stutz
- 4 Stutz purchased their six cylinder engines from them until their bankruptcy
- 5 The city where it happened
- 6 Harry Stutz worked here before going on his own
- 7 One light was Gray 8.
- 8 Our 2029 Grand Stutz was here
- 9 Chevrolet spark on early cars
- 10 Charles raced for Stutz, went to HCB and started his own engineering firm
- 11 Originally there to step into a car, but now we resting places on tour stops
- 12 Crossed the country in record time, twice in a Stutz
- 13 Deal Mike
- 14 We took a gallant 2nd place at this French race circuit
- 15 Turns red when your car is hot
- 16 Harry Stutz was born here
- 17 General wins at these Washington races
- 18 In 1922, this became detachable
- 19 The model sporting the new six cylinder
- 20 Stutz broke the stock car speed record on this beach
- 21 A favorite sport of Harry's and he is in their hall of fame
- 22 Windows on a roadster
- 23 Stutz had four wins at this Rhode race
- 24 Harry's other car



Membership Report July 2020

0958

Les McConnell & Carla McConnell
11653 Indian Creek Rd
Indianapolis, IN 46236
317-823-4311, cell: 317 445-0116
Mconnellwheeler@yahoo.com
1921/35 Stutz C Pumper truck
VIN: 148, Engine: Hercules RXE
1921 Stutz Hook and Ladder
VIN: 170 Engine: Hercules RXE
Purchased June, 2016

0959

Claude Ohanesian & Audrey Ohanesian
707 Buena Rd
Lake Forest, IL 60045
847 275-9996 847 964-9092
claud@cgowealth.com

0960

Robert Baucom & Dee Baucom
141 Meredith Way
Newport News, VA 23606
757 869-9912, cell: 757 930-9500
Robertbaucom40@gmail.com
Looking for a project

0961

Michael Beach & Joyce Beach
7108 229th St. SW
Mountlake Terrace, WA 98043
206 531-4684, 206 375-2952
1931 Stutz Cabriolet Coupe, LeBaron body.
VIN: MA-27-1191
Engine 32900
Purchased April, 2020

0962

Charles Test
2710 2nd Ave. South
Minneapolis, MN 55408
612 229-2839, 612 874-8531
Chastest@aol.com

In Memoriam

Member Walter Miller of Autolit passed away in November 2019. Walter was a club member and owned a 1928 BB Brougham.



1953 - 2019

Walter Miller, the founder of Walter Miller's Antique Automobile Literature or "AutoLit" to his many online friends and customers, passed away on November 15, 2019 following an eleven month battle with pancreatic cancer.

Walter was known by automobile collectors and enthusiasts around the world. He was also the founder of The Museum of Automobile History which was located in his home town of Syracuse, New York for some time until its' sale. He maintained a life-long passion of collecting, especially all things related to automobiles, but decided to close his literature business of over 40 years in March of 2019 to devote time to his family.

This website, AutoLit.com, and Walter's website MOAAAD.org (The Museum of Automobile Art and Design), will be maintained as a legacy to Walter and inspire those who share his passion with automobiles along with their design and history.

Please note that the AutoLit business is not operational at this time. The AutoLit store has been closed along with all sales on eBay and Amazon as of March, 2019.

Welcome to Autolit.com

AutoLit.com is the Internet home of Walter Miller's Automobile Literature. We have been in business since 1976 and have been available through the Internet since 1996.

Surrounded by filing cabinets and a never ending stream of new automobile literature and related materials, Walter and his staff are able to provide customers with an incredible selection from a huge and always changing inventory.

AutoLit specializes in ORIGINAL automobile, truck and motorcycle literature! This means that literature purchased from AutoLit is the original item as printed by the manufacturer and not a photocopy or reproduction.

Our customers range from serious collectors and enthusiasts to used car buyers.

We invite you to browse through our website and our Online Store. If you have any questions or need additional information, please [contact us!](#)



Walter Miller



Clippings of Note

LOS ANGELES EVENING EXPRESS

How About This for General Sport Wear?

