

# STUTZ NEWS

Vol. XXXIV No. 135

January-March 2021



Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)





## From the President



Putting together THE STUTZ NEWS every quarter is not an easy task and I think the club owes a big thank you to Carl Jensen, our editor, for keeping the publication vibrant. He also, gets a lot of help from Rachel Daeger, who gets it printed and in the mail. Through their efforts, THE STUTZ NEWS has won several Golden Quill awards over the past

few years. If you have comments or questions about any of the articles that have appeared in our publication, I am sure Carl would appreciate your feedback. Additionally, if you have something to contribute, that would be even more appreciated. You may have found some interesting Stutz history or be working on a Stutz project that might be of interest to the club. Our club is all about sharing information.

I am pleased to mention that we continue to get new members joining the club. If you have not renewed your membership, it is not to late. The cost has not changed since 2005, just \$40 for a great publication and access to many club members with parts and knowledge of Stutz repairs. I encourage our new members to be-

come active in club activities. The club has a lot to offer to everyone that finds these amazing cars interesting and fun to drive. Sign up to participate in a Grand Stutz.

We have two Grand Stutz's this year. The first in June that will be centered around the Museum of American Speed in Lincoln, Nebraska (more information in this issue). The second in November at the Hilton Head Concours in South Carolina. These events are both well planned and you will not be disappointed with activities and collections that are included in each event.

My first Grand Stutz was in 2002 at the Museum in Hickory Corners, Michigan. Being new to the antique car hobby, it was an impressive experience to see so many beautiful cars being driven by Stutz enthusiast. I believe we had nearly 30 cars show up at the event and several having been driven considerable distances to get to the meet. In addition to the cars, we had a large turn-out of club members participating in the event. This is where I first met many club members that continue to be friends to this day. Wouldn't it be a surprise to again see a large turn-out at one of our planned Grand Stutz's. Everyone is anxious to be done with the pandemic and return to normal life. Hopefully most of us will soon be vaccinated and life can move forward.

See you at our next event.

Mark Desch

## On the Cover

Clem and Mary Lange at the Amelia Island Concours in 2015 with their 1912 Bear Cat. Serial number A163 is the oldest known Stutz to exist.

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# Stutz Club Membership Report

## March 2021

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 1923 Stutz Roadster  
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0969

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 1928 Stutz Blackhawk convertible

0970

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 1930 Stutz MB LeBaron body

## Announcements

### 2021 Club Dues Renewal Reminder

This is a reminder that the 2021 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](mailto: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.

### Clarification on 2021 STuTZ Gathering concerning a COVID-19 vaccination:

It is not necessary to have received a COVID-19 vaccination to attend the event. If you have had the vaccine, please bring our vaccination record card.

## Table of Contents Vol. XXXIV No. 135 (January-March 2021)

From the President .....	2	Racer on the Road .....	16
Stutz Club Membership Report .....	3	Grand Stutz: June.....	19
From the Editor .....	4	Grant Stutz: November.....	20
Blackhawk.....	5	From Our Members: .....	22
Excerpts from: Motoring Magazine and Motor Life .....	11	Treasurer's Report.....	24
In Memoriam .....	14	Stutz Building Sale.....	25
Tech Notes .....	15	Classifieds.....	28



## From the Editor

by Carl Jensen

Touring events, on track each year with the Miller vintage Indy car event, a couple hill climbs and giving some zippy rides around the oval at Gilmore, left our 1930 Speedster with six tires that needed to be replaced.

I had last put Denman tires on the car, but learned that these were no longer available. There are a couple options available for our cars and after some consideration, I chose to use the Bedfords from Stan Lucas. I liked the aesthetics of the tire and I read through the CCCA forum that provided opinions from several satisfied customers who regularly tour their cars.

As a boy, I recall changing split snap ring rims with my dad. I also recall one of those babies snapping off in the process! But he did them all himself and I supported from the sidelines (fetched tools). To break the bead, we drove another car over the tire in the driveway. In the end it worked and I am sure that I could duplicate the process....but, I really didn't want to. Add to that, I had a had some unexpected surgery as soon as I got the tires off the car, so I decided to let someone else do this task.

First, we took one tire in the trunk of the Audi to the shop that did them last time. They said they could do it again, but after we loaded the truck and got all the tires there, they decided against it. Bummer. I called a friend that owns a large tire center and always takes care of my sports cars. He said, "Exhaust every other option, and if you cant get someone, we will figure it out." Hmmmm.

Then another friend suggested I try a place that does truck tires. Success! In fact, since I am currently in a state of not being able to lift 20 pounds for the next six weeks, my friend even took them to the shop for me! They were done in a day and am looking forward to getting out on the road! Ironically the next day we received an email from Haggerty with a special 20% off deal for their customers at Coker. Well, I had planned on buying tires for the Bear Cat later this year anyhow....so I grabbed onto that very good deal right away too!



We have a big year for our club. In addition to being the featured marque at Hilton Head, are having another event at Speedway Motors Museum of American Speed. Planning is well underway and both events sound really fun! If you are not familiar with this museum, go on line and check it out...it is worth a drive to Lincoln to see these friendly folks and great facility!

Carrol has been in contact with the owners of some very interesting cars and it looks like we are going to have an extremely Grand display of Stutz cars at Hilton Head. Also, plan on doing a couple short driving tours to some beautiful locations in the area! If you have your Stutz out at an event of any kind this year, please remember to send a photo and a note to your editor so we can share it. It may feel like a small thing if you are the one with your car at an event, but it's a lot of fun for the rest of us to hear about it.

Looking forward to seeing you all soon!

Carl



# Blackhawk

*Carl Jensen*

I have never owned a Blackhawk, but will tell you that I have considered one more than once. Stutz clearly called the Blackhawk a companion car, and priced it about 30% less. In fact, only a few months after the launch, in April, Stutz reduced the price by \$300 which they claimed to be due to increased facilities for production and increased demand. But it always struck me strange that it was a “companion car”...I would have marketed it differently.

The Blackhawk (which was not consistent in its spelling in the beginning of the model, sometimes using Black Hawk as designated to the earlier speedsters or Black-Hawk) was also known as the Series L and was offered in two engines. One was the Vertical 8 configuration used on the Series M, but reduced to 6 cylinders. Displacement per cylinder was the same for both the 6 and 8 cylinder engines. The alternative engine was an 8 cylinder, L head Continental of 268.6 cubic inches and 88 Hp. While the Continental was a proven engine, it was no match in performance of the overhead cam Stutz 8 which put out 113 Hp. But it is interesting to consider that the 6 cylinder Stutz engine was only 241.6 cubic inches, and put out nearly the same power as the Continental with a rating of 85 Hp. Clearly the public caught on to this as noted in The Splendid Stutz which references that about 1,000 of the approximately 1,300 Blackhawks sold in 1929 were equipped with the Stutz 6 which was based on the race bred 8 cylinder.

Any car enthusiast knows that power is only one part of the equation. The Blackhawk was also shorter

and lighter than the Stutz Series M...and we all know, weight is the enemy of performance. While it is true that the M had faster acceleration and higher speed, the lighter Blackhawk with the 6 cylinder was no slouch with a power to weight ration nearly the same. Note the chart below comparing a 2-Passenger Speedster of each Series.

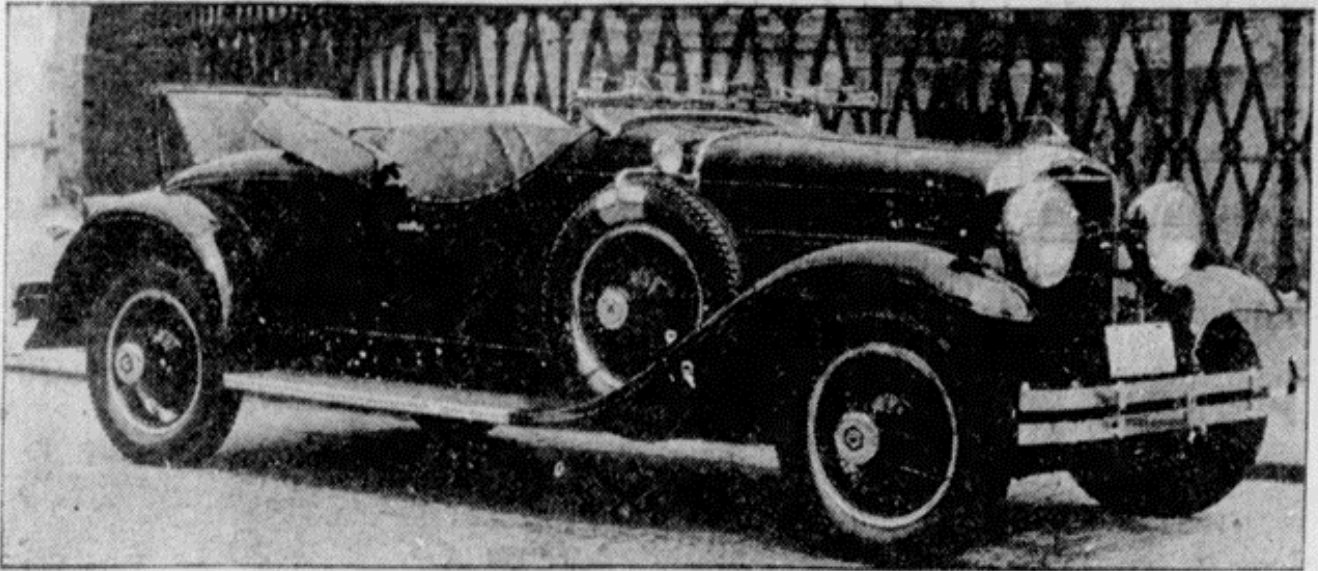
The second part of this chart shows all the features of a Stutz being standard on both models. As you can see, this is becoming less of a “companion car” and more of just a smaller model of the same car. Selling Blackhawks at a price of 30% less, may not have been the best business decision as it is speculated that Stutz lost money on them since they were featured up to the same level. The Blackhawk was actually more similar to trends in today’s market of offering smaller models that are featured up. Although the Series L continued past the 1929 financial crash, they were not nearly low priced enough to meet the needs of an economy in crisis. Again, they were so featured up. Additionally, Blackhawk was offered in 10 different models with the LeBaron and Weymann coachwork with all the fine trimmings. Of course one could still order other custom coachwork if still desired. The full line brochure for the Blackhawk was of the same size and quality as that of the Series M. It is possible that the selling factor of the Blackhawk may have just been the smaller size of the car and ease to maneuver in traffic. One can only speculate of the roughly 1,300 cars sold, how many of those customers would have still purchased a Series M if the L was not offered.

