



WHAT IS THE MOST LUXURIOUS THING
IN ALL LUXURIOUS AMERICA? IF TRUE
REFINEMENT COUNTS, AND SUPERLATIVE
COMFORT, THEN THE MOTOR CAR OF
GREATEST SPEED AND SAFETY OUGHT
TO TAKE HIGH RANK IN ANY LIST.

THE
SPLENDID
STUTZ



THE SAFEST CAR HAS THE RIGHT TO BE THE FASTEST



From the President



The weather in Minnesota is changing and it is time to head to Hershey for our annual trek. Hopefully I was able to meet with many of you there!

This quarter started with our Grand Stutz (July 13-17th) on Whidbey Island, Washington. We met at the Best Western Hotel on Whidbey Island Wednesday afternoon.

The meet included the Stutz Club, Pacific Northwest Pierce-Arrow Club, and member from the Packard Club. Unfortunately, we had a small turn-out of Stutz cars, with three cars in attendance. We did have Pierce-Arrows and Packard's that joined us making about 13 cars in the group. Thanks to the planning of Mike and Ken Beach, Bill and Bettye Gluth, and Dan and Mary DiThomas, we had a great three day tour "Wandering on Whidbey". Besides several museums and some beautiful countryside, we were treated to view the outstanding collection of Rich Anderson. We said our good-buy's Sunday morning and headed back to the Seattle-Tacoma airport for our trip home.

It seems this summer has been full of car events for Gloria and I. After we returned from Washington, we participated in the annual "New London to New Brighton (MN) Car Run". This is a take-off of the London to Brighton tour done every year in England. The Minnesota requirement is that the participating cars be 1908

or older. I have a 1905 Stevens-Duryea that I use for the tour of about 125 miles. We usually have more than 50 cars show up for the run. "Pre-Tours" are planned for the three days before the Saturday run. We were doing the Friday trip around Green Lake (near New London), when I made a stupid mistake. My car must be cranked to start it. After our tour, I was going to start the car only to have the crank come back and hit me in the wrist. I forgot to set the timing properly and paid the price. Sad to say, I broke a bone in my wrist which required surgery. I will know better next time (I hope).

Our September was filled with a CCCA CARavan (10 nights), in South Dakota, Montana and Wyoming. Several years ago I retired my '31 Stutz from CARavanning and now I am using a '37 V-12 Packard. We drove the Packard nearly 1,200 miles and conquered three mountain Passes of over 10,000 feet. The car ran great. We had 22 cars on the tour, all Packard's and Cadillac's, and they all made the trek. I have been in all three states before, but this time we were mostly on two lane highways and the scenery was fantastic.

I often think of how much fun the antique car hobby is, with the camaraderie of the many people that enjoy the adventure. I think if more of the public was aware of the many great times we have, we would have more members in the clubs.

Hope to see you at a car event this Fall.

Mark Desch

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Stutz Club Membership Report

Welcome New Member

0986

Arthur Sommers
 P.O.Box 120
 Allenwood, NJ 08720
 732-300-5955
 Ar7oldcar@aol.com

1928 Stutz BB
 VIN: 24075

0987

Tim Purrier
 2000 Heipe Drive
 Troy, MI 48084
 248-362-2097
 248-362-0113
 tim@straight-eight.com

0988

Jim Nicholson
 Cheryl
 W3117 County Road PP
 Sheboygan Falls, WI 53085
 920-467-1341
 920-946-2654
 156@charter.net

1928 Stutz
 BB Sedan
 VIN: BBC6 BB20A
 Purchased 2021.
 Ex- W. Miller

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

Announcements

2023 STuTZ Club Membership Dues

See page 13 for an important announcement about yearly membership dues increasing to cover the costs associated with providing member benefits.

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

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From the Editor

by Carl Jensen

Regrettably, I am not able to get away from work and will miss seeing everyone at Hershey. I hope you all have a great time, find good treasures and have a great dinner meeting. Thankfully my pal Brian White has my shopping list so hopefully I will get some good treasures too! With the end of the season for driving cars approaching quickly here in the north, I console myself by time in the garage. We are however looking forward to one final event of the year at Hilton Head and hope that our southern members (or northern members who want to go south) will consider attending. There will be a few Stutz automobiles in attendance.

In this issue we have some great articles on our two past events from Dan DiThomas, as well as info on next year's Grand Stutz which will be fairly centrally located in the US. I was pleased to hear from so many of you regarding the article in the last issue on Stutz at LeMans. Specifically, it prompted some interesting exchanges of information with Ernie Toth and Stan Smith; see the update in this issue. It is always so interesting how much physical history still exists. Parts that were picked up decades ago, cars or part that were known to be special enough to be acquired and set aside. Possibly the original intention was just to save it, sometimes they become restoration projects that go idle, but somehow these special pieces of history continue to come to the surface. Often parts are searched out and reunited. I know of two very interesting cases like this, both with Hispano-Suizas. The first was a town car that a friend here in Milwaukee had restored. On a trip to Europe, he and his wife met the family of early owners of the car. In their closet, they had the original headlights! My friend Todd Nagler owned a rather well known Hisso, that had belonged to the Dodge family. Sometime when the car was in storage for decades, the script was stolen off the radiator. After Todd and his wife Peggy acquired the car, a friend called from Hershey, and said he found a script. Well it turned out that it was the script from that exact car! When they put it in place rock dings lined up perfectly! So in that spirit, I hope you all find great treasures at Hershey, and keep hunting, you never know what you will find!



2023 Grand STuTZ Dublin, Ohio



The planning for the 2023 Grand STuTZ Dublin, Ohio, is moving along at full throttle with the host hotel selected and major activities, tours, and meals nearly worked out. We hope to have a registration form ready to distribute after the first of the year.

Location:	Dublin, Ohio, a suburb of Columbus, Ohio
Dates:	Arrival on Tuesday, June 6 and departure on Sunday, June 11, 2023
Fees:	The event will be configured and priced on a per day basis to allow for participation in all or part of the event
Theme:	Old Automobiles, Fire Trucks, and Trains
For the Ladies:	The "Ladies Lunch" has returned
Driving:	There will be short driving tours thru rural Ohio with covered bridges and other fun destinations
Trailer parking:	At the host hotel
Airport:	The local airport is the Columbus International Airport Code CMH. The airport is approximately 30 minutes from the hotel

Tentative activities:

- Motor Coach tour to Warther's Museum and the Age of Steam Museum
- Covered bridge driving tour to the Honda Heritage Center and manufacturing plant
- Driving tour to the Sutphen Auto and Fire Museum and fire truck manufacturing plant
- Driving tour to several local garage collections
- Driving tour of local Dublin, Ohio, points of interest
- Ladies lunch
- Meet and Greet with local pre-war car enthusiasts
- Grand STuTZ Banquet and all planned meals as a group.