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Special sport bodies represent the highest development of verve and dash in motor car building. This one was cleverly adapted to a Stutz chassis by the Robert Thompson Company, top and body builders.

Ever wonder when the custom car culture started in southern California? This photo was in the Los Angeles Evening Express, July 21, 1922.

Does anyone know where this car is today or know anything more about it?



Announcing— The New STUTZ! in its Old Home!

FOR ten years the Walter M. Brown organization carried forward the traditions of the Stutz car in Southern California. These traditions are happily expressed in the warm feeling of regard which the names "Stutz" and "Brown" inspire among the motor-wise of this community.

It is a real privilege and a pleasure, therefore, to be able to announce that the new D-H Series Stutz—the greatest Stutz we have ever built—is back in its old home.

Back of this extraordinary announcement are other factors which insure for the Stutz car the very peak of its accepted popularity—not only in this community but the world over.

With the finest car that has ever borne the name, the most substantial industrial and financial backing the industry has ever known, prices below pre-war standards and the most extensive and progressive manufacturing and sales program ever inaugurated, Stutz is just entering its greatest period of development.

The new D-H car is one of the most remarkable values on the automobile market today. Characteristically European in design, it embodies all of those up-to-the-minute features which American buyers are accustomed to look for in cars of the better class.

Powered with a 90 H. P. motor of exceptional economy, the D-H motored Stutz is ready to qualify in any test you choose. The Compensating Springs attain the very maximum of easy riding comfort. The drive is optional—on the left side if you want it.

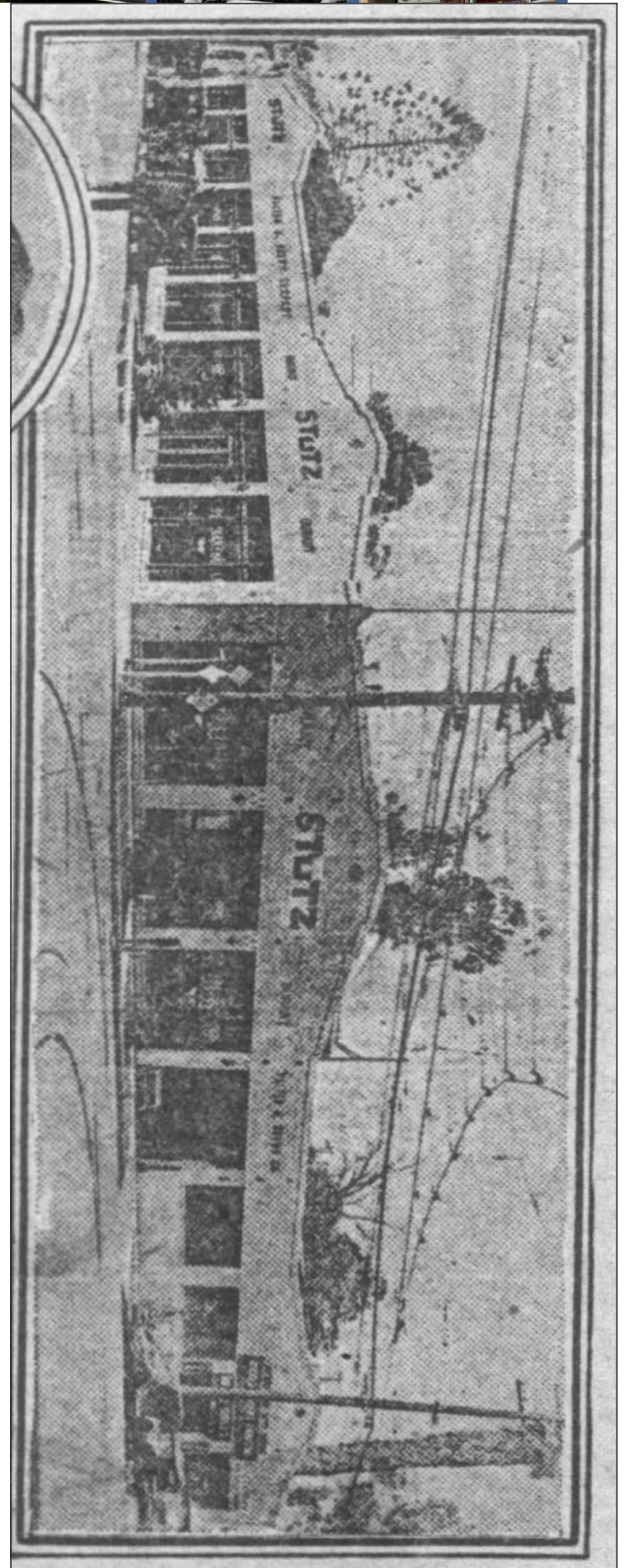
Thus, the new Stutz combines the traditional features of speed and power with all the elements of comfort and convenience for conservative family use.

