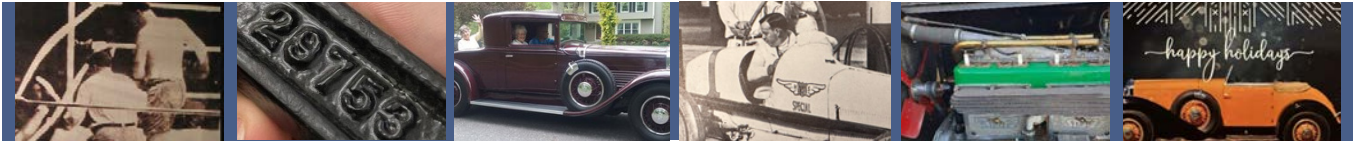




Tommy Milton in the H.C.S. Special. This issue includes the story of how Harry Miller crossed paths with Harry Stutz and his companies.



## From the President



Another year has gone by rather quickly, but they seem to go by faster the older I get. Although Covid has not gone away, most activities have resumed to pre-pandemic levels. We were able to have our Grand Stutz in July, with a smaller group than usual, at a very enjoyable venue in Washington's Whidbey Island. We also made a trip to Hickory Corners, Michigan

for the "Classic Experience" in June. This year the 1933 DV32 Monte Carlo was the featured car of the new CCCA Museum addition. If you have never been to the museum at Hickory Corners, it is something you may want to put on your bucket list. This is where antique cars go to heaven.

Each Christmas my daughter, Nicole, who lives in Eugene, Oregon, sends me a box of antique car books. This year in her collection of books was a small book by the name of "A Horseless Carriage Comes to Town" by Ralph Wortman. The book is an interesting story about how Mr. Wortman purchased a Locomobile steam car in 1902, and the challenges he had using the "machine" in a small Oregon town. The local towns people were not happy with the "machine" scarring their horses while going down the road. The roads were not built for these "machines" and often caused problems in driving through mud and ruts.

Ralph Wortman and his brother received a challenge from a local salesman who drove a curved-dash Olds. The Olds tried to make it over the mountain pass

on its way to Tillamook, Oregon without success. This was in 1903 and the Olds ended up at the blacksmith's shop in the town where the Wortman's lived. Being young and foolish, they thought they could make the trip with their Locomobile. The biggest challenge was securing fuel along the way. There were no gas stations in 1903. They purchased fuel in cans and had it shipped on the stagecoach to the locations needed. They set out in early July, thinking they could make the trip in three days. After many challenges, they made the trip and returned in four days. They had completed the trip and were proud of their accomplishment.

Soon after reading the book, I received a call from Nicole and her son Elliott. Elliott, who is 16, had just purchased a used electric BMW in the Seattle area. His challenge was to get it back to Eugene without stopping for a re-charge. I thought it interesting one hundred and twenty years after the Wortman story, we still have challenges with fuel whether electric or gasoline.

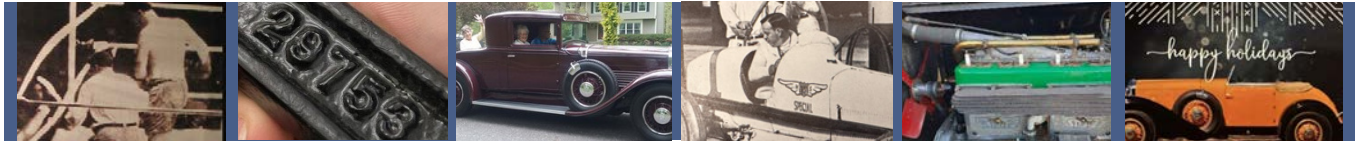
There are plans being made for several Stutz activities in 2023. Our Grand Stutz will be held in Dublin, Ohio, hosted by Dan and Mary DiThomas. The dates are June 6th to 11th, with tours and activities planned for each day. Also, in the planning, is an invitation from the Chattanooga Motorcar Festival in October 2023. They plan to feature Stutz and Mercer cars.

Soon the snow will melt (it will take a while here in Minnesota) and it will be time to enjoy our Stutz's again. I hope all of you have a happy and prosperous New Year.

Mark Desch

## STUTZ Club Contacts

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Secretary:	Jason Gehring	330-668-3803	jwgehring@hotmail.com
Archivist:	Ernie Toth	440-338-3565	etstutz@hotmail.com



# Stutz Club Membership Report

## Welcome New Member

### 0989

Matthew Goist  
 2 Gretel Ct.  
 Newport beach, CA 92663  
 330-605-8511  
 Matt.goist@gmail.com

### 0990

Daniel Tucker  
 Joyce Tucker  
 29 Congress Street  
 Bethlehem, NH 03547  
 603-869-5735  
 603-616-7334  
 Dantucker71@yahoo.com  
 1925 HCS  
 Model 6 Touring  
 VIN: 3404; Eng: 90375  
 Owned since 1996

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

### 0991

Philip W. Lowe  
 Sarah Lowe  
 29 Collingwood Lane  
 Palm Court, FL 32137  
 904-687-8573  
 386-445-8885  
 Pharahps@aol.com  
*1914 Bearcat Replica by George Barris  
 VIN: #3. Kept by Barris as display car.  
 Purchased Nov. 2022.  
 Ex: Jim Burns (#0581) 2001-2003  
 Ernest Tuff (#0678) 2003-2022.*

### 0992

Patrick Faucompre  
 13911 Tummore Road  
 Silver Spring, MD 20906  
 301-871-1808  
 240-353-6288  
 pfaucompre@yahoo.com  
*1927 Stutz AA Speedster  
 VIN: 86509; Eng: 87486  
 Owned since 1998*

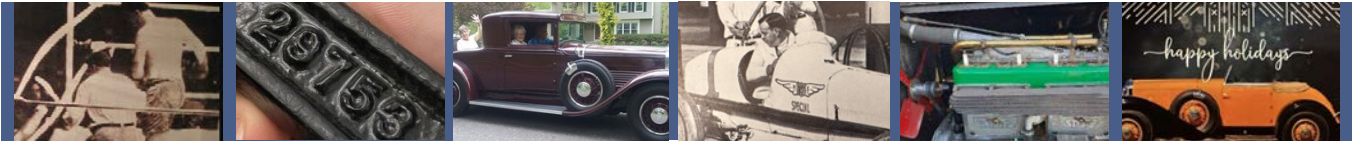
## Announcements

*See Stutz Club Membership News on page 22....*

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## From the Editor

*by Carl Jensen*



Happy New Year! I hope you all have had a great start to 2023, and are deep in your winter Stutz projects for a summer of driving. As you can see above, our Wisconsin driving is quite typical this year...

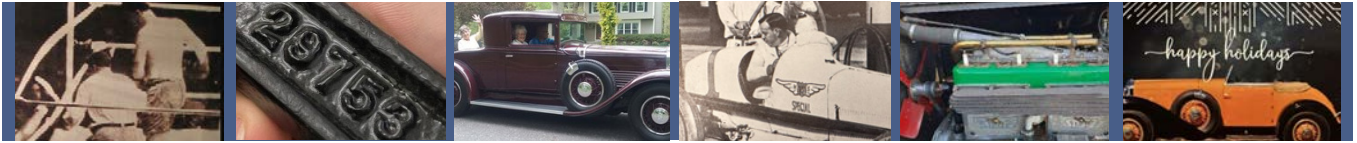
On the flip side, I am sorry for all of you who endured the only year the Hilton Head Concours had rain in 2021, because this year it was as beautiful as usual. There was a small set back at the Jensen house, because when the shipper came to pick up our 1948 Jaguar for the concours, we had a terrible sound at the rear wheels. Now, this is a car we regularly tour and I had driven two weeks before. But we didn't want to send it with a problem, so back in the garage she went.

Since I had paid the shipper anyhow, and there was an Austin-Healey reunion...we sent our Healey 100 and enjoyed just driving it around the island. The Jag

turned out to be the splines on the hub (thanks Jon Lee for your insight) and a new one is already on its way.

I find the overlapping weave of different people in the early days of the auto industry very intriguing. When we purchased our Marmon, it was interesting to learn that Fred Moskovich had worked there. With that in mind, I hope you enjoy the short article on how Harry Stutz and Harry Miller crossed paths. Surely all three of these men (Moskovich, Miller & Stutz) would have known each other from the industry as well as their common involvement in racing.

In later years Moskovich would become a major investor in board tracks, where Miller cars were so successful. Of course what could be safer than slippery boards and high speed cars on skinny tires! Board tracks and Stutz cars is topic for a future article. Speaking of



that, the book “Board Track, Guts, Gold and Glory” by Dick Wallen is fantastic with great Stutz photos from the early days of racing.

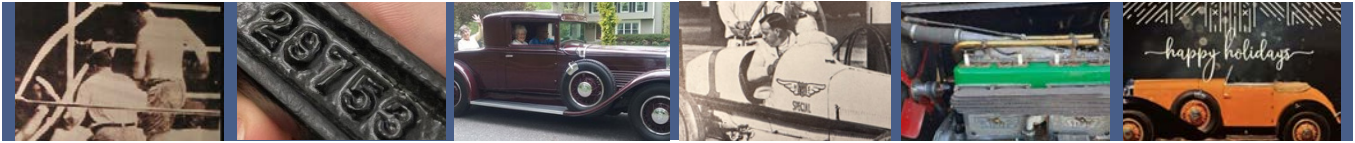
I also enjoyed researching boxer Luis Firpo and his relationship with Stutz for an article in this issue. I hope our members in South America like it, and if you have any additional information, please send it to me for a follow up. But as it usually goes, that lured me down an-

other path of information resulting in a short article on another boxer, Kid Hawkins and photo taken by Smith Hempstone Oliver of Kid in his Stutz speedster.

On a final note, I must congratulate “Straight Eight” of Troy, Michigan. Not only have they done good work for me, but they get 1st prize on the best Christmas card with a Stutz Super Bearcat!

Looking forward to seeing you in 2023!





