

STUTZ NEWS

Vol. XXXIV No. 136

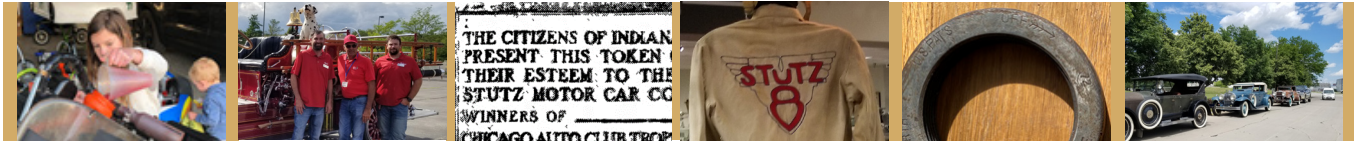
April - June 2021



Wish You Were Here!

**Stutz
(1911-1937)**

**HARRY CLAYTON STUTZ
(1876-1930)**



From the President



I just returned from the Grand Stutz in Lincoln, Nebraska and spent time at the Speedway Motor Museum. A full account of our activities is included in this edition. One of the major themes of this museum is auto racing and the many racing personalities that have been involved in the sport. One of which was Harry Stutz an early participant.

The museum has a display of Stutz racing memorabilia and several Stutz engines. They also now have an early Stutz in their collection. Seeing these early trophies and reading about some of the drivers of the day, such as Gil Anderson, Earl Cooper and Ralph DePalma, made me think of what chances these guys took and yet they had such success. A tribute to the reliability and mechanics of the Stutz automobiles.

The Stutz racing team in 1915 was probably the most successful. Stutz had won races at most of the well-known tracks around the country. These included Elgin, Minneapolis, Point Loma, Kalamazoo, Tacoma, Sheepshead Bay, Phoenix and San Francisco. Harry Stutz had to be proud of the way his car performed in these many races. This notoriety helped sell cars and production increased during these years. To help expand production, Stutz raised money through a stock offering and that eventually caused the demise of Harry Stutz with the Stutz Motor Company. But that is another story.

Fred Moskovic took over Stutz in 1926, and his mission was to develop the new Vertical Eight engine. The first year of production was 1926 with the Model AA. By 1927 Moskovic was interested in racing and reviving the Stutz racing legend. He did this with the Vertical Eight and the Black Hawk. Probably the Black Hawk's most notable triumph was at LeMans in 1928, when it took second. This turned the heads of the Europeans to have an American built car winning at their game. Stutz production in 1929 was at its peak and after 1930, everything went rapidly down hill for Stutz. The last hurrah for Stutz was probably the DV32 engine, developed in 1931. I have been fortunate to own a DV32 Convertible Sedan, and I can tell you that it is the most fun car to drive in my collection.

I was able to put a few miles on my DV32 in Lincoln and the car performed well. This car has lots of torque and will move down the highway at modern speeds. The only fault is that it does not have power steering and parallel parking can take everything out of me. But what a fun car to drive.

We have two Grand Stutz's this year, with the next at Hilton Head, South Carolina the first week in November. I recommend you sign up for this event soon. Carl and Carrol Jensen have already planned the activities and hotels are filling up fast. You will not want to miss this one. Also, we will again have our usual meeting at Hershey. Information is forth coming, see you there.

Mark Desch, President

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In Memory



Far too young, we lost member David Lovell of Greenfield, Indiana at only age 60. Being married for 30 years to his wife Jennifer, sounds like far too short of a period of time. He was the proud owner of a yellow 1918 Bearcat and an avid outdoorsman who enjoyed hunting and fishing. An engineering graduate from Rose-Holman, David was also an entrepreneur.

An obituary can only grasp a very small portion of a person, but what clearly defined David are all the heartwarming comments about him to his wife and family that I read on-line. David may have left too soon, but his impact on others is inspiring.

Announcements

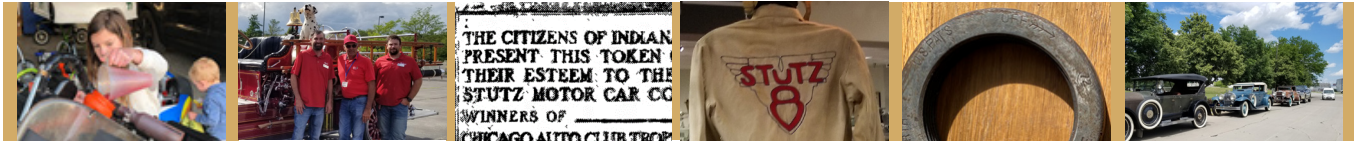
Watch your email for the event registration form for the Hilton Head Grand Stutz. Any questions, call Carrol Jensen at 414-526-2244

On the Cover

Thank you to Jason Lubken, Multimedia Specialist for the Museum of American Speed, Lincoln, Nebraska for this photo of the Grant Stutz participants.

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Stutz Club Membership Report

This has been an active quarter in terms of the club adding new members. While we appreciate all of our members, I'd like to bring to your attention a rather unusual addition to our club.

Member number 972 belongs not to an individual, but rather an organization, the Seneca Fire Department of Seneca Kansas. What makes their membership so special is they are the original owners of their Stutz, a 1922 Stutz Model K, Series 234 fire truck. Theirs is among 12 of the new "Baby Stutz" engines introduced that year with a pump capacity of 350 Gallons Per Minute.