I hope I have stirred your interest and you will consider joining us to enjoy our splendid STuTZ cars and members. If you have any questions or require further information, please contact support@stutzclub.org.

Warther Carving Museum



Age of Steam Museum



Honda Heritage Center



Field of Corn Sculpture



Covered Bridges of Union County



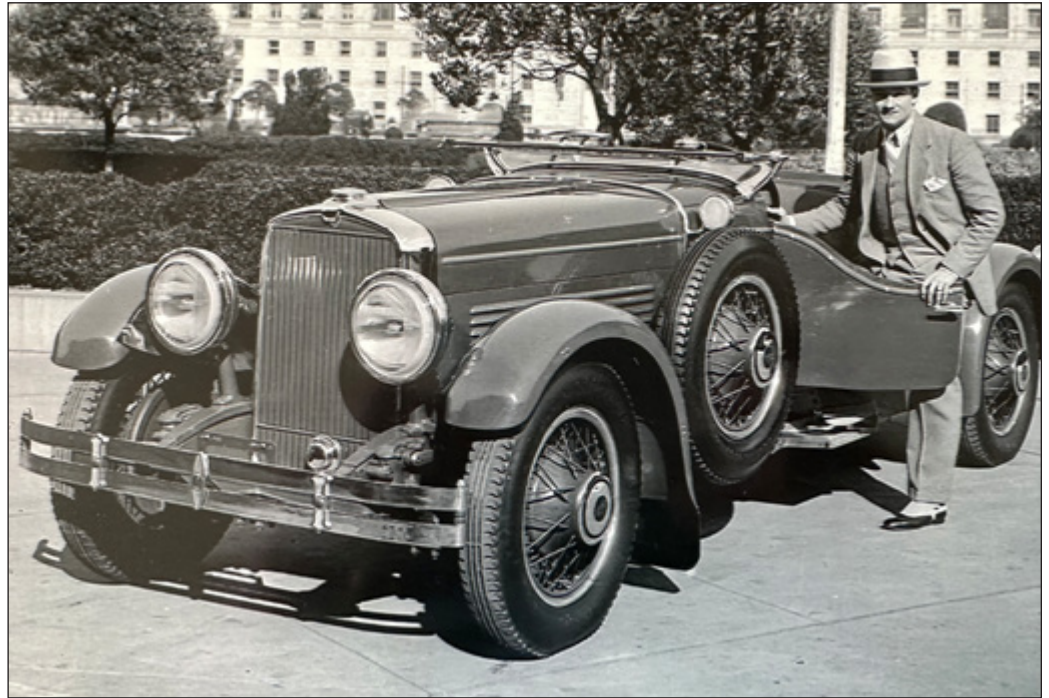


Concours Week

By Carl Jensen

After a few years of absence, your editor and his wife returned to Pebble Beach. A family wedding, followed by the covid debacle kept us from what was an annual event for us. August is a good time for me to get away as business in Europe slows for their holidays allowing me to break free. So, of course we want to be at a vintage car event!

A real treat for us was meeting member Larry Carter of Los Gatos, California who had his newly restored 1930 Series M Torpedo Speedster, by LeBaron on the lawn. It's a fantastic looking car with its racy styling. It may be idle on a golf course for a show, but clearly it would look more at home at speed on pavement. During the restoration process, Earnie Toth provided the black and white photo shown here which was taken with the original owner. On concours day, Jerry dressed the part, and we were able to duplicate the original photo!





At the auctions, we spied George Holman's old 1932 DV-32 Super Bearcat, which was now for sale from the estate of Terry Adderley. With commissions, it sold for a little under \$2 million. We are hoping the new owner brings it to future Stutz events!

Possibly a favorite activity of the week is time spent at the historic races. This includes spending time with Brian Blain and the Ragtime Racers! If you are unfamiliar with the Ragtime Racers group, I would encourage you to check them out: www.ragtimeracers.com

Be sure and watch the video they did with Hagerty! They really bring history to life. Not only are they running these teens era cars so we can see them all in motion, they bring a complete pit display with early tools and everything you would expect in a race pit of that time, even the "icebox" for drinks is period. Brian along with fellow Stutz Club member, Charles Test, do a great job of bringing this history out the people and showing it in action!





Nina and the Stutz

One never knows where the next interesting piece of history will pop up. In this case, we were at the annual Harry Miller Club meet which has a fun dinner on Saturday night and a silent auction with vintage automobilia and historic racing treasures. One the items included several volumes of “The Alternate”, “A Chronicle of 20th Century More Racing”. When my wife was talking with the winner of the auction about his new purchase, he gave her this issue which was about a Stutz. To make it more interesting, it appears to be about the most famous and winningest Stutz of all, Earl Cooper’s #8.

The story is so well written, I decided to use it as printed. I made attempts to find the original publisher, but had no success. I was really sorry about that as I had hoped to talk with them.

Woman's Auto Races

For World's Championship
Tomorrow--Sunday, March 3d
At Race Track

FIRST EVENT—One Mile Time Flash, Starts at 2 p. m.

Mercer No. 4.....	Miss Ruth Wightman
Stutz No. 8.....	Miss Nina Vitagliano
Kastler Special No. 14.....	Miss Elinor Bambauer
Roamer Special No. 1.....	Mrs. E. F. Pepper
National No. 3.....	Mrs. F. M. Bowman

SECOND EVENT—Five Mile Match Race for Silver Cup Offered by Stockton Italian Colony.
 Miss Nina Vitagliano against Miss Ruth Wightman.

THIRD EVENT—Australian Pursuit Race by the Four Cars Which Make the Fastest Time in Event No. 1
 Winner to receive San Joaquin County Trophy.

FINAL EVENT—Ten Mile Free-For-All, for Judge Hugh Tye Cup. For the World's Champion Driver on a Dirt Track.

YOU'LL SEE BETTER THAN MILE-A-MINUTE TIME.

ADMISSION: Adults \$1.00; Children 50c. Including Grand Stand and Auto Parking Space.
NO OTHER CHARGES

Harold P. Currie, known as “Bud”, was an experienced mechanic who regularly raced with Mike Moosie. Recall Stutz News issue #134 article They Were “Special” highlighted Moosie and his racing of Stutz specials. Both Moosie and Currie ran in most of the major events in 1917. Currie rode with other drivers and was asked to ride with Nina Vitagliano due to his extensive experience. He was 25 years old at the time of the race. Nina Vitagliano was married to Stephan Torre, a prominent steamship agent, and raced under maiden name. She was passionate about motor racing and fiercely competitive.



A CHRONICLE OF 20TH CENTURY MOTOR RACING HISTORY

The Alternate

Volume 17 Number 5 Issue 197 12 Issues Yearly \$25.00 May 15, 2005

NINA AND THE "STUTZ" — A DISASTER AT STOCKTON

By Don Radbruch and Patricia Yongue

This tale has a bit of everything. There is a pretty girl, a mystery man, forgotten history, a "wannabe" famous car and a tragic accident that involved a young child. This is 1918, Stockton, California, and the cast of characters includes Nina Vitagliano, Omar Toft and the "Earl Cooper #8 Stutz."