2- Passenger Speedster								
Model	HP	Cylinders	Displacement	Wt (lb)	HP/lb	WB	Rim (in)	Tire
Series -M	113	8	322	4395	0.026	134.5	20	6.50 - 20
Series -L6	85	6	242	3905	0.022	127.5	19	6:00 - 19
Model	Worm Gear Drive	Noback	Side Bumper	Safety Glass	Four Speed	Booster Hyd Brakes	Safety Glass	Bjur Lube
Series -M	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Series -L6	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard





## Stutz's New Blackhawk Sport Roadster



Here is shown the new Blackhawk sport roadster just announced by the Stutz Motor Car Company. The car, done in black and chromium plate, has sides which swoop downward beside the driver and passen-

ger, with red leather seats set low. There is a rumble seat that opens by a key from the driving compartment, and spare wheels are mounted at the side. It possesses all of the Stutz and Blackhawk features.

Smaller, sporty and stylish, there was a considerable amount of marketing done in Los Angeles with Hollywood ladies. Margaret Andrus, an upcoming actress and dancer poses with a very racy torpedo speedster with swank dropped doors. "Marshall and Clampett" were big Stutz distributors in the area and must have saw the

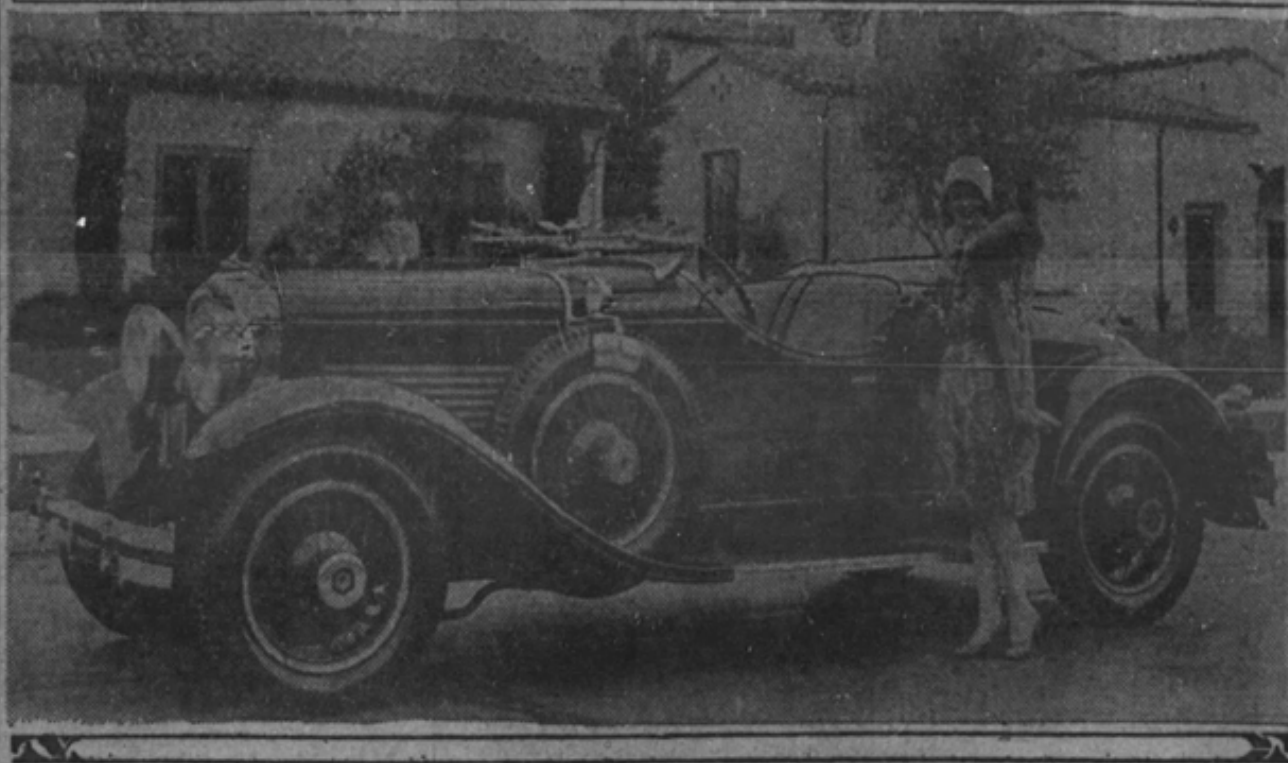
market opportunity as they did quite a bit of advertising on their own. One of their ads covered the majority of a full newspaper page and included a Stutz LeBaron sedan as well as a Blackhawk Weymann sedan, highlighting that both included the Noback safety feature. An interesting note is that one the ladies showing the car is actress and dancer Peggy Burgess. Ms.

Burgess regularly did automobile promotion work for a variety of brands. One account describes how her small 5' 1" size demonstrated the ease of operation of a Willys-Knight. Elsewhere, she was noted as attending the Los Angeles Automobile Show.



*Your editor recalls ogling this red roadster when RM offered it in 2003.*

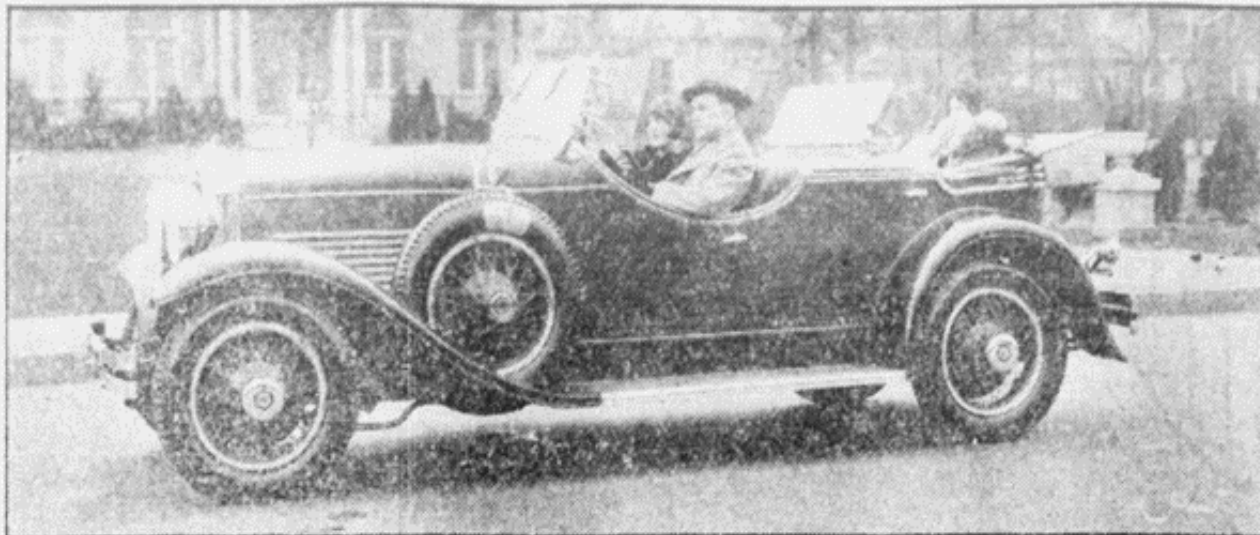
*New Type Speedster Makes Los Angeles Debut*



Semicircular Door Held Feature

Margaret Andrus poses with Blackhawk six, two-passenger speedster distributed by Marshall & Clappett.

**BLACKHAWK SPEEDSTER SPORTIEST MODEL.**



"The sportiest car in the history of an automobile manufacturer that has always been distinguished for sport models," is the verdict of persons who have inspected and ridden in the Blackhawk four-passenger speedster with tonneau cowl and tonneau windshield. Officials of the Stutz Motor Car Company consider it one of the greatest achievements of the Stutz body engineers. This model was displayed at the Indianapolis auto show by Stutz of Indiana, distributors here, and has also been shown at the display room, 1525 North Meridian street.





# MOTOR ROYALTY GROOMED FOR SHOW

## Increase Recorded in L. A. County Vehicle Fatalities

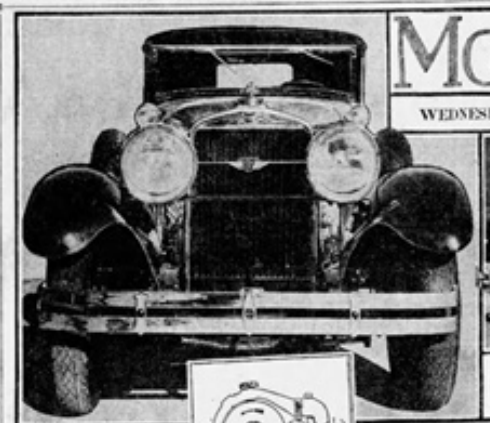
**TOLL OF DEATH WHICH MIGHT NOT HAVE BEEN**

Practically Every Fatal Accident Is Due to Human Negligence

**PEDESTRIANS ERR AS WELL AS DRIVERS**

Auto Makers Do Part To Make Automobiles Safe and Foolproof

By **FREDERICK WAGNER**



**MOTOR SECTION**

WEDNESDAY, FEBRUARY 27, 1929

**GREAT TENTS TRIMMED IN RIOT OF COLOR**

Gorgeous Background For 1929 Exhibit of Motor Car Dealers

**SIXTEENTH ANNUAL TO OPEN SATURDAY**

Ninety-Four Exhibitors To Show Autos, Trucks, Boats and Airplanes

By **R. A. FAULKNER**

**WHIPPETS MEET PUBLIC DEMAND**

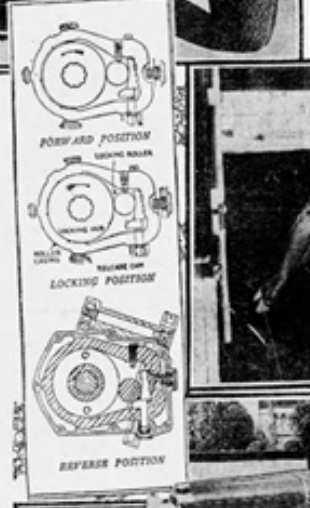
To the low price automobile field beauty and substantial endurance are now necessary features.