## Another Harry

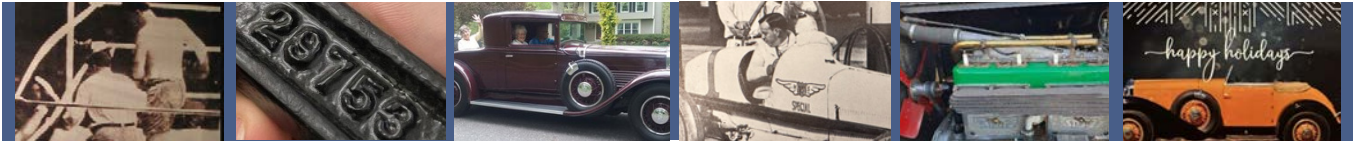
*By Carl Jensen*

From the beginning of Stutz automobiles, Harry Stutz, his cars and companies crossed paths with another Harry who also created a legacy in racing. Born in Wisconsin, Harry Miller started his engineering and manufacturing career with carburetors. The extreme brilliance of Harry Miller and success of his cars in motorsports can no way be overstated. Starting in 1922, Miller engines powered 12 Indy 500 wins, 9 of which were in Miller cars. Millers were the cars to have during that time and they dominated ovals and board tracks of the day. As mentioned later in this article, the 1926, 90 cubic powered racer could crack 170 mph. The architecture of the Miller engine lived on in the Offenhauser which had another 27 wins at Indianapolis through 1976!

Not only were Miller race cars the winning machine on the track, Miller built engines for racing aircraft and boats. One of the more famous boats was Miss America IX, which in 1931, was the first boat to exceed 100 mph in the hands of Garfield Wood.

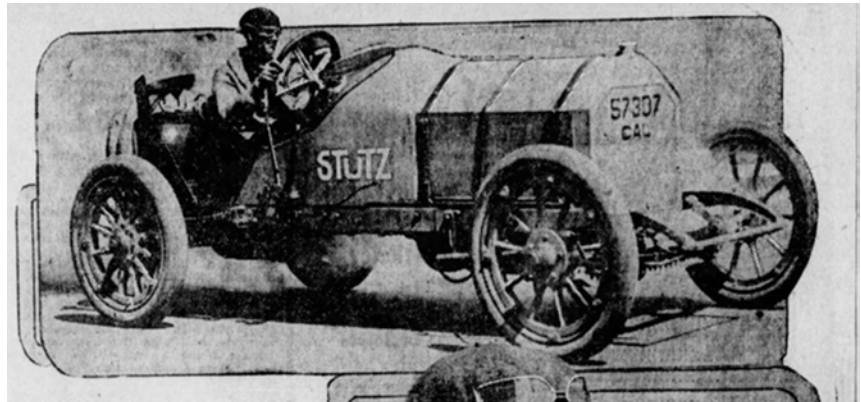
Believed to be taken in the winter of 1911/1912 Harry Miller was photographed in this touring car with David Lewis and their wives. David, who was married to Harry Miller's sister, ran in the Indianapolis 500 four times, with a best finish of second in 1925, in the debut of the front drive Miller. But before he raced Millers, Dave Lewis was a regular pilot of Stutz race cars on the west coast. An interesting note, the license plate on the early touring car, matches the race car shown in the LA Times photo from April 24, 1912. Although this might





question who actually owned the new touring car, certainly Harry Miller was acquainted with Stutz cars from their beginnings.

Despite Harry Stutz winning two championships with his race team in 1913 and 1915, A win at his home track in Indianapolis was still missing from his racing accomplishments. After starting H.C.S. it would appear that his racing days were behind him. The H.C.S. was a fine motorcar, but not the basis for a race car. Also, by now rules had changed and race cars had evolved significantly from 1915 when he pulled out of racing. Cars were now single seat and had much smaller engine displacement regulations (122 cubic inches in 1923). So if Mr. Stutz wanted to race, the solution was to assemble a team using



Dave Lewis, in the Stutz Racer,

One of our own daring speedsters. This is the stock racer entered in the grand prize free-for-all at Santa Monica, by as nery a man as there is on automobile row—Walter M. Brown. This is a car and a driver worth watching every minute of the great race.

## HARRY C. STUTZ TO RACE H. C. S. SPECIALS MAY 30

Local Manufacturer Takes Over Two Miller Mounts for 500-Mile Event, With Tommy Milton Driving One.

Harry C. Stutz, Indianapolis auto manufacturer and sportsman, formerly known as "the fox of the motor speed game," couldn't resist the lure of the Speedway pastime and May 30 will see two cars known as H. C. S. Specials tearing around the bricks at the Indianapolis Motor Speedway carrying the colors of his firm and piloted by two selected drivers.

Announcement was made today that two of the Harry Miller mounts entered in the 1923 500-mile event had been transferred to the supervision of Harry C. Stutz of the H. C. S. Motor Company, Indianapolis, and that the cars would be sponsored by that firm and raced as H. C. S. Specials.

### 1921 Winner Pilots One

Tommy Milton, 1921 racing champion, will be at the wheel of the first H. C. S. Special of the two-car team. The other driver was not mentioned in the announcement of the official transfer of Miller-motored entries to H. C. S.

The H. C. S. Special Milton will drive already has traveled the fastest practice lap at the Indianapolis Motor Speedway this year and was the first of the new 122 cubic inch piston displacement cars, being raced at Indianapolis for the first time in history, to be constructed.

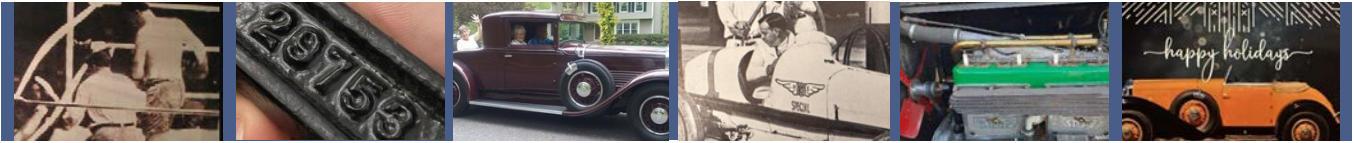
### Revival of Interest

The entrance of the H. C. S. organization in racing is additional evidence that Speedway racing is rapidly returning to its place in the high-powered sporting calendar, after waning for several years. Other manufacturers are expected to take to the Speedway for information on the sensational motors.

And the H. C. S. Specials will bring to the track, Harry C. Stutz, one of the most romantic figures of the great gasoline sport, a pit general and strategist, whose renown is international.



HARRY C. STUTZ



**COOPER IN HIS DURANT SPECIAL**

Harry C. Stutz has dropped another bomb into racing and automobile manufacturing circles. Earl Cooper, popular coast driver, will join the H. C. S. racing team right after the 500-mile race here and the team of three cars will bend every energy toward sweeping the boards at the other races of the year.

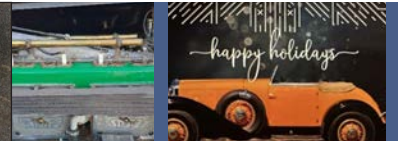
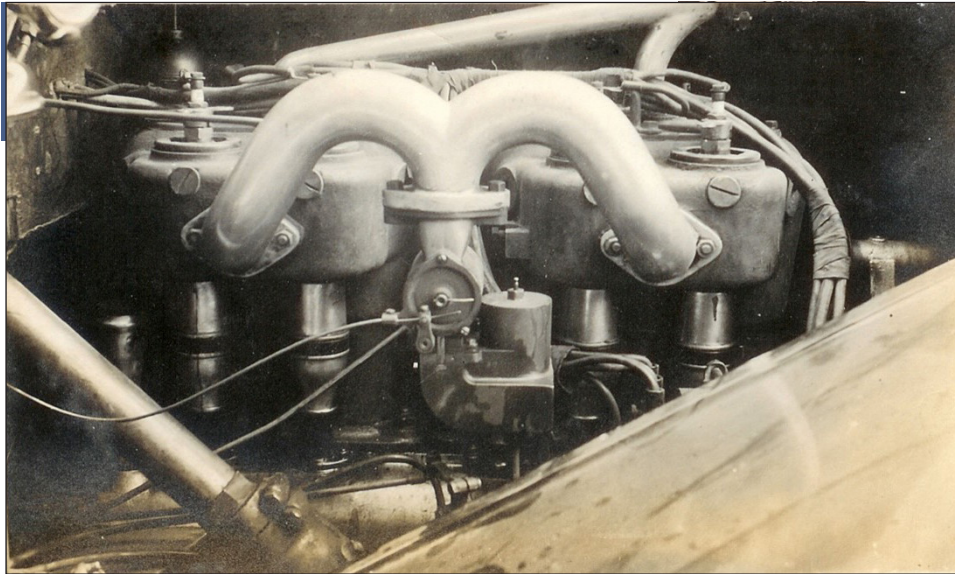
The H. C. S. Company has ordered another Miller racing car and Harry Miller has wired the word to his factory in Los Angeles to rush the little single seater through to completion. This will be the third Miller to carry the H. C. S. banner, the other two being driven by Tommy Milton and Howard Wilcox.

Close observers knew that something must be brewing when Reeve Dutton, former mechanic for Cooper, came in Tuesday. Cooper and Dutton made history in a Stutz on the west coast in the days when factory racing was at its peak.