The story really begins, however, at Ascot Speedway in Los Angeles, in February of 1918. An all women's race was held for a group of ladies advertised as the "Speederettes." The Bill Pickens promoted event was a huge success, as 10,000 spectators cheered half a dozen lady racers in a series of short races. Like most lady racers of the period, the Speederettes were upper class or upper middle class society figures who were attracted to the racing event for any number of reasons. Perhaps they were bored with their routine social rituals, or maybe they wanted to demonstrate that females were not frail creatures and should be permitted to help with the U.S. effort in World War I. Perhaps they liked the adventure of racing and, due to American Automobile Association (AAA) sanctions against women racing in regular events, they were happy to participate in exhibition racing.

The star of the Speederette races might have been Nina Vitagliano, wife of shipping magnate Stephen Torre. Nina proved herself easily as brave as some of the 1950s sprint car drivers. She spun out and hit the fence on the first day, but was back the next day to go faster than ever. She was loud in her complaints about her car and said in an interview, "I

was handicapped because it wasn't a real racing car. It was just a stock (Roamer) model, stripped down."

At Stockton, Nina Vitagliano would have one of the fastest race cars in the country — the "Earl Cooper #8 Stutz." While the racers' motives remain unclear, the reason that the Stockton race happened seems apparent. A promoter saw a chance to make a buck. the promoter was Omar Toft, race driver, promoter and perhaps questionable character. Toft announced with usual promoter hyperbole that there would be a "Woman's Race for the World Championship" held at the Agricultural Park in Stockton on March 3, 1918. The fastest race cars in the country would be at Stockton for the ladies to drive. Unfortunately, according to race publicity, Barney Oldfield's Fiat had just been wrecked and couldn't make it, but Toft, somehow, lined up the "Cooper Stutz" and the Eddie Pullen Mercer, plus a couple of the stripped stock cars. How on earth Toft managed to beg, borrow or steal these race cars for the amateur Speederettes to drive is a major mystery.

Omar Toft reportedly paid Nina Vitagliano \$75 expense money to come to Stockton from Los Angeles. Another driver from Los Angeles was Ruth Wrightman, who had taken part in the Ascot races, and would drive the Eddie Pullen #4 Mercer at Stockton. The other drivers were a couple of local ladies who were somehow convinced to take part I the events on the 1-mile dirt track. Perhaps Toft had some misgivings about Vitagliano in the rapid "Stutz," as he insisted she replace here inexperienced riding mechanic with the veteran Bob Currie.

Go to Page 2 ...

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Continued from Page 1 ...

The Stockton race attracted a good crowd who saw Vitagliano top "bitter rival" Ruth Wrightman in the time trials by turning a lap in 58 seconds — a bit over a second faster than Wrightman.

The two ladies then squared off for a five-mile race. Wrightman, in the Mercer, took an early lead as Vitagliano's "Stutz" was not hitting on all cylinders. This problem cleared up midway in the first lap, and Vitagliano started to gain on her rival as the two cars roared down the stretch to complete lap one.

According to newspaper reports, Nina "ignored all instructions given by Toft" and entered the first turn far too fast — 80 mph. It is possible that a tire blew, but driver-error was certainly the main factor in the crash. The "Stutz" went off the outside of the track, struck a pine tree, leaped off the banked track, hurtled over a ditch and finally turned over. Nina Vitagliano was killed instantly. Bob Curie was seriously hurt as were three spectators. Despite the terrible accident the remainder of the racing program was completed as scheduled.

Bob Curie died of his injuries a few days after the crash, as did Jacqueline Mazzera, a four year old spectator who was struck by the car. The Women's Work Championship had taken three lives. The Speederettes faded into history.

It is difficult to conceive just why a race like this was held. To put inexperienced drivers, male or female, in fast race cars on a fast track is unthinkable, but it happened. The ladies' races at Ascot had been a big success, the cars were available, Omar Toft was available. There was a buck to be made.

The Stockton ladies race remained hidden from racing history for over 80 years; even Stutz historians did not know the famous "Cooper #8" had been in this race and had been wrecked. The event came to light only because a University of the Pacific student, Sonja Harris, chose the Speederettes as the main topic of a term paper, which turned into a university library exhibition, and then appeared on the Internet. Thank you, Sonja and the University of the Pacific.

Further research unearthed the photos and more details on the Stockton race. It must be noted that some of the research involved the use of information; hype is a better word, put out by Omar Toft at

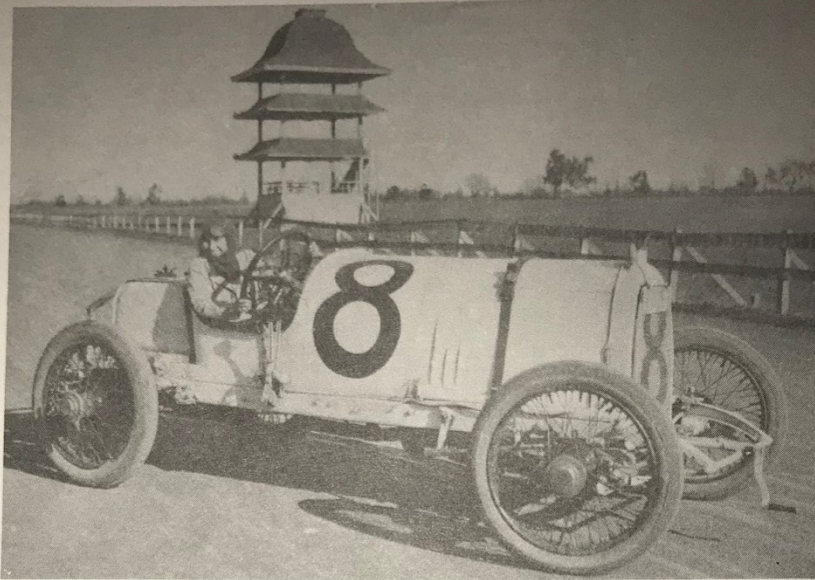
Stockton. News reports from the Los Angeles Times (thanks to Bruce Boertje) do not verify Nina Vitagliano's exploits at Ascot; she is not even mentioned in the article. There is no doubt Nina did go fast at Stockton and that she added a forgotten tragic chapter to the history of the "Earl Cooper Stutz."

