

## SIMEONE FOUNDATION AUTOMOTIVE MUSEUM



### Stutz Club members at the Simeone Foundation

**Back Row:** Jonathan Sierakowski, Carl Jensen, Tom Laferriere, Allen Strong, Jay Kolb, Mark Desch, Gloria Desch, Dale Praetorius, Rob Praetorius, Ed Minnie, George Holman, Jason Gehring, Fred Shoemaker. **Front Row:** Carrol Jensen, Jill Lee

**In attendance, but sadly missing in photo:** Nancy Strong, Tom Lee, Jon Lee



## From the President



We have just returned from the Classic Car Club of America annual meeting in Philadelphia to twelve inches of new snow and more winter. The CCCA program included visits to several car collections including the Simeone Museum where a total of seven Stutz's were on display. Four belonging to the museum which included three racing cars and an early Bearcat.

Also, there were three CCCA and Stutz Club member cars on exhibit for the Grand Classic. It was certainly a treat to see these cars on display.

This has been a winter that will not quit here in Minnesota. We have received over 90 inches of snow this winter, and now with spring almost here, the snow will all melt and cause flooding here in Stillwater. I store many of my cars in my parking garage in downtown Stillwater just a half a block from the St. Croix River. The river is expected to flood in mid-April and

the city has begun to build a dike to keep the flood water back. I am going to need to move the cars to higher ground this week. Hopefully they will all start, and I can find another place to store them for a few weeks.

I am pleased to advise the Club membership that our STUTZ NEWS has again won the Old Car News Annual Golden Quill award in the National Intermediate-size Publication class. Our editor continues to do an outstanding job of putting out a fine publication every quarter. Congratulations Carl and Carrol Jensen for all you do for the club. I am sure they would appreciate any contributions you might provide for future editions. The STUTZ NEWS is what holds this club together.

The Grand Stutz in Dublin, Ohio is coming up in a few weeks. I am sure we are in for an enjoyable four days of activities. If you have not yet made your reservations, please do so soon. I am sure you will find more information in this issue. Hope to see many of you there.

Mark Desch

## Announcements

### 2023 Club Dues Renewal Reminder

This is a reminder that the 2023 STuTZ Club Renewal forms were mailed out in December. We hope that this is just an oversight, and you intend to remain a member. To know if you have not renewed yet, check the address label on this issue for the words **"Past Due"** after your name. In the event you have misplaced your form or did not receive it, please let me know. If you have any questions, please feel free to contact Dan DiThomas.

Email: [thestutzclub@aol.com](mailto:thestutzclub@aol.com)

Cell: 614-832-0066

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Archivist:	Ernie Toth	440-338-3565	<a href="mailto:etstutz@hotmail.com">etstutz@hotmail.com</a>



# Stutz Club Membership Report

## Welcome New Member

0993  
 Jack Kaczynski & Alex Kaczynski  
 383 Summit Road  
 Mountainside, N.J.  
 908-764-9500  
 Kaczynskam@aol.com  
 1929 Stutz M8 Roadster.  
 VIN: M8-23-SY55A  
 Eng #: 31218  
 Purchased 8/14/2021

0994  
 Mark Clayton  
 1751 W. Wolfensberger Road  
 Castle Rock, CO 80109  
 303-886-9125  
 303-668-4035  
 Mark@restorecars.com

0995  
 Paul Loebel & Carol Loebel  
 291 Park Ave.  
 Beaver Dam, WI 53916  
 920-382-8764  
 Renaissance.restoration@gmail.com

0996  
 John McKerney & Jean McKerney  
 2460 Old State Road  
 Venus, PA 16364  
 814-354-2459

1931 Stutz SV16 Coup  
 1925 Stutz fire truck  
 Owned since 1985

0997  
 Tom Kromer & Dana Stouse  
 6450 Martin Place  
 Dublin, OH 43017  
 614-619-4952  
 TRKromer@gmail.com

0998  
 Claude Dolleans  
 78 Rue du Bout d'Anguy  
 Jouy 28300  
 France  
 Tel: 0033-609228774  
 Claude.dolleans@wanadoo.fr  
 1929 Stutz Model M  
 VIN: M8-50-CY382,  
 Eng.# 30811

0999  
 John G. McAnlis  
 3177 Blake Road  
 Wadsworth, OH 44281-9523  
 330-336-4511; 330-671-1309  
 Mcanlisjon@aol.com  
 1921 HCS Model 2 Touring  
 EVIN & Eng #: :954. Purchased 1972.  
 Returning Member with new number.