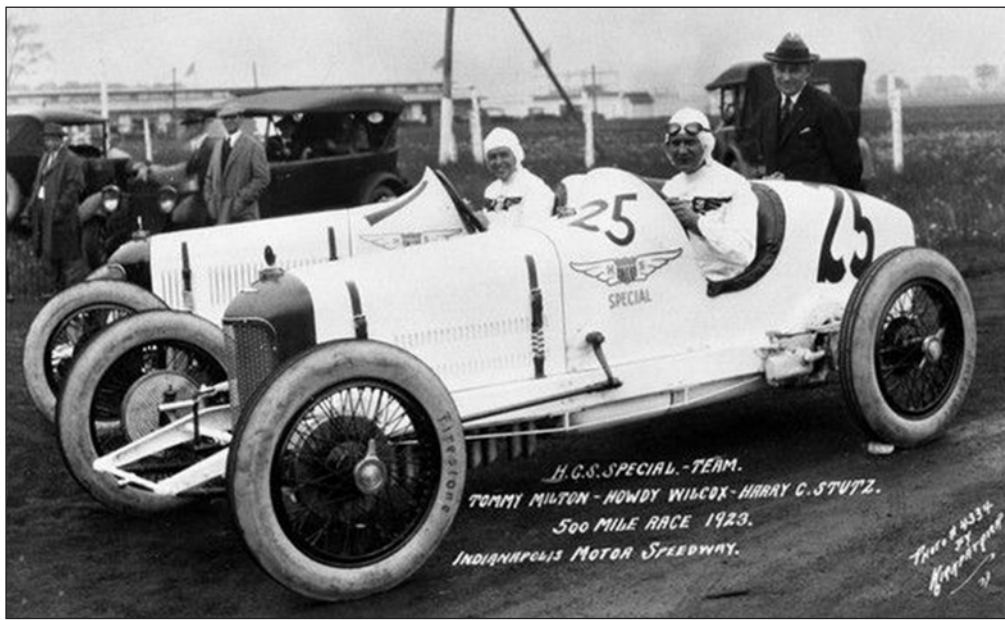
Cliff Durant, owner of the Durant fleets of racing cars, and president of the Beverly Hills speedway, of Los Angeles, saw the wisdom of having Cooper join the H. C. S. team and put no obstacle in his way. Durant believes that racing gets its greatest impetus from factory participation and he believes also that it is the duty of every factory to aid in developing the pigmy motors for ultimate passenger car use.

On the day of the 1923 Indianapolis 500, two men named Harry had reason to celebrate. Of the 200 laps, 51 were led by Howdy Wilcox in the H.C.S Miller, and although his car went out with clutch problems, Tommy Milton, in the other H.C.S, lead 128 laps! That includes the most important lap, the one that sent him over the finish line first. In an interview with Harry Stutz he detailed how his team went through every nut and bolt of the car to ensure perfection. Following the H.C.S win at Indianapolis, at least one of the Miller 122 race cars received a modification by changing out the Miller radiator shell with one that had styling features of an H.C.S.



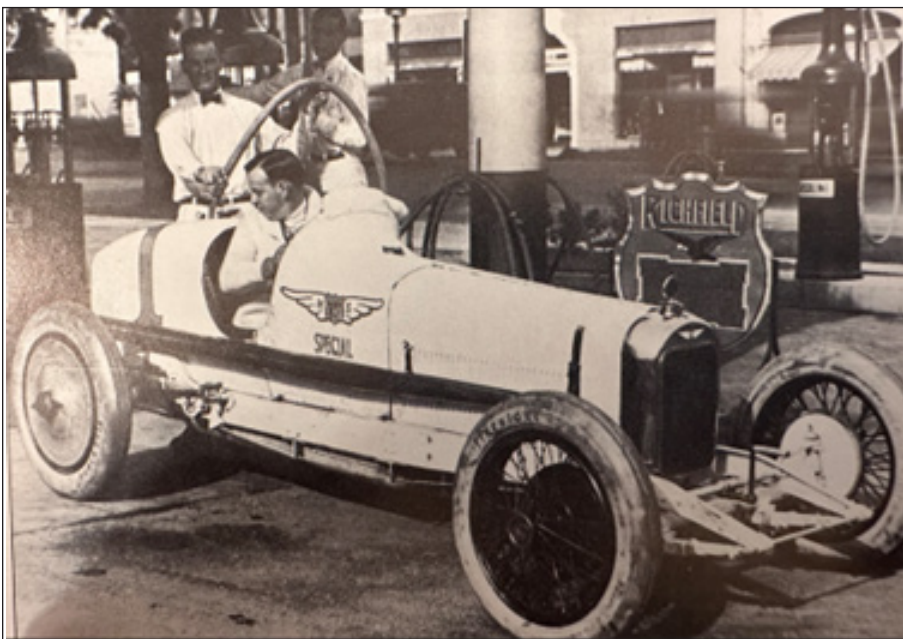


*This picture is from Harold Peters (which he received from Harry Miller's grandniece) that shows a Miller carburetor on a Stutz Wisconsin engine. Beads on the fender tell us the car is late 1911 or 1912. It could be the same touring car in the photo.*

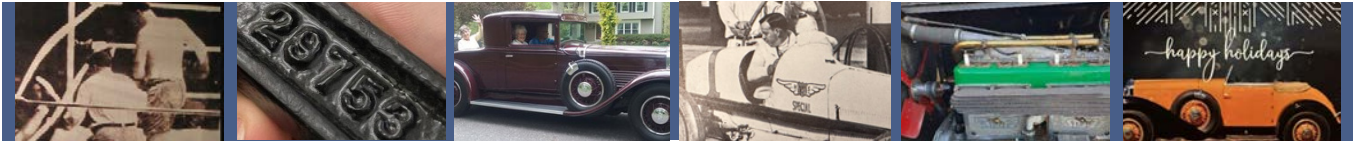


*H.C.S. SPECIAL - TEAM.  
TOMMY MILTON - HOWDY WILCOX - HARRY C. STUTZ.  
500 MILE RACE 1923.  
INDIANAPOLIS MOTOR SPEEDWAY.*

*Photo by  
Graham*

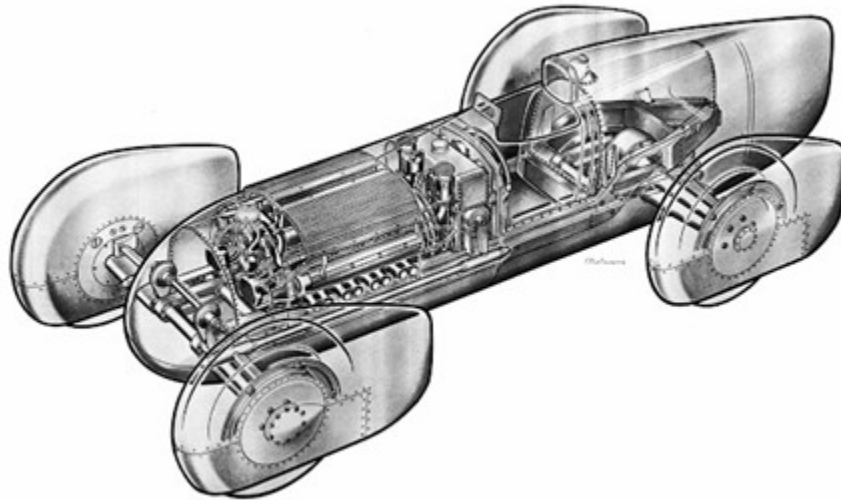
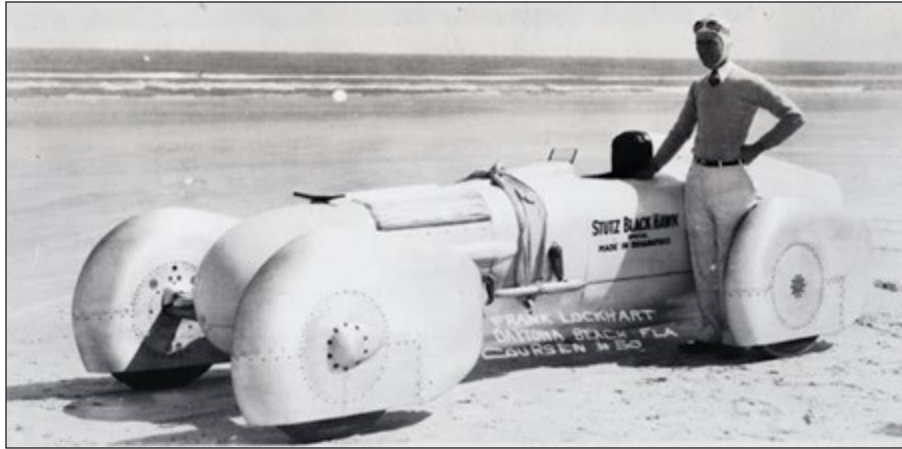
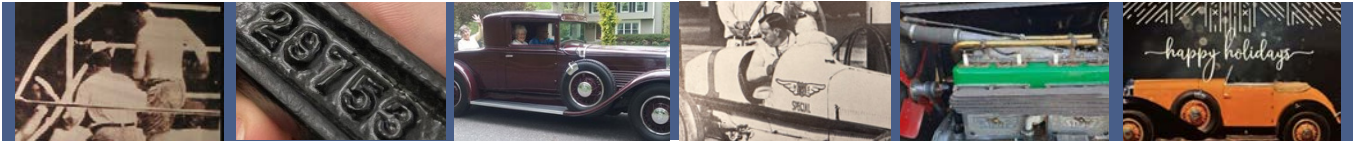


