



**A look back at Stutz racing at the Indy 500, enjoy watching the races and be sure to drive your Indianapolis-made car the weekend of the 500!**

*(Photo from the collections of The Henry Ford 92.1.1774.604/THF140186)*





## From the President



I have been struggling to come up with something to write about in this issue of THE STUTZ NEWS. Not a lot of antique car activities going on in my life the last few months. Although I did attend the CCCA National Meeting in West Palm Beach, Florida in January. We were treated to view a couple of private collections. One of the collections contained nearly 20 cars

that were perfectly restored. In the corner was a car I thought looked familiar. It was a Waterhouse bodied Victoria 1933 Stutz. This is the car that I first saw at my first Grand Stutz at Hickory Corners in 2001. It then belonged to Dr. Rittenhouse of Washington. I was so impressed with this car that I have kept pictures of it on my desk for many years. Here it was, looking like it did 20 years ago. The Victoria body, in my opinion, is one of the prettiest cars of the 1930's era. Great to see it again.

We did attend the Scottsdale, Arizona auctions in January. I found a nice original Stutz Blackhawk roadster for sale at the Worldwide Auction. I had a fellow ask me what I thought the car might be worth before the auction and my guess was far below the sale price. These cars continue to bring premium prices regardless of their condition. The Scottsdale auctions have changed in recent years. The sale line-up no longer includes many classics. Now the European sports cars and "resto-mods" are the

big attraction. It was good to get some sun in Arizona with the cold and snow being so persistent here in Minnesota.

We had a few sunny days recently and I was tempted to get a car out of winter storage. Then mother nature hit us with snow and cold, so it will be another few days before it is time to wake up a Stutz for the first drive of the Spring. I guess a person could drive these old cars in the snow. They once did drive them in the winter. I was going through my '31 DV32 Sedan shortly after I purchased it a few years ago. I had the front seat out charging the battery and noticed a compartment under the passenger's side. Upon inspection I found a set of chains in a burlap bag, I think original. Can you imagine the looks I would get driving this car around town in the snow with the chains on the car? That was a common site when the car was new.

Work is well underway for the 2022 Grand Stutz in Washington State. Ken and Carol Beach have put together a full schedule of activities and if you have not signed up to join us, now is the time. I believe this will be the first Grand Stutz we have had in the Northwest, and I am looking forward to seeing the area. I hope to see many of you at this year's club activities.

- Mark Desch

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# Stutz Club Membership Report

0982

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0983

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 1930 Stutz Blackhawk  
 2 Door Speedster LeBaron Body  
 Jan. 2022

0984

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 1920 Stutz H Roadster  
 Vin: 5539; Eng: 5383  
 Ex. Ashmead. Purchased 2/22/22

**Know someone who would enjoy being a Stutz Club member? Send them online to <https://www.stutzclub.org/become-a-member/>**

## Announcements

### 2022 Club Inc. Dues Renewal Forms

The 2022 STuTZ Club, Inc renewal forms were mailed out in late December. In the event you are one of the 26 members that have not renewed yet and have misplaced your form, did not receive it, or you have any questions, please feel free to contact Dan DiThomas.  
 Email: support@stutzclub.org Cell: 614 832-0066

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

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## From the Editor

*by Carl Jensen*

I cannot believe that it is almost finally nice enough to take cars out of my garage, and I still have a project list! Fortunately, I did this in the order of priority, so my favorite car, the 1930 Stutz, is ready to go! Its last ride, of course, was driving down the interstate in the pouring rain in Hilton Head. While this left us with some great photos for us to look back at now and laugh about it, the car was...simply a mess. But of course I could not leave it that way for any length of time, so it got first priority. While the winter up here in Wisconsin feels long, Spring has a way of sneaking up on us.

Our 2022 Grand Stutz will be held July 13 through the 17 in Whidbey Island, Washington. This looks like a great event where we will join other marques. With that I would also like to encourage you to make plans to attend the huge event planned at the CCCA Museum the weekend of June 3-5. There will be driving tours with some

interesting stops and the theme of “American Luxury” will be woven throughout the entire weekend. Contact me for any details, or go to [cccamuseum.org](http://cccamuseum.org) for more information and the Grand Experience registration form. We are, however, looking at ideas for our 2023 and 2024 Grand Stutz events. I think it is good that we have been able to move them around the country, and also different times of the year. If you have an idea for an event or suggestion on another event we should try to tie onto, let your board of directors know. Even if you don't want to run it, ideas are always appreciated!

On another topic, I am interested if any member knows anything about this print of Gil Anderson. The artist name appears to be “Carroll” but I don't know anything more. Send me a note if you have any other info on the artist or the print.



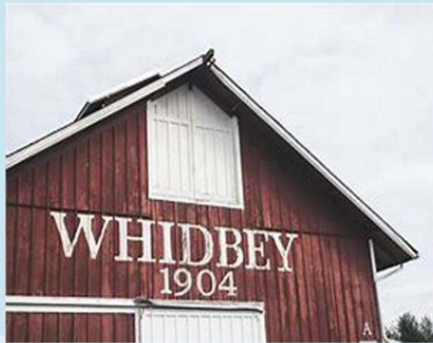


Plan to join other STuTZ Club Inc members at the 2022 Grand STuTZ - Registration form inserted in this issue



## 2022 Grand STuTZ & Pierce-Arrow Tour Whidbey Island, Washington

Save These Dates July 13 through July 17, 2022  
Plan to join us for the 2022 Grand STuTZ & Pierce-Arrow Tour  
on beautiful Whidbey Island, Washington



We are excited to announce the 2022 Grand STuTZ will be held on Whidbey Island, Washington and hosted by STuTZ Club members Ken & Carol Beach and Mike & Joyce Beach in coordination with Bettye & Bill Gluth of the Pierce-Arrow Society Pacific Northwest Region.

This unique multiple marque event is open to STuTZ, HCS, Pierce-Arrow, Packard, and other pre-war Classic marques. What better way to enjoy Whidbey Island than in the company of other car enthusiasts and their cars.

This event will appeal to participants that appreciate a driving tour based experience. Ken, Mike, Bettye, and Bill are planning an event based on Whidbey Island with driving tours, private collections, and activities of interest for all the ladies and gentlemen attending.