As announced in the higher price range are efficient and beautiful, some of the lower priced cars are disappointing because when price is considered, he stated.

"The Whippet type of car is another reason to be considered," continued Mr. Dea. "When John W. Whipple left the 1928 Superior Whippet he declared that when a manufacturer of cars he should price them to give the high standards of beauty and performance ability.

"This completely increasing demand for these features that he was right. Ever since they came on the market the Whippet-Overhead-Valve car has been in the top half year it has gained in popularity.

"The volume of deliveries showed that the Whippet type of car has been in constantly growing demand. Primary records show that 1928 was Whippet-Overhead's greatest year.



**Don't Pick Yucca Plant Blossoms**

With the recent re-introduction of yellow-green, waxy-leaved plants, waxy-leaved plants are being given prominence. But they are often waxy plants of the white-green species protected by law. But in almost all cases these waxy-leaved plants have been created to protect waxy-leaved plants and shrubs.

**IN THE month of January a year ago there were 46 deaths from motor vehicles in Los Angeles county, according to the reports of the coroner's inquest.**

This year for the same month, the total of 22 accidental deaths in the county, 47 were attributed to motor vehicles, an increase of 15 over the 12 months of 1928.

Experts will undoubtedly agree that this is too many, though, it is not as high as some months of the year.

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The front view of the latest Buick is shown at the upper left with the new radiator lamp, fenders and headlights. At the right is Miss Peggy Burrow and the 1929 Buick sedan with Ladies edition, just received by Marshall & Company. At left center are drawings showing the workings of the exclusive Buick safety device with which both the Buick and Black Hawk are equipped. In the center is Miss Edith Lee Hartney in a Buick sedan. At right is the rear view of the Black Hawk, showing its low, wide lines. Below is the new Black Hawk Six touring Buick sedan interior. At right is the rear view of the Black Hawk, showing its low, wide lines. Below is the new Black Hawk Six touring Buick sedan interior. At right is the rear view of the Black Hawk, showing its low, wide lines. Below is the new Black Hawk Six touring Buick sedan interior.



**Certified Six**

**Stutz**

**Stutz**

**Stutz**

Back in Indianapolis, the April 7, 1929 edition of the Star headlined, "BLACKHAWK SPEEDSTER SPORTIEST MODEL". Using the Blackhawk name from Stutz's racing lineage, making a car that was smaller, lighter and more maneuverable and carrying the same features as all other Stutz cars... I think if I was in charge of marketing, I would have never called it a "companion car" but instead would have focused more on being a sports car. But I was not in charge of marketing and Stutz Motor Car Company really was trying to fit the new

car in every niche. Certainly Blackhawk was marketed as a sporty car, but also as a highly equipped and well-priced sedan. Custom bodies were available to make this lower priced Stutz, as expensive as you wanted. Chapter 10 of The Splendid Stutz shows several examples of Blackhawks with custom bodies and in particular, one that was shown at the London Auto Show in 1929 with very low and sleek English coachwork. Perhaps the most interesting custom body on a Blackhawk was shown in a January edition of the Saturday Evening Post. It is a town car that





**THE SATURDAY EVENING POST**

**ANNOUNCING THE BLACK HAWK, A BRAND NEW CAR  
BUILT TO SYNCHRONIZE ALL THAT IS BEST IN  
MODERN MOTOR CAR ENGINEERING. PRICE ABOUT \$2500**

was displayed at the New York Auto Show and later sold to the Wanamaker department store family. (For those unfamiliar, John Wanamaker started in retail in 1861 which grew into 16 enormous department stores, the first real department stores in the country.) The reason I find this town car the most interesting, is that the what Stutz Motor Company marketed as a “companion car” saves \$1,000...but is still a very expensive car that was custom built and driven by a chauffer!

Today our registry for 1929 lists 16 Blackhawks in the total 51 vehicles. Ironically that is about 1/3 which also represents about the same ratio of Blackhawks sold new. There is one L series listed for 1930, and none listed for any later model years.



# STUTZ RANGE INCLUDES A SIX

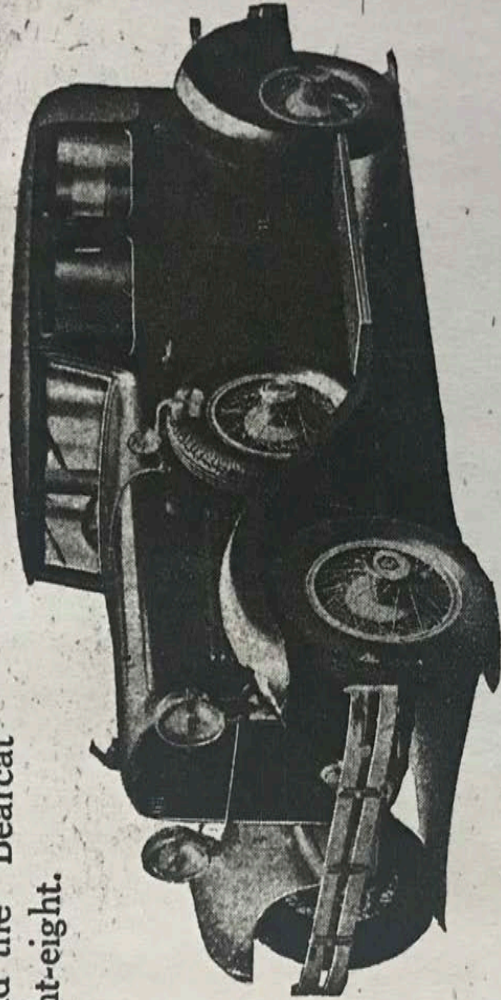
The New "Black Hawk" and the "Bearcat" Supercharged Straight-eight.

THE Stutz straight-eight chassis for 1930 carries several improvements which should make for still greater safety and convenience. Amongst these may be mentioned the "No Back" device which is fitted immediately behind the gearbox, and is so arranged that the propeller shaft can only revolve in the forward direction unless the reverse gear is engaged, in which case the "No Back" is automatically put out of action. The effect of this device is that restarting on hills, for instance, is robbed of its terrors.

Another ingenious feature of the straight-eight chassis takes the form of a neat control mounted on the dashboard and connected to the brake servo mechanism. As the name "Stutz Variable Booster Brake" implies, this small knob enables the driver to vary the amount of servo action which occurs for a given depression of the brake lever.

As a result, it is a simple matter to arrange that a comparatively light pedal pressure will produce the maximum braking effect if high speeds on good road surfaces are to be the order of the day. On the other hand, when driving in traffic over greasy roads, it is just as simple to reduce the servo action to such an extent that full depression of the brake pedal will just fail to lock the road wheels.

The new six-cylinder "Black Hawk" chassis is similar in a general way to the straight eight, the chief points of



The Stutz "Black Hawk" sports Weymann saloon.

difference being in the number of cylinders, of course, and in the wheelbase. In both cases the valves are situated in the head and are operated by overhead camshaft. Cylinder dimensions are the same, viz., 85.7 mm. bore and 114.3 mm. stroke, the R.A.C. ratings being 27.34 h.p. and 36.4 h.p. The "Black Hawk" has a wheelbase of 10 ft. 7½ ins., while the straight eight is available either as a long chassis, or in a shorter type.

In addition there is the "Bearcat" supercharged model, which has the straight-eight engine in a chassis of only 10 ft. 7½ ins. wheelbase. It is stated that these cars are all specially prepared and tested so that they are capable of more than 100 m.p.h., and a speed guarantee can be supplied.

The "Black Hawk" six-cylinder chassis is priced at £685, and it may be obtained with any of the half a dozen types of body, the prices of which range from £735 for a five-seater two-door saloon to £950 for a sports Weymann saloon.

The straight-eight chassis price is £935 in the case of the short wheelbase, £995 for the long type, and £1,195 for the "Bearcat" supercharged chassis. The prices of complete cars vary from £1,075 for an American-built two-seater fixed-head coupé on the short chassis, to £1,425 for a four-five-seater four-door English saloon on the long chassis.

The concessionaires are Warwick Wright, Ltd., 150, New Bond Street, London, W.1.







## Excerpts from: *Motoring Magazine and Motor Life* - February 1915

Thanks to member Stan Smith, we have some interesting insight from 1915. Below are excerpts he provided from the February edition of *Motoring Magazine* and *Motor Life*. It speaks to the drivers, mechanics and cars that were raced. As I looked at the rest of the issue, I found some interesting math on how horsepower was a calculated number. Thanks Stan!

### **The Man At The Wheel**

*Noted Racing Drivers Who Will Take History for the Motor Car and the World's Exposition*

For daring, wonderful head-work and great skill, the driver of a racing motor car must be placed at the head of the list of expert sportsmen.

No known sport of to-day demands such quick thought, decision and action as is required of the racing driver, such as will be seen in the races for the Vanderbilt and Grand Prix cups. We present here a few words concerning the racing history of the man at the wheel.

It will be seen that of the list but two can be called veterans, and that the majority of the premiers of the road to-day are under thirty.