*Note grill change to resemble the sponsor, H.C.S.*

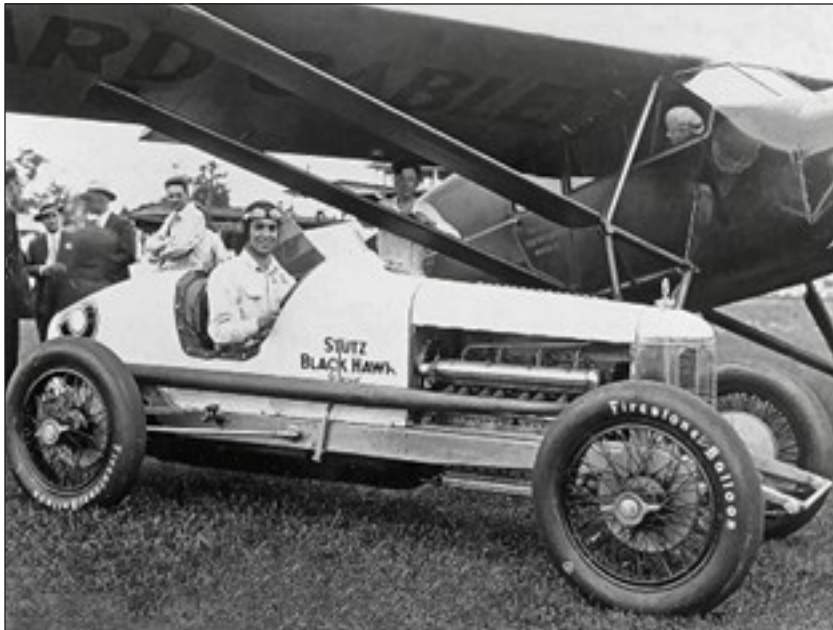
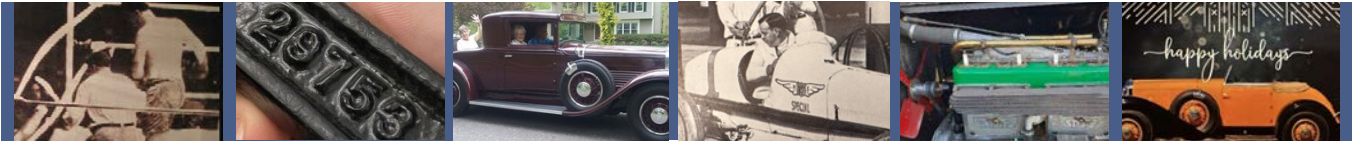


A few years later, the June 6, 1926 edition of the *Indianapolis Star*, ran an article about Harry Miller picking up the new Stutz he purchased in Indianapolis. This was followed by the most famous and tragic intersection of Harry Miller and the name Stutz.

According to the “The Miller Dynasty” (a great book), the prompting of Lockhart pursuing the land speed record came about in 1927 after Henry Segrave ran his monster Sunbeam over 200 mph. There had always been a great rivalry between the Brits and the Americans over speed records on both land and sea. When Indy 500 winner Frank Lockhart got wind of that, he went out in his svelte Miller 91 had turned 171 mph with a mere fraction of the engine displacement with its 90 cubic inch inline 8. Lockhart realized that with a Miller based streamliner, he could smash the current record. To take on the project he approached racing enthusiast and Stutz President, Fred Moscovics who formed a group that funded \$20,000. Then Stutz added another \$15,000 with the use of the Stutz facility and resources. In turn, the vehicle would be named “Stutz Blackhawk”.

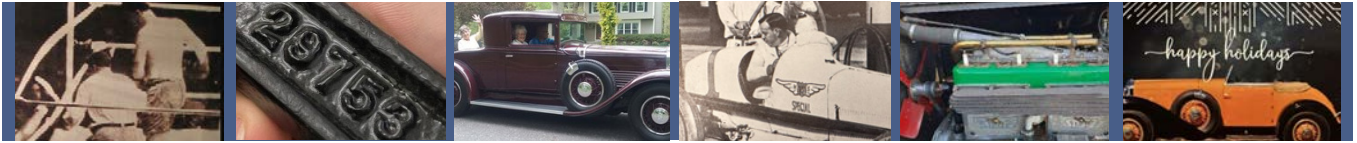


The slender streamliner was a mix of engineering, craftsmanship and art. The engine combined two Miller 91 engines for two crank shafts, 16 cylinders, four cam shafts and two superchargers. Power was sent to a modified version of a Stutz worm gear differential. Despite breaking the class record at 198 mph (which stood for decades), the goal was to break the overall record. On final run at over 220 mph there was a failure at the right rear tire and the young Frank was killed. While the car was destroyed, the engine was raced at Indy as late as 1946...that's more than 20 years after the Miller 91 was introduced!



Lockhart's Miller track car also received Stutz sponsorship, however with his unfortunate death the Stutz Blackhawk Special was piloted by Tony Gulotta (seen in the cockpit) and later, under different ownership, Louis Meyer. Meyer won both the 1928 and 1929 AAA Championships in the car. Ironically the overlap continues today, when every year the Harry Miller Club meets at the world's oldest continuously running race track to exercise these historic cars, and every year a couple Stutz cars are on track as well!





# The Wild Bull of Pampas

*By Carl Jensen*

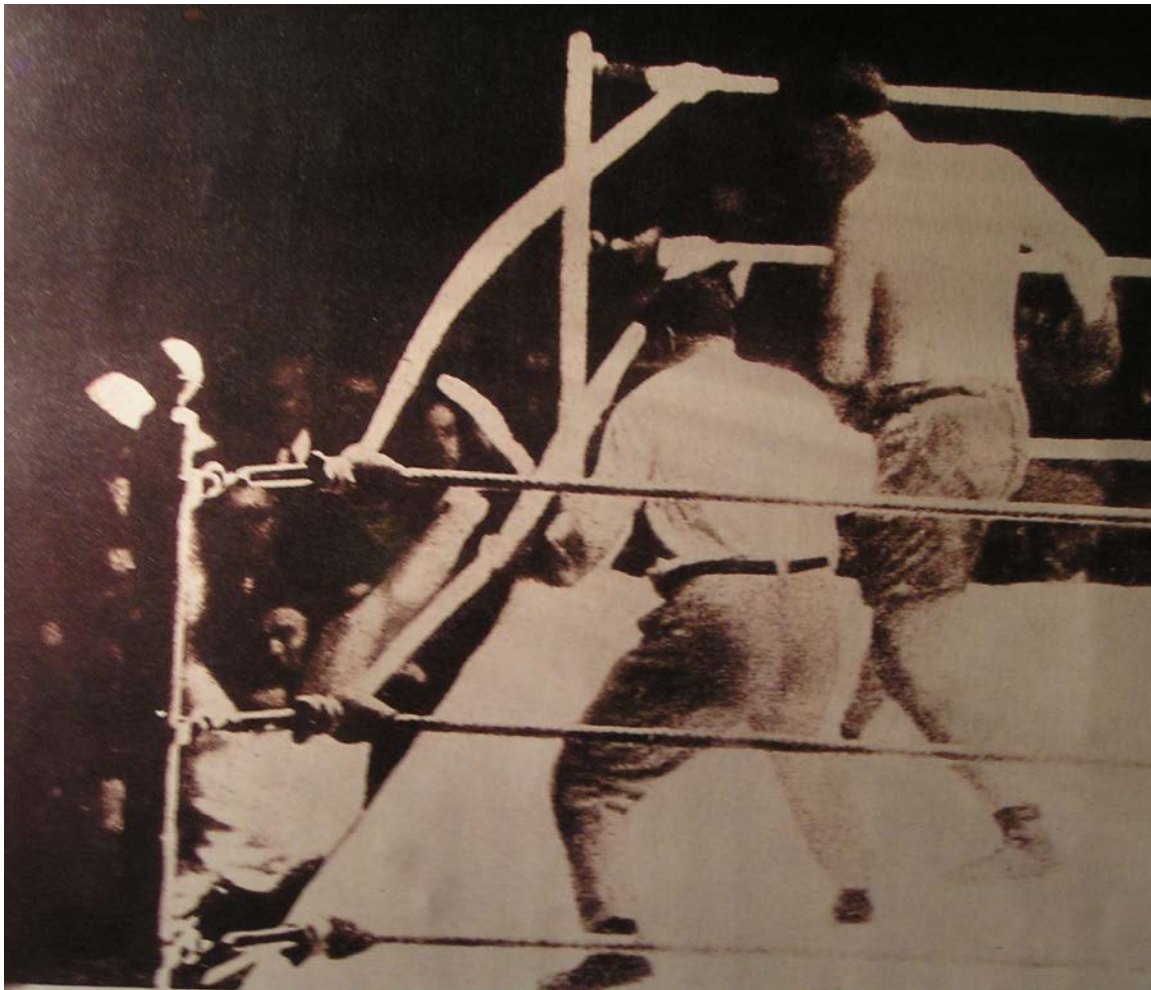
Luis Ángel Firpo was born in Junin, Argentina in 1894 and would create a legacy still remembered today. Known as “The Wild Bull of Pampas”, he began his professional boxing career in 1917. Firpo was a big man, standing 6’3” with



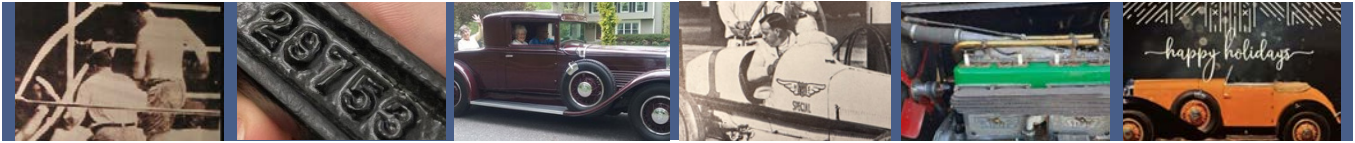
thick wavy dark hair and rugged good looks. Despite his chosen career as a fighter, most photographs outside the ring show him with a warm and friendly smile.

Researching his fight record, The Wild Bull of Pampas is recognized in the boxing world as one of the greatest punchers of all time. To that point, he won 32 of his 38 fights, but the fact that he won 26 by knockout really speaks to the punches he could throw.

His most famous bout arguably was September 14, 1923 when he became the first Latin American in history to challenge the world heavyweight title. His opponent, the great Jack Dempsey. “The Ring” magazine calls this



*By Unknown author - El Gráfico N° 221, Public Domain, <https://commons.wikimedia.org/w/index.php?curid=4526603>*



match in New York in front of 90,000 fans one of the best bouts in history. The fight was action packed when Dempsey floored Firpo several times in the first round. But then Firpo collected himself shot a combination finishing with a crashing right blow that sent Dempsey completely out of the ring! Dempsey was helped back in the ring, barely making it in under count, then knocked out Firpo in the next round. In two rounds of the great slugfest, there were 11 knockdowns!

Despite losing the Dempsey match, Firpo became well respected and loved here in the US and gained fame across Latin America. Soon sports teams, streets and monuments had the name Firpo. As an interesting twist, Firpo and Dempsey became friends and in their retirement jointly managed young boxer Abel Cestac who later became the South American heavyweight champion.