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## From the Editor

*by Carl Jensen*

Wow, there is a lot of fun on the horizon! This summer we have a Grand Stutz in Ohio. You will see details and registration elsewhere in this issue, but it looks like a really fun event! Every year in July, we gather the oldest race cars and run them at the oldest racetrack in the world, the Milwaukee Mile. We are not racing them, but for two days we exercise them at controlled speeds and share them with others. People come from coast to coast. We have several club members and at least two Stutz cars in attendance...however this year there is work being done on the Milwaukee track, so will do it at Lucas Oil Indianapolis Raceway Park (IRP). Held on July 6 & 7, hopefully this one time in Indy will bring out another Bearcat or Blackhawk! While at Amelia a few weeks ago, we learned that the Boca Raton Concours next February will feature Stutz! Sitting here today watching the snow fall makes Boca Raton sound VERY appealing!

Many people worry about our hobby and the future of it. Personally, I don't. The reason is that Carrol and I have been blessed from friends ages 30 to 90, who are all car enthusiasts. This year we hosted the Superbird &

Daytona club for a cars and coffee while they had held their national meet in Milwaukee. They were really taken by our Stutzes, and the Stutz racing history. Every one of our young nieces and nephews want to learn how to drive our Model A pickup. We go the track and watch kids karting and there are so many great car events that one struggles with what to attend! However, I think our hobby (passion) faces one very serious issue. That is how to keep our cars on the road. Learning how repair, restore and maintain these great cars. I have had a wrench in my hand since I was 5 working on old cars with my dad, yet I still call on Jon Lee and others when I am stuck. We are constantly learning, and need to learn. I know many of you are restoring cars and I ask that you share your experiences. If you don't want to write an article, then call me and we can walk through it, or just send me some notes and I will assemble them. Now that we have these magazines saved on line on our website, they will make great references for generations to come. I feel we are obligated to do this being fortunate enough to be keepers of these cars.

On a final note, I cant tell you just how much I enjoyed all the feedback on the last Stutz News! It is great to hear from all of you and I am so glad you liked the feature articles.



# Harry A. Miller Meet

Thur-Fri July 6-7, 2023



**One Time Only, Held in Indianapolis  
Lucas Oil Raceway (IRP)**

Historic racecars run at controlled speeds for  
all to enjoy!

Register your Bearcat or just come out to  
watch!

**For information contact:  
Carrol Jensen 414-526-2244**





## Speed and a Society Lady

by Carl Jensen



*Los Angeles Times, October 28, 1928*

Described as a “Prominent society woman of New York”, Dr. Lavia Willard really pursued her passions. After graduating from Cornell Medical College and marrying her husband Dr. A. H. Willard, Lavia became well known as a breeder of prize-winning English Bulldogs and portrait painting. But without a doubt her greatest passion was motoring. When many ladies of such social standing might purchase the most plush luxury car, or possibly even opt to be chauffeur driven, Lavia purchased one of the fastest machines on the market, a Stutz Black Hawk. Stutz had of course just won the AAA stock car championship and broke the speed record at Daytona among other achievements. Clearly, she was a knowledgeable enthusiast.

In 1928, she was 46 years old and a member of the New York Women’s Automobile Club. The organiza-

tion ran a race from New York City to Chicago on July 2nd of 931 miles. Livia finished first arriving the next day in 22 hours and 48 minutes. Despite the fact that she was likely exhausted as she ran without a relief driver, there was a grand celebration where she received a check for \$5,000 and trophy cup. Impressive check when one considers that it was more than the price of the average house.

Something about racing this distance must have really grabbed a hold of her, because she then went on to trying to set a record for crossing the country. Her first attempt at this 3,224 mile dash immediately followed in August. Upon finishing her first attempt, Lavia was convinced she could do better, she plotted a slightly different route and Western Union confirmed her start time at 5:42 am on October 15th. She was getting quite serious about this as a Stutz factory technician was in the passenger seat. She could have saved the extra weight as the reports say his services were never required. The car had no mechanical trouble of any kind. They held a speed of 70 mph for most of the run, but when possible ran up to 95 mph. However often traffic or road conditions due to heavy rains, required slower speeds. In fact in an interview after arriving in Los Angeles, she spoke to how terrible rain storms made some of the roads very treacherous, and felt she could



have actually done it faster had the weather been better. When Western Union clocked her in on October 19th she bettered her August run by 19 hours and 39 minutes, with a new time of 101 hours and 47 minutes.