Certainly there can't be many single owner Stutz vehicles out there, and fewer still poised to break the century mark of ownership. Please welcome them to our club, and if any members have information on that range of Fire Trucks built by the Stutz Fire Engine Company (1920-29); manuals, photos or other information, please share it with Bobby Ohlsen at the address listed.

- John Boyle Membership V.P.

0971

Kurt A. Stoops
Cecilia Stoops
P.O. Box 53587
Indianapolis, IN 46253
317-796-1100
317-429-1569
Prostreet320@aol.com
1918 Stutz Bearcat Series S
Chassis # 8240, Eng # 10303
Acquired Apr, 12, 2021

0972

Seneca Fire Department
601 Main Street
Seneca, KS 66538
785-294-0607
bobbyohlsen@yahoo.com
1922 Stutz Model K, Series 234 Fire
Engine
Chassis #: 11744, Engine #: 11749
Owned since 1922.

0973

Cory Flindt & Amber Flindt
123 Hillcrest Road
Litchfield, NH 03052
cjflindt@gmail.com
1920 HCS Series 2, Special Tourer
body
Chassis # 328. Purchased Sept, 2020.

0974

Sandy Bahre
P.O. Box 198
Oxford, ME 04270
207-890-8592
Jeffo@megalink.net
1914 (?) Stutz Series E (?) Bearcat
Engine : AI 1509.
Acquired in the late 1970s.

1932 Stutz DV-32 Super Bearcat
Chassis #: SB1456
Engine #: DV-33172
Acquired in 1986.

0975

Robert Jepson
8 Shellworth Crossings
Savannah, GA 31411
912-656-2711
nospej@aol.com
1920 Stutz Bearcat
1928 Stutz BB Phillips Cabriolet

0976

Stephen Plaster
P.O. Box 1600
Lebanon, MO 65536
srplaster@evergreen-investments.
com
1932 Stutz DV-32 Convertible
Victoria



From the Editor

by Carl Jensen

You might be wondering why there are pictures of go-karts in the Stutz club magazine. Well, I wanted to give encouragement of the popularity of motoring with our youth. On the 640 acres that make up the grounds of Road America, there is a spectacular karting complex. It was not always there, but it has grown over the years due to its popularity. This past year, a completely new building and timing center was added along with more pit areas. True, there are adults who kart, but as we walk through the pits, most adults are tied to children who are SO EXCITED to be there!



The young lady, age 10, is Ava who is cute as a button in her little red racing suit and braids. Prior to race day, she assists her dad in prepping the kart and is excited to get to the track, see her friends and get behind the wheel. I am told that they don't get out of the parking lot to head home when Ava is asking

when they have the next event. Her little brother, Evan, recently turned 4 and got his first kart for his birthday. He draws a pit stop area around his kart with chalk on the garage floor and neatly lays out tools.

Leading in car #17 is Briggs at age 5, who will grow up to be a gentleman racer of the highest caliber. He is focused and smooth behind the wheel, but likes to wear a bow tie and snappy hat when not in his helmet. His sister races occasionally, and is an artist who likes to paint dogs...and there are plenty of them in the pits



with other families for her to meet. She can also identify nearly every cool car at the track.

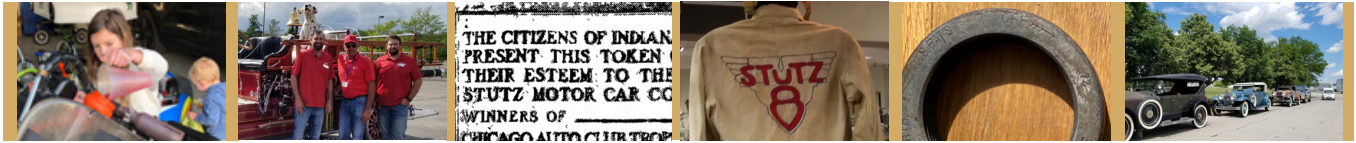
The fact is that the pits at the karting area are packed with families enjoying the day together. Will Ava grow up to race a vintage car like her dad, maybe...but certainly she falls outside the stereotype that children are not interested in cars.



Further to that point, the Peter Gregg Foundation, run by his son Simon Gregg, has come up with a great plan for engagement. They will be vintage racing a Porsche with an all youth pit crew! Young people interested can submit a video to try to get selected. This engages people, not only for an interest in automobiles but can generate an enthusiasm for education. This passion may generate the next great engineering minds...

One of my favorite old car publications is the *Horseless Carriage Gazette*, Editor Tracy Leshner, the publication of the Horseless Carriage Club. This is a fantastic magazine with great historical articles and a layout that just draws you in. Tracy's excellent coverage of events reminds you of how fun it is just to take a car out and drive it. With that, there are always fun pictures of friends and family of all ages enjoying these great pieces of history.

So be sure to get your cars out of the garage, take them to events and share them everyone. There is a broad range of people of all ages continuously getting interested in motoring!



Stutz at the Museum of American Speed

By Mark Desch

The Stutz Club was invited by member John MacKichan to hold the 2021 Grand Stutz at the Museum of American Speed in Lincoln, Nebraska. The museum is one of the top three auto museums in the US and contains an impressive collection of everything from cars, engines, and toys to memorabilia with over 150,000 square feet of display area. The collection is a result of “Speedy” Bill and Joyce Smith’s efforts to preserve, interpret and display a lifelong collection of racing and automotive history. They started Speedway Motors in 1952 specializing in providing hot rod, racing equipment and other automotive parts for racing enthusiasts. Bill also was involved in the racing circuit and got to know many driving legends. Through these associations he was able to collect many significant racing treasures.