However the Dempsey fight was not the only business that Firpo had in the US in 1923. A few weeks before the famed fight, he signed a contract on August 25th for a Stutz franchise in South America. Firpo actually had, and won, several other bouts in the US prior to the famous Dempsey fight.

Firpo was already known as a keen and successful businessman. He sat on the board of one of the largest banks in Argentina and had several business interests. Prior to the signing of the contract, he made a visit to Indianapolis in early August and took a plant tour with Stutz factory driver Tom Rooney. The announcement of Firpo taking the Stutz franchises in Argentina and Uruguay was as early as August 9 in the Indianapolis Times, and was big news being covered in hundreds of newspapers across the US. The contract he signed was for a minimum of 100 cars, with the first 10 to ar-

SUNDAY MORNING, AUGUST 26, 1923

## FIRPO SECURES STUTZ CONTRACT FOR S. AMERICA

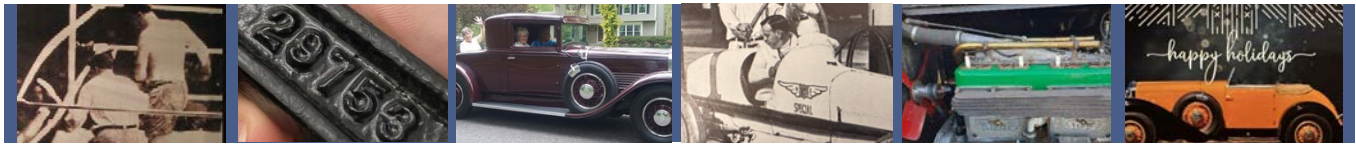
**New York, Aug. 25.**—A new phase of the complex nature of Luis Angel Firpo was revealed when, with all the assurance of a man of extensive business experience, he concluded negotiations with officials of the Stutz Motor Car Co. for the distribution of Stutz cars in South America, at the offices of Melchior, Armstrong & Dessau, export agents.

Firpo plans to assume personal direction of his new business enterprise as soon as he returns to South America, following his tilt for the world's heavyweight championship with Jack Dempsey, Sept. 14. Meantime he has cabled his bankers to make arrangements at once for suitable sales rooms and service stations in Buenos Aires and Montevideo, capitals, respectively, of the Argentine republic and Uruguay, both of which are included in his trade territory.

## FIRPO SIGNING STUTZ CONTRACT



**Luis Angel Firpo, swinging his heavy right on the contract that made him distributor for Stutz cars in South America. Left to right—Firpo, G. Widmer, interpreter, and Herbert R. Hyman, manager of Stutz sales and advertising.**



rive with him upon his return to Argentina. Firpo was already working to set up sales and service locations in both Buenos Aires and Montevideo. The plan was to capitalize on the advertising of his return from the Dempsey fight and announce the Stutz dealerships. In addition to the 10 cars, his personal car, a maroon Stutz Six Sportabout, the factory also sent spares and everything needed to set up the service centers. That's a lot at age 29.

On some level, Firpo's friend Martín de Álzaga partnered with him. De Álzaga was a wealthy businessman and racer, who had fielded three Bugattis in the Indianapolis 500 earlier that year (1923), one of which he drove. One would speculate that his involvement was minimal as Firpo was known as a very focused businessman and de Alzaga was recognized to be a playboy and opened the famous cabaret "Bath Club" and in 1931 "Morocco Club". He socialized with Hollywood A-listers, and was even briefly married model/actress Kay Williams.

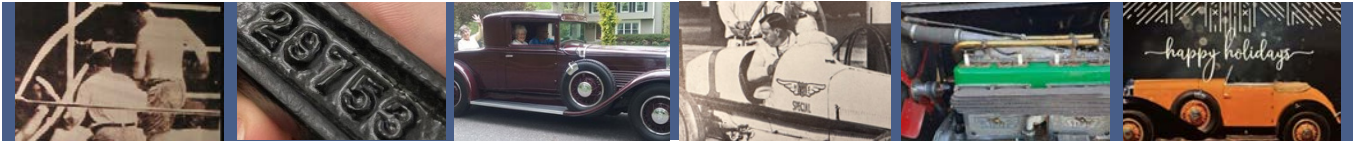
April 20, 1924 *Indianapolis Star*, L.L. Corum tests a Stutz Special race car for Firpo. Despite snow and ice

conditions on the track, and not pushing the fresh engine, it exceeded 100mph on the straights.

White in color with coat of arms on each side. (Now for something really interesting...in the October-December 1991 issue of the *Stutz News*, Joe Freeman pointed out that although the photo was taken at the Stutz building, that is not a Stutz! It

is Duesenberg 183 cu in race car. Possibly some modifications were made by the Stutz boys, but certainly Firpo would need Stutz and not Duesenberg painted on the side to promote his dealerships.)

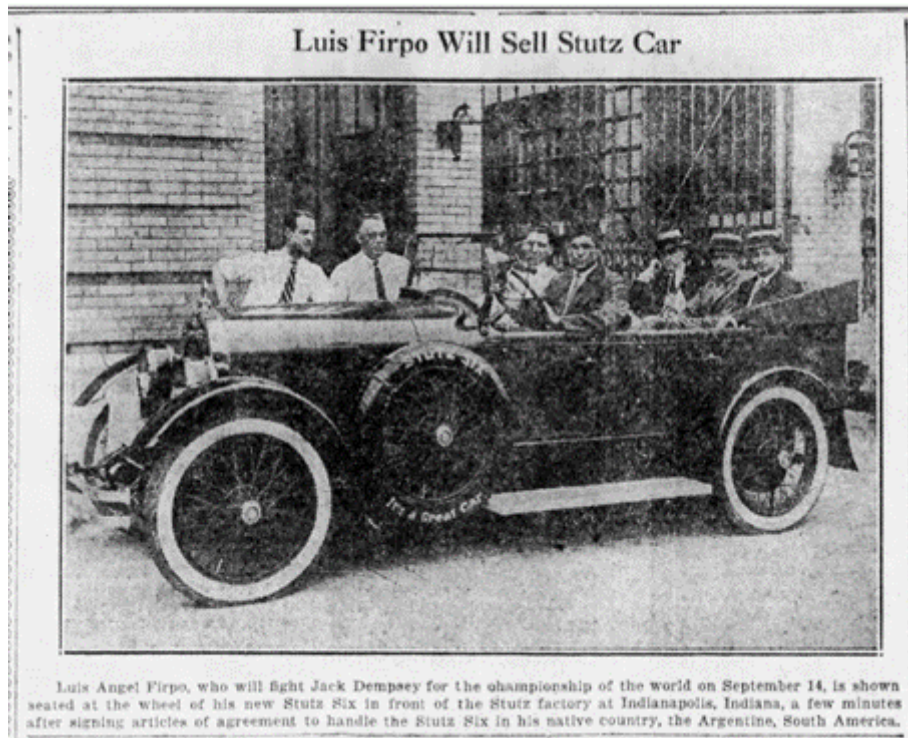




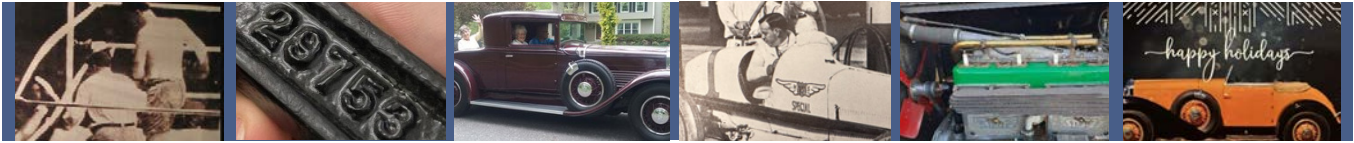
Firpo's dealerships flourished. One would expect his fame and social circles drew in the clientele for Stutz automobiles. At the 1928 Buenos Aires Automobile Salon, his dealerships sold 28 Stutz cars, more than 50% of all premium cars sold during the two week event. In fact, he was selling Stutz cars outside of South America as well. The international press was all over the fact that in 1929, Firpo sold a car by radio telephone to a customer in Paris. This was the first time in history a car sale was made over the ocean by phone! Such a common thing today, was major news in 1929! The customer ordered a 5-Passenger convertible sedan for an extended tour around Europe.

In June of 1930 Mr Firpo made his first visit back to Indianapolis since the Dempsey fight. He was by far the leading Stutz dealer in all of South America and his Stutz racing team had been winning the major road races in Argentina for the past three years.

Later in life Firpo owned a large commercial ranch with over 10,000 head of cattle and a sheep heard of nearly the same size. When he passed in 1960 unexpectedly of a heart attack leaving his widow behind, a newspaper interview in very simple words described him as, "A big friendly fellow", which is a very nice way to be remembered.







## Another Boxer and His Stutz Cars

By Carl Jensen

After assembling the article about Luis Firpo, I thought I would investigate another boxer who was a Stutz enthusiast, Thomas “Kid” Hawkins. Let me tell you, that was tough! There are endless fighters in the early 1900s named “Kid” and a few other fighters named Hawkins. I went down the wrong trail more than once. In fact there is another boxer named Thomas Hawkins, but his nickname was “Long”...that caused some confusion. It turns out that there is not a lot of info on Kid Hawkins.

*Kid Hawkins in an early Stutz touring car.  
But this was not his last Stutz.*



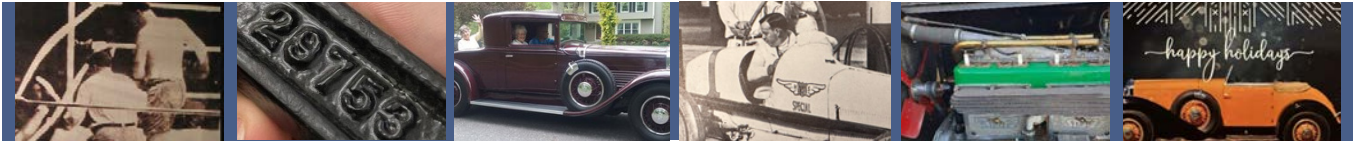
*story continues on page 18...*

### Bearcat For Sale

I have decided to sell my 1918 Stutz Bearcat. The car is well sorted and runs well, having won the 2015 VSCC Edwardian Race at Mallory Park, U. K. It set a time of 62.27 secs on the Prescott Hillclimb. Car is in the UK. GBP139,500 no offers.