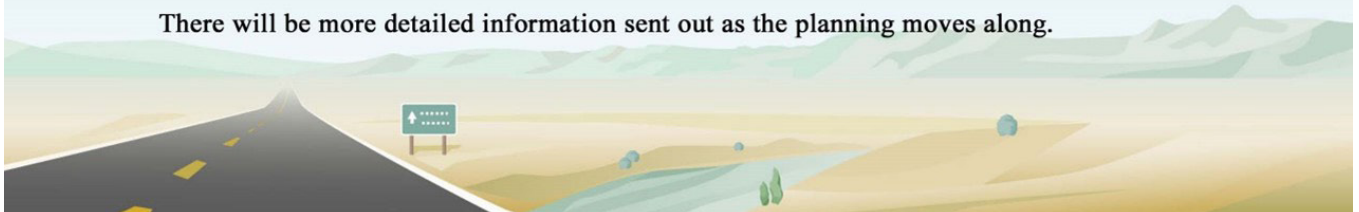
The driving tour routes are on roads with speed limits suitable for our cars. Participants are encouraged to drive their classic cars along with those driving their modern cars.

If you are interested in attending, please contact:

STuTZ Club members should contact Dan DiThomas now, either by phone at 614 832-0066 or email at [support@stutzclub.org](mailto:support@stutzclub.org).

Pierce-Arrow and other Classic car owners should contact Bettye Gluth now either by phone at 360 500-7935 or email at [bettyegluth@gmail.com](mailto:bettyegluth@gmail.com).

There will be more detailed information sent out as the planning moves along.





## Advertising – After Production

*Carl Jensen*

With the popularity of Stutz, a number of other companies used the Stutz name to advertise their products. Typically these were for automotive related products. Of course Wisconsin Motors (back cover) was quick to take their recognition with the race wins, but other companies jumped on board.

One of these was American Hammered Piston Rings who ran an ad in about 1920 with a Stutz race car jumping out of the page. The ad associated their products with Stutz race victories. If you look at the ads included in this issue, you can see American Hammered used Stutz again in the 1960s with a Bearcat and also a Black Hawk Speedster. (Ironically they refer to the Black Hawk as a Bearcat, but then in the small print label it correctly as a Black Hawk.) A Black Hawk, possibly the same car, was later used in an ad for General tires.



### American Hammered puts the roar of the bearcat in today's tigers!

Stainless steel in the design of this American Hammered Oil Ring is the modern metal that puts four times the power of the Stutz into today's roaring tigers. This is the oil ring material car manufacturers use today. The oil ring you get in American Hammered Be-Ring Sets puts tiger power into engines. This is the one ring, the one metal, that keeps your customers solid on performance and oil control.



Want full size photos of old cars, suitable for framing? Ask your dealer for a free copy of the American Hammered brochure.

**American Hammered**

American Ring and Piston Co., Detroit, Michigan • A Division of General Motors Corp.  
 4-11-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000



1927 Stutz Blackhawk Speedster, courtesy of Morrah's Automobile Collection, Reno, Nevada.

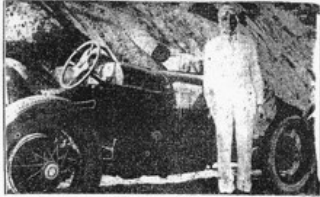
The hot cars of 1927 rode on General Balloon 6" tires.  
Very expensive.





## Quaker State Oil Wins Pikes Peak National Hill Climb

Time 18 Minutes 19 1-5 Seconds



Glen Shultz, Who Drove His Stutz to Victory in 1926 Pikes Peak Annual Hill Climb

Quaker State Oil was selected and used exclusively by Glen Shultz, who drove his Stutz to victory, over 12 1-2 miles of the most dangerous, grueling, nerve racking race course in America, the world's famous Pikes Peak highway, in the remarkable time of 18 minutes, 19 1-5 seconds.

What Glen Shultz says about Quaker State Oil.

"When I entered the Pikes Peak races, I was determined to win and selected Quaker State Oil, as it has proven the most efficient motor oil I have ever used. I regard my victory over 12 1-2 miles of the world's most difficult race course largely responsible to the use of Quaker State Oil."

Quaker State Oil is the cream of Pennsylvania Crude, because of the super-refining exclusively employed to produce this superior quality motor oil. It requires 1 full barrel of crude to produce 6 per cent of a barrel of Quaker State. This process is not approached by any other lubricating oil.

Other cars entered in the Pikes Peak

race that used Quaker State Oil

Acacia Special—  
Driven by Claude Wright

Oakland Special—  
Driven by Humphrey Bollman

Broadmoor Special—  
Driven by Harry McMillan

This same high quality Quaker State Oil that won this race is sold for use in your motor car at the

**PLATTE-CASCADE**  
**PARCO SERVICE STATION** *Quaker State*  
GASOLINE Cascade Ave. at Platte Ave. MOTOR OIL



James G. Grosvenor, of Upper Merion Station, New Jersey, shown with one of his six classic cars. It is a long-time Quaker State customer. The up Cascade Stutz in the picture is a Custom Club Stutz winner.

"My classic 1930 Stutz Roadster stays young with Quaker State and so does my new car!" Whatever your car, old or new, big or compact, it needs Quaker State, the finest motor oil your money can buy! Super-refined from 100% pure Pennsylvania crude oil for complete, long-lasting lubrication. Available most everywhere. Always ask for it by name.



Member Penna. State Auto Oil Assn.

QUAKER STATE OIL REFINING CORPORATION, OIL CITY, PA.

Quaker State motor oil was another who tied their product to Stutz with their Pike's Peak records, but years later in 1952, they ran another ad with a Stutz Bearcat, this one belonging to Tony Koveleski. About two decades after that, Quaker State did yet another ad with a red 1930 Series M (which later belonged to Fred Guyton).



In 1966 Valvoline also used a Bearcat as reference in an ad along with a futuristic concept car. The “then and now” type of ad came up again with the Koveleski Bearcat and a new Buick Wildcat for AC spark plugs. Either Mr. Koveleski, or his car, were winning a popularity contest because they were in yet another ad for Super Pyro antifreeze.



Over the years...over the miles...over the world



**VALVOLINE... Famous for Quality**

For 100 years Valvoline has been famous for unsurpassed quality. Today Valvoline Motor Oil is preferred in 87 countries. When you use Valvoline in your car you get the benefit of scientific thinking, an exclusive development of advanced research. Valvoline with Chemoloy makes your drive more pleasant, more secure, less costly, less painful. Protect longer engine life, savings on gas and repairs. Ask for Valvoline at service stations, grocery, hardware and sporting shops.