### **Unknown Hero of the Race**

*The Mechanician Who Sits in the Seat of the Lowly is the Man Who Spells*

The mechanic may be said to sit in the seat of the lowly. The honor, the glory, the laurel wreath, the golden trophies, and not to mention the sack of double eagles, are generally handed to the winning driver and the car.

But from these mechanics of to-day come generally the championship drivers of to-morrow. It is he who must watch the car, the tires, the lubrication, and everything about the mechanical monster that is annihilating time and space under the guidance of the driver.

It is he who constantly watches road conditions, must warn the oncoming car, and practically is responsible for everything except the course and speed the car takes.

His judgment in the racing motor car of to-day must be at least as great as that of the man at the wheel, and while he has heretofore been overlooked. *Motoring Magazine* wishes to place him on record, and in its humble way give him his just dues.

### **Some of the Cars that will Race at The Exposition**

*Speed Burners that will Make Motor Car History of the World*

Motor car racing, especially in classic events, has horse racing "beat a mile" for uncertainty. Form plays a most prominent part in the latter, while with the former the element of luck is so prominent that past performances do not furnish enough material to absolutely make the picking of a winner possible.

There are four elements to be considered in the victory of a motor car contest: the car, the driver, the mechanic, and last, but not least, luck.

We here give the history of the cars, the driver and the mechanic in the coming races:

*"Californian."*

The "Californian," to be driven by Caleb Bragg, is a new creation making its bow in the racing game for the first time in the Vanderbilt and Grand Prix races on the Panama-Pacific International Exposition course.

*Simplex.*

The Simplex, to be driven by Louis Disbrow, is a car especially built for the Vanderbilt and Grand Prix contests this year. It has a stock 50 h. p. motor,  $5\frac{3}{8}$  bore by  $6\frac{1}{2}$  inch stroke. The factory officials had been contemplating the use of a special 75 h. p. motor, but found the new 50 h. p. stock motor so powerful that they decided to



use it. This car showed 110 miles per hour on the Long Island Motor Parkway. The Simplex factory re-entered the racing game after an absence of five years. During this period, Disbrow used a Simplex for track work and captured over 43 events. The Simplex racing history includes several victories in the early 24 hour contests, the Lowell race. El Paso to Phoenix road contest, match race between the Simplex and F. I. A. T., Cyclone and several other very prominent racing contests.

#### *The Overland Entry.*

The Overland entry, which is entered in the Vanderbilt and Grand Prix races, is a regular stock car tuned up by the driver, Thomas McKelvy, of Fresno. McKelvy in 1912 stripped this car down for racing, and from that date has raced it in all the prominent races and hill climbs of San Joaquin Valley. It has captured many of the local events.

#### *Mercer Grand Prix Winner.*

The Mercer, to be driven by Ruckstall, last year won the Grand Prize International cup with Eddie Pullen at the wheel. It created a new record at the contest both in America and Europe, covering the 403 miles with an average of 77.22 miles per hour. This is the first American car to ever capture this International trophy. It was in second place with one mile to go, with Ruckstall at the wheel in the big Corona contest, when it ran out of gasoline. It was fourth at San Diego when stopped on account of mechanical trouble.

#### *Baby Mercer.*

The 298 cubic inch motor Mercer that is to be driven by Nikrent, is the car which Eddie Pullen drove into second place at the Elgin contest and created a new non-stop record up to that time.

#### *Baby Stutz.*

Among the Stutz racing cars this season is one which is known as the 296 cubic inch motor racer. It is one of the mysteries of the Vanderbilt and Grand Prix contests. It has only been run into the freight cars and off again in San Francisco since it was built, to be given its maiden race in the Blue Ribbon contest. The car is to be driven by Gil Anderson.

#### *Stutz.*

The other member of the Stutz stable, formerly driven by Gil Anderson, will be guided by "Howdy" Wilcox. Its first start was in 1914 in the Indianapolis speedway big event. From there it was raced in Sioux City, and then took second place in the Elgin race, losing the honors by 44 seconds.

#### *Cooper's Stutz.*

Of the other Stutz warriors. Earl Cooper's No. 8 made its initial bow to the public last year in the Indianapolis speedway contest. After this event. Cooper brought it West, and won the free-for-all in Fresno and Phoenix. Cooper then raced it in the Corona contest, and had second place well in hand when he went out of the contest for minor trouble. The car has celebrated the 1915 racing season by winning the San Diego road race with Cooper at the wheel.

#### *Edward's Special.*

Edward's car is one of the smallest in the Vanderbilt and Grand Prix races, being under the 300 cubic inch motor displacement. This will be the first time that this model has been raced in public.

#### *Mercer Record Holder.*

The Mercer speed record holder, to be driven by Pullen, made its initial bow last year. It took second in the Sioux City meet, and was leading in both the Elgin races at the time, being driven by Spencer Wishart, when put out of the contest by an accident. Its next appearance was at the historical contest over the Corona course, when Pullen created a new record of 87.89 miles per hour for the course of 301 miles.

### **Mr. Dickie of the Automobile Club of Northern California Suggests Simple Formula**

A. C. Briggs, Esq., Sec'y Automobile Club of Northern Cal. Mills Building, San Francisco, Cal.

Dear Mr. Briggs:

I enclose an article on the subject of an automobile formula which is based on pure science, combined with practical experience in testing gas engines, and which I believe will be fair to the automobile owner, while at the same time placing a premium on brains and honest effort of the automobile manufacturers.





Trusting that the enclosed will be satisfactory, I beg to remain.

Yours very truly,

DAVID W. DICKIE.

## Formula

$$\frac{\text{Bore} \times \text{Bore} \times \text{Stroke} \times \text{No. Cylinders}}{10}$$

On account of the agitation caused by the apparent injustice of the present automobile formula used by the engineering department of the State of California, the writer begs to offer the above as the solution of the problem.

As an example take the case of a Pope 4-cylinder 1912, 50 h. p.  $4\frac{1}{4}$  bore x  $5\frac{1}{2}$  stroke, the State formula gives the following:

$$\text{Bore} + \text{Stroke} \times \text{Bore} \times \text{No. Cylinders} \times .224 = 4\frac{3}{4} + 5\frac{1}{2} \times 43\frac{3}{4} \times 4 \times .224 = 43.624 \text{ horsepower.}$$

Then take the Pierce Arrow 1911 six-cylinder 36 h. p. 4 Bore x  $5\frac{1}{8}$  Stroke, the State formula gives the following:

$$4 + 5\frac{1}{8} \times 4 \times 6 \times .224 = 49.05 \text{ h. p.}$$

It will be noted that the cubic inches of space in the cylinders in the case of the Pope is 389.864, while in the case of the Pierce-Arrow it is only 386.406, while at the same time the formula gives a horsepower for the Pierce-Arrow 5.426 greater, a manifest injustice.

We will not discuss the question of making the tax in proportion to the horsepower beyond saying that the intervals between the horsepower ratings which is used as a basis for the tax appear to the writer to be altogether too great.

The formula suggested by the writer is based on the one used by the steam engineering profession for arriving at the horsepower of steam engines, and has been thoroughly tried out in practice and found correct. The only difference is that he has simplified it so it could be used by one not having an engineering training. It is as follows:

$$\frac{P \times L \times A \times R \times N}{2 \times 33000} = \text{Horsepower}$$

The meanings of the letters follow:

P—Mean effective pressure of the explosion of the gas in the cylinder.

L—The length of the stroke.

A—Area of the cylinder—Bore x Bore x .7854.

R—Revolutions of the motor.

N—Number of cylinders.

2—Factor caused by the fact that an explosion occurs in the cylinder on alternate revolutions only.

33000—Number of foot pounds of work in a horsepower.

For the Pope engine the formula works out as follows: where the mean effective pressure is taken as six to correspond with the other condition of taking the stroke in inches instead of feet which the engineering profession does.

$$\frac{6 \times 5\frac{1}{2} \times 4\frac{3}{4} \times 4\frac{3}{4} \times .7854 \times 1500 \times 4}{2 \times 33000} = 53.1617 \text{ horsepower}$$

For the Pierce-Arrow the formula would be as follows:

$$\frac{6 \times 5\frac{1}{8} \times 4 \times 4 \times .7854 \times 1500 \times 6}{2 \times 33000}$$

It will be seen in the above formulas that the revolutions are taken as 1500 in each case, and as the revolutions of an automobile engine vary considerably, this is a fair average upon which to base our calculations.

Let us assemble some of the factors of the formula and it automatically simplifies itself as follows:

By taking out the number

$$\frac{6 \times 1500 \times .7854}{2 \times 33000} = .1071$$

the formula takes the form

$$\text{Bore} \times \text{Bore} \times \text{Stroke} \times \text{No. Cyl.} \times .1071$$

The number .1071 can be taken as 1-10, which is near enough for all practical purposes, and by doing this the formula takes the form

$$\frac{\text{Bore} \times \text{Bore} \times \text{Stroke} \times \text{No. Cylinders}}{10}$$



While the formula does not agree with the manufacturer's ratings of the above machines, it does give a horsepower which closely represents the true horsepower which the owner is paying for when he buys the machine, and the pardonable pride on the one hand or the modesty of another manufacturer should have nothing to do with the tax rate which the automobile owner should have to pay.

If the ratings were based on the next lowest horsepower to that given by the formula, each owner would be paying in direct proportion to the amount of service which he gets out of his machine, assuming of course that the elegance of fine equipment gives the owner either service or pleasure in proportion to the amount of power which his machine actually has.

It is also true that, with a given bore and stroke, it is possible by superior design and close attention to refinement in minute detail for one man to get more power

than another out of the same dimensions, and accordingly the formula suggested acts as an incentive for a high grade man to aim at high efficiency.

The present method of rating with such large intervals leaves an opening for a manufacturer to make a lower grade article and advertise it as being better than it is, without there being any public display of the fact.