Nigel Atherstone:  
Mobile: 0044 75 87436299.  
2nigelatherstone@gmail.com





His boxing career was so early that there are very few records of his bouts, also he fought a lot overseas. I later learned he had over 100 matches, most of them were out of the country and it appears many may have been exhibition matches.

What was amazing about Kid Hawkins was, everything. In an article from "The New York Age" dated December, 31, 1938 there a brief summary of his life to that date. While boxing at a fair, he got his first ride in a balloon. He could have never guessed how that would change his life as he was so excited, he took a job with the Kibler Amusement Company where he traveled to 48 states taking customers up in hot air balloons. After being seen in a boxing match, he was offered a trip to England to box there which resulted in him fighting all over Europe. In fact, he traveled twice around the world

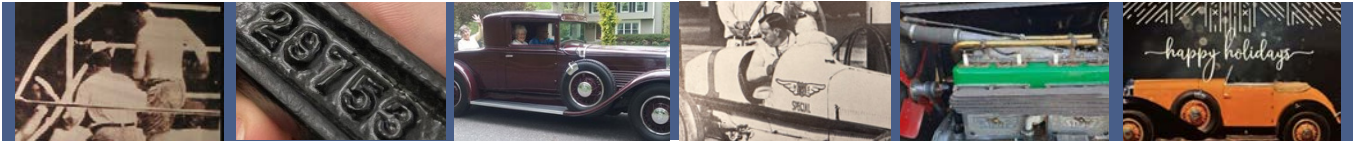
and learned four languages in the process, despite ending school in the sixth grade.

Upon returning the US, Hawkins started to learn aircraft mechanics and took his first flying lesson in August 1922. He soon logged so many hours, he became known as "Ace" Hawkins. This led to promotional flights, including a nonstop from Brooklyn to Cuba. At the time of this article, he owned a moving van business, brokered aircraft, raised English bulldogs and started this flying club. He went on to say that one of the points of the club was to expose youth to aviation.

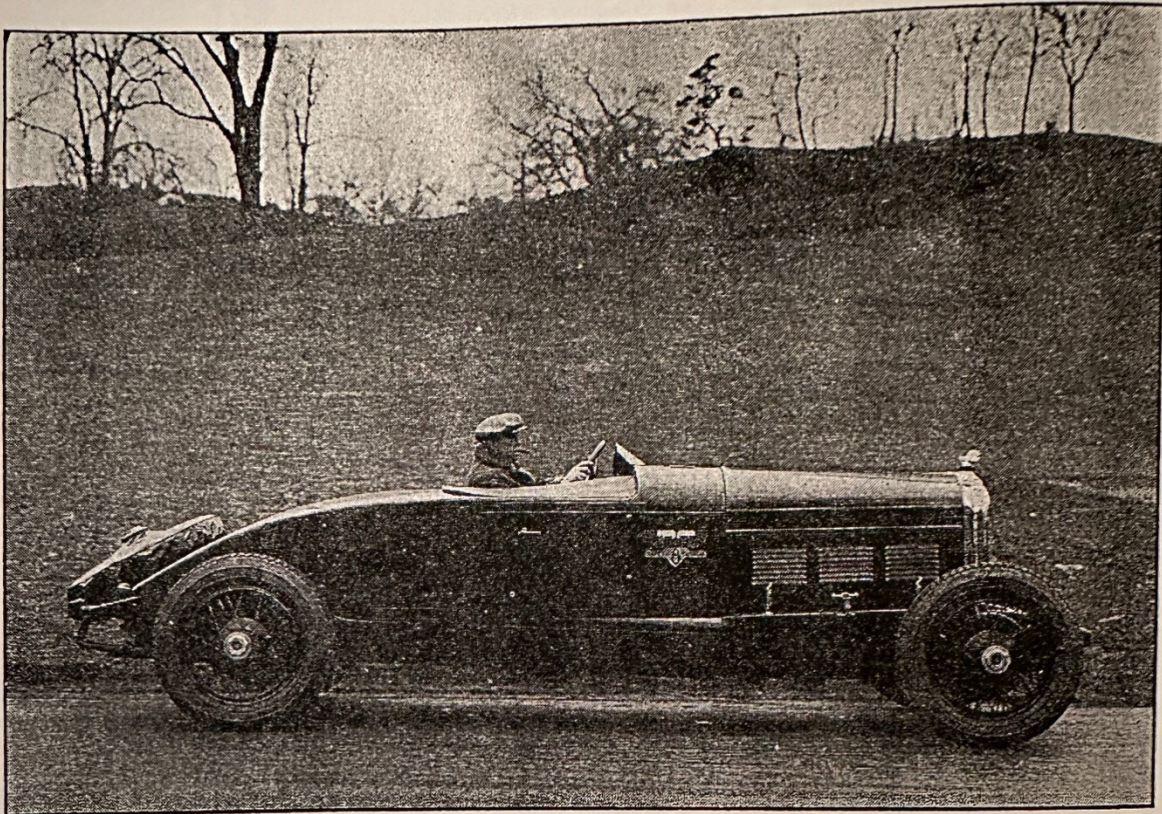
He was also a huge fan of fast cars and in addition to Stutz, he owned a Locomobile and a big Renault 45. As mentioned, the touring car was not his only Stutz. In the January-March 1992 Issue of the *Stutz News*, Smith Hempstone Oliver assemble a fascinating article on when he took this photo of Hawkins with his AA speedster in front of his New York moving company office in 1933. They must have becomes friends, as Oliver took additional photos over 1934 and 1935. At the time Oliver, who owned BB, raced against him down the road with the AA taking off "as though the BB were standing still".

If you are wondering about the origin of this speedy Speedster and how it ended up in New York, see the follow article that was published in the following issue of the 1992 *Stutz News* from the June 11, 1927 copy of the "Safety Stutz" company newspaper.





## *Gives Speed Cops a Try-Out*

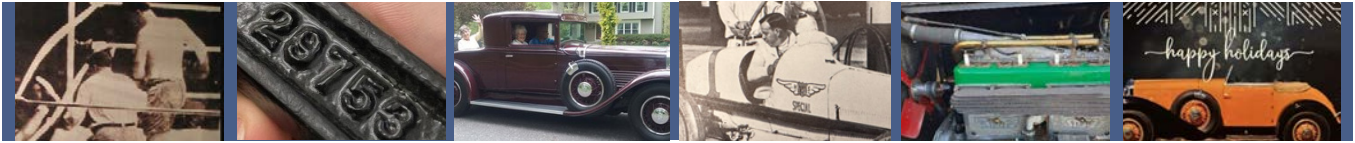


Stutz dealers and salesmen who attended the sales and service convention at the factory last December will recall the special Black Hawk speedster, which was driven at the Indianapolis Motor Speedway on Monday afternoon of convention week and which showed more actual miles per hour than Stutz competitors have even in their advertising. Before any one else had a chance to do so, Frank Apgar, Stutz dealer in White Plains, N. Y., purchased the car "just as she is." When he got it home, he had a special rear hump put on the body, and then started out to show New Yorkers what real speed is.

The car flirted with higher speeds than even the factory engineers had hinted at, and, in

order to make the demonstration authentic, Mr. Apgar staged a race with a motorcycle policeman, who was left far behind even though his mount was supposed to be doing well over 80 miles an hour.

Again, as a demonstration for the Amityville, N. Y., fire department, Mr. Apgar, from a standing start, drove 250 yards in 14 seconds. He then repeated the demonstration, but stopped the car within 25 feet after crossing the 250-yard mark, with a total elapsed time from start to stop of fifteen seconds. Not only has the car great acceleration, but Mr. Apgar is enthusiastic about its flexibility and ease of handling. He can easily drive through the heaviest traffic in high gear, without once having to change gears.



## Insight to the Life of a Mechanician

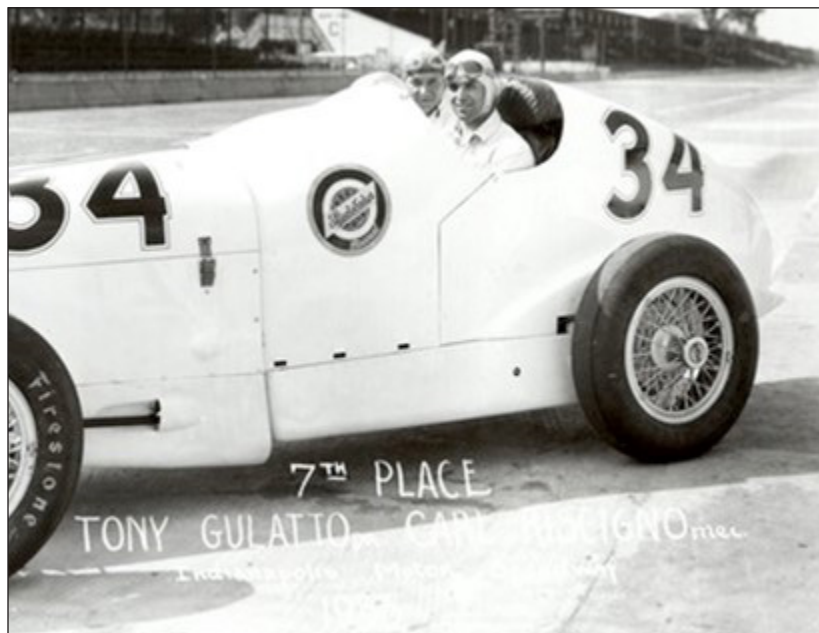
The riding mechanic, or more correctly called the mechanic, lived a tough life. They risked their life every bit as much as the driver, but yet, did not get the glory. I have read some really hair raising experiences of these guys, but the summary below from member Stan Smith, given from a driver, adds some color. In the comments below, Stan and I were exchanging information on board tracks and the championship drivers following the race circuit. Thanks Stan for sharing this:

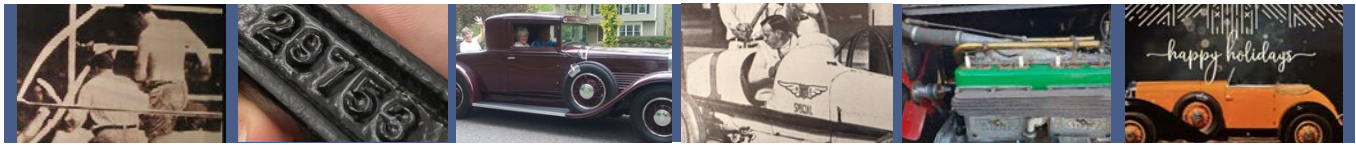
The gentleman, who I got to meet at his home in LA, drove the Studebaker Racer at Indy. His wife was from Tipton, PA - she met him at the board track. I can't quite recall exactly what she next said but it went something like: "I became part of that yearlong circus! As part of the AAA Racing Championship all of us together rode on the same train playing cards like any family...the race cars were in the box cars."