THE REST OF THE STORY

You may wonder about the quotation marks around all references to the Earl Cooper #8 Stutz. That is because it was *not* the Earl Cooper #8 Stutz. It looked like the Cooper car and there was lots of newspaper publicity about it being the Cooper car. Perhaps even Nina Vitagliano thought she was driving this famous car. Joe Freeman, president of the Society of Automotive Historians, is one of the leading Stutz historians and the information in this tale; the photos were forwarded to him. At first Joe was puzzled about this apparently missing chapter in the history of the Cooper Stutz. Like the authors [of this story] Joe was further puzzled by it being just plain illogical that so fast and famous a car would wind up in an obscure, second rate event in rather remote Stockton. Joe kindly studied the photos very carefully and his expertise on 'teens racing established that somebody may have been trying to fool somebody. Joe's best guess is that the car is a modified Stutz Bearcat (a sports car of the era) with some Maxwell parts. The radiator is definitely Maxwell. Joe doesn't know about the engine. He believes the car was deliberately built to resemble the Cooper era so that it could be advertised as such. We know promoter Omar Toft was a bit of a rascal and it would certainly not be beneath him to do this sort of thing.

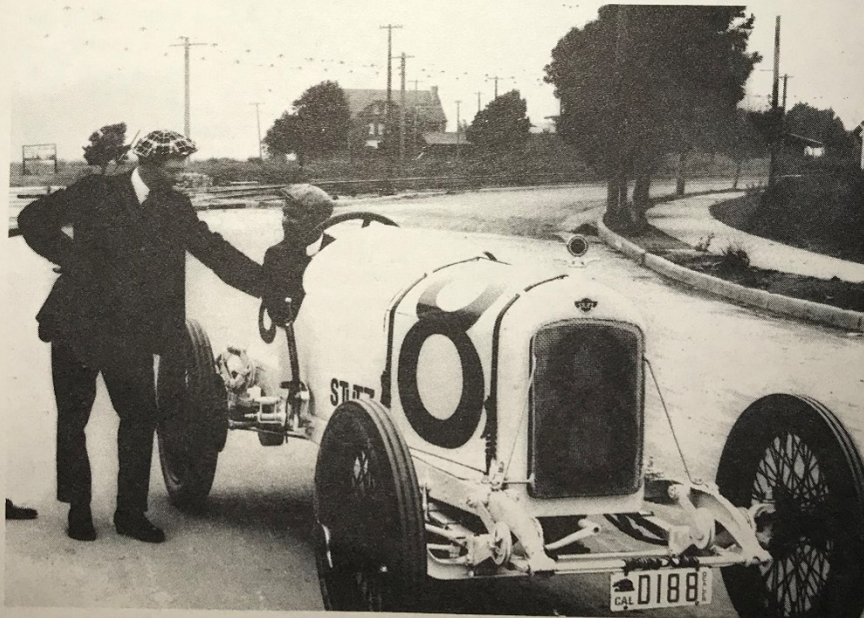
Toft was, of course, not the only promoter to do a bit of false advertising. This practice continued for decades. Inasmuch as he was on hand at Stockton, it is probably not unfair to blame him for this deception. Omar Toft got away with it at Stockton and, had it not been for Joe Freeman, he probably would have gotten away with it again 87 years later! Thank you, Joe Freeman. §

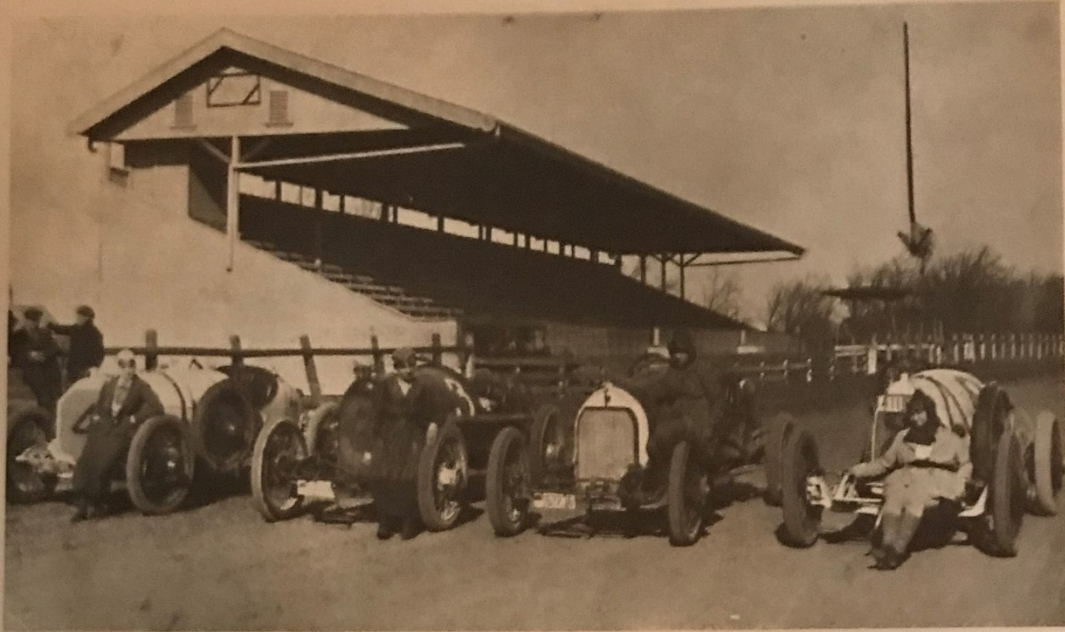
Photos on Pages 4 & 12 ...



TOP: Nina Vitagliano smiles from the "Earl Cooper Stutz, probably the day before her fatal accident at Stockton in 1918. Photo from the Stockton (CA) Public Library

BOTTOM: This is the *real* Earl Cooper Stutz. The bogus car is similar but small differences can be determined by comparing both photo was taken at Corona, California as Earl Cooper confers with his brother, Ray, during practice. Photo: Joe Freeman Collection

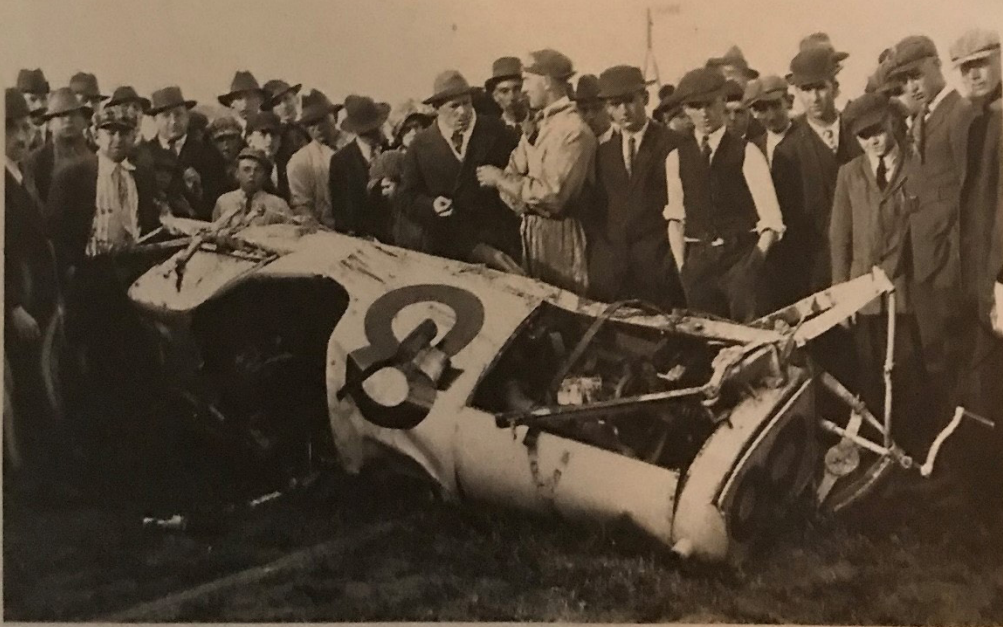




TOP: The "Speederettes" pose with their race cars at Stockton in 1918. Ruth Wrightman is at the left with the #4 Eddie Pullen Mercer, and at the far right are Nina Vitagliano and the "Stutz."