Finally, with the personal and financial interest of Mr. Charles M. Schwab and his associates positively assured, an extension of the activities of the factory organization well under way, an important reduction in the prices of all models immediately effective and the services of the Walter M. Brown Company available to present and future owners of Stutz cars, we wholeheartedly believe the Stutz car is about to achieve the position of leadership in this territory which it rightfully deserves.

WILLIAM N. THOMPSON,
President.

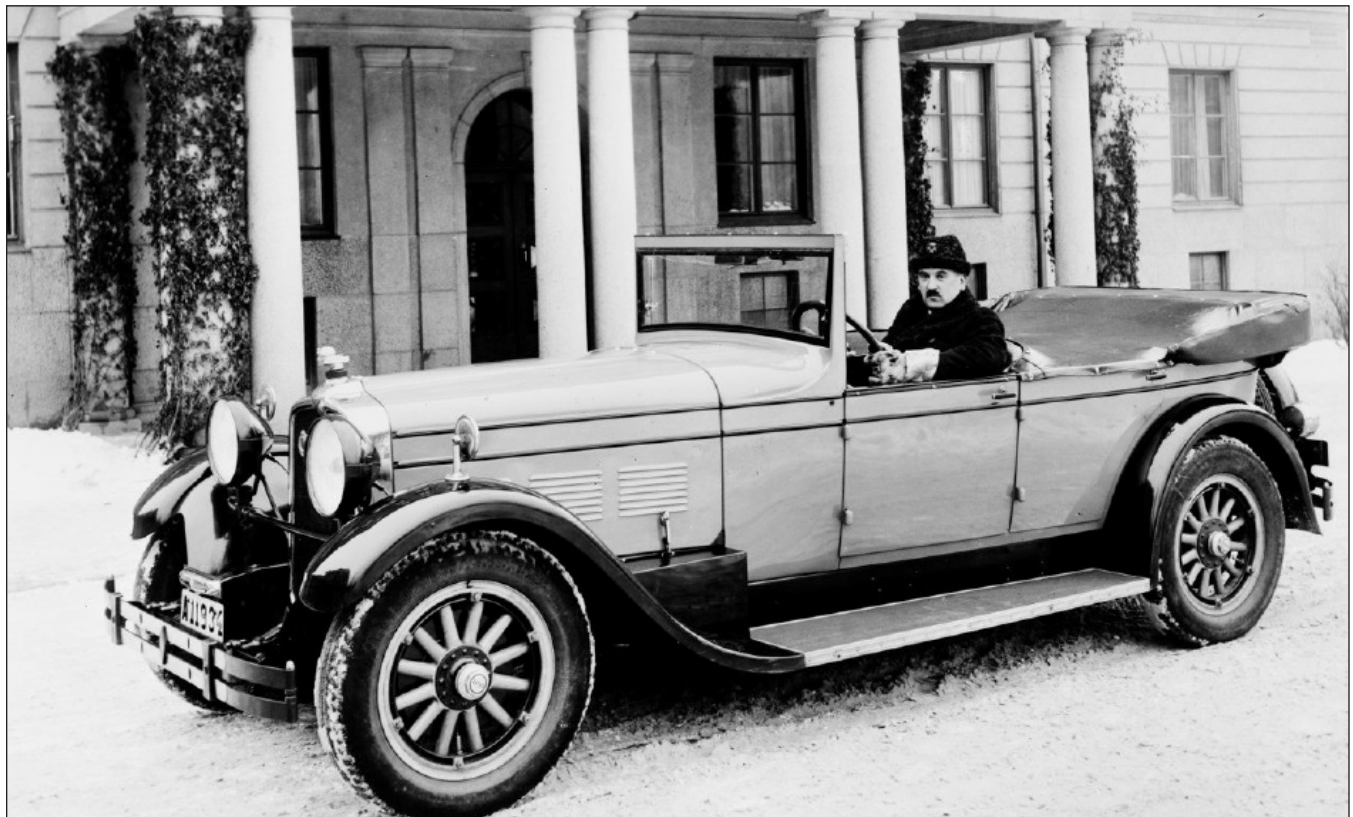
STUTZ

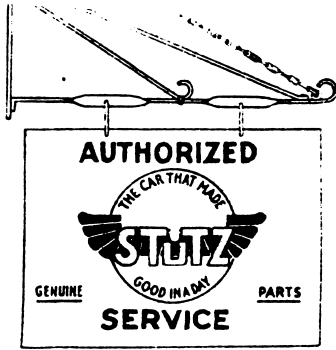
STUTZ MOTOR CAR COMPANY OF AMERICA, Inc.
Indianapolis, Indiana, U.S.A.





Can you provide a story to any of these pictures? Contact your Editor cajensen2@aol.com





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

Flywheel Needed

1914 – 1920 Flywheel. Cone clutch.
Flywheel OD = 15 1/2 inches

Carl Jensen
262-662-0287
cajensen2@aol.com

Carburetor Needed!