I asked Tony Gullota what the duties where of the riding mechanic in the two-place racers.

1. Check for passing racers. Tap him on the right or left shoulder since mirrors weren't allowed.
2. Watch for signals from the pits.
3. Check the temp & oil pressure gages.
4. Light my cigarette by ducking under the dash. At Indy I was out there on the track for 5 hours and no smoking was allowed in the pit area!

As you would expect, the driver is named in the photo, but not the Mechanician!





## Technical Notes

By Brian White

As we approach the New Year I want to wish everyone a Healthy, Happy and safe 2023! Living in the South has its pluses . When the snow is flying and cars are lost in the snow, I feel sorry for all northerners, especially those that I call friends. We do have some cold days, next week we are expecting temps in the teens and then it's back up to 60 degrees . Great convertible weather!

This year we were invited to bring two cars to two Christmas parades. The first one was rained out. The second parade my son-in-law Tim [Ed: Tim is Brian's son in law who purchased his HCS last year and now club member] was taking his HCS and I was taking the 1931 SV16 . As we were getting ready to go, Tim noticed the brakes were dragging on the HCS. After about 30 minutes he got it freed up but they were still dragging some. A second parade missed, but with 12 months to work on them, we can look forward to more Christmas Parades in 2023.

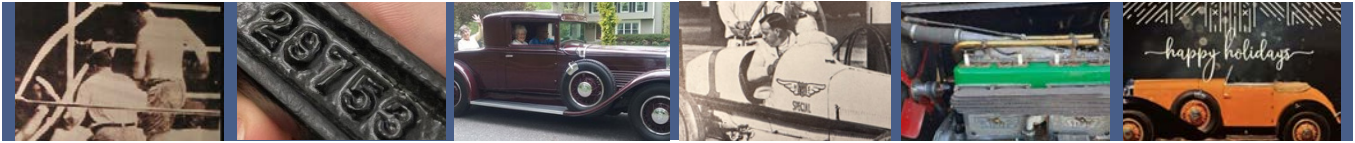
Some of you know I'm working on my HCS now. It is totally apart and the chassis is on jack stands in my basement. The wheels are at Dayton Wire Wheels and are projected to be completed around mid February. I'm working on assembling the engine but I can't install it until the wheels are finished. Fenders and splash pans are in primer. The fenders looked great before they were bead blasted, but after blasting we found they were repaired with lead. Fortunately, a friend I have known for 40 plus years, had lead experience. George has restored more cars and airplanes then anyone I know. The first airplane I had, a Taylorcraft L2, had a hole in the wing from a storm and I needed some dope for the repair. George sold me some and then told everyone he was my dope dealer, he's a funny guy!

George has owned about 90+ Ford Crown Victorias. George has a perfect one he built with a Jack Roush engine. Roush liked it so much he invited Gorge to bring it to his show. Roush signed his car and Bill Warner invited it to the Amelia Island Concourse. George also has a 1932 Ford that he and his grandson drove Route 66 to California and back. Everyone needs a friend like George.

The more I work on my HCS the more I realize what a great car the HCS is. I look forward to touring with my HCS when I finish it's restoration, which can't happen soon enough.

Have a great New Year.





# Membership News

*By Dan DiThomas*

## 2023 Stutz Club Inc. Dues Renewal Forms

The 2023 STuTZ Club, Inc Renewal forms were mailed out in late December.

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.

Considering 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 are looking forward to receiving your renewal and appreciate your continuing support of the club. 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.

Please be on the lookout for your form. The mail service to various locations has been very slow so it may take a while to arrive.

If you have had an address change in the last few months, or you have any questions, please feel free to contact Dan DiThomas. Email: [support@stutzclub.org](mailto:support@stutzclub.org) Cell: 614 832-0066

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

## 2023 Grand STuTZ Dublin, Ohio Registration Forms

The 2023 Grand STuTZ Dublin, Ohio Registration forms were mailed out in late December and included in the same envelope as the 2023 Renewal Forms or in a separate mailing where appropriate.



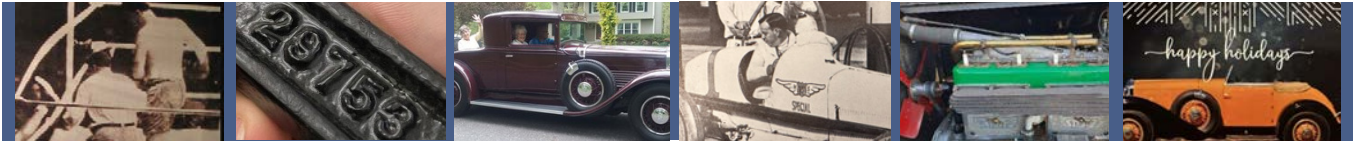
We are looking forward to having many members and STuTZ cars attend this Grand STuTZ.

- Hosts: Dan and Mary DiThomas
- Location: Dublin, Ohio a suburb of Columbus, Ohio
- Dates: Arrival on Monday June 5 and departing on Saturday June 10, 2023

This will be a bit different Grand STuTZ for the following reasons:

- The event will run for an entire week
- There will be a major judged car show on each end that members can attend on their own before and/or after the Grand STuTZ
- The CCCA Experience at the Gilmore Museum in Michigan on the front end and the Cincinnati Concours d' Elegance in Ohio on the back end
- The Grand STuTZ will be set up to allow members to attend and participate in all or some of the activities
- The theme of the Grand STuTZ is "Planes, Trains, and Automobiles"
- The infamous "Ladies Lunch" has returned

If you have any questions, please feel free to contact Dan DiThomas. Email: [support@stutzclub.org](mailto:support@stutzclub.org) Cell: 614 832-0066



## In Memoriam

### Terry Rogers

Terry was born in London in 1939. He originally worked in shipping then moved around the country doing different jobs connected with cars and engineering. Terry had always taken a keen interest in machinery and engineering in many forms.

He successfully raced with his AC in the 1960s, and moved onto racing a Frazer Nash until his health forced him to give it up just a few years ago. He always maintained his cars himself, and built his own specials.

As you will know, Terry was a great Stutz enthusiast, being one of the first life members of the club (#0149). He was always keen to spread the word about the Stutz marque – a rarity here in the United Kingdom. He referred to the car which he owned as a Stutz Vertical Eight, which was in fact a coveted 1928 BB Black Hawk Speedster. He also amassed a large collection of Stutz spares, with the intention of building another car. Unfortunately this was not to be.

Terry was a Motorsport UK scrutineer. In America this would be known as a Technical Official (I think). He

was heavily involved in Historic and Vintage racing, and worked all over Europe. Terry fought his illness all along, and decided it wasn't going to defeat him easily, and decided that he was going to fly a Spitfire, which he did several times: he also flew a Mustang.



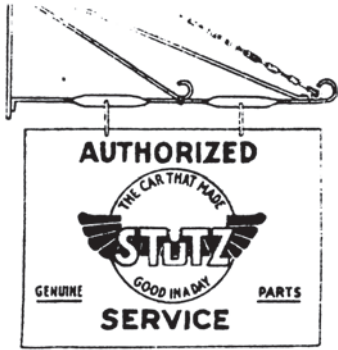
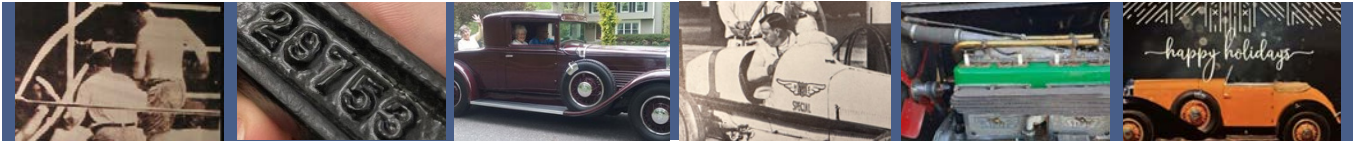
During the period of his illness, he also continued to race. Terry provided reports and photos of both his flying and racing to the QE Hospital in Birmingham, where they used his actions to inspire others who they had diagnosed with cancer.

On the Sunday before he passed away, we scrutineered together at an Aston Martin sprint at Curborough.

We shall all miss him.

*- by Neil Procter*





*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.*

### 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 Smith  
[dpsmith@bell.net](mailto:dpsmith@bell.net)

### Exhaust Hanger Needed

I am searching for an exhaust hanger for a 1932 DV32. I have included photos of my damaged one. It is pretty bad, and if possible I would like to find a replacement before attempting repair. Could you send out an email blast for me? Feel free to have anyone contact me directly, email or phone.