BOTTOM: The badly wrecked "Stutz" at Stockton after the 1918 crash that killed three people.

Both photos: Stockton (CA) Public Library





A Little More on LeMans

In our last issue (April – June 2022) I wrote an article on Stutz at LeMans. I can't tell you how excited I was to hear so much feedback and how much people enjoyed it. One of the more interesting conversations was with Earnie Toth. In my article I mention that it is speculated that the 1932 car of Eduard Brisson was powered by a DV-32, but I had no concrete evidence of that. Well, it turns out that Ernie Toth has the actual engine from the car, and it is a DV-32. The engine was acquired through the Stephen Dean auction.

It is great to know that a piece of this history survived! Eduard Brisson may have never achieved his dream of an overall LeMans win, but he did well there, and I suspect that he would have never guessed that his efforts would still be capturing our attention 90 years later.

In my correspondence with Stan Smith, he pointed out that car numbers corresponded with engine displacement, with the largest displacement engine being number 1. Stan has been doing extensive research on the duPont effort at LeMans. (In addition to being the editor of the Mercer club newsletter, he wrote the book, "The Eight Cylinder duPont". Stan sent me an excerpt from "The LeMans Story" by Georges Fraichard. The book mentions that cars were required to carry ballast weights. "Another stipulation was that a bag of sand or an ingot



of lead would be carried in the car to take the place of the co-driver." It would be very interesting to know more about that. How much weight, where was it located, were all cars subject to it, during what time period? If you know any additional details on this, please reach out to Stan or me.

2023 Membership Dues Announcement

The membership dues have remained at \$40.00 per year since January 2005 while the cost of printing and mailing the STuTZ News and Directory has continued to increase, as well as other club expenses. Over that time, we have improved the STuTZ News with full color printing, upgraded the website with a member log in page containing the STuTZ News archive and searchable real time directory. The creation of the E-Blast has helped many members with their projects and acquiring parts and technical assistance.

In light of the increased expenses, it is necessary to adjust the dues beginning in 2023 to \$50.00 when paying by check and \$54.00 when paying by PayPal.

We appreciate your continuing support of the club, and we are dedicated to providing an award winning STuTZ News and a platform for members to communicate and interact with other members in order to enhance the image of our splendid automobiles.



1922 STuTZ Model K Fire Truck Centennial Celebration

By Dan DiThomas, Treasurer

The Seneca Kansas Volunteer Fire Department put on a wonderful Centennial Celebration for their splendid 1922 STuTZ Fire Truck. Representing the STuTZ Club, Mary and I attended the event in support of the fire department to show the STuTZ Club's appreciation for their support of the STuTZ Club by displaying their truck at two STuTZ Club events last year. Those members that attended the Lincoln and Hilton Head Grand STuTZ events saw the beautifully restored 1922 STuTZ Model K Fire Truck.

We were truly in middle America and experienced the kindness and hospitality that is unique to a small town in that area of the USA. Some things you just cannot plan stand out as special memories. For instance, when we arrived at the hotel the retired fire chief Joe Altenhofen and his wife Betty were in the lobby. Joe was part of the team that took part in the restoration. They recognized us as out of towners and asked us what brought us to Seneca. When we told them we were with the STuTZ Club and were there for the celebration, they took us under their wing for the weekend and took us to the Fire Museum where the STuTZ is kept. The next unexpected thing that happened was meeting the retired firefighters that also took part in the restoration. They shared their stories of the restoration with me. They also shared the original specification documents from the original purchase of the STuTZ.

The restoration began as an idea that began in 1974. The department decided to restore the STuTZ after it had been retired from service in 1947. After retirement, the truck was stored in the dark corner of a coal shed until it was put back into service during a drought to pump water out of a local lake to supply water to farmers in the area. After the drought ended the STuTZ was rescued from water pumping duty by these forward thinking and talented Fire Fighters. The restoration began in 1974 by moving it to a shop where the team of volunteers divided up the tasks and began the tedious work of restoration. They met once a week in the evening to work on the truck. After a hard evening of work, they went to the local Knights of Columbus Hall for hamburgers and beer. (Author's note: My kind of restoration project)

One challenge they had to overcome was how to recreate the beautiful gold leaf and ornate decorations after the truck was painted. It turned out there was an artist in town working on the restoration of a local church. She was asked if she could help with the truck artwork. She agreed and set about tracing all the artwork to reproduce it by hand once the truck was painted. As for the gold leaf, the team decided to learn the process and do it themselves. The results of both the artwork and gold leaf and some of the team can be seen in the accompanying photos.

Mary and I want to thank the current Fire Chief Brett Ohlsen and the firefighters and citizens of Seneca we met over the weekend for a special time. The display of vintage and modern fire apparatus from Seneca and several communities in the surrounding area was wonderful. We also enjoyed the food, music, the families, children playing in the park, and the Fire Truck parade.



R-L Seneca VFD Chief Brett Ohlsen and His Son Firefighter Robert Ohlsen



The Stutz Fire Engine Company

Anyone with more than a passing interest in classic and vintage cars has run across the name Stutz, most notably its Bearcat, a pre/post WW1 sports car. The Stutz Fire Engine Co. was co-founded by Harry C. Stutz after he had left his Stutz Motor Car Co. in 1919.

The Stutz fire engine was built as a pumper, ladder truck, and combination form, with 4 and 6-cylinder Wisconsin engines, offering pumps that ranged from 350 gpm up to 1200 gpm. Their peak period was the mid-1920s when deliveries were made to fire departments all over the country, and also to Tokyo, Japan. In 1922, the Baby Stutz or Model K, was introduced with pumps ranging from 350 to 500 gallons-per-minute.



THE RESTORATION

In 1974 the Seneca Fire Department decided they would like to restore the Stutz to its former glory, in time to celebrate the City's bicentennial celebration in 1976. A total of \$8,500 was raised locally to fund the restoration. Most of the restoration work was done locally by volunteers and the Seneca Fire Dept.- shipping off specialty items such as radiator repairs and chrome finishes. Though tedious and time consuming the project was completed in time for the Bicentennial Celebration.