**VALVOLINE OIL COMPANY, Freedom, Pa.**  
 Divisions of General Oil & Refining Company




From **STUTZ Bearcat**



To **BUICK Wildcat**

ACs Have Been Factory Equipment  
 On Nearly as Many New Cars  
 as All Other Makes Combined



**AC SPARK PLUGS**

**PATENTED CERAMIC INSULATOR**

Quite a crowd in their opinion—but they're back distinguished for their design and their **AC** spark plug performance. AC spark plugs provide superior performance for today's motor cars because they have today's best spark plug insulator—patented **CERAMIC**.

**CERAMIC** insulator, in a greater degree than any previous insulator, the formation of scale and carbon deposits, which cause "choking" and intermittent misfiring—

- **ROBBER ENGINES OF AS MUCH AS 10% OF THEIR POWER**
- **WASTING GASOLINE BY AS MUCH AS ONE GALLON IN TEN**

No matter what make or model car you drive—for the "peaceful" in power, performance and economy, get a set out of **AC**—the one and only spark plug with patented **CERAMIC** insulator.

AC SPARK PLUG DIVISION    GENERAL MOTORS CORPORATION





THE SATURDAY EVENING POST

*Today as Yesterday*

**CARS RUN THEIR BEST ON THE BEST GASOLINE**

**1911 FORD** *ARRON* "Touting London over \$1,000 plus. Its 16-h.p. engine proved this low volume "biggest" as a hardtop speed but delivered only seven miles per gallon."

**1933 CHRYSLER** *Five Vectors* is masterly governed by the 193-h.p. Flathead engine with power steering and power brakes as optional features. Chrysler offers six models and twenty body styles to choose from.

**1931 KRAMER** *PERMINGTON* "Never meet this full performance despite many imitations. See them. Its original only still possibly, would do a 100-mph 10 miles per hour and had more of the best business class."

**1932 STUTZ** *Super Street* was priced at \$4,000 depending delivery. A 110-horsepower engine had four valves for each of its 6 cylinders. Top speed was 110 miles an hour.

**ETHYL CORPORATION**  
New York 17, New York  
Ethyl Refining Ltd., Toronto

In 1911, the first motorist to cross the country did so in a series of about leaps—leaps of which ended in crash landings like the one above. He took three months for the trip, which was one month longer than the time made by several during motorists that year.

Today, it isn't unusual for a motorist to drive from New York to California in seven or eight days. That's because modern high compression engines, with high octane gasoline, give the sprightly, dependable power for everyday performance that keeps yesterday's records.

To get the full power out of your engine, stop at the pump with the familiar "Ethyl" symbol. This high quality, high octane gasoline helps modern engines develop top performance. Try a tankful, and enjoy the powerful difference between gasoline and "Ethyl" gasoline!

Purolator oil filters and Ethyl gasoline used a Bearcat and Super Bearcat respectively in their ads from the early 1950s.



### Is the TR-3 the Stutz Bearcat of the 60's?

Roarers from the Roaring Twenties still talk about the Stutz Bearcat. It was razz-ma-tazz and pow and wow! It was hot stuff — like the Charleston, ukuleles and raccoon coats.

Runs there a car like that today? Whoopee on wheels? Over 50,000 Americans — including many who weren't even born in the Twenties, but roar nonetheless — say "Yes! The Triumph TR-3!"

The TR-3 is as different from most cars on the road today as the Bearcat was from the Model-T. You know it from the minute you start off. The 4-speed gear shift puts you back in control of the car. And the engine is ready for anything you have in mind... up to 110 m.p.h.

The Triumph TR-3 has probably won more silverware in more famous rallies in more countries than any other automobile model you can buy today — at any price.

It isn't just a sports car. It's the sports car of the '60s. The nice surprise is that it's so sensible. It drives easier than most standard cars — and with no need for power assists. It gives up to 35 miles per gallon. It is superbly comfortable with contoured, leather-upholstered bucket seats and room to stretch your legs out. It has space for an optional rear seat. It has a trunk that locks. The styling is not about to change.

And it costs only \$2675\* — hundreds of dollars less than a "low-price-three" convertible!

The growing network of over 550 Triumph dealers from Maine to Hawaii invites you to test drive a TR-3 — free. Put down that ukulele and visit the dealer near you now.

PLEASANT PA: Also try the Triumph Herald Convertible. Get fine Triumph engineering in a convertible for less than many compact sedans cost.

**TRIUMPH**

\*U.S. plus state and/or local taxes. Slightly higher in West. Overseas delivery available. Standard Triumph Motor Co., Inc. Dept. L-1012, 748 Boulevard, N.Y. 17.



### To the Boy who wanted a Stutz Bearcat...

It's not just a sports car. It's the sports car of the '60s. The nice surprise is that it's so sensible. It drives easier than most standard cars — and with no need for power assists. It gives up to 35 miles per gallon. It is superbly comfortable with contoured, leather-upholstered bucket seats and room to stretch your legs out. It has space for an optional rear seat. It has a trunk that locks. The styling is not about to change.

And it costs only \$2675\* — hundreds of dollars less than a "low-price-three" convertible!

The growing network of over 550 Triumph dealers from Maine to Hawaii invites you to test drive a TR-3 — free. Put down that ukulele and visit the dealer near you now.

PLEASANT PA: Also try the Triumph Herald Convertible. Get fine Triumph engineering in a convertible for less than many compact sedans cost.

Take the Boy and the...  
**Nash**  
Rambler  
Available!



...and never shows its age

**New Samsonite Contoura** (from only \$19.95)  
The luggage that knows its way around the world.

With the advertising of auto products two and three decades after the end of Stutz production, it is no surprise that Stutz cars showed up in ads for new cars too. A favorite of mine is with a Triumph TR3. TR3s were produced from 1955 to 1963 and this ad straight up asks if the TR is the Stutz Bearcat of the 1960s... and the Triumph driver is in a raccoon coat! Nash was clearly appealing to a more mature market as they said their car was for the boy who dreamed of a Stutz Bearcat as a child. Certainly a sign of the times that it obviously could not have been a girl who dreamed of it. Again the ladies are forgotten in the 1959 Mercury add that read, "Only car livelier than Dad's memories of his Stutz Bearcat".