We received a personal tour of the museum on Wednesday, provided by Clay Smith (Bill and Joyce’s son) and John MacKichan (former museum director). Besides showing us the many displays, they provided us some history on how they were able to obtain the many artifacts in the museum. The museum has a display of five Stutz engines and a section on Stutz memorabilia. The club has placed on loan in the museum the plaque that Stutz received from the City of Indianapolis that previously resided in the Stutz factory.

Those in attendance were:

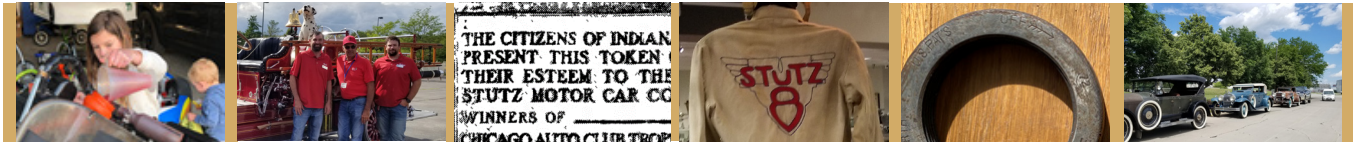
- Dale, Cindie and Serenity Altholf
- Ken Beach
- Mike Beach
- Mark and Gloria Desch (1931 DV32 Conv Sedan)
- Dan and Mary DiThomas (1925 #693 Roadster)
- Peter Hemken (1919 Series H Touring)
- Mark Olson (1924 Special 6 Touring)
- Sandy Olson
- Kendall and Tiffany Radke (1931 Stearns Knight) non-Stutz
- Peter and Wendy Todo (1930 MB Conv Coupe)
- Gary White

- John and Barb Mackichan -Speedway Museum (1918 Series G Roadster)
- Seneca Fire Department (1922 Model K Baby Fire Truck)
- Brad Kramer
- Tom Kramer
- Bobby Ohlsen

Dan and Mary DiThomas put together a three-day schedule that kept us on the move. We arrived Sunday evening at our host hotel with a hospitality room full of gifts and food. It is always fun to get caught up on what is happening in the club and new developments. The Stutz plaque that was presented to the Speedway Museum was in the hospitality room. It had come from the CCCA Museum in Michigan via Carrol and Carl Jensen, then transferred to Gary White’s truck, which brought the DiThomas’ Stutz. I was pleased to see it made it.

Monday morning, we caravanned with four of the Stutz’s and our bus to the Strategic Air Command Aerospace Museum near Omaha. The museum has over 300,000 square feet of exhibit space and many large aircraft inside. We had a tour by a very knowledgeable guide who is a retired pilot that once flew these aircraft. Many of the aircraft are from WWII and Cold War era. The size of these aircraft is incredible with such planes as the “Flying Boxcar”, “Flying fortress” and “B52 Stratofortress”. After our tour we drove to the town of Ashland for lunch.

We ate lunch at Harald and Thelma’s Basement which is on the second floor of an old building on the main street. The “basement” has to do with all the 50’s and 60’s records, etc. that came from the owner’s basement that are on the walls of the restaurant. After we had our fill of tasty sandwiches, we headed back to Lincoln to the Speedway Motor Museum. Some of us were allowed to spend time going through part of the museum. Diner that evening was at an Italian restaurant attached to our hotel. We always eat Italian when the Di Thomas’s



do the planning. After dinner, we assembled in the hospitality room to distribute awards to the participants that brought a car (or truck). We had six cars and a nicely restored fire truck. The truck was purchased new by the Seneca Kansas Fire Department in 1922. It served the community for over 30 years and eventually was restored by several of the firemen. The truck is well taken care of, and it was great to have three Seneca Firemen accompany the truck up to Lincoln for the Grand Stutz.

Tuesday morning, we drove to the Larsen Tractor Test and Power Museum on the University of Nebraska campus. The facility was created in 1919 by the University to test the horsepower and viability of tractors being sold to farmers. At the time, there was no reliable resource to know how good a machine was when sold. An example was a machine produced by a Minneapolis, Minnesota company that was labeled “The Fort Tractor” using the Ford name without authorization. The tractor was nearly useless. They continue to test tractors at this facility, and we were shown some of the current projects they are working on by one of the students working there. In addition to the testing facilities, they also have many nicely restored early tractors, some of which were very similar to what my family had when I was growing up in Kansas. A “70 Row Crop Oliver” exactly like my father bought during WWII except ours had steel wheels.

The next stop was down the block at the International Quilt Museum. The DiThomas’ must have thought we needed something for the women after the tractor museum. I must say the Quilt Museum was impressive with many rooms displaying the different types of handmade quilts. The museum has the worlds largest publicly held quilt collection. They also have a retail store for quilters. Gloria could spend hours in this museum. We also were fed lunch at the museum. Then it was down the street to the University of Nebraska Dairy Store where we all had ice cream. We then went back to the hotel where we assembled in the hospitality room for refreshments and conversation. That evening we drove to the Parker Smokehouse BBQ for dinner. The ribs were fantastic.

Wednesday morning it was time to get the cars out of the trailers and drive to the Speedway Museum. They had an area in the front entry for us to park the cars on the grass. We had them on display for the “Speedster Reunion” that was assembling at the museum. The museum sponsors the International Speedsters Trials and Reunion every other year. There are mostly four-cylinder Fords

that compete in a hill climb on Friday. They were expecting nearly 200 cars.