Matt Goist  
 The Singleton Collection  
 330.605.8511  
[matt.goist@gmail.com](mailto:matt.goist@gmail.com)



# OLSON'S

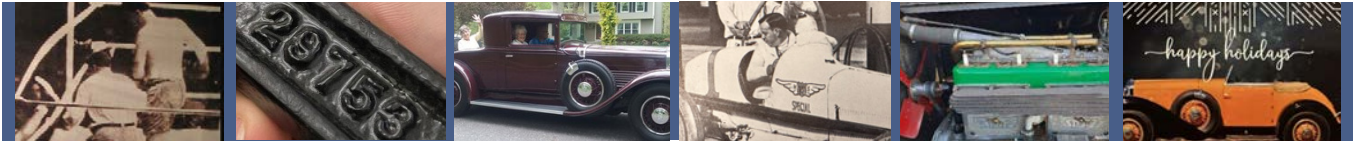
## GASKETS

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**Vertical 8 Parts for Sale**

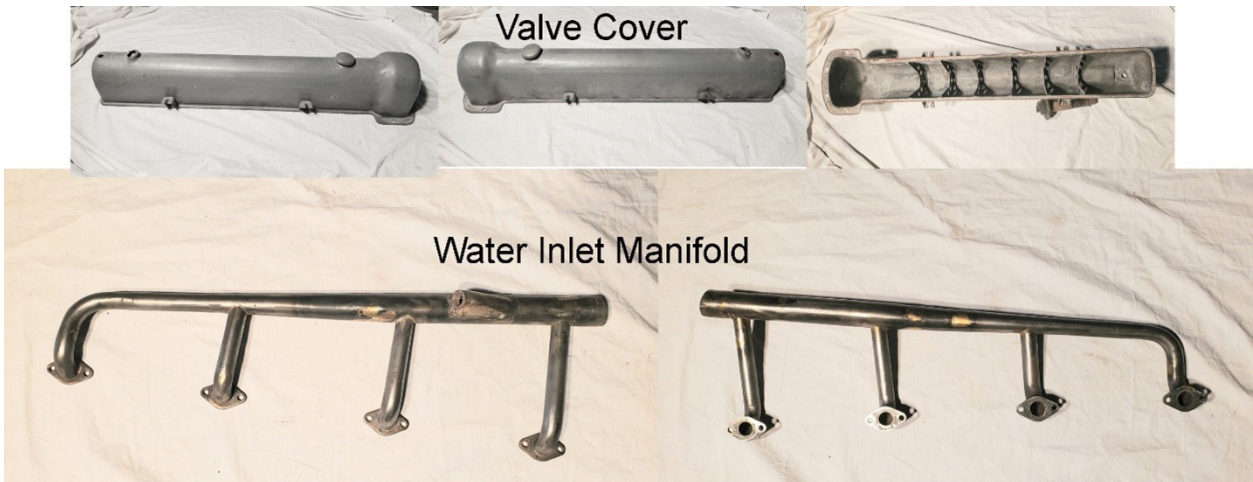
I have the following parts for sale, they are all available individually; except the hubcaps/nuts are sold as a set of 4 and the steering arms as a pair. See the accompanying photos on pages 25 - 27.

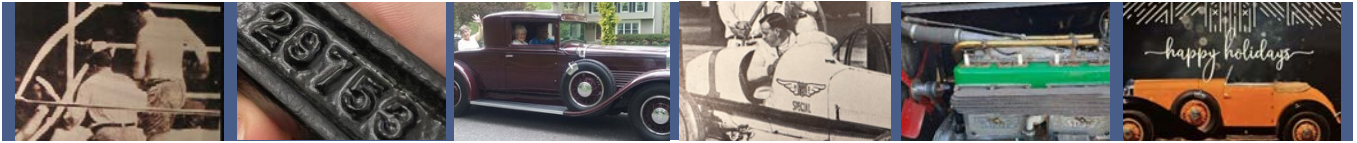
I didn't put prices on anything but of course I will happily sell them at very reasonable prices

to club members. Let's get as many Stutz autos on the road as we can!

Please feel free to contact me by phone or e-mail.

Eldon Guay  
 Alberta, Canada  
 Tel: 403 922 3370 (MST)  
 eldonsculpt@gmail.com





Pitman Arms Small for Back Hawk? Or Other Models ?  
 Large for Model M, SV16, SV32 and Other Models



Pair of Steering Arms for Model M, SV16, SV32 and Other Models

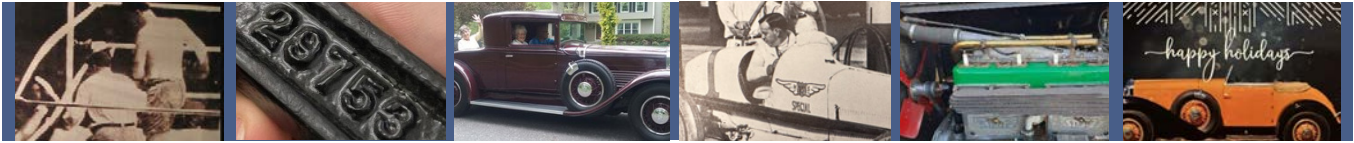


Radiator Top Water Outlet (for AA, BB, and M)



Set of 4 (2 LH and 2 RH) Hubcaps / Nuts for Model M



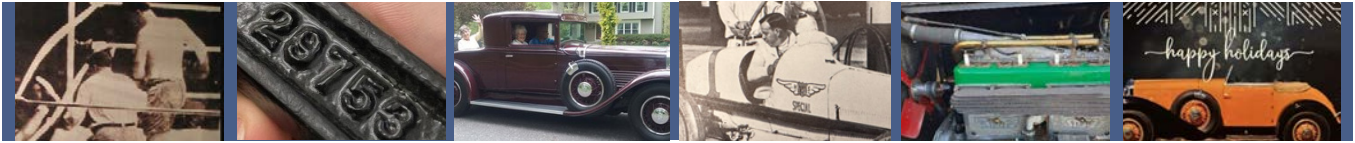


### 1930 Muffler Info

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  
 matt.goist@gmail.com



**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

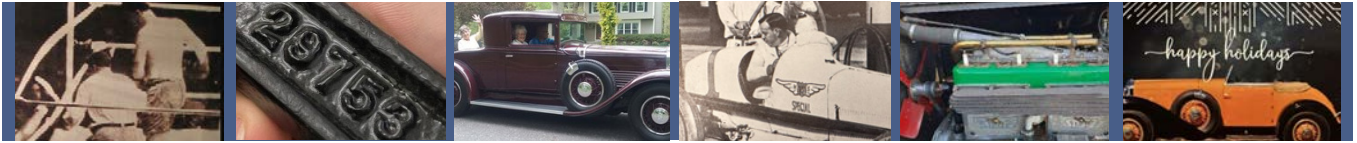


**1927 Tie Rod Needed**

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





### 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



### 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



### Help with a Rear Step Plate for his 1928 BB

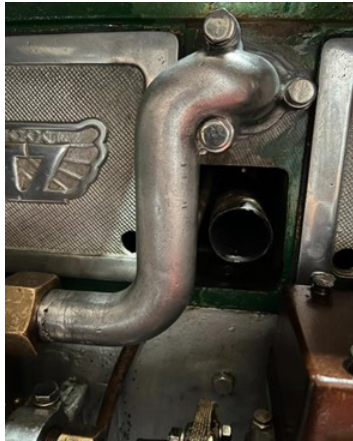
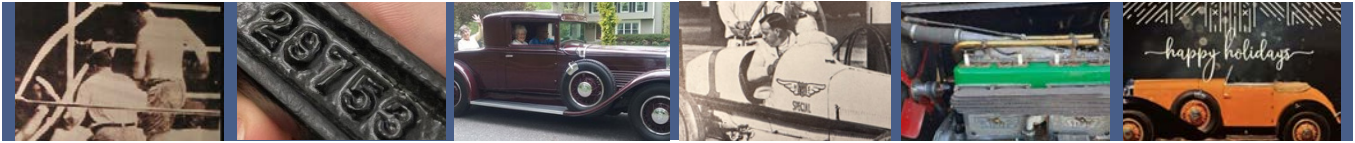
We here in aussieland who have Stutz coupe and roadsters do not have a rear step plate amongst us.

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  
 Australia  
 info@inlinebrolga.com.au



**1920 Water Manifold Needed!**

Looking for help please. I need a replacement water manifold for my 1920 H Roadster as shown in the photo.

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

**Starter Solenoid for CCCA Museum DV32 - Needed**

The 1933 Monte Carlo in the CCCA Museum needs a starter solenoid.

It is a Delco Remy model #1501

Dave Deppe  
(269)425-6615

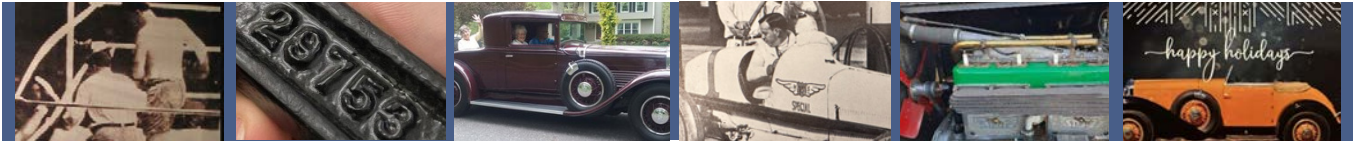


**Top Saddles Needed**

I need a pair of top saddles for my 1922 KLDH Touring. They are #467 (number cast on reverse side), about 9.5 inches high, as shown in picture. I have a pair of #469 to trade if desired (different mounting bolt location).

Bob Jacobsen  
bobjacobsen@sbcglobal.net





**Model M Windshield Frame Needed**

Hope you are still well.

Looking for a top windscreen frame as depicted.

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  
 trevor@tbills.nz  
 New Zealand

trevor@tbills.nz

**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



**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

Vol. XXXV No. 142 (October-December 2022)

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TO:



Juan Alberto Molinari's 1929 Series M, 2-Passenger Speedster was imported and sold by Luis Firpo.