The 1930 Stutz Model M Roadster.  
Custom Coachwork By LeBaron.

SOME TIME-HONORED THINGS ARE HARD TO FIND.  
SOME AREN'T.

**I.W. HARPER**  
GOLD MEDAL  
KENTUCKY STRAIGHT BOURBON WHISKEY

THE PROUD BOURBON WITH THE GOLD MEDAL TASTE.

86 Proof Kentucky Straight Bourbon Whiskey © 1981, J. W. Harper Distilling Company, Louisville, Kentucky

**THAT ELEGANT STRAIGHT-8**  
(It put the class in classic)

**The Car:**  
the 1929 Stutz  
Four-Passenger  
Speedster with 115 hp.  
engine and race-styled  
coachwork by  
LeBaron.

**The Whiskey:**  
the elegant straight-8  
bourbon by Hiram  
Walker himself.  
Aged 8 years  
in the oak,  
it puts the  
class in classic.

**WALKER'S DELUXE**  
That elegant straight-8

© 1977 HIRAM WALKER & SONS INC., PEERIA, ILL. • STRAIGHT BOURBON WHISKEY • 86 PROOF

This follows suit with the ad of the same period showing a Triumph TR4 alongside a Bearcat. It's a great ad with two exciting sports cars, well, except for the fact it promotes smoking. I guess, if you are smoking, a little bourbon sounds healthy. I.W. Harper compares a 1930 Stutz Speedster and their bourbon both being time honored traditions. I googled I.W. Harper aged bourbon and I can tell you that it and the Stutz are both expensive!






# WALKER'S


## *DeLuxe*

### 8 YEAR OLD BOURBON



'27

Our famous eight-year-old bourbon is still made with the care and patience that went into this famous eight: The 1927 Stutz Speedster. You might never own the car, but you can enjoy the bourbon tonight.



Aged 8 Years

© 1975 HIRAM WALKER & SONS INC., PEORIA, ILL. • STRAIGHT BOURBON WHISKEY • 86 PROOF

Walker's did a great job with their 8 year aged bourbon, in two classy ads with Stutz straight 8 engines. In all fairness, I should add that Walker's did a series of ads with straight 8 powered Classics, but of course, the best ones are with a Stutz!

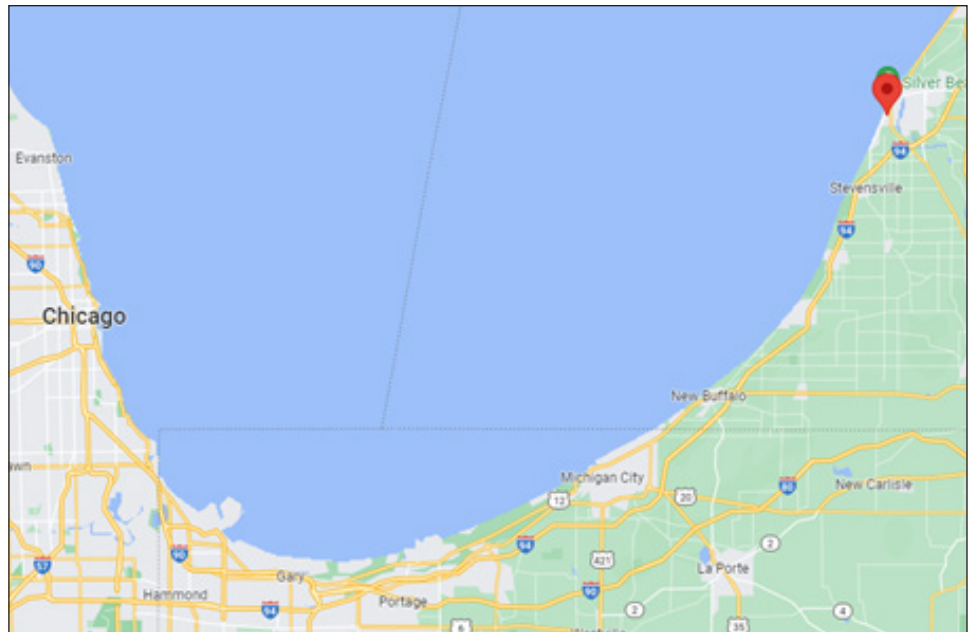


# Think Your Roads Are Bad?

*Carl Jensen*



I'm not on Facebook, but my wife, Carrol, is and she belongs to a number of automotive sites. Recently someone had posted this photo with Stutz cars having a tough time in Michigan. The cars are immediately identified as either 1912 or 1913 due to the fender "fangs" that come down in front of the wheel. Upon enlarging the photo, the car on the right is photographed at just the right angle that one can see what appears to be the chimneys on the headlights...ah, must be a 1912. Of course just because a car is a 1912, does not mean the event didn't happen at a later date. So I did a little digging in the time-frame of 1912 and 1913.