THE SPECS.

Length: 22 ft.
Width: 6.2 ft.
Height: 7.6 ft. w/bell
Weight: 8500 lbs.

Equipped with a chain driven rotary pump capable of moving water at 350 gpm. The trucks hose bed would carry 1200ft of 2 1/2" hose.

THE HISTORY

On March 6, 1922 the Seneca Fire Dept. approached the City Council looking for approval to purchase a fire truck at the cost of \$6,650. From 1916 to 1922 the City of Seneca lost over \$45,000 to fires. The department informed the council that, had they been equipped with modern firefighting equipment over \$30,000 of those losses could have been saved. Despite some opposition that a town the size of Seneca had no need for such an extravagant truck, the Seneca Fire Dept. was given the authority to purchase the 1922 Model K Stutz Engine.

The Stutz was used as the primary fire truck for SFD until 1947 when a new truck was purchased. Parts for the Stutz were becoming more difficult to find and as the Courier-Tribune aptly described "Getting to 'a' point where the 'old reliable' is just



Joe & Betty Altenhofen
Retired Fire Chief
At The Fire Museum



Dan DiThomas with the Retired Seneca Firefighters who took part in the Restoration of the 1922 STuTZ Model K Fire Truck. L-R Dan DiThomas, Dave Carolson, Melvin Steinlage, Mike Haug, Joe Altenhofen



2022 Grand STuTZ Whidbey, WA

By Dan DiThomas, Treasurer

Wandering on Whidbey

Whidbey Island, Washington is a wonderful destination in the Northwestern USA. It was even a better destination from July 13th to 16th this year for STuTZ Club members attending the 2022 Grand STuTZ.

The Grand STuTZ was made possible by the hard work of Ken and Mike Beach of the STuTZ Club and Bettye and Bill Gluth of the Pierce-Arrow Club. They worked together to put on an excellent multiple marque event. The marques included STuTZ, Pierce-Arrow, Packard, Buick, Jaguar, Ford, and modern rental cars.



Ken Beach's 1928 BB Victoria

We had 22 STuTZ Club members and guests in attendance coming from Alaska, British Columbia, California, Ohio, Texas, Washington, and Minnesota. The members attending from the first year of the STuTZ Club's formation were Steve Pugh #0007, Ken Beach #0101, and Dutch Overly #0253 as well as one of our newest members Wayne Wirth #0983.

We want to thank all of the members in attendance:

- Ken & Susie Beach - Washington
- Mike, Joyce, Sarah Beach & Dylan Lucas - Washington

- Mark & Gloria Desch - Minnesota
- Dan & Mary DiThomas - Ohio
- Larry & Eric Fickeisen - Washington
- Mark & Jane Galvin – British Columbia
- John & Sheila Gibson – Washington (unable to attend)
- Warren Martin – California - (unable to attend)
- Dutch Overly - Alaska
- Steve Pugh & Maria Rajaratnam - California
- Paul Thomasson & Randy Hellstern – California
- Ernie and Nancy Toth - Ohio
- Wayne Wirth - Texas

The Grand STuTZ began with arrival on July 13, 2022 at our host Hotel in Oak Harbor located on Whidbey Island, Washington where everyone gathered for an enjoyable evening in the hospitality room which included hot hors d'oeuvres and a Meet and Greet with the Pierce-Arrow members.

Thursday morning the STuTZ Group headed out on a driving tour north up Whidbey Island to the small town of Anacortes where we visited the Snag Boat Museum and was given a private tour of the W.T Preston Snag Boat. This 163-foot ship was constructed in 1939 with a draft of only 4 feet, the Preston operated as far north as Blaine and south to Olympia until its retirement in 1981. The ship was named for W.T. Preston, the only civilian to serve as Seattle District Engineer for the Corps of Engineers. The Preston's paddlewheel measures 17 feet in diameter, and it churned water at the cruising rate of 18 revolu-



Mike Beach & His Freshly Rebuilt DV-32 Engine Maiden Voyage to Anacortes



tions per minute. Many of its duties involved removing sunken trees or logs — called “snags” by mariners — the Preston was the third and last of the steam-powered ships built for this purpose. In its later years, the Preston spent more time on Puget Sound and on Lake Washington and led the parade of boats through the Lake Washington Ship Canal on Opening Day of boating season. After the tour of the W.T. Preston, we had a very good lunch at a fabulous local deli named the Gere-A-Deli. We completed the day with a pizza party hosted by the Pierce-Arrow group in the back yard of the historic home of Bettye and Bill Gluth’s son in Oak Harbor.

Friday morning had us heading out on a combined club driving tour that took us to the town of Langley for a tour of Nichols Brothers Boatyard and Greenbank Farms. The Boatyard tour was amazing. Rather than seeing sail boats or small fishing boats being built, we were treated to some very interesting large vessels for civilian and military service. At Greenbank Farm we enjoyed lunch. Greenbank Farm is a special treasure for Whidbey Island and a must-stop for visitors. This former farm boasts a cafe, and several shops. On the grounds, there’s a demonstration garden, and several dog-friendly walking trails. The farm was once the largest grower of Loganberries and the cafe features Loganberry pies as well as other kinds of pie. The farm is also a great place for birdwatching with harriers, eagles, red tailed hawks, yellowthroats, marsh wrens, red winged blackbirds, swallows, herons, waterfowl and more!

Friday evening, we returned to the hotel, and then walked to the restaurant for a private STuTZ Club Banquet. After dinner we recognized Ken and Susie Beach and Mike and Joyce Beach for their willingness to host and plan the Grand STuTZ. As is our tradition, we also recognized those members that brought a STuTZ car to the event. Even though Mike and Ken Beach had their STuTZ cars at the event, four other members had worked hard to get their car there but due to conditions beyond anyone’s control the cars and a few members did not make it. Since the awards were already acquired, they were recognized for the effort.

Saturday morning, we were heading out Ebey’s National Historic Reserve. Ebey’s Landing National Historical Reserve, our nation’s first national historical reserve, was established in 1978 in order to protect and preserve a rural community and its unbroken record of exploration and settlement in Puget Sound. It represents a unique

model of preservation based on partnerships between government and citizens. The Reserve’s history is in the town, the farms and fields, roads, historical buildings and historic sites found throughout the Reserve. The story is not a thing of the past – it is kept alive by people who live, work and maintain deep connections with this place.

Then on to Coupeville for lunch on the waterfront. Coupeville is one of Washington’s oldest towns and the seat of Island County. Situated on Whidbey Island, at Penn Cove on Saratoga Passage, the town was once the site of three permanent Lower Skagit tribal villages. Named for pioneer Thomas Coupe, it was settled by sea captains and farmers in the 1850s. Whidbey Island narrows near Coupeville; nearby Ebey’s Landing and Ebey’s Prairie share a common history.