For dinner that evening we drove to Misty’s Restaurant and Lounge. This is a locally well-known restaurant that was established in 1963. In 1963 it was called a “bottle club” because liquor by the drink was not yet legal. This is what we call a “Supper Club” in Minnesota, and they specialize in prime-rib and steaks. The University of Nebraska’s football players “Big Red” are often invited to the restaurant to greet the guests during game week. There is lots of sports memorabilia on the walls. The events concluded with this dinner, and we were headed back home in the morning.

I would like to thank our sponsors that helped make this Grand Stutz happen

- Becky & Jim Aldrich
- Mike & Ken Beach
- Larry & Juana Carter
- Rachel Daeger
- Mark & Gloria Desch
- Dan & Mary DiThomas
- Fred Edwards
- John & Sheila Gibson - in memory of Uncle Fred Moskovics
- Carl & Carrol Jensen
- Shawn Miller - Significant Cars, Inc.
- Sandy Olson – Olson’s Gaskets
- Tiffany & Kendal Radke
- Tom Rasmussen - Odyssey Restorations Inc.
- Dwight & Jane Schaubach
- Jonathan Sierakowski - Sierakowski Classic Car Advisors, LLC
- Harold Sliger
- Dean & Paula Stahnke

Our next Grand Stutz will be at Hilton Head, South Carolina, in November. Please sign up now to participate in another fun filed three days.



Some of the Stutz's lined up at the Museum

Seneca, Kansas Fire Truck & Crew





THE CITIZENS OF INDIAN
 PRESENT THIS TOKEN
 THEIR ESTEEM TO THE
 STUTZ MOTOR CAR CO
 WINNERS OF
 CHICAGO AUTO CLUB TRIP



SAC Museum – Omaha, Nebraska

WWII bomber at the SAC Museum





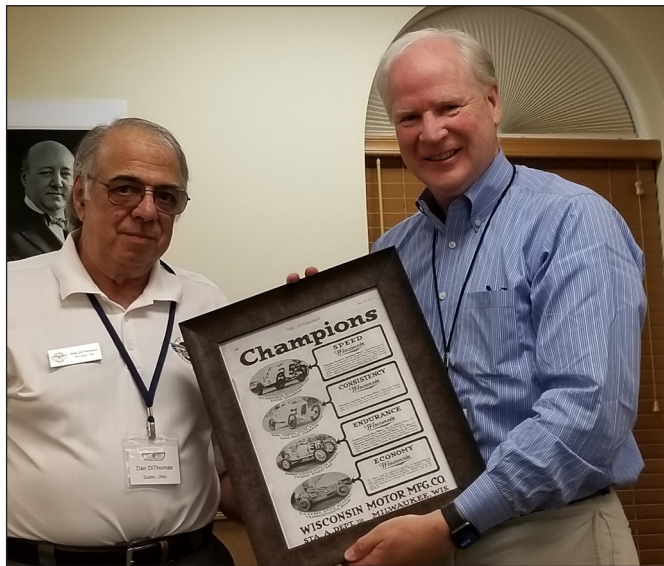
The Stutz racing display at the Speedway Museum

Speedway Museum's newly acquired 1918 Series G Stutz





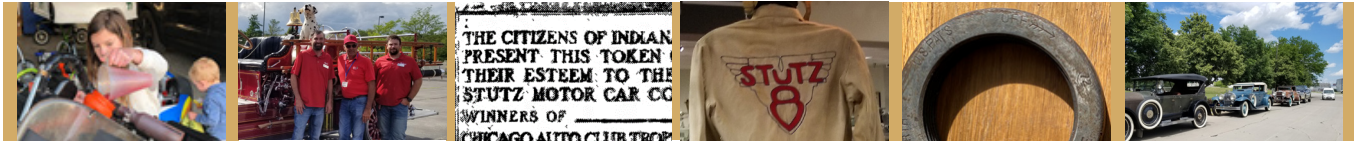
Serenity Althoff at the University of Nebraska Dairy



Clay Smith receiving the Wisconsin Engine plaque from Dan



John MacKichan receiving the award for hosting the Grand Stutz



Moving of an Artifact

For the past several years, the bronze plaque was on display at the CCCA Museum on the Gilmore campus. The plaque (along with a smaller plaque explaining its significance) will now be on loan to the Museum of American Speed in Lincoln, Nebraska. Your editor had often wondered when this was presented to Harry Stutz and found the following in the May 24, 1916 Indianapolis Star.

**Tablet Presented to Harry C. Stutz
as Token of Esteem of Local Citizens**

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

WINNERS OF ———

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

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

TWINCITY SPEEDWAY MINNEAPOLIS
300 MILE RACE FIRST AND SECOND
SEPT. 4, 1915.

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

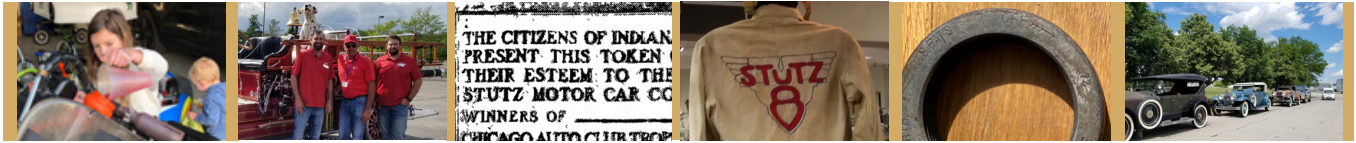
FACSIMILE OF TABLET.