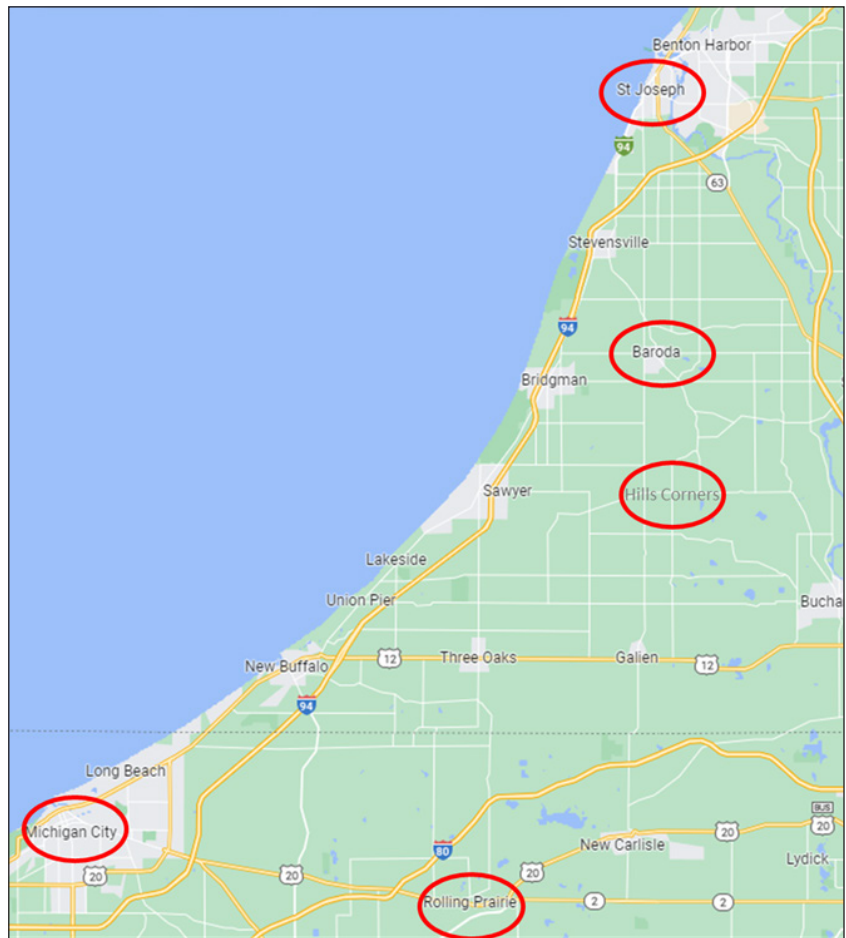
After some investigations, it appears that this photo was taken on the second annual *Reliability Run* of the Chicago Motors Club. This seems to be a rally where the participant is scored on maintaining a constant predetermined speed. In this case they were to maintain an average speed of 20 mph for 118 miles on a predetermined route from Chicago to St. Joseph, MI. While I am unaware of the actual route, these two maps will give you an idea of the event.

Like a rally, there are check points were one could refuel and rest. The event started on Thursday, August 8, 1912 and of the 22 cars entered, three were Stutz! Generally speaking, the list of car entries were premium automobiles, with the most popular being Stutz and Premier. You will note that the list of entrees (right) is broken up into two halves, where the second part is labeled "Trade". It appears that amateur enthusiasts competed against "tradesmen" which I can only assume were professionals. As you can see however, an amateur was the winner.

The winning contestant who was driving an Apperson was quoted in the papers as saying, "The country is beautiful, but the roads could be a great deal better." Specifically, the article in the St. Joseph Saturday Herald of August 10, 1912 goes on to say, "The official route from Michigan City was through Rolling Prairie, Hills Corners and Baroda and along this stretch deep sand was encountered".

These deplorable Michigan roads certainly left one's new Stutz a mess. So the fact that the first car wash opened in Detroit, Michigan should have made these guys feel better...Sadly it did not open until 1914.

- |                                      |
|--------------------------------------|
| 1—N. H. Van Sicklen, Apperson.       |
| 3—San Hirschl, Mercer.               |
| 5—Claude Anderson, Stutz.            |
| 7—George Knab, Pierce-Arrow.         |
| 9—M. J. Kavanaugh, Midland.          |
| 11—F. C. Lewin, Chadwick.            |
| 13—C. W. Swigert, Premier.           |
| 15—C. S. Hatch, Stutz.               |
| 17—Paul Strauß, National.            |
| 19—C. G. Sinsabaugh, Abbott-Detroit. |
| 21—E. C. Patterson, Packard.         |
| <b>Trade.</b>                        |
| 2—M. H. Luce, Vellie.                |
| 4—W. E. Stainaker, Premier.          |
| 6—Sam Breakstone, Midland.           |
| 8—C. E. Gregory, Chalmers.           |
| 10—H. O. Stenzel, White.             |
| 12—Brent Neal, Speedwell.            |
| 16—H. P. Branstetter, Kisselkar.     |
| 14—W. D. Foreman, Chalmers.          |
| 18—A. Bartelstein, Peerless.         |
| 20—J. C. Zimmerman, Stutz.           |
| 22—E. J. Malloy, Premier.            |







## Seen at Amelia

Your editor and his wife met up with Stutz Club friends at Amelia Island Concours d'Elegance. We ran into **George Holman and Nancy** at the hotel, spent time with **Bob and Jackie Lederer** who were showing a 1955 Chrysler 300 with Jackie looking extra cute in her period outfit!

**Brian and Trish White** brought their 1911 Cadillac and we had nice drive the morning of the concours. We had a short visit with **Jay Kolb** and even had a **Harvey Carter** sighting. Although only one Stutz graced the lawn, it was spectacular! As part of the Waterhouse coach building class, the Lehrman Collection brought a 1933 DV-32 Convertible Victoria...WOW!



*Jackie Lederer period dressed and matching their 1955 Chrysler 300.*



*Power and elegance, the Lehrman DV-32 Convertible Victoria by Waterhouse*





## Technical Notes

By Brian White

This retirement isn't what I thought it would be. Where is all my spare time; My Bearcat isn't ready for Charlotte and I only have two weeks. Why is my progress so slow? Maybe four weeks in the Keys and then Amelia the next week end was a little much.

The split fire mag I told you about is still a problem. I wired it, cranked it over and it would hit about every third or fourth revolution. I finally got it running but it was pretty bad, it was firing on both sides of the mag but was a weak spark. After about ten minutes it quit firing and stopped. By now I have the carburetor so far out of adjustment it wasn't going to run. After resetting the carburetor I got it running again and after about ten minutes, again it quit. The mag has to go back to the doctor so off it is. I took the old DU4 and put it back on and it runs as it should.

Tim, my son-in-law, has been working on his HCS

he purchased from Mike Berry. I told him the Achilles heel of this car is the seal between the water pump and the camshaft cover. The original seal had packing on both sides with a spring in between two washers. It worked, but on two tours in my early days of ownership, I had problems with the water pump. One was on a tour, I had a leak where water got in the pan and number one rod had to be repoured. I took the water pump and had it machined, so the next time the water seal started leaking it was the seal in the water pump. The oil seal in the cam cover kept the water out of the pan and out of the rod. Tim got the water pump off his car and sure enough he had water in the pan and is now installing new seals in his water pump. The water pump shaft has grooves where the seal rides so he is having a new stainless shaft made. He should be good to go for many more years.

Happy Driving

## 2022 Hershey Meet

The 2022 Hershey Meet has been shifted one day to start on Tuesday October 4th and ends with the car show on Friday October 7th. Setup will be on Monday October 3rd and the RM Auction days are Wednesday and Thursday.

Based on the above information, the Annual STuTZ Club Inc. Dinner/Meeting will be held on Tuesday October 4th rather than the usual Wednesday.