Still convinced she could be faster, she shaved off another two hours in her February 1929 attempt. Then finally in 1931, Livia and her prized Stutz broke the

record for non-professional driver of 90 hours and 17 minutes.

When Lavia passed on March 8, 1950 at age 68, her obituary was posted in several newspapers, and I am sure she would have been pleased to see that in each case, they called her an "Auto Racer".

## Two Champions Join Stutz

*By Carl Jensen*



*The Indianapolis Star,  
August 12, 1928*

Typical of old photos, nobody looks happy here...but it certainly was big news that Louis Chevrolet joined Stutz as a member of their technical staff in the experimental department. As most know, Mr. Chevrolet had little to no connection to the car that continued to bear his name, but his legacy is far beyond that production car. He raced the Indianapolis Motor speedway in 1909 and 1910 (before the 500) in Buicks. He went on to build the highly successful Frontenac race cars, and in 1920 and 1921 built back to back Indianapolis 500 winners driven by his brother Gaston and Tommy Milton. He also launched the Frontenac cylinder head for Fords, which may have been the start of the automotive performance aftermarket business.

In March of 1929 Stutz announced the addition of Ralph Mulford who had been a top driver, but by then had retired. Known as "Smiling Ralph", he started his racing days in 1904, notably running in the Vanderbilt, Sheepshead Bay and Indianapolis contests. His experiences were on road races,



dirt tracks and speedways, with his recent years working as a designer for Chandler supporting their Pike's Peak efforts. Mr. Mulford's role was to be in sales and dealer support. Ed Parker, Vice President and General Sales Manager of Stutz stated, "He represent the high type of successful racing driver with a keen perception

of the selling activities of the automobile business. He will represent Stutz as a special representative and will play an important part in the introduction for the new Blackhawk and even the greater Stutz".

*A great photo of "Smiling Ralph" and a much older Stutz.*



**MISC:**

Your editor and his wife found this treasure on Ebay. It is a promotional fan that is about 10 inches in size from 1923. We had never seen this piece before so had to snap it up. Considering that it is made of a heavy paper, it is in amazing condition!!





# We are looking forward to seeing you at the 2023 Grand STuTZ Sign up today











## 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. The registration form was included with your 2023 renewal form and mailed at the end of December 2022.

- 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
-  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](mailto:support@stutzclub.org) or call Dan DiThomas at 614 832-0066.

#### **Opportunity to be a Sponsor:**

Please consider becoming a sponsor for the 2023 Grand STuTZ.

Each sponsor's name will be announced, and a sign prominently displayed in our Hospitality Room. Anonymous donations are also welcome.

The sponsorship donations will be used to cover all or part of the costs for the following items:

STuTZ Bus Transportation: \$ 500.00

Tent for the Saturday STuTZ display and dinner: \$ 400.00

Wednesday BBQ live band: \$ 200.00

Hospitality Room Snacks, Water, and Soft Drinks \$ 100.00

Other Expenses: Any Amount

Make your sponsorship check payable to:

The STuTZ Club, Inc.

And mail to:

The STuTZ Club Inc.

PO Box 2031

Dublin, Ohio 43017

[www.StutzClub.org](http://www.StutzClub.org)



# Stutz Museum, Indianapolis, IN

by Rachel Daeger

The newly-opened Stutz Museum features cars from Stutz Club member Turner Woodard's personal collection including a Bearcat and DV32 Hollywood Sedan. The museum space is located in the loading dock area of the historic Stutz Building at 10th and Capitol in downtown Indianapolis, Indiana.