Anybody familiar with the subject knows that in some of the lower priced cars that just come under 30 h. p. the hill climbing and speed possibilities are greater than some of the better priced cars rating 20 h. p. higher according to the State formula, a difference that does not look to be just, and does not appear to the writer to be necessary when the matter can be adjusted so simply.

DAVID W. DICKIE.

## In Memory

We are sad to report the loss of member Clem Lange at age 85. After returning home from the army in 1960, Clem started his life with Mary to whom he would have been married 61 years in October. Clem took a job in a chair manufacturing company, but by 1962, he and a partner founded Best Chairs, Inc. Eventually, he would buy out his partner and Best Home Furnishings would be in the top 15 furniture manufacturers in the country. Now run by their four children, Best Home Furnishings employs over 1,000 people. We all knew Clem as a quiet man with a huge passion for early cars. In addition to being invited to every concours, Clem drove the Great Race seven times in his 1920 Essex "Bullet Hole Special". Of course our group knew his famous 1912 Bear Cat, but his extensive collection included names like Simplex, Locomobile, Mercer, Marmon, Duesenberg and Bugatti. In fact the apple did not fall far from the tree as his son has a passion for muscle cars with a well known collection as well.



But if you google the Lange family, what is most obvious, is what they did for their community. The Memorial Hospital Lange-Fuhs Cancer Center is one example, but it appears the Langes supported everything in the community...YMCA, Community Center, Junior Achievement, their church, parks, fire departments, gyms and more. That is quite a legacy.





## Tech Notes

by Brian White

Gosh, a fourth of the year is gone and the old Stutz's are older and need more attention. On my current restoration I have had the sand blaster lined up twice to sand blast the chassis of my '15 Bearcat and both times it's rained. The way the weather has been in North Carolina I don't know but maybe I should be building an Ark? Every time sandblasting gets delayed it increases the amount of work I have to do to complete its restoration, in other words I take more parts off the chassis. That's ok because it really needed to be strip all the way down and my wife predicted this would happen anyway! This project, not like the last three projects that was in boxes when I started, was mostly assembled. It was so complete that I cranked it up and took it for a ride before I started disassembling the car. The good news is you know where the parts go and if they fit ... the bad news is you have to disassemble the whole car to start making it pretty.

After disassembling the car I create small piles. The nickel plating pile consist of parts that need plating. Everything is totally disassembled and cleaned, sanded and as ready to go in the vat as I can make the parts. I then take pictures of all the parts. When I get to the plater we lay it out and I point out any details I want him to make sure he doesn't over look. At this point we may put plugs in holes or bolts in threads to protect the threads and protect hinges so they will still move when done. The parts are then inventory with the proposed price for the work as well as pictures taken on his floor. If it is a large amount of parts I may break it down to smaller amounts, maybe 15 to 20 items. With the Pierce Arrow I broke it down to four batches of parts. It's not that I didn't trust the shop it was just a precaution that I figured less parts per order was less chance and shorter time of exposure to losing something.

I have previously powder coated the shifter rods and brake rods and things like that, but my powder coater retired and no one local does it here. All of the painted parts are in a paint pile. The parts for this Stutz are being painted by a friend who is retired and needed something to do (I'm just helping him stay healthy). The chassis

I will paint myself and the rear fenders are so bad I'm having a new set made. They were pitted and beat up, the front were not pitted too bad but looked like waves in the ocean. The car must have been stored in a barn with the back sticking out in the elements.

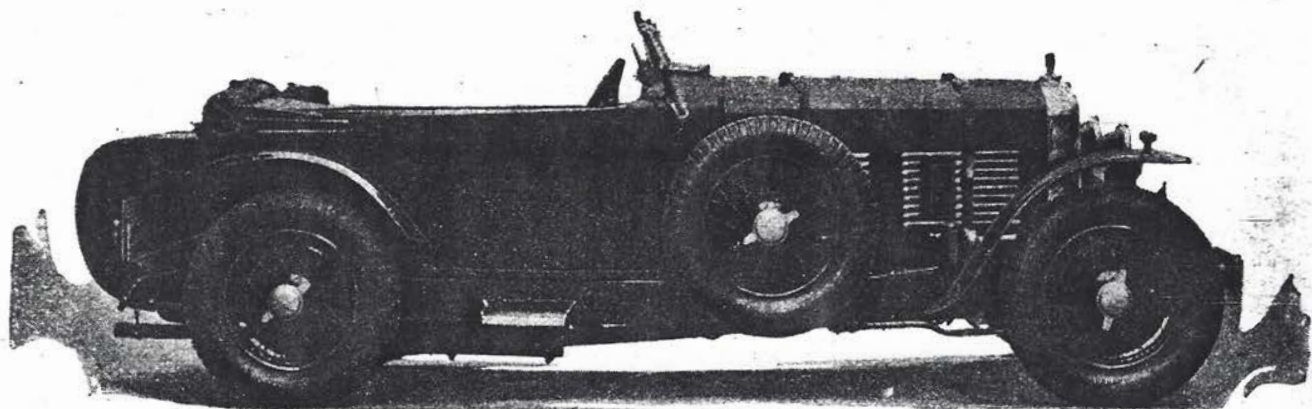
By the time you read this I should be in the assembly mode, If it doesn't rain again next Tuesday.....

Trish and I look forward to Hilton Head every year it's a fantastic place to tour with old cars and it's a well organized great show. This year we look forward to sharing with our Stutz Club the beauty of the South Carolina Low Country.





# A RACER ON THE ROAD



*A Run on the Tourist Trophy Stutz—An American Car with a Dual Personality.*

RACING appeals to the sense of sport and of adventure among the enthusiasts in the motoring community, and it serves also as a definite and extremely useful advertisement for those cars which are successful. But if by racing we do not produce a car really worth having for ordinary everyday use, then much of the practical value of such tests disappears for good.

That consideration makes a run on one of the modern high-efficiency Tourist Trophy type of cars all the more interesting. The American straight eight Stutz stands by itself as one of the very few machines built in the United States to appeal by reason of performance to the enthusiast; incidentally, it is the only American machine which has made its appearance on this side of the Atlantic with a super-charger as a definite production component.

First of all, the car is really tractable—a most important point, and with this tractability it has that indefinable sense of a big reserve of power which is the life and soul of a sports machine. One may not need to develop the maximum; indeed, there are very few opportunities for using 100 m.p.h., but the very fact that the Stutz can attain 100 m.p.h. improves the quality of the engine's performance at the much lower speeds that are normal in everyday use on roads such as ours.

There is no sign of harshness or of engine noise such as the die-hard antagonists of racing invariably assert are instilled into a machine of high performance. The exhaust was on the noisy side, as one would expect with the T.T.-type of silencer—at all events as far as spectators are concerned—but the crew of the car can barely hear the engine note at all at cruising speed; and even

*by*

S. C. H. DAVIS.

then the car is more silent in town work than are many other cars intended to be entirely touring machines.

The gear change, the ratios being close and the arrangement of gears entailing a silent third, is one of the most pleasant features of the machine. This feature

gives driving that additional degree of interest which is so much worth while, especially as the change from top to third and from third to top can be effected with beautiful ease and certainty, but without even the suggestion of noise or even a feeling that gear teeth have engaged with other teeth.

Naturally, the car holds the road well; if it did not do so it could not have been handled in racing at all. But it is interesting to find a machine so steady which,

nevertheless, has not got hard springs; for this quality the hydraulic shock absorbers are undoubtedly responsible. The behaviour of the car over a bad bump when lightly loaded is interesting. The shock seems to be absorbed in one upward movement of the body and one downward movement, without a trace of swerving, and, naturally, without a suspicion of side sway.

Caster action and a steering gear of which the ratio is nicely balanced between low and high, so that the driver has not to do too much work

on a sharp corner, while yet the steering is light, contribute more than a little to the pleasure of handling the car. The clutch, too, as most American clutches are, is extremely good, progressive and sensitive—a point of greater advantage because the gear ratio is naturally high.

The interesting part of this car is that the blower is put into operation only at the driver's will; that is, the





Stutz can be driven unsupercharged all the time or the supercharger can be engaged through a disc clutch whenever the engine is running. That makes it possible to carry out an unusual test of acceleration to show the value of the blower, though, remember, this blower is very small and pumps at low pressure.

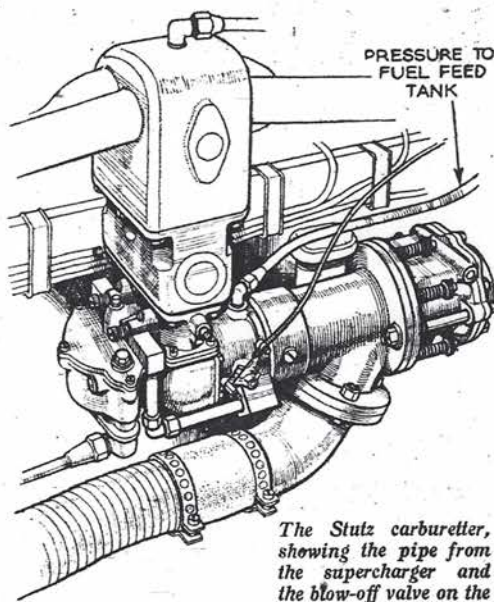
Timing the acceleration from a steady 20 to 40 m.p.h. on an indirect gear gave a figure of  $6\frac{2}{5}$ s. without the blower, but when this component was brought into use the elapsed time was reduced to  $4\frac{4}{5}$ s. On top gear the acceleration from 30 to 50 m.p.h. without the blower took  $12\frac{2}{5}$ s.; with it  $9\frac{4}{5}$ s. And one second is a very big gain in such a relatively small period of time.

For comparative purposes the time was then taken in accelerating from 10 to 30 m.p.h. on second gear with the blower going; the period was 4s. Even more remarkable was the 10-30 m.p.h. acceleration with the blower on first gear, when three separate tests averaged 3s.—a really extraordinary figure even considering the size of the engine and the weight of the car. While in action the blower gears were inaudible. When, however, the blower clutch was disconnected the carburetter blow-off valve made an extraordinary noise all on its own for a second.