### Dinner/Meeting Information:

- Date: Tuesday October 4, 2022
- Place: Red Lion Hotel Harrisburg
- 4751 Lindle Road, Harrisburg, PA 17111
- Room: Harrisburg Suite
- Time: Arrive at 6:30 PM with dinner starting at 7:30 PM

Cost: \$40.00 per person paid at the door when you arrive.

RSVP: Please let Dan DiThomas know if you plan attend at [support@stutzclub.org](mailto:support@stutzclub.org)

### Red Lion Harrisburg Room Block and Rate:

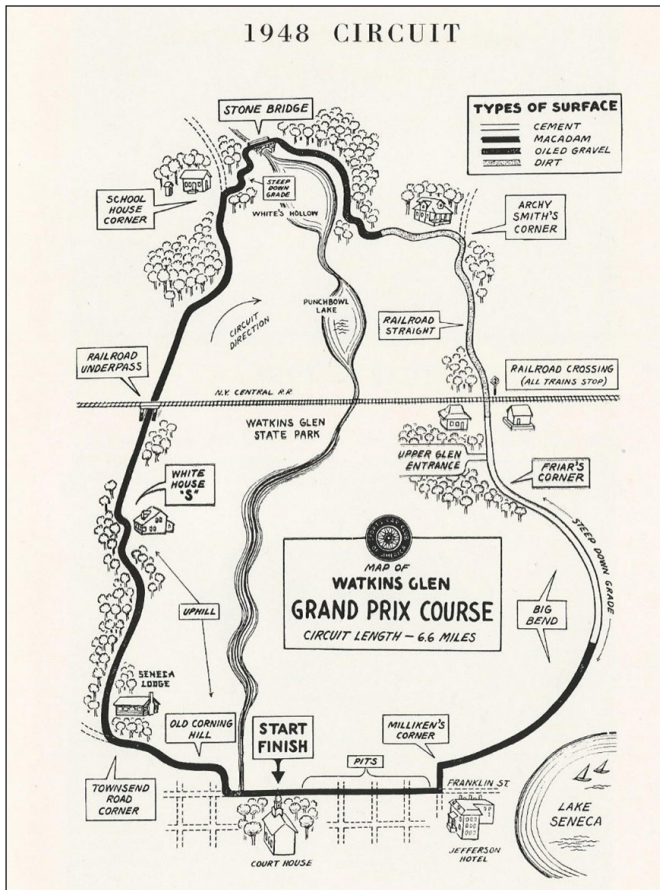
The STuTZ Club Inc. has arranged for a block of rooms at the rate of \$123.00 per night plus tax. We have 7 standard rooms blocked for Monday, Tuesday, Wednesday, Thursday, and Friday on a first come first service basis. The cut off date for the block is September 18, 2022.

Reservations can be made by call the hotel at (717) 939-7841 or toll free at (800) 637-4817 and mention the room code STuTZ Club.



# Was This the Last Stutz Raced?

Carl Jensen



OK, I realize this is a trick question because we certainly have Stutz automobiles on track today. But there comes a time in the life a track car, when it goes from current to vintage racing. After WWII, we all know that racing quickly picked up, and many of these first sports-car events were filled with the best performing prewar cars. One of the earliest of such events was the Watkins Glen Grand Prix October 2, 1948. So eager were these enthusiasts that they attracted 23 cars from 10 states.

The 6.6-mile circuit was quite different from a road course today in that had multiple road surfaces from cement to dirt! It also crossed railroad tracks, for which New York Central Railroad schedules had to be changed. Start/Finish were at the same location in town by the court house.

September 27, 1948

## Grand Prix Expected To Draw Record Throng To Watkins Glen

Watkins Glen—The greatest crowds in all of Watkins Glen's history are expected to throng into this community Saturday for the First American Watkins Glen Junior and Grand Prix Road Races.



Stutz and HCS cars line arrive in Beaufort.  
Front row: 1928 Stutz Black Hawk and a Lagonda Rapide





As mentioned, with the recent end to WWII there was simply a very limited supply of new sporting cars in 1948. Although of lesser power, the most popular of the new sports cars was the MG TC. XK120s were just getting underway, Allard was in business but it would be couple years yet until their J2, which was similar timing to Nash-Healey and other sports cars. So the solution was to use the high performance sports cars from before the war. Aside from the MGs, the grid at the first Watkins Glen Grand prix included: 1928 Stutz Black Hawk Speedster, Lagonda Rapide, 1937 R1 Maserati, 1929 Mercedes-Benz, 1938 Alfa Romeo 8C 2900B, 1927 Vauxhall, SS 100 Jaguar, Bugatti Type 35A, and a Duesenberg.

There were two events on race day. The first was a 4 lap "Junior Grand Prix" of 4 laps, followed by the main event of 8 laps that totaled 52 miles. The main event lasted just under an hour and Frank Griswald in his 1938

Alfa Romeo 8C 2900B Berlinetta Touring won the race just ahead of Briggs Cunningham in his Bu-Merc special. The 1928 Stutz of Dudley Wilson, Philadelphia, Pa. went out on lap 7.