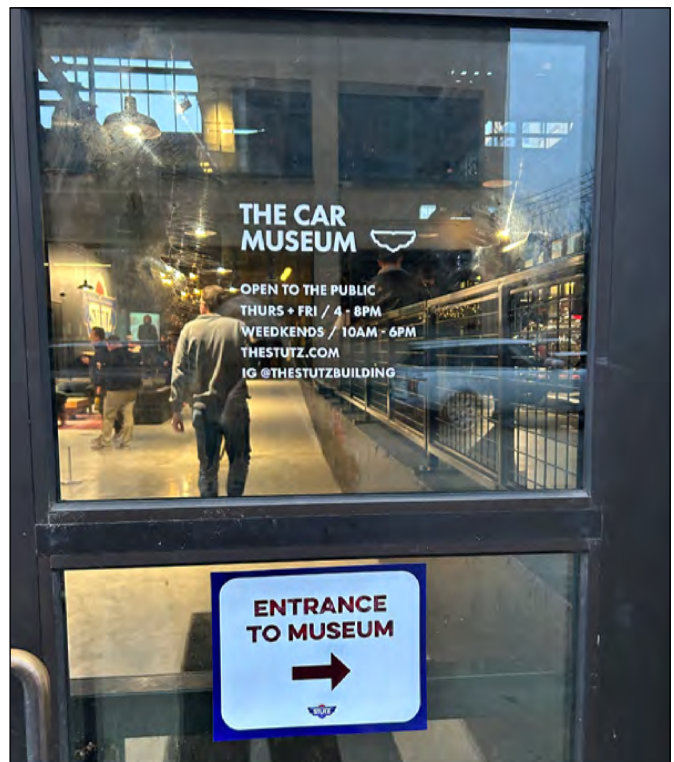
Turner, in a partnership with SomeraRoad that began in 2021, is renovating the 100 year-old one-block complex into a multi-use live-work-play space. Phase One restorations to include: new windows, elevators, entrances, HVAC, electrical and plumbing infrastructure, and major façade repairs, including a complete restoration of the historic archway on Capitol Avenue.

Free and open to the public, the museum has limited hours on Thursday through Sunday.

Photos taken during the grand opening celebration on January 26. Many thanks to Turner Woodard for the invitation!



*1928 Stutz Blackhawk Landspeed Replica*





*1920 Stutz Fire Truck*

*1914 Stutz Bearcat*



*1926 Stutz Speedster Hot Rod Conversion*

*1927 Safety Stutz*



*1929 Stutz Dual Cowl Phaeton*

*1932 DV32 Hollywood Sedan*



## Letter from Members

It is such a pleasure when I get your letters and emails! Our December 2022 issue prompted some very interesting information.

The first correspondence came from **Jonathan Sierakowski**. Jonathan sent some very interesting documentation regarding the connection of Stutz to Argentina. First is an article which is an interview with Stutz LeMans hero, Edward Brisson, from October of 1928. Jonathan also sent additional information to follow up on the Luis Firpo article from our last magazine

edition. This is followed by an excellent photo of him that would appear to be at an auto show or his showroom.

(see pages 12-14)

### ARGENTINE RACER SHOWS HIS STUTZ AT GRAND PALAIS

Black Hawk Has Won Two French  
Contests: La Baule and  
Grand Prix. *Ed 4/20*

Having won two important French auto races and taken second place in a third with his Stutz Black Hawk, Mr. Edward H. Brisson, a prominent amateur racing driver who hails from Argentina supervised the placing of his car at the Salon d'Automobiles yesterday with a care that testified to his affection for the sleek racer.

"It is the finest car I've ever driven," he declared enthusiastically, "and I won my first motor race in 1903 at the breath-taking speed of 40 kilometres an hour!"

Mr. Brisson bought his Stutz last year after having driven one in America and, on returning with it to France, he entered it in the Le Mans twenty-four-hour endurance race, the Grand Prix d'Automobile Club de France, and the La Baule classic.

"I entered the Le Mans grind shortly after a recent race in which a car like mine was beaten by a leading

French car," he said, "and I had some uneasy moments while contemplating the long Le Mans grind. But those fears were baseless. For nineteen hours I led the field without mishap and then, on the verge of winning, a trifling defect in the gear-box forced me into second place." Mr. Brisson's average speed for that classic was 117 kilometres an hour and his Black Hawk had been driven 30,000 kilometres before starting the race. Concluding his story of dirt track racing Mr. Brisson added that in the La Baule and Grand Prix events his machine functioned perfectly and won handily.

Turning to the technical problems now facing automotive engineers the racer stated that the principal one concerns springs and shock absorbers. "The crying need of motorists these days," he said, "is springs that are good for both high and slow speeds. At present you can have either a car delightful to ride in at slow speeds and unbearable when going fast or vice-versa. The problem of swinging a body and devising a spring will work under all conditions is the most pressing one in the automobile world of today."