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

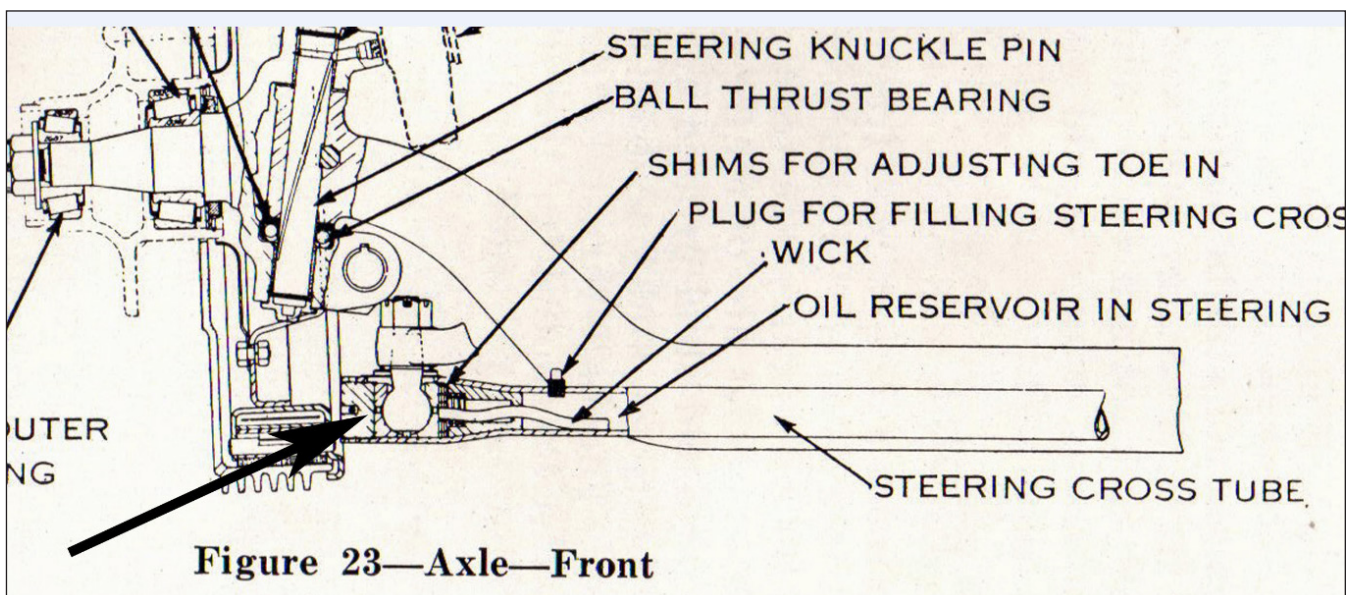
John Ryder
kingjon8@bigpond.net.au

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





For Sale 1917 Stutz model R Roadster



This car is in very good condition and in regular use. The engine is the original 4 cylinder Wisconsin 'T' head which was fully restored by an engine expert about 6 years ago. There is a video of the car on YouTube which comes up if you type 1917 Stutz Roadster into their search engine <https://www.youtube.com/watch?v=T1Tw5PSSBVY>

Dave Marriner

dave.marriner@yahoo.co.uk

+447785 276907

Located in Berkshire U.K.





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



Ring Gear Needed!

Looking for an NOS Blackhawk flywheel ring gear.

Dimensions are:

ID	13.438
OD	14.785
118 teeth	
W	11/16" 0.687

Chris Hicks
(845) 421-5852
chrisrhicks@gmail.com

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EMAIL: INFO@OLSONSGASKETS.COM

PHONE/FAX **360.871.1207** | WWW.**OLSONSGASKETS**.COM

Len Harve
beaconview8@xtra.co.nz



Parts For Sale

New Old Stock Esterline (the Bordon System) ammeter as used on 1913 Stutz, same Roller-Smith manufacturer as 1914-16 Remy ammeters, can be readily converted. Once in your lifetime opportunity to acquire not a restored but NOS piece still in original box. Asking \$425

Remy distributor for 6 cylinder Stutz \$125, domestic postage \$15.

Layden Butler

107 Saint Jean Ct.

Danville CA 94526-5114

Phone: 1-925-820-4742