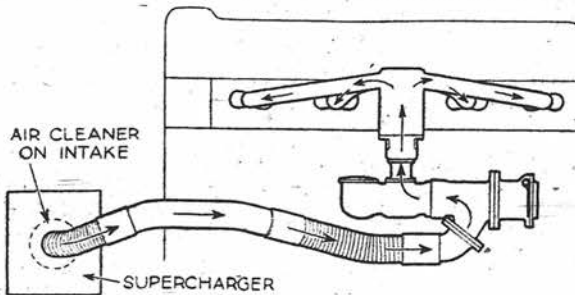
**The Blower Layout.**

The arrangement of the blower is also interesting, for the rotors and their casing are carried between the front dumb-irons, just under the radiator. The rotors suck air through an air cleaner and force that air through a long pipe to the carburetter intake, thus converting the carburetter from an instrument working under depression to one working under various pressures. This entails air pressure being by-passed to the space above the float chamber to the fuel feed tank and to the main fuel tank, so that the pressure above the main jet shall be as much less than the pressure in the float chamber as it is when the instrument works by suction.

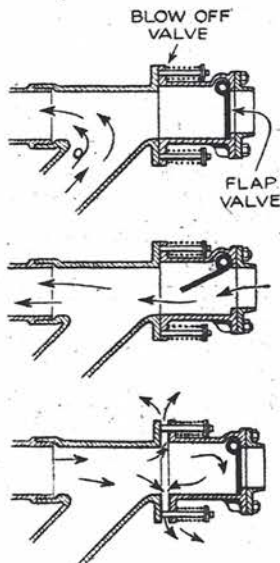
Normally, of course, the carburetter works by suction, but when the blower is started the force of air coming through the delivery pipe closes a valve which seals the normal air intake of the car-



The Stutz carburetter, showing the pipe from the supercharger and the blow-off valve on the main air intake



General arrangement of the Stutz supercharger is shown in this sketch, which also illustrates the distance the supercharger is from the main carburetter and therefore the reason for blowing through the air intake.



Three diagrams showing the operation of the Stutz supercharger system. In the top drawing air is being blown through the carburetter; in the centre normal suction is in use; below the blow-off valve is in action.

**A Racer on the Road.**  
burette, the valve automatically opening when the blower is cut out. Around the air intake, also, is a spring-loaded valve which instantaneously releases the pressure in the inlet pipe if an explosion occurs in the pipe. This system is much more complicated than the alternative system, where the blower sucks fuel from the carburetter, and has been adopted obviously because the only position in which the blower could be placed was a long way from the intake ports.

The engine drives a mechanical air pump which can be used to exhaust the vacuum chamber, and there is an alternative fuel feed system with a battery of electric pumps.

Another feature of the chassis design is that the effective power of the servo motor controlling the brakes can be increased or decreased by a control within reach of the driver; thus the brake power can be adjusted while the car is running.

**Niceties.**

Several other of the details are interesting. The car is very comfortable, the throttle pedal can be used while the brake is being applied, the windscreen lies flat on the scuttle for speed work, but can be raised for normal touring, and, when raised, is very rigidly held by the side brackets.

There is nothing abnormal about the car; the quick-acting filler caps are worth having either for racing or for touring, while the hood is not even of sports type and would obviously take some time to put up. The main dimensions of this car are: Bore 85.7 mm., stroke 114.3 mm.; number of cylinders, eight; gear ratios, 13.97, 7.95, 5.07, and 4 to 1.

Quite definitely this car is a good, serviceable machine for everyday use, altogether apart from its speed capabilities, and, incidentally, the only change which would have to be made for prolonged fast running would be to fit a new set of plugs.

Much of the extraordinary charm of this type of car is extremely difficult to convey in words, for it consists of much more than just the increase in performance necessary in a machine which has been evolved from the standard product for racing purposes. In the ordinary way it is doubtful whether the owner would drive on the road faster than most cars proceed  
(Continued on page 365.)



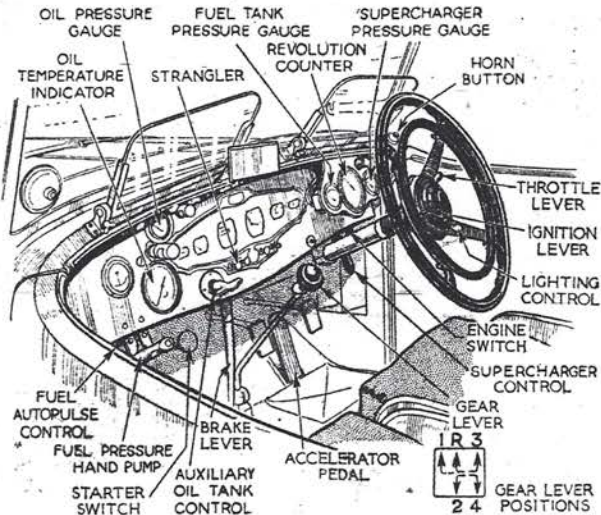


## A RACER ON THE ROAD (continued from page 363).

to-day. It might be argued, therefore, that the additional power is unnecessary in terms of speed; but the fact is that the car has an altogether different feeling, a different personality, as it were, and it is actually a pleasure to drive it for the sake of driving. Moreover, the possession of a very high maximum makes the car all the more pleasant at lower speed, since the more often the engine is operating within its easy range the smoother, more flexible and more pleasant it is.

That the power is there when it is wanted is obviously an additional cause for satisfaction, for there is a great deal to be said for a really fast run up a gradient such as is possible when the road is

### THE STUTZ CONTROLS.



quite safe and when the stretch in front is open and straight; such a run is only enjoyed to the full when the car is a really good sports or speed model, and then only when the man at the wheel really knows how to handle it.

That brings up another point. Cars of this type are wasted on that kind of individual who is not enthusiastic, who lacks the finesse, the number of pleasant little tricks, the gentleness of the expert; and, indeed, if what one may term the ordinary driver were to handle the machine first and subse-

quently it was to be driven by the skilled man, it would seem, to a casual observer, that, instead of one, there were two totally distinct cars.

## June 23rd - 26th

Adult Registration - \$150  
 Youth 13-17 Registration - \$75  
 Hill Climb Competition - \$25  
 Under 13 Receives Free Admission



## EVENT ATTRACTIONS

- Road Tour
- Hill Climb
- Dyno Runs
- Seminars
- Select Meals Provided

For the most updated information please visit:

[WWW.MUSEUMOFAMERICANSPEED.COM](http://WWW.MUSEUMOFAMERICANSPEED.COM)



SPEEDWAY MOTORS  
**MUSEUM**  
 OF AMERICAN SPEED





**2021 Stutz Gathering Lincoln, Nebraska**  
**June 20 - 23, 2021**  
**Schedule**



The 2021 STuTZ Gathering Lincoln, Nebraska is being held to coincide with The Museum of American Speed Speedster Reunion. We will overlap the Speedster Reunion by one day on Wednesday. *If you are bringing a 4 cylinder STuTZ or HCS and wish to extend your stay and participate in the Speedster Reunion activities let me know and I will provide you with instructions and contact information. You can find information on the Speedster Reunion at <https://www.museumofamericanspeed.com/speedstersreunion.html>*

**Sunday June 20**

No planned events but arrival is encouraged today because we depart Monday at 9:30 AM for the Strategic Air Command & Aerospace Museum in Ashland, Nebraska

6 - 10 PM Hospitality Room/Registration will be open with **Salad & Pizza served at 6:30 PM**

**Monday June 21**

- 7 - 9 AM Hospitality Room/Registration will be open
- 9:30 AM We depart for the Strategic Air Command & Aerospace Museum in Ashland, NE  
Lunch  
Tour of a local automobile collection
- 4:00 PM Back at the hotel to rest and get ready for dinner
- 6:30 PM STuTZ Club Welcome Dinner in the hotel restaurant  
Hospitality Room will be open in the evening before and after dinner until 10:00 PM

**Tuesday June 22**

- 7 - 9 AM Hospitality Room will be open
- 9:00 AM We depart for museum tours in Lincoln, lunch, and ice cream
- 4:00 PM Back at the hotel to rest and get ready for dinner
- 6:00 PM Depart hotel for dinner as a group with separate checks  
Hospitality Room will be open after we return from dinner

**Wednesday June 23**

- 7 - 9 AM Hospitality Room will be open
- 9:00 AM Drive Stutz, HCS, & modern cars to the Museum of American Speed to tour the museum  
STuTZ & HCS cars will be parked in a special location as a group for display  
4 cylinder STuTZ cars participating in the Hill Climb on Friday will be tech inspected  
Lunch on your own before returning to the hotel
- 6:00 PM Depart hotel for dinner as a group  
Hospitality Room will be open after we return from dinner

**Thursday June 24**

Check out and departure, unless you are staying for the Speedway Speedster Reunion and Trials

**If you plan to attend the event but did not receive a registration form, please contact Dan DiThomas at [support@stutzclub.org](mailto:support@stutzclub.org) or by phone at 614 832-0066**

**Clarification on 2021 STuTZ Gathering concerning a COVID-19 vaccination:**

It is not necessary to have received a COVID-19 vaccination to attend the event.  
If you have had the vaccine, please bring your vaccination record card.



The Grand Stutz will be held in conjunction with the Hilton Head Concours!

## AN AUTOMOTIVE AFFAIR TO REMEMBER



This year's Grand Stutz event will take place in South Carolina, USA in conjunction with the Hilton Head Concours d' Elegance of which Stutz is a featured marque.