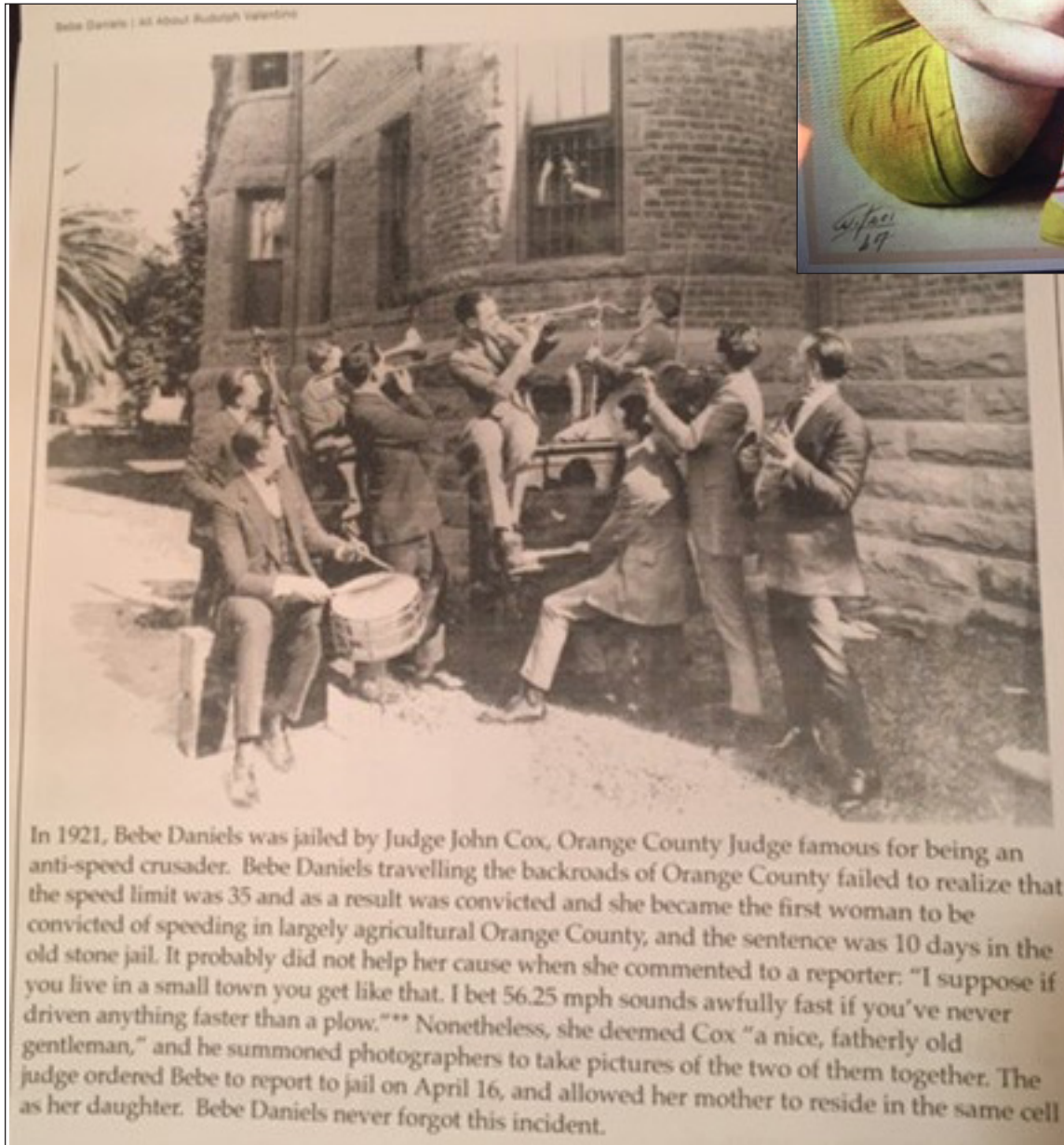
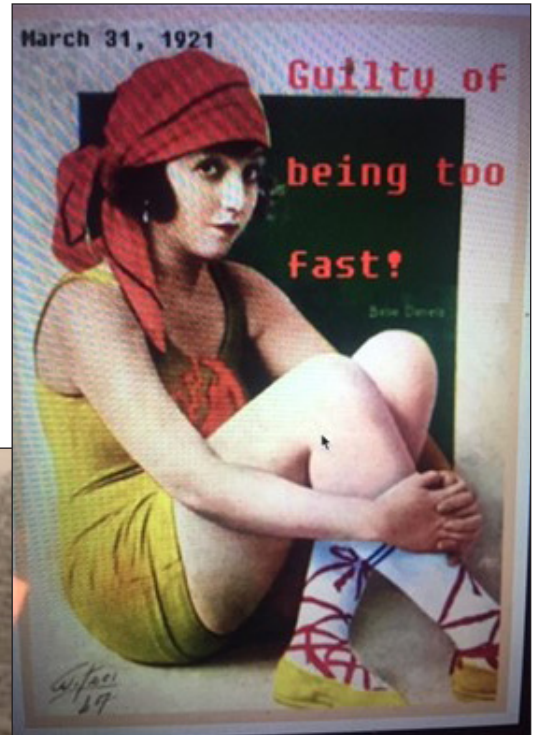
The good news is that the #32 Black Hawk that ran in this famous event is still with us at the Rev's Institute. I have seen the car and it has been nicely restored. (In fact if you have not been to the Rev's, it is worth a special trip.) So the question remains to our membership, was this the last Stutz raced before they were seen at vintage events?





## More on Bebe Daniels

Following the article in the last issue on Hollywood start Bebe Daniels being sent to jail for speeding in her Stutz, Stan Smith sent this article from February 1922 as well as some other fun pictures. Likely the “Pin Up” was promotional for the film “The Speed Girl”, which was prompted by the whole ordeal.





THE STUTZ CLUB, INC Treasurer's Report

For the Period: January 1, 2021 to December 31, 2021

Beginning Cash January 1, 2021	Huntington Bank Checking Account:	\$ 7,464.07
	Operating Account	\$ 3,787.40
STuTZ News/Website Fund Bill Greer 2016 Bequest		\$ 2,751.87
	Grand STuTZ Fund	\$ 924.80
	<b>TOTAL</b>	<b>\$ 7,464.07</b>

Huntington Bank Money Market Account: 26,503.71  
 Total: \$ 33,967.78

Income:	Membership Dues 2021	\$ 5,065.45
	Membership Dues for 2022 Collected in 2021	\$ 1,500.35
	Book Sales Including Shipping	\$ 1,098.71
	Investment Interest	\$ 12.97
	2021 Hershey Dinner	\$ 840.00
	Club Merchandise	\$ 520.00
	2021 Grand STuTZ Lincoln NE	\$ 4,032.46
	2021 Grand STuTZ Lincoln NE Sponsor	\$ 3,146.81
	2021 Grand STuTZ Hilton Head	\$ 11,345.00
	2021 Grand STuTZ Hilton Head Sponsor	\$ 546.62
	<b>Total Income:</b>	<b>\$ 28,108.37</b>
		<b>\$ 62,076.15</b>

Expenses:	Archive Room Rental (\$135 per month - ended)	\$ 304.38
	Stutz News, Print and Mail	\$ 8,969.08
	Treasurer Expenses	\$ 117.01
	Membership Expenses (includes Directory)	\$ 2,302.62
	Post Office Box	\$ 134.00
	Shipping for Splendid STuTZ Books	\$ 309.57
	PayPal Fees	\$ 35.88
	Foreign Check Conversion Fee	\$ 3.50
	Groupmail	\$ 37.57
	Website	\$ 566.87
	2021 Hershey Dinner	\$ 917.06
	Indiana.gov	\$ 25.00
	Club Merchandise Shipping	\$ 32.30
	Liability Insurance	\$ 650.00
	2021 Grand STuTZ Lincoln NE	\$ 5,715.24
	2021 Grand STuTZ Hilton Head	\$ 11,756.96