The Hoosier Motor Club at its noonday luncheon yesterday presented to Harry C. Stutz, president of the Stutz Motor Car Company, a bronze tablet as a token of esteem from the citizens of Indianapolis. The Stutz white racing team boosted the Hoosier capital when it carried away all the "worth while" honors at all speedway and road-racing events last year.



Mark Desch with the Stutz plaque now on display at the Speedway Museum





Tech Notes

by Brian White

When you read my last article you know I have now reached the point of assembling my Bearcat, the FUN part of auto restoration! Now I'm asking myself.... WHY did I decide to paint another car black?

As much as I love working on and restoring early cars, I still long to drive them. But then again I have always loved wearing out tires. The first time I remember replacing tires was when I was six years old and I wore the tires out on my pedal tractor. Dad purchased and we replaced the wheels. I guess you could say it was my first restoration.

My granddad on Mom's side would have me tune and service his Farmall Cub every spring. Points, plugs, oil changed, air cleaner cleaned, greased, and battery charged. My Grandfather purchased the Cub in 1955, the year I was born. His garden was about four or five acres so the tractor got a work out. Granddad gave me his Farmall Cub when his health started to fail around 1990. Last year I restored it, with new tires. As a kid I lived for the Fall because after the garden, granddad and I would install the sickle mower, load the 22 rifle and mow about a ten acre field. On a good day I could get a few field mice for target practice, not too bad for an eight year old kid.

Back to the Bearcat. I have finished the wheels, plated the lock rings, purchased the tires and flaps, but the tubes are on back order. The tube on a wire wheel needs a short medal valve stem. They are "Custom" made and are not available at this time. I'm hoping the July date holds for tubes, if not I'm going to have a beautiful car with ugly wheels and tires.

The rear fenders are made and I am fitting them to the braces. The fenders are a work of art, Thetan Ogale is a master at working metal. I highly recommend him if you ever need anything made. Thetan is also a driver, he drove his 1917 "T" from Virginia to Washington state with a group then down the west coast and across the southern US back to his home in Virginia, SOLO! A total of 10,000 miles, 54 days and 33 states. He has a great story to tell and I encouraged him to write a book

and not skip the part of having his "T" valet parked in Las Vegas.

As I write this the plans for Hilton Head Grand Stutz meet are coming together. The driving through South Carolina Low Country will be about 40 miles to Beauford and the same back to Hilton Head. Beauford is a nice old water front town with a lot of history. Hopefully everyone will be able to take the carriage ride around town.

I'm excited to be able to go to Bob Jepson's and see his collection. Bob has some beautiful cars and I'm not saying that because Bob has the first Bearcat that I restored. His 1938 Mercedes 540K is truly a one of a kind. A beautiful car with great history.

We look forward to seeing everyone at Hilton Head.





Stutz and Bugatti

By Carl Jensen

Fred Moskovics took the roll as President of Stutz in 1925 and wasted no time launching a new vehicle, getting back into racing and growing the company. As part of that, he developed some interesting relationships. The following two articles speak to his travels in Europe in mid-1926 and his time with the great Ettore Bugatti.

Bugatti was a great fan of Stutz automobiles and clearly had struck a good relationship with Moskovics. In 1927 when Stutz was ready to begin the AAA Stock Car Championship, Moskovics relied on the expertise and experience of Ettore Bugatti to improve the overheating problems in the cylinder head for the long durations of high rpms of racing. Additionally the intake manifold and flow paths were improved, which in turn resulted in the "Challenger" engine.

The following is from the *St Louis Post-Dispatch*, August 29, 1926



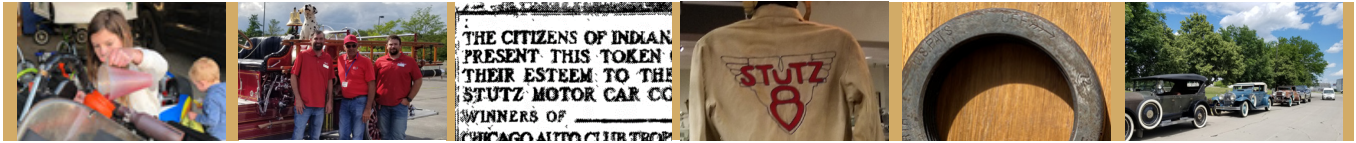
Special to the Post-Dispatch.
NEW YORK, Aug. 28.—Frederic E. Moscovics, president of the Stutz Motor Car Co. of America, who has just returned from Europe, reports that he has arranged with Bugatti, manufacturer of the famous Bugatti car, to represent Stutz cars abroad, and has brought about formation of an American company to manufacture the light weight, flexible Weymann bodies for motor cars.

To Have Weymann Body Model.
 He also said he had virtually completed organization of Stutz distributorships in Europe, expected to export 350 more Stutz cars this year and to export fully 1000 in 1927. "Our production schedule now is 7000 cars a year," he said. "We expect to increase it to 12,000, or 40 cars daily, next year."

Moscovics said that the Weymann concern would take over a plant in Indianapolis, and that Stutz would make a special model to take a Weymann body, which weighs some 300 pounds less than the average closed body. But the Stutz factory is not interested in the Weymann venture, except as he helped it to get started, he declared.