We hope you will make plans to join us so start planning now for the STuTZ Club activities which begin on Thursday November 4, 2021





Tentative plans for our Grand Stutz event include:

- Arrival with hospitality on Wednesday November 3
- STuTZ Club driving tour and lunch on Thursday November 4
- STuTZ Club dinner Thursday November 4
- CCCA and STuTZ Club driving tour and lunch at Bob Jepson Collection in Savannah on Friday November 5
- STuTZ cars on display at the Hilton Head Car Club Showcase on Saturday Nov 6
- Placement of our cars in the actual Concours d' Elegance on Sunday November 7

Other activities are being planned to include a Grand Classic sponsored by the Classic Car Club of America (CCCA) on Saturday and the Flight and Fancy Airport Gala for all HH participants.

Details to follow including updated hotel contact information and please reach out to Carrol Jensen if any questions at 262-662-0287 or email direct at cajensen2@aol.com.

Can't wait to see you there!

## Grand Stutz Memories





## From Our Members:

Hello! I am trying to locate my grandfather's (Ted (Theodore) Moore) former car. I know it was sold in 2016 at Gooding ,Scottsdale.



My family has early pictures and awards for the car. She's a 1915 Bulldog!

In the '60s she was sold to the Paine Museum, in '90s private ownership for 2 or 3 owners then Gooding in 2016.

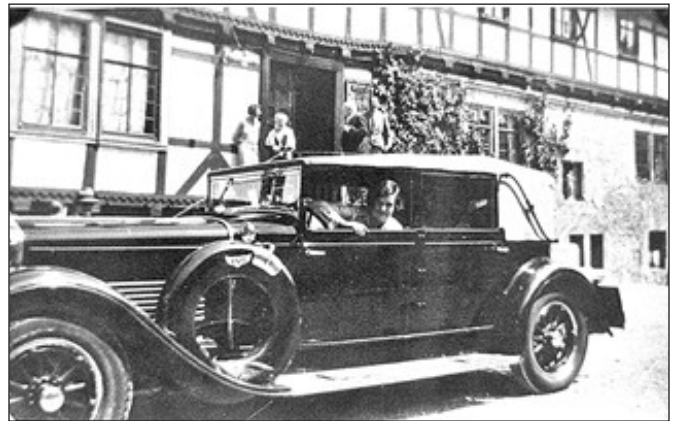
I have name tags from Veteran Motor Car Club, AACA and he was a founding member of The North Shore Antique Automobile Club here in central NJ. Recently celebrated 65 years.

Any help would be greatly appreciated!

Jeff Morton, Rumson N.J.

Contact: Carl Jensen [cajensen2@aol.com](mailto:cajensen2@aol.com)

This is a photo of a Stutz owned by my late friend, countess Pamela Moy. She received the car as a wedding present in New York, but moved with her husband to Germany and used the Stutz there. While she and her husband (who didn't drive) were ascending the Katschberg Pass, they were overtaken by a small MG sports car, and Pam decided she should have a car like that. Sometime in 1933 she purchased a supercharged 1932 MG J3 Midget, which she used in rallies and as personal transportation. I now own that car.



No chassis or registration numbers for her Stutz, US or continental, are known to me. Perhaps the Club has knowledge of it.

The STuTZ was likely purchased by Pam's father, Sir Edgar Speyer. Pamela Speyer and count Hugo Moy were married on 27 May, 1926. I believe the Stutz to have been a wedding present from Pam's father, Sir Edgar Speyer, 23 Washington Square North, New York City.

I hope this is of help in elaborating the history of this particular Stutz.

John Brinkmann

Contact: Carl Jensen [cajensen2@aol.com](mailto:cajensen2@aol.com)







THE STUTZ CLUB, INC Treasurer's Report

For the Period: January 1, 2020 to December 31, 2020

Beginning Cash January 1, 2020	Huntington Bank Checking Account:	\$ 6,897.04
	Operating Account	\$ 1,072.24
STuTZ News/Website Fund Bill Greer 2016 Bequest		\$ 5,000.00
	Grand STuTZ Fund	\$ 824.80
	<b>TOTAL</b>	<b>\$ 6,897.04</b>

Huntington Bank Money Market Account:	27,403.77
<b>Total:</b>	<b>\$ 34,300.81</b>

Income:	Membership Dues 2020	\$ 8,509.29
	Membership Dues 2021	\$ 3,931.80
	Book Sales Including Shipping	\$ 1,015.00
	Investment Interest	\$ 99.94
	Magazine Advertising	\$ 50.00
	Contribution	\$ 99.68
	Back Issues of STuTZ News Sold	\$ 15.00
	2021 Grand STuTZ Hilton Head Sponsor	\$ 100.00
	<b>Total Income:</b>	<b>\$ 13,820.71</b>
		<b>\$ 48,121.52</b>

Expenses:	Archive Room Rental (\$135 per month)	\$ 1,620.00
	Stutz News, Print and Mail	\$ 9,232.65
	Treasurer Expenses	\$ 17.39
	Membership Expenses	\$ 389.57
	Post Office Box	\$ 106.00
	Shipping for Splendid STuTZ Books	\$ 392.49
	PayPal Fees	\$ 17.15
	Foreign Check Conversion Fee	\$ 2.00
	Groupmail	\$ 128.36
	Website	\$ 2,248.13
	<b>Less Total Expenses:</b>	<b>\$ 14,153.74</b>
<b>Period Ending Funds Available:</b>		<b>\$ 33,967.78</b>

Huntington Bank Balances on December 31, 2020

	Checking:	\$ 7,464.07
Checking Account		\$ 3,787.40
STuTZ Website Fund (Bill Greer 2016 Bequest)		\$ 2,751.87
Grand STuTZ Fund		\$ 924.80
<b>Total</b>		<b>\$ 7,464.07</b>

Money Market: **26,503.71**

**Total Ending Cash Balance: \$ 33,967.78**

Respectfully submitted:   
 Dan DiThomas, Treasurer



FOR IMMEDIATE RELEASE

January 28, 2021

# Turner Woodard Sells Majority Stake In Historic Stutz Factory

INDIANAPOLIS – Turner Woodard, owner of the historic Stutz Factory in downtown Indianapolis since 1992, announced today a recapitalization with SomeraRoad, a New York and Nashville-based real estate firm specializing in restoring and modernizing historic and unique properties. SomeraRoad plans to guide a long-term redevelopment and modernization plan. Woodard and his son Turner John (TJ) will retain a minority ownership and consult on the redevelopment efforts.

"The time is now, the time is right," states Woodard. "We have had a lot of success with saving and developing the Stutz factory over the past 28 years. We made a lot of progress, as downtown has grown up around us, but it's time to let our new and innovative partners add to and update the factory with modern features and amenities. This building has all of the authenticity that tenants want today, and we believe SomeraRoad has the experience and skillset to take it to the next level," he adds.



Woodard, an Indianapolis resident and adaptive reuse developer, purchased the building in 1992 with the vision to save and restore it, but not alter the factory. Ahead of his time, Woodard envisioned a business center for small and mid-sized companies where they could flourish in a truly unique entrepreneurial atmosphere!

When Turner and his wife Diann took a gamble to buy the property in 1992, the skyline of Indianapolis didn't look anything like today. Many of the buildings and venues now associated with downtown were not yet built. Circle Centre Mall and the ArtsGarden came along in 1995, Victory Field and the Murat Centre in 1996, Emmis Communications in 1998, Banker's Life Fieldhouse and the NCAA Headquarters in 1999, just to name a few. The new millennium brought another wave of downtown development, Simon headquarters, White River State Park, Lucas Oil Stadium and the Conrad Hotel all added validity to Turner's downtown "experiment."

Prior to Turner's purchase, the Stutz Factory was not in great shape and slated for the wrecking ball. Edna Woodard, Turner's mother and a volunteer on the Indiana Landmarks Foundation, made the connection to save the property. Everyone on the foundation felt it shouldn't be torn down, but no one knew what to do with such a large structure in downtown.

Enter Turner Woodard with a solution.

"I was already in the warehouse and storage business with a small 30,000 square foot operation on Michigan Road just north of 56th Street, so in a way it made business sense. Then after first touring the building with flashlights only

1060 N Capitol Ave • Indianapolis, IN 46204 • [thestutz.com](http://thestutz.com)



because the electricity was turned off, I came to learn the State of Indiana was leasing 100,000 square feet on the 4th floor, so the warehouse concept really started to come together.” states Woodard. “No sooner did I purchase the property and set up my office there, when I got a phone call from a gentleman who owned a chain of Chinese restaurants. I’ll never forget when he said he needed 50,000 square feet to store supplies but it needed to be ‘dry and no birds’. So there you have it, sometimes luck and timing can play a part in success.”

Beyond warehousing, the Stutz over time became a colony that artists and businesses began to call home. When Turner was asked how that happened his answer was simple. “Because we were centrally located in the heart of downtown and had lots of empty space, we were approached by a group to host an AIDS benefit. At that time, little was known about the disease and many people were hesitant, but I said let’s do it! We hosted one of the most impressive and festive events I’d ever seen, and from that moment on we started to build out studios for the arts community. From there it just kept growing.”

Anyone who has visited the Stutz over the past 25 years during the Raymond James Stutz Artist Open House has seen walls and doors on art studios, small businesses and other artisans, but it wasn’t always like that. “Most people don’t realize that when I purchased the building, every floor was wide open, there weren’t any walls. Everything, all the space that gave so many small businesses their starts, was just a big open space. We didn’t have a master plan, which, is another reason we attracted entrepreneurs and creative business owners. I told them their space could be anything they wanted and they loved that idea.” states Woodard.



When pressed about his vision in 1992 and why he thought he could make the Stutz succeed, he finally relayed a secret known to few. “I didn’t want to be in warehousing or storage, but I had to pay the bills. Truth be known, the real reason I took a chance on the property was my love of history and my love of automobiles. It was that simple.”

The building has a rich history. Anyone who has been in the building knows it is very unique and easy to get lost. The Stutz factory is composed of five four-story buildings, all connected by bridges.