LaydenandJean@comcast.net



Help! HCS Fan Bearing

Help... My 1923 HCS' fan's bearing has a serious oil leak. The aluminum airplane shaped propeller is attached somehow to the cast iron fan belt pulley. Does anyone know how to remove the aluminum blade from the pulley? Any help would be appreciated

Jim Specht

jmkSpecht@msn.com

(231) 557-2390





For Sale - 1928 Stutz BB Phillips body convertible coupe/cabriolet.

This is an original car/project located in Deerfield Beach Florida. The car originally came out of Pennsylvania. I bought it from a friend in California a few years back. I am selling the BB project to focus on older automobiles.

Asking price: \$32,500 US Dollars or best offer and will consider a trade or partial trade for any of the following:

- HCS incomplete projects
- 1919-22 Auburn items
- Pre 1925 Stutz incomplete projects and parts
- 6-90 parts.
- Please e-mail me at westair.ks@gmail.com for:
- Additional photos and information
- vin/engine number
- Extra parts that are with the car

My friend Larry Turner lives near the storage area in Deerfield Beach Florida and his phone number is 786-241-8638 and e-mail is ltplc2b@yahoo.com. Feel free to contact Larry with questions and/or making arrangements to see the car.





Parts Wanted

I need this metal trim piece that the 1927 to 1929 Speedster models had to mount the top to.

I need a pair, one for each side of the car.

If none are available, I would appreciate some better photos with measurements if any Club members have them.