Tells of Monster Car.
 Discussing Bugatti, Moscovics says that he holds the center of the racing stage abroad, his cars having won the Grand Prix events, except the recent British race in which a Bugatti was second. "On a recent Sunday," he went on, "cars of Bugatti make won 54 races in various parts of Europe. His remarkable cars are hand-made and so are toys for rich men, but their speed and endurance efficiency is truly remarkable."

Moscovics also gave details of the



"Golden Bugatti," which is being built to be the world's largest motor car. It has a 176-inch wheel-base, a straight eight engine of 880 cubic inches, and is geared to run 120 miles per hour at 2000 r. p. m. It is to be the costliest of cars. Bugatti is to act as consulting engineer in Europe for the Stutz factory, while the latter's engineers will act in the same capacity for him in this country.

Moscovics said he found that the coach and body specialists of England and France were incorporating radical changes. "I tried out some newer style bodies on new safety Stutz chassis that had been specially designed for American usage, and as a result imported custom jobs will not be the least interesting feature of our cars in the future," he declared.

"England knows the safety Stutz principle of construction and accepts it as it does that of its remarkable worm-drive Lanchester, than which the world knows nothing higher in the price class.

"The dealers abroad are where our dealers were 15 years ago," Moscovics said. "The manufacturers abroad do not study the dealers' problems and most of the dealers are not making any money and are in very bad shape."

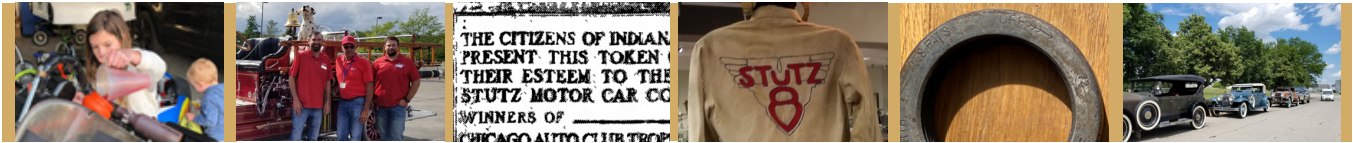
Honolulu Advisor, August 15, 1926

**PRESIDENT MOSKOVICS
WRITES LOCAL AGENTS
TELLING OF PROGRESS**

Aggressive Agency Placed in England Despite High
Tariff; France Also Receives New Models With
Acclaim; Popularity Apparent

President Moskovics of the Stutz Motor Car company, who is touring Europe in the interests of the Stutz company, recently wrote to A. B. Lau, secretary treasurer of the Stutz company of Hawaii, telling him of the developments in Europe.

According to Moskovics Europe has accepted the Stutz as one of the finest products of the automotive world. His letter follows:



OWS.

Mr. A. B. Law, Secy.-Treas.,
Stutz Company of Hawaii,
Beretania and Punchbowl Sts.,
Honolulu, Hawaii.

My Dear Mr. Law:—Perhaps
you might be interested in a few
details or high spots of my trip
—so here goes:

Spent ten days in London, met
some of the most important
manufacturers and dealers there,
and with one accord they all
fell in love with our car. I
hardly expected we would do
business there owing to the Mc-
Kenna tariff (33 $\frac{1}{3}$ % duty), so
you can imagine how pleased I
am to tell you that we closed an
agency for Great Britain with
Warwick Wright, Ltd., 150 New
Bond street, London, perhaps
the largest and surely the most
aggressive dealers in Great Bri-
tain. Col. Warwick Wright, the
head of the business, is one of
the most American-like Britishers
I have ever met and is very
enthusiastic indeed about the
future.

I also had the pleasure of
meeting Prince Henry, the
youngest son of the King of
England. He had previously
driven Captain Wilson's Stutz
and was kind enough to tell me
how remarkable he thought it
was and how pleased he was
with its quietness, smoothness
and acceleration—also he was
very much struck with the
"smart lines"—as he put it.

From England we shipped to
the Hook of Holland—and there
met our Dutch dealer — Mr.
Cuervorst. He speaks English
perfectly. We drove by way of
the beautiful Hague to Amster-
dam. Mr. Cuervorst is a busy
man indeed. He sells Chrysler
and Willys-Overland. He has
already sold three cars and or-
dered four more at once, and
later bought my car. We drove
that afternoon to Antwerp over
the magnificent Holland roads,
through their interesting coun-
try, Mr. Cuervorst and his son ac-

THE CITIZENS OF INDIAN
PRESENT THIS TOKEN
THEIR ESTEEM TO THE
STUTZ MOTOR CAR CO
WINNERS OF
CHICAGO AUTO CLUB TRIP



companying us. At Antwerp we
were met by Mr. De Ro, of Brus-
sels, one of the best known mo-
torists of Belgium. With him
we visited the Minerva plant
and spent a few hours there
with Mr. De Jong, the general
manager. He showed me sever-
al very new and very interest-
ing mechanical developments.
We drove the few miles between
Antwerp and Brussels quickly,
Mr. De Ro driving, and arrived
at lunch time. Mr. De Terscher-
neren, our dealer, gave us a
beautiful luncheon. He too was
much pleased with the car and
its performance.

I arrived in Paris Saturday
evening. Yesterday I spent with
Mr. Ettore Bugatti, the builder
of the famous car of that name.
He has this year won practical-
ly every important race in Eu-
rope. Mr. Bugatti showed me
each and everything he is doing,
including a new great car he
will shortly bring out, and be-
fore I left he was good enough
to tell me he considered we had
the best designed and finest
looking car in America, and
asked me to send him the first
car available with the Weymann
body. Coming from one who is
doubtless the foremost engineer
in all Europe, that is indeed
praise. And so it goes; every-
one everywhere compliments and
flatters our car. Whenever we
stopped in England, Holland and
Belgium, crowds gathered around
the car.