After lunch we toured two excellent garage collections and were treated to great cars and delicious cookies. Our first stop was at the Rich & Margaret Anderson garage. Rich toured in his unrestored and original 1918 Pierce. Our second stop was at the Malcom & Vicki Bishop garage. Both collections were outstanding.

Saturday evening was the joint banquet. The STuTZ Club recognized Bettye and Bill Gluth for their hospitality, kindness, and cooperation in planning an event that allowed us to participate. Ken and Mike Beach worked closely with them to make this a successful and enjoyable event for everyone.

The highlight of the event was having Mike Beach drive his DV-32 running project to the event and on the driving tours. Mike had to overcome a lot of obstacles to get there. He promises the STuTZ will be finished and at the 2023 Grand STuTZ in Dublin, Ohio. The engine, running gear, and chassis are finished with paint and trim left to complete.

We would very much like to have you enjoy the activities, camaraderie, sharing of technical knowledge at a Grand STuTZ. Please plan to attend the 2023 Grand STuTZ being held in Dublin, Ohio arriving on Tuesday June 6 and departing on Sunday June 11, 2023. All members with or without a STuTZ car are welcome and encouraged to attend.



Excellent Display of Multiple Marques



Cars Preparing to Head Out on a Tour



Brass Cars Seen During Our Garage Collection Tours



Bettye and Bill Gluth as well as Ken Beach organized a wonderful day of touring with stops at two garage collections. The hosts of the garage collections treated us to great cookies and coffee and splendid automobiles.



Members Enjoying Good Conversation at the Welcome Dinner



Club Toast to Fred Moskovic's at the Welcome Dinner



Grand STuTZ Host Award Ken & Susie Beach



Grand STuTZ Host Award Mike & Joyce Beach



STuTZ President Mark Desch (center) Presenting a Gift to Bill and Bettye Gluth



Mike Beach



Ken Beach



Larry Fickeisen



Dutch Overly



Lunch in Anacortes at the wonderful Gere-a-Deli Deli
 L-R Steve Pugh & Maria Rajaratnam, Jane & Mark Galvin, Gloria & Mark Desch,
 Ernie & Nancy Toth, Dan & Mary DiThomas & Dutch Overly



STuTZ Group at the Snag Boat Museum in Anacortes
 L-R Ernie & Nancy Toth, Dutch Overly, Mary & Dan DiThomas,
 Steve Pugh & Maria Rajaratnam, Mark & Jane Galvin, Gloria & Mark Desch



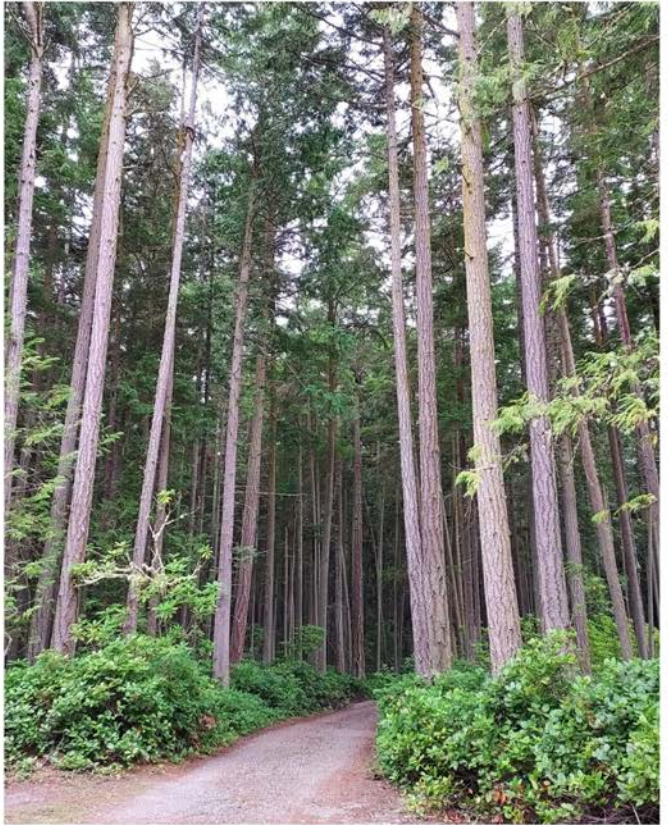
Visit to Nichols Brothers
 Boat Builders

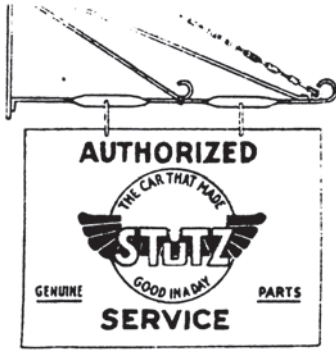


The Group at Ebey's Landing Enjoying a Talk
 by a Local Historian.



STuTZ Group at Greenbank Farm
 on Whidbey Island





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.

Buffalo Wire Wheels and Hubs for Sale

Two are 20 inches diameter and two are 21. The hubs fit both but I believe the hubs are rear hubs. There straight, no bent spokes and no rust

The starting asking price is \$3000.

Dennis Hood
 Sequim WA
 +1 (360) 809-4562
 meyhood@olypen.com



Help with a Rear Step Plate for his 1928 BB

We here in aussieland who have Stutz coupe and roadsters do not have a rear step plate amongst us.

This is the first step that sits behind the rear bumper. We all have the second step on the fender.

As you are aware, we have the step on the left side so it is opposite to your cars.

Could I ask someone to measure the square of it ,as it is basically square with a radius corner to match the bumper shape.

Fred Edwards
 Austrailia
 info@inlinebrolga.com.au

AA Timing Help

I have a 1927 AA with George Holman supplied timing chains and gears. I am looking for assistance with how to set the valve timing.

David Smithl
 dpsmith@bell.net

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Ryan Lights

For Sale a pair of STUTZ M SERIES 1929-30 RYAN HEADLIGHT RIMS

Original Ryan Headlight rims some stress cracks, minor dents and scratches, can be repaired with silver solder but in good basic condition. Price is for the pair USD180.00 plus postage.

Lyndon Dickenson
Australia
lyndon.dickenson@bigpond.com



Model M Windshield Frame Needed

Hope you are still well.

Looking for a top windscreen frame as depicted (photo above and below.)

I believe they are common to Model M, Custom limo's SV 16 etc all circa 1929-1931 maybe other years as well.

Trevor Bills
New Zealand
trevor@tbills.nz





Car for Sale

1929 Stutz Model M Rumble Seat Coupe, 23,591 original miles, One of four known survivors with a factory installed radio. Extra options include 18 X 4.5" wire wheels, frame covers, and an upgraded trunk rack. Car has ties to Charles Lindbergh. \$79,500.00

Robert Praetorius
Cape May NJ
609-231-8347
rjpraetorius@gmail.com





1931 Dimensions Needed

Does anyone have dimensional drawings or the equivalent critical measurements for a 1931 SV16 Cabriolet Coupe chassis?