#### NO "YELLOWS" IN JAPAN

The lurid taxicab familiar to all who have travelled in America is unknown in Japan, or if they have them, they are not "Yellows," as that color is taboo being a sign of mourning.

# STUTZ LEADS IN ARGENTINE

## Two Letters From Firpo Show Others Trailing in General Sales and at Show.

Recent issues of the Safety Stutz have told of the actually phenomenal Stutz sales records established by Luis Angel Firpo, Stutz distributor in Buenos Aires, Argentina. However, two letters, one of which tells of the sale of fifteen cars during the first few days of September, and the other of the great reception and sales success of the Safety Stutz at the automobile salon at Rosario, in the Argentine, carry a meaning so pronounced that they warrant their reprinting in the Safety Stutz. The first of the letters relates the early September sales achievements and the plans for the Rosario salon:

"So that you will have an idea of the proportions reached with the sales of STUTZ cars, in relation to its competitors, I enclose, herewith, a copy of one day's registrations of new cars in the Direction of Traffic, in the city of Buenos Aires.

"You will observe that this list does not show one single quality car, with exception of five STUTZES registered on that day. The extensive publicity campaign I have carried out during the last few months has borne its fruit, and in the first days of September we have sold fifteen (15) cars, without counting several pending orders we expect to close in these days.

"As the inauguration of the Automobile Salon approaches, I have gathered the firm impression that we will be able to achieve a formidable success. Besides exhibiting several Custom Built and Standard models ordered from you, I will also show a few STUTZ chassis with Argentine custom built bodies, which I believe will prove very attractive because of the originality of their design. I am sure the Salon will prove to be the time when the STUTZ will impose itself conclusively and decisively amongst cars of quality."

The second letter describes the salon:

"I beg to give you a few of my impressions covering the recent automobile Salon in the city of Rosario.

"To begin with I wish to state that the Stutz was almost unknown in Rosario. The sub-agent I first appointed proved inactive and sold only a few cars, but I have now appointed a very important house that has taken on this agency with great success.

"Because of the apparent ignorance of the principal characteristics of the new Safety Stutz, the public of this Salon was very greatly impressed with the models exhibited. The cut-away chassis particularly called the attention of those with knowledge of automobiles and was one of the principal reasons for the crowds that continually gathered around our stands. The other two models exhibited were a Speedster and a Brougham, which were very greatly admired and stood out from all other cars exhibited.

"Amongst other makes exhibited, we found Cadillac, Packard, Lincoln, Marmon, Kissel and LaSalle, but none of them succeeded in interesting the public as the Stutz, in spite of the fact that Packard announced an important reduction in prices because of the decision of the local agent to liquidate his stocks. There was a practically entire absence of sales, and we know that we were the only ones that succeeded in this by selling three Speedsters, and have learned from a good source that not one of our competitors obtained an order in the Salon. We could have sold four or five 7-passenger Speedsters, but, unfortunately, did not have one available and buyers refused to take delivery in September. Notwithstanding, we have a number of prospects for these models.

"The reason for the lack of sales at the Automobile Salon in Rosario can be attributed primarily to the fact that August is a very poor automobile month, and in second place to the selling out of Packard, Auburn and Rickenbacker cars. The agent for these cars decided to withdraw from the automobile business and offered them at very low prices in order to liquidate the stocks. In spite of this, he had very little success, and his action more than anything else caused abstention of possible buyers.

"A very serious competitor has appeared in the LaSalle but, in spite of the extended publicity made by the General Motors through continuous full-page advertisements, it has not received the acceptance that was looked for.

"Rosario offers a good market for the sales of quality cars, but closed models are not of much interest. 5 and 7-passenger Speedsters are in great demand. For the Stutz there undoubtedly exists a very favorable atmosphere and it is logical to expect that we will be able to sell a good quantity of cars this year.



Club Secretary, **Rob Praetorius** sent us some photos of member **Alex Lüchinger** at the wheel of his 1930 racer. That is a great looking race car!!





Our VP of Membership, **John Boyle** sent the information below on a Stutz that was built up to pay tribute to the Cannonball Baker car. If you know who purchased this fun car, please encourage them to join the club and

bring it out! Also, a few years ago, your editor did an in depth study on the Cannonball car, and would be happy to share those details with the new owner.