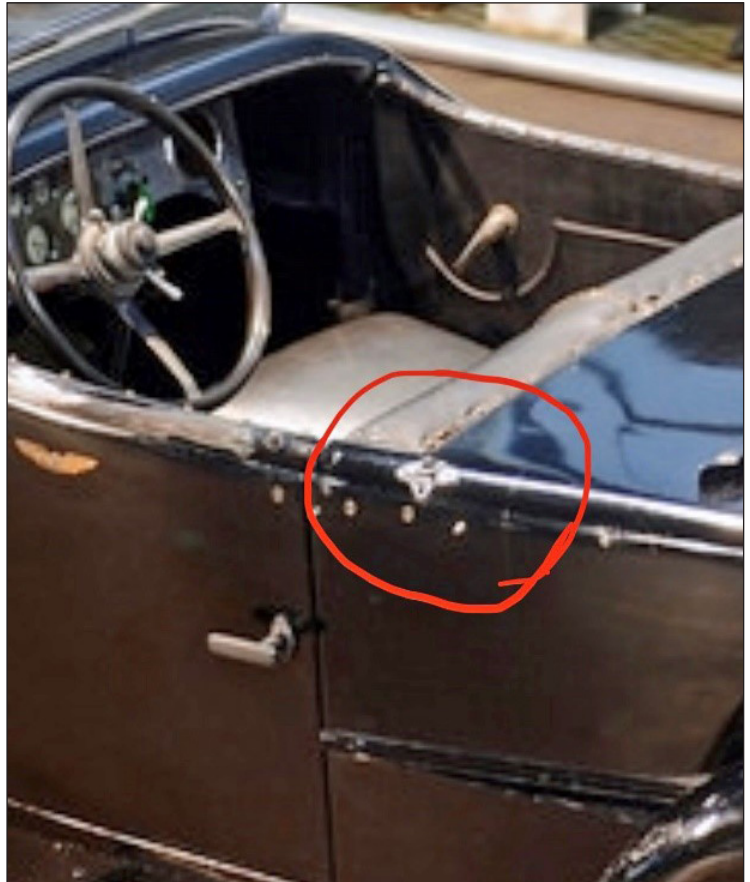
Bobby Green

bobby@oldcrowsspeedshop.com

Model M Parts For Sale

Our member Len Harvey, located in New Zealand, has a few 1929 M items for sale.

- 1929 Stutz Model M Wheel with new chromed looking ring Has the weight caps on the rim
- Newly chromed 20 inch looking rings, two off
- One only IN LIGHT taillight BODY AND BEZEL that will need repair, clear glass lens that has a crack on the edge Will send photo if someone is interested
- Original brass rear taillight stork that has been rechromed 1 ONLY



1927 Parts Needed

Looking for the following part for my 1927 Boat Tail Speedster:

Air Cleaner - Appreciate any help, including a picture of one. There was not one on my car when I purchased it. I have found an air filter. Bill Luxton right here in Canterbury NZ. Bill has very kindly loaned me his, so I can replicate it exactly. Unfortunately, Bill has lost the glass bowl that captures any water etc, and the retaining spring that holds it on, otherwise it is very complete. Does anybody in the club have a glass bowl or able to provide a photo and exact dimensions of the same? I plan to have

the air-cleaner replicated exactly, so if anybody else is looking for one, volume manufacturing will obviously be less expensive.

Carburetor - I am also looking for another carburetor, a Zenith model SV5D Brass carburetor and or a Zenith Model 105D in Brass. Ideally a twin carburetor and manifold set complete, either would be great.

Rear Axle Ratio - Lastly, my car is extremely low geared, like 40MPH at full revs, so I am wanting to change the diff ratios, to achieve closer to the optimum speed, these were built for. If anybody out here has the appropriate gear set for sale to achieve this, or could point me in the right direction, I would really appreciate it please.

Trevor Bills
trevor@tbills.nz



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



Carburetor Parts Needed!