Less Total Expenses: \$ 31,877.04

Period Ending Funds Available: **\$ 30,199.11**

Huntington Bank Balances on December 31, 2021

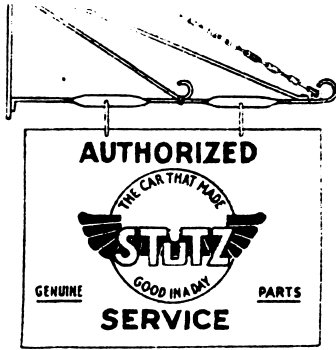
	Checking:	\$ <b>6,682.43</b>
Checking Account		\$ 1,855.94
STuTZ Website Fund (Bill Greer 2016 Bequest)		\$ 2,185.00
Grand STuTZ Fund		\$ 2,641.49
	<b>Total</b>	<b>\$ 6,682.43</b>

\* Money Market: **23,516.68**

Total Ending Cash Balance: **\$ 30,199.11**

\* Transfer of \$3000.00 from Money Market to Operating Account on 10/26/2021 to cover operating expenses.

Respectfully submitted: \_\_\_\_\_  
 Dan DiThomas, Treasurer



*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.*

## Vertical 8 Engine Identification

I have rebuilt the 16 V fixed head Stutz engine from all the dismantled parts acquired 20 years ago for my special Edwardian race about.

The engine is stamped S 263.  
Please can you confirm the year of manufacture?

Simon Diffy  
[simon@merryprinters.co.uk](mailto:simon@merryprinters.co.uk)

## Distributor Needed

Require a 4028 Distributor . I do not need the cap or rotor

Len Harvey  
[beaconview8@xtra.co.nz](mailto:beaconview8@xtra.co.nz)

## Water Brake Parts

1927 AA

My friend Wayne Scherer has a 4 door Stutz with water brakes originally. Currently it has rear hydraulic brakes which I have to measure and identify. Reportedly they are Chrysler. I am seeking info on what to do on the front that are missing brake segments and bladders. Can you direct me to someone in the club that can be of assistance with where to obtain parts.? I am an engineer and toolmaker/ machinist so I can do specialty work.

John  
[jwbrew15@aol.com](mailto:jwbrew15@aol.com)

## Side Mount Brackets

I am in the process of producing new side mount spare bracket castings for use on Vertical 8 cars. These are being patterned as per the originals used on 1928 two and four passenger boattail speedsters. Available cast in brass as per the originals or in aluminum for lighter weight. Cost will be approximately \$1,000 each for raw castings. Production will be completed by June, 2022. If interested, please contact:

Robert Lederer  
Phone: 630-417-2876  
[bob@buycps.com](mailto:bob@buycps.com)





## Wiring Diagram Needed

I am looking for an original wiring diagram for:

Model M - Custom Limo  
Model M - Town Car  
Both above Le Baron bodies and 1929.  
Also for 1930 Roadster Coupe.

Trevor Bills  
[trevor@tbills.nz](mailto:trevor@tbills.nz)  
New Zealand

## Pistons for Sale

Set of 8 Arias pistons with rings for 1929 Stutz Series M 8 cylinder engine .060 over bore (3.435")

These pistons are per Holman Engineering design and can be used with CP-Carrillo rods of same design. \$2200 for complete set.

Mark Huelsebusch  
513-403-2142  
[mdhulsebusch@aol.com](mailto:mdhulsebusch@aol.com)

## Bulkhead Moulding for Model M

I am looking for a body moulding.

The one, that I am looking for goes across the top of the bulkhead just behind the rear of the Hood.

It also continues down both the left and right side of the car.

It is composed of 3 x pieces – 1 x LH, 1x RH vertical plus the top horizontal piece.

The two vertical pieces join at the top to the horizontal, via a slightly larger cover clip.

I actually only need one vertical for the LH side, I assume both sides are the same.

It is essentially a U channel with a folded rear edge.

Height is 3/8 of an inch, width is 1x inch, length is 21 x inches.

Trevor Bills  
[trevor@tbills.nz](mailto:trevor@tbills.nz)  
New Zealand

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98 THE AUTOMOBILE June 24, 1915

# Champions

GIL ANDERSON, STUTZ AMERICAN SPEED CHAMPION

## SPEED

*Wisconsin*  
CONSISTENT

Champion American Speedway Motor. First American car to finish at Indianapolis, Gil Anderson in Stutz — holder of American miles per hour record, 500 miles in 5 hours, 42 minutes, 28 seconds; average, 87.6 miles per hour. Earl Cooper, Stutz, second American car to finish, average, 86.19 miles per hour. Wilcox, Stutz, average, 79.66 miles per hour.

EARL COOPER, STUTZ AMERICAN ROAD RACE CHAMPION

## CONSISTENCY

*Wisconsin*  
CONSISTENT

Champion American Road Race Motor. Wisconsin Motors have won for the Stutz more road races in the last four years than any other car has won in the last ten years.

BARNEY OLDFIELD, STUTZ LOS ANGELES- PHOENIX DESERT RACE

## ENDURANCE

*Wisconsin*  
CONSISTENT

Champion Desert Race Motor. Barney Oldfield, Stutz, Los Angeles-Phoenix desert race, 696 miles in 23 hours. Champion American Coast-to-Coast Motor. E. G. Baker, in Stutz Bearcat, holder of transcontinental record, San Diego, Calif. to New York City, 3,728.4 miles, 11 days, 7 hours, 15 min., clipping 4 days, 2 hours, 45 min., from former record.

E. G. BAKER, STUTZ BEARCAT, TRANSCONTINENTAL RECORD

## ECONOMY

*Wisconsin*  
CONSISTENT

Mr. Baker used 352 gallons of gasoline on transcontinental trip, averaging 10.6 miles per gallon. Motor 4 3/4 x 5 1/2. Used 8 1/2 gallons oil, or 440 miles per gallon. Official A. C. A. test after run showed an average fuel consumption 0.65 lb. per B. H. P.

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