< LOT 173 >

## ♥ 1918 Stutz Bearcat "Cannonball Baker" Recreation

\$143,000 USD | Sold  
 🇺🇸 | Hershey, Pennsylvania

**DETAILS**    ADDITIONAL INFORMATION

Vehicle Number    S1408  
 Documents        UK V5

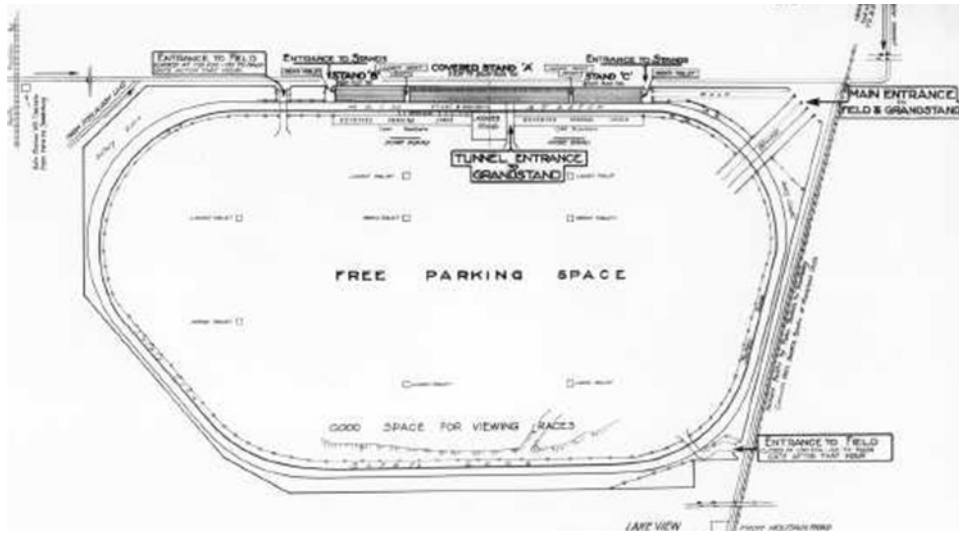


- Impressive recreation of the legendary Bearcat
- Built to resemble Cannonball Baker's 1915 coast-to-coast record-setting car
- Meticulous five-year restoration by renowned marque specialists completed in 2012
- Designed to compete on long-distance endurance events; discretely upgraded with some modern mechanical components
- Documented build; accompanied by restoration invoices and photos
- Exciting tribute to one of the most famously celebrated models of the Brass Era



Regular contributor **Stan Smith** sent us more interesting historic info. Stan found this first picture at "Art.com". The photo is taken on the Tacoma board track with Earl Cooper. Note the interesting taper tail on the car. Earl Cooper won at Tacoma on the original dirt track in 1913 and 1914. The new board track was built in

1915 and Cooper was back, but took a second. He took victory in 1917, giving him bragging rights on both the original and new tracks. The photo here was taken in 1917. Its easy to see how these tracks tore up tires. The following illustration is the layout of the 2 mile track.







Stan also sent a link to Detroit Library...a great place to find car photos! The archives included photos of the white speedster shown on the right. Written on the back is "1928" and the photo was believed to be taken in 1940. It is filed as D. Cameron Peck. So I don't

know if it was from his photo archives that he donated or what the actual connection was. ***Does anybody know anything about this car??***



## Commercialized Racing.

The leading motor car manufacturers were in New York on Thursday to draw for their space in the New York and Chicago automobile shows, and I sounded out a number of them on the question of speedway racing.

It is quite likely that before the spring of 1916 we will see fully a dozen modern racing tracks, similar to the Sheepshead Bay Speedway, ready for business, and I want to tell the builders of these tracks that they may look for precious little support from the car makers.

They are standing pat and merely watching the game. It has not appealed to them strongly, and they do not see any reason why they should provide racing cars for the new tracks.

The burden of their apathy appears to be that the speedway tends to put motor racing on a commercial basis which is too pronounced. I do not wish to place the car maker on a pedestal where he does not belong. He has never been a patron of the sport, and if he has undergone any change of attitude I think he has now withdrawn even the passive interest which he formerly had.