Zenith Model 105D

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

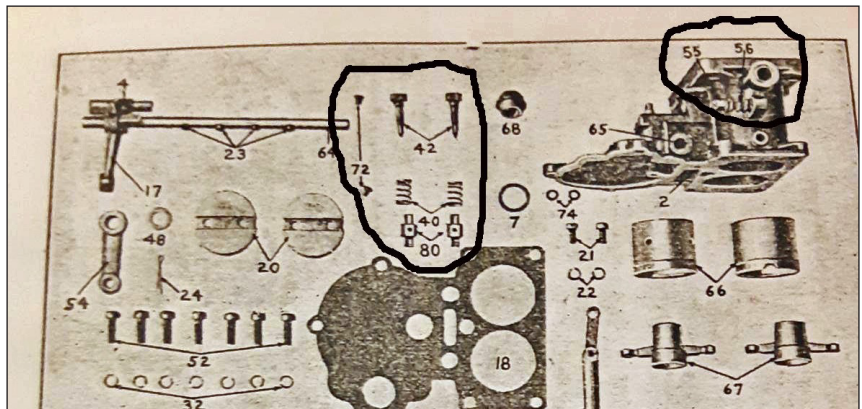


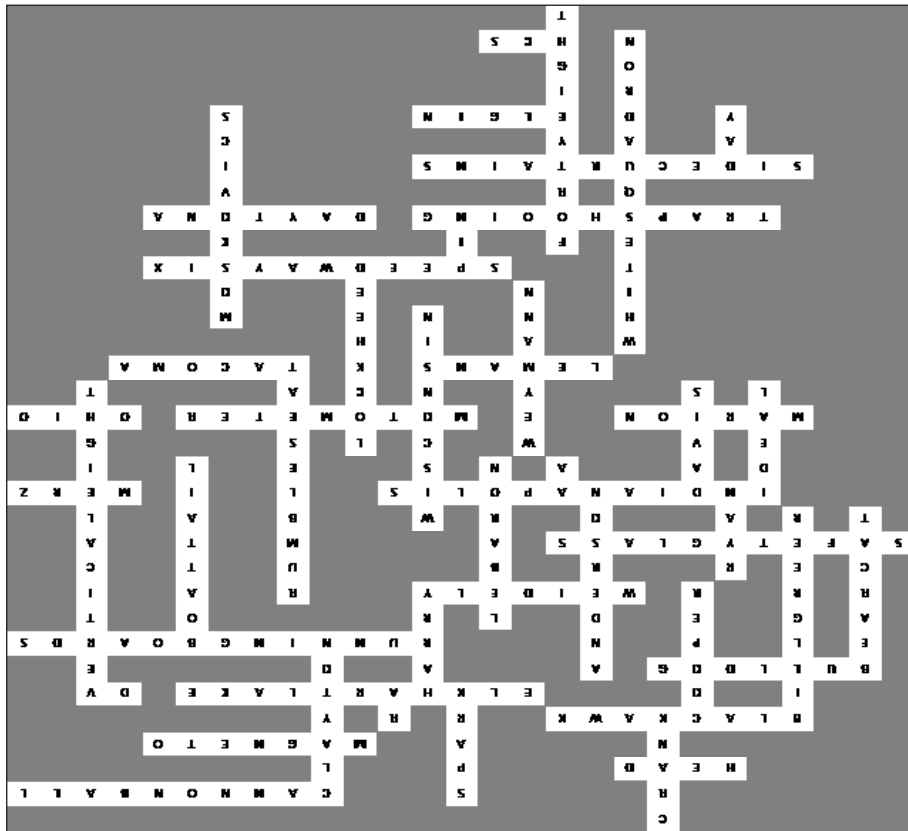
Figure 10—Carburetor—Type 105-D and 105DC.

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)



25 Year Ago in Stutz

Did you know the Stutz newsletters are online at www.stutzclub.org and available to logged in members.



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The Stutz Club, Inc.

Carl & Carrol Jensen

S110 W25415 Hunters Run

Vernon WI 53149-9267

www.stutzclub.org

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STUTZ NEWS



In 1964 Pontiac offered the GTO with a 389 Cubic Inch V8. This is what a piston looks like when 390 Cubic Inches is put into 4 Cylinders! This is an early Wisconsin engine that powered Stutz automobiles.

Hint: A soda can is 4.83 inches high and 2.6 inches at the widest point.