I can now tell you we will
shortly announce a French con-
nection that will be remarkable;
also that a Stutz car with Wey-
mann body will be shown at the
great Paris Salon.

So I am confident in telling
you all you have a design and a
mechanics that even Europe
grants is right and beautiful.
Can you make your customers
believe it? If this letter will
help you do so, it has served
its purpose.

I'll be with you again in a

month.

Sincerely yours,
F. E. MOSKOVICS,
President.



Grand Stutz at Hilton Head

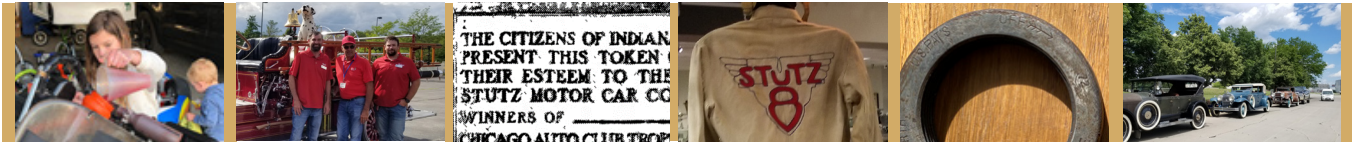
By Carrol Jensen

AN AUTOMOTIVE AFFAIR TO REMEMBER



The press release sent out on 6/16/21 announced Stutz as a feature at this year's Hilton Head Concour d'Elegance weekend event November 6 and 7, 2021 and there will be plenty to do and see all weekend!

If you have yet to decide to fit this event into your schedule, we have an extremely interesting array of Stutz on display both Saturday for the Car Club Showcase and the Sunday Concour d'Elegance premier event. From a 1914 Bearcat to a 1933 Hollywood and everything in between, we have 22 Stutz and HCS cars to reflect this year's feature and will be display prominently on the show field; you simply don't want to miss it!



Thursday will start with a great driving tour, historic carriage ride and lunch in Beaufort SC organized by Brian and Trish White and will be followed by our annual dinner/meeting at a restaurant in Hilton Head with great food and a wonderful view of the water.

Friday morning, we will join the Classic Car Club of America for a driving tour to a beautiful old plantation and private automotive collection by a fellow Stutz owner. After lunch on the property, we leisurely tour back to Hilton Head for a brief respite before heading out to a casual fun dinner location or join many of the other Hilton Head Concour participants at the Flights & Fancy Aerosport Gala.

I have seen the optimal parking of the Stutz vehicles on the grounds of the Port Royal Golf Club and the placement is ideal. Stutz Club members who are also CCCA members have the option of participating in the Grand Classic on Saturday as well; all CCCA cars and Stutz cars are parked next to each other for easy judging if desired. Saturday night will provide a lovely dinner and award ceremony for those who participated in the Grand Classic and all Stutz Club members are welcome to attend.

Dawn will come a bit early on Sunday because we lose an hour of sleep to daylight savings but with over 200 cars on display for the day, we won't want to miss anything!

Rooms are still available at our Westin host hotel so give me a call at 262.662.0287 or send me an email at cajensen2@aol.com if you are interested in joining us!

Hilton Head Island Concours d'Elegance

June 15 at 9:00 PM · 🌐

...

STUTZ TO BE FEATURED AS 2021 HONORED MARQUE 🏆 STuTZ has been selected as the Honored Marquee for Sunday, November 7th! Billed for its 'classic grace' and 'commanding action', Hilton Head Island will feature three distinct groupings to best showcase the histor... [See More](#)

19

1 Comment 4 Shares

11.06.2021



THE GRAND STUTZ

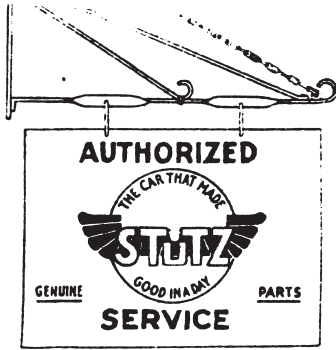
Saturday, Nov 6, 2021 | 9:00AM to 4:00PM

Port Royal Golf Club | Hilton Head Island, SC

Included with Car Club Showcase Ticket

(no additional ticket needed)

BUY TICKETS



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 to be added to the email list.

Intake Manifold Needed

Looking for an Intake manifold for a 1926 AA Vertical 8.

Shawn Miller
 Indianapolis, IN
 smiller@significantcars.com

Bearcat For Sale

The 1918 Bearcat belonging to long time member David Lovell of Greenfield, Indiana, is for sale.

For information on the Bearcat please contact Kurt Stoops directly at:

kurt@vintageautoappraisers.com

Office: 317-429-1569
 cell: 317-796-1100

Rudge Whitworth - to sell



I have these two 1918/1919 Rudge Whitworth wheel nuts to sell, original, unrestored, good to use but by no means show quality.

£100 plus worldwide postage.

Ex A K Miller, I collected them from East Orange myself.