We are doing a ground up restoration on our SV 16 and have found that the chassis, has had at least 2 really good hits in the past, which we want to fix properly. Unfortunately, the subsequent repairs have all been attempts to hide or mask this damage, which is very disappointing.

Trevor Bill
New Zealand
trevor@tbills.nz



1927 Tie Rod Needed

Wayne Scherer, is looking for a 27 Stutz tie rod. It was damaged and just put back on with a hose clamp at some point in its life. This tie rod must have had the driver's side come loose, swung back, dragged on the ground, and got bent also causing the large ground flat on the bottom. Also found tapered shims under springs to tip the king pin angle back at the top.

Wayne Scherer
jwbrew15@aol.com

1927 AA Parts Needed

I am in need of the following parts to get my recently acquired but long dormant 1927 Stutz AA 5 passenger sedan (AA584729) back on the road:

- Handbrake handle assembly.
- Spark plug wire loom or conduit assemblies for sides of engine.
- Drive shaft
- Hood Ornament
- Rear of front seat robe rail



Chris Bock
California
cmbock@sbcglobal.net



1930 Muffler Info

I am looking to replace the locally made exhaust system (with a muffler by-pass valve system) on my 1930 Stutz Series M Speedster.

Would you be able to kindly assist, or refer me to a source who could assist, with the drawings & measurements for the complete exhaust system (including the muffler by-pass valve system) and also refer me to a source in the USA who could manufacture and supply to me a show quality exhaust system.

Diljeet Titus
 India
dtitus@titusindia.com

1920 Water Manifold Needed!

Looking for help please. I need a replacement water manifold for my 1920 H Roadster as shown in the photo below. I am continuing with my efforts to bring the car back to operable condition but unfortunately this manifold is badly corroded internally and is leaking from numerous pin holes. Does anyone have a replacement they can spare or a master pattern enabling me to have some cast?

Peter McCormick
kezandpete@gmail.com



City of Carmel, Indiana to honor Stutz

The City of Carmel has commissioned four new roundabout sculptures for the 96th Street corridor that will celebrate “Indiana’s Classic Cars.” The new pieces will be designed by the artist Arlon Bayliss and are scheduled to be placed in 2022 and 2023. The four automobile themed sculptures will beautify the new roundabouts on 96th Street at Priority Way, Delegates Row, Gray Road and Hazel Dell Parkway.

The four sculptures will feature artistic interpretations of the classic cars Marmon, Auburn-Cord-Duesenberg, Stutz and Studebaker – each of which were designed and built in Indiana during the first half of the 20th Century when America first began to fall in love with automobiles.

“Great public art is an important part of our mission in Carmel to create a City that stands apart for its beauty and quality of life,” said Mayor Jim Brainard. “As this corridor is home to so many automobile dealerships, we felt it would be appropriate to celebrate the beauty and genius of Indiana’s classic cars and the remarkable contributions they made to the industry.

“The 96th Street corridor is our boundary with Indianapolis and it is important for our tax base that this area continues to thrive. Coming shortly after our investments in creating better traffic flow along this thoroughfare, this project will solidify the 96th Street corridor as the premiere place to shop for and buy cars in the Midwest.”

The cost of the sculptures will be \$2.5 million and will be paid out of TIF bonds approved by the Carmel City Council.



STUTZ at 96th Street and Gray Road

One of the great Jazz Age American sports cars, the Stutz Bearcat, was a prized champion of early automobile racing. Stutz invented the transaxle and developed an “underslung chassis,” an invention still in use today that greatly enhances the safety and stability of motor vehicles. To emphasize its safety focus and resonate with an interest in Egyptology that swept the country in the early 1920s, Stutz chose the Egyptian sun god, Ra, for its radiator mascot or hood ornament. Ra, who symbolized strength and security, was created by Aurelius Marcus Bennetti and Dee Carlton Brown. They designed a highly stylized Egyptian god; a beautiful example of Art Deco. Ra graced the radiators of Stutz models from 1925 to 1935.

Inspired by the Stutz “Ra” Art Deco hood ornament, this sculpture enlarges the head to around 16 feet high. It will be elevated on a five-foot-high Indiana limestone base. Using dozens of sheets of steel, the head is sculpted in vertical slices with spaces between them, creating an ethereal light-permeable abstract form. At night the artwork is illuminated from within using the artists signature-colored dichroic-filtered light sources.

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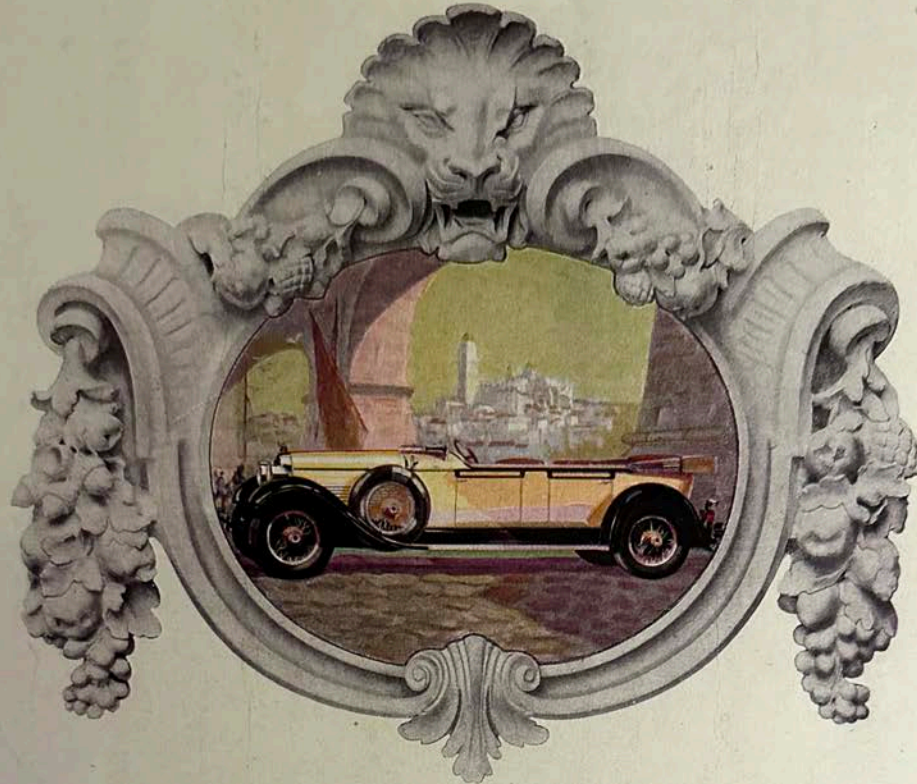
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