In its heyday, new cars were put together and rolled on dollies, painted and inspected, then freight elevators carried the finished automobiles to the first floor for testing at the Indianapolis Motor Speedway and then shipped to customers. Harry C. Stutz was one of the most talented auto engineers and designers during Indianapolis’ golden age of automobile manufacturing from 1900 to 1930. He designed a racing car for the first Indianapolis 500 mile race





that so impressed observers with its speed and endurance that Stutz and business partner Henry Campbell organized the Stutz Motor Car Co. to build automobiles.

The slogan became “the car that made good in a day.” The Stutz Bearcat became so popular that the initial plant constructed in 1914 at 10th and Capitol had to be expanded twice, eventually covering the entire block between 10th and 11th streets. In 1926, the company introduced the Safety Stutz car with a 92-horse power, vertical-eight cylinder engine. Sales of the new model broke all records at the New York and Chicago Auto Sales Shows. Each car sold for \$3,000, while Henry Ford’s Model T’s sold for just \$300.

Unfortunately, the Great Depression shattered the upper-middle-class market for cars like the Stutz models. The last car was manufactured in 1934 and the company closed in 1937.

“We’ve had numerous inquiries about the factory over the years. One of the main reasons we partnered with SomeraRoad was their unique and comprehensive approach to the Stutz’s future revitalization. They appreciate the factory’s history, they want to embrace the local community, and they want to collaborate with all our tenants to work on the project,” adds Woodard.

SomeraRoad was founded in 2016 to take an entrepreneurial and creative approach to value-add and opportunistic real estate. The company has since evolved into a diversified, vertically-integrated platform with a reputation for solving complex problems, becoming local experts, and thoughtfully executing business plans.

SomeraRoad has worked extensively in up-and-coming markets – including Austin, Texas and Nashville, Tenn. – and projects Indianapolis to be on a similar trajectory. The company’s development team first entered the Indianapolis market with its purchase of an industrial property in 2017. It later purchased several former Marsh properties, including its Fishers headquarters, in 2019. SomeraRoad and its leaders look forward to establishing even stronger roots in the area during the coming years.

“Our company is aligned with Turner’s vision for the future of the property, and we have a team that shares his appreciation for the property’s history and cultural significance,” said SomeraRoad Founder and Principal Ian Ross. “We intend to take our time on the redevelopment of the Stutz, ensuring appropriate re-use and long-term success. Our plan is to work closely with existing tenants, Turner, the Stutz Artists Association, and surrounding businesses and organizations to create something truly unique and special in Indianapolis, including a museum dedicated to showcasing Turner’s automobile collection.”

“It is important to save these historic structures, but it’s equally important to modernize them for future generations as well. My family and I and the Stutz team are extraordinarily excited about these new visions of what the Stutz factory might look like in the next 10-20 years,” states Woodard.

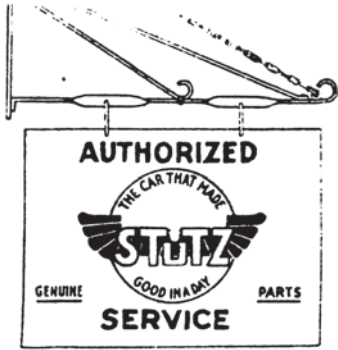
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### **About The Historic Stutz Factory**

Built in 1912 as the home of the Stutz Motor Car, the sprawling 400,000 square foot factory in downtown Indianapolis spans an entire city block. The property has had several owners over its storied 109-year history, including Eli Lilly and Company. Today the Stutz is home to more than 200 unique and specialty businesses. For more information visit [TheStutz.com](http://TheStutz.com).

### **About Somera Road**

SomeraRoad was founded in 2016 to take an entrepreneurial and creative approach to value-add and opportunistic real estate. The company has since evolved into a diversified, vertically-integrated platform with a reputation for solving complex problems, becoming local experts, and aggressively executing business plans. 50+ transactions later, the team remains entrepreneurially nimble and passionate about executing unique projects nationwide. For more information, visit [someraroadinc.com](http://someraroadinc.com).



*In addition to publication in Stutz News, Classifieds are emailed to the membership upon request. Many of these ads have been previously sent by email. Cars and parts may have been sold or purchased. Contact Dan DiThomas at [support@stutzclub.org](mailto:support@stutzclub.org) to be added to the email list.*

## Headlight Switch Needed

The headlight switch for my 1927 is beyond repair, do you know if anyone in the club remakes these or anyone that might have a good original I could purchase?

Thanks for your help.

Bobby Green  
[bobby@oldcrowspeedshop.com](mailto:bobby@oldcrowspeedshop.com)

## Help with Brakes

I'm Ralf (Member 0953) and I'm looking for help to rebuild the brakes on my Stutz AA 1926. I want to convert the car to the more modern Lockheed brakes. I am looking for the brake parts of the front axle and the master brake cylinder. Who can help me or knows sources of supply?

Thanks for your help!

Ralf  
[ralf.schoenewald@t-online.de](mailto:ralf.schoenewald@t-online.de)

## Parts For Sale

I have a driver's side 1931 STuTZ rear door I would like to sell. I donated the chassis that was with this door to the Auburn Cord Duesenberg Museum and it is on display there.



Also an original tail pipe bracket (looks like a connecting rod) and a few other items shown below.

If interested in either item, please make a reasonable offer for consideration.

Please contact me for more information.



Tom Miller  
 734-676-0594  
[tommymdot@comcast.net](mailto:tommymdot@comcast.net)



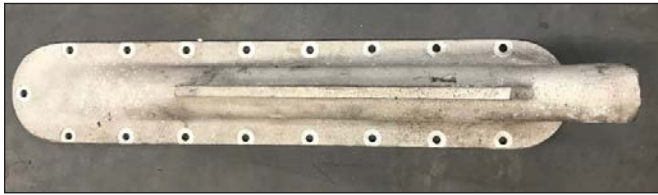


## Parts for Sale

I have one spare new high quality Outlet Water Manifold cast in aluminum LM2.

- It is heat treated and so grey in color and machined.
- Polishing will return the casting to shiny silver in appearance.
- It requires the radiator bracket being cut to shape.
- The price is \$1,300.00 including shipping with UPS.

I also have original carburetor inlet manifolds for the pre 1920 engine and the later detachable head engine if anyone is interested. I have no idea what price to ask. Have any sold recently to give me an idea of fair value?



Or I would swap any of the above for the HT lead tubes and brackets that I need.

All the best  
Simon Diffey  
Simon@merryprinters.co.uk

## 1929 Engine Question

I have had to rebabbit my accessory shaft bushings and wondered if anyone has pictures of the original bushings. I suspect my 1929 8 cylinder engine had the aux shaft bushings replaced or repaired in the past.

I am wondering if there were oil grooves in either the front or rear bearing surface, and if the rear bearing had a 3/8" hole drilled through the bushing like the front bushing for the oil passage. The 1929 parts book shows the same part number for both bushings.

Mark Huelsebusch  
mdhuelsebusch@aol.com

## Parts for Sale...and Wanted

Part for sale:

New high quality Aluminum Outlet Water Manifold for 1916-20 Stutz. \$2150.00 plus shipping. See attached photos.



Part needed:

Am looking for both left and right side engine splash pans for 1930 Stutz Boattail Speedster M28.

Larry Carter  
larrycarter2@icloud.com



## Model M Help!

Trevor Bills is looking for the contact information of the USA based member that sent him photos with all dimensions of the small capture box which clips underneath a vertical 8 air cleaner. Trevor has missed place the members contact information's. Trevor would like the member to contact him.

## 1931 SV 16

Trevor is looking for the following parts for his SV16 Cabriolet coupe.

1. One pair of Ryan headlight lens – these are the same as on the 1929/30 models- I would purchase complete lights if necessary.
2. One radiator cap – we don't know how, or when but this has been lost in moving vehicles, I have a spare STuTZ mascot, so only the cap required please.

## 1929 model M8-63

Trevor recently purchased/ imported from the USA, an unrestored 1929 STuTZ Model M Le Baron.

Here is his story on the parts he needs:

The internal and external engine components [other than the block] were out of the car, but sent with it.

I understood or expected from the description, that these parts would be suitable for basic reconditioning and re-installing.

Sadly, that has not turned out to be the case:

On opening the parts crates, today I was extremely disappointed to find;

The Head and overhead cam gear is mostly seized solid with rust, the pistons and rods are also not in any condition to be reused.

The Zenith Carburetor, model 105DC is cracked and broken in at least 5- 6 places, it is un repairable and will need completely replaced.

At this stage, we have not checked the crankshaft/camshaft or indeed block, to see if they can be salvaged, but will do so, in the new year.

“If” I am to put this car mechanically back together, I am going to need all parts to replace those described above, so need serious help please.

Because of what it already owes me, it is critical that I minimize as much as possible, any and all further costs.

Can any club members please help with advice on the alternative/options in terms of pistons, connecting rods, white-metal versus conventional shell bearings etc.

Suggested places where I could purchase replica or other brands, that will work with basic or minimum modification and ultimately/hopefully be more reliable.

I am open to considering all options including reconditioned or NOS parts, if anybody still has parts for sale, that will help to get this motor running again.

Trevor Bills  
New Zealand  
tbills@xtra.co.nz

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## HCS Help

Has anyone replicated the rubber molded piece that fits between the lower windshield frame and cowl on the HCS? There are a few original HCS cars out there that someone may be willing to remove and have reproduced.

1921 HCS owner and club member.

Vince Bakich  
vbakich@bak.rr.com

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## Wheels Needed

Looking to purchase four, 6 stud wheels for an SV16. Any condition considered.

Trevor Bills  
New Zealand  
trever@tbills.nz





**FOR SALE**

Buffalo #5 wire wheel spare wheel center dust cover, also fits #5 Houk wheels, original as found condition, \$285.

Layden Butler  
laydenandJean@comcast.net



**Parts Wanted**

Looking for a 1929 Model M base and accelerator pedal.

Len Harvey  
New Zealand  
beaconview8@xtra.co.nz



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