Mike Holt
 bugattiste1@icloud.com

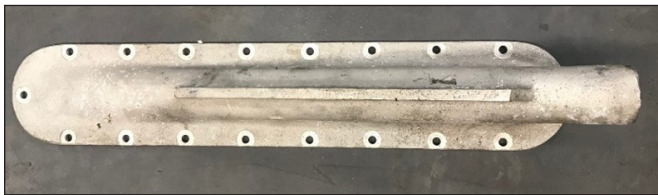


Parts for Sale

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:

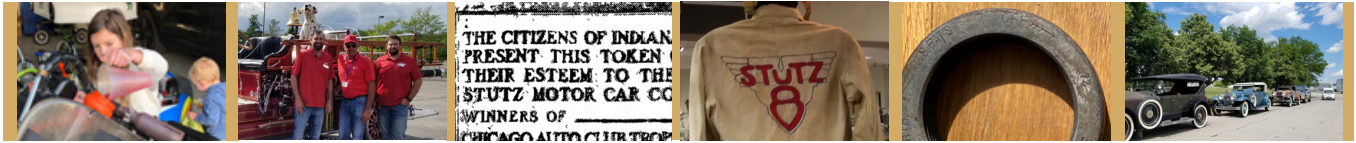
New high quality Aluminum Outlet Water Manifold for 1916-20 Stutz. \$2150.00 plus shipping. See attached photos.



Part needed:

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

Larry Carter
larrycarter2@icloud.com



AA Parts Wanted

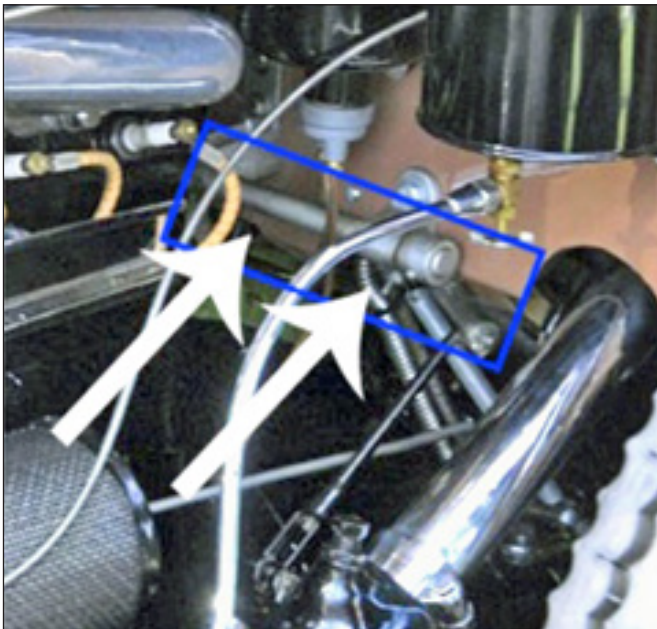
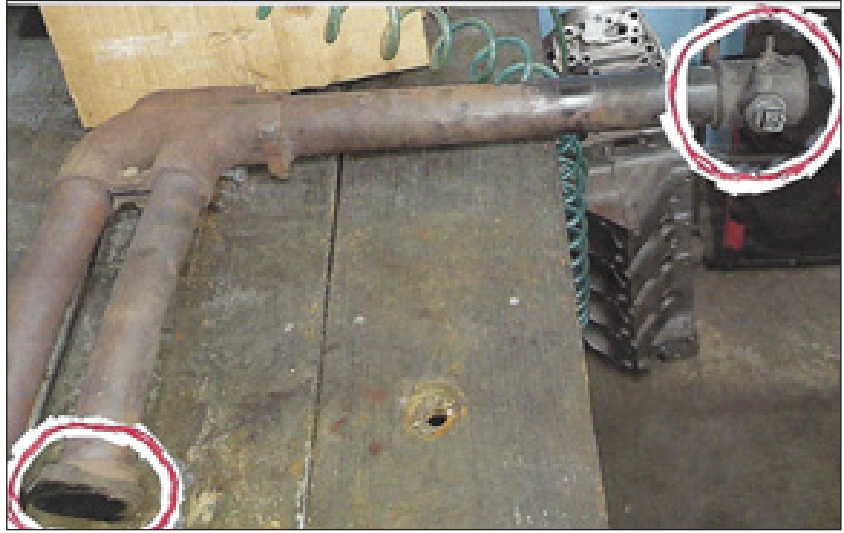
Looking for 1926 Model parts A, as shown in pictures

- 1) slip flange
- 2) cast fitting

Chris Hicks

chrisrhicks@gmail.com

845-421-5852



WANTED! Throttle Shaft

Could a member please help me locate a Stutz M8 part involved in starting the car? I need the 1928-on, fire-wall mounted shaft that runs from the floor button to the rod that depresses the starter. Picture attached.

I would be delighted to exchange chicken pot-pies, 75W incandescent bulbs or good old folding dollars for such a part. The choice is down to the person who owns one.

Many thanks!

Mark Galvin, British Columbia

galvinsinireland@gmail.com



Wanted - Intake and Exhaust valves for 1929 Vertical 8

Looking for a full set of 1929 Vertical 8 exhaust and inlet valves.

Are these available off the shelf in the USA, do you know?

Trevor Bills, New Zealand

trevor@tbills.nz

Timing Chains Needed

Looking for new cam timing chains for his 1927 Vertical 8 engine.

Carsten Hesz, The Netherlands

hesz.carsten@gmail.com

Parts Wanted

Looking for a 1929 Model M base and accelerator pedal.

Len Harvey
 New Zealand
beaconview8@xtra.co.nz

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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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Seneca Fire Department 1922 Model K Baby Fire Truck