In view of the remarkable success which has attended the efforts of the American car maker, we must certainly give him credit for being a good

It was also nice to get a letter in the mail from **Tim Kuser**. This first excerpt is "Gasoline Gossip" by Hank Caldwell from the New York Daily Tribune. It is fascinating that the premise of this article was the distaste for the new dedicated board tracks. Because, they became all the rage for a short period of time...a time defined by the short life of the tracks themselves. Despite Harry Stutz's comments in the article, his cars did good on them! In fact, this is a bit humorous considering the second article is coverage of Stutz finishing 1<sup>st</sup> and 2<sup>nd</sup> on the new Sheepshead Bay board track only seven days later! Possibly there was a little fear of the unknown as the race results, which Tim pointed out, showed a lot of failures running those sustained speeds and banked turns. The results are quite interesting that not a single Peugeot finished and the huge gap in speed from the winning Stutz cars to the 3<sup>rd</sup> and 4<sup>th</sup> place Duesenburgs.

business man. Without doubt, he does not figure the new form of racing as being of much interest to the motor car buyer of to-day. In this he may be right and he may be wrong.

I have been following automobile developments for a good many years, and I am free and willing to confess that I do not know to what extent motor car owners or prospective owners are interested in racing.

If it was stock car racing, instead of how much speed can be maintained for 300 or 500 miles by a special racing machine, then I would say that 90 per cent of the car owners would be deeply interested. But on these speedways we cannot hope to see stock car events. The utility car, built for all-round service on the road, might fall utterly if it was put to the limit of a speedway test. The same car might perform admirably in practical use.

There are, of course, a few exceptions to this. We might take, for example, the Stutz and Mercer cars. They have figured in nearly all of the recent speedway races, and they are likewise famous as practical touring cars.

But in talking with Harry Stutz, the builder of this well known car, I find that even he is on the



verge of withdrawing from speedway racing. "I am not a bit pleased," he told me, "with the way in which the thing is drifting. The manufacturer is not offered the slightest incentive to compete. After the Astor Cup race you will find my cars back at the factory, and there they will remain until I see a complete change in the method of conducting speedway races.

"I think the owners of the tracks are killing the last spark of sport we had left in motor car racing. It is all wrong for these men to attempt to own both the tracks and the cars. It is too commercial, and I do not believe they can hold the public interest.

"If they want me to continue to enter my cars in their events they will have to change the complexion of their methods. Otherwise, I will hold my racing cars out for the Elgin and other road races, where every entrant is on a free and independent footing.

"I do not think the public—I mean the buying public—is interested in any other form of motor racing."

Mr. Stutz has stuck to racing when nearly every other maker of fast cars has quit, and when he registers his final kick it seems to me that it is about time the speedway owners made a move either to win back the support of the car builder or do the other thing.

The other thing is very apparent, and it is the only other thing they could do, now that their tracks are either built or building. It is to buy up or build all the cars they will need for next year's racing, and make no bones about what the spectators are going to see for the price of admission.

It cannot be denied that the new tracks are quite wonderful, and they do offer ample opportunity for spectacular speed, provided the speedway owners can produce cars which are equal to the possibilities of the tracks.

Before either the Chicago or the New York speedway was finished their owners knew that there was only a handful of cars available. Several of these were pretty well shot to pieces at the opening of the Chicago speedway, and I think the managers of the Sheepshead Bay track were mighty lucky to get together enough machines to make a fair showing.

They cannot go on trusting to their luck. They must set about providing cars, and, as Mr. Stutz and other manufacturers with whom I talked point out, they must either show the car maker why he should build racing cars, or they must build them and race them under their own colors.



# HOW THE CARS FINISHED IN THE ASTOR CUP RACE

Prize	Driver.	Car.	Time h. m. s.	Speed per hour.
\$5,000	J. Anderson	Stutz	3:24:42	102.60
10,000	Hooney	Stutz	3:25:29	102.19
5,000	O'Donnell	Duesenberg	3:39:56	95.45
4,000	P. Anderson	Duesenberg	3:47:26	92.21
3,000	Alley	Ogren special	3:48:21	91.97
2,000	Limberg	Delage	4:09:35	84.22
1,400	Habe	Sebring	Running when race was called off.	
1,200	Vail	Mulford special	Running when race was called off.	
	Hurman	Peugeot	Broke transmission, 346 miles.	
	Aitken	Peugeot	Cracked water jacket, 343 miles.	
	De Palma	Stutz	Froze piston, 206 miles.	
	Le Cain	Push special	Broke clutch, 156 miles.	
	Ittickenbacker	Maxwell	Burned out bearing, 108 miles.	
	Ranta	Peugeot	Broke connecting rod, 104 miles.	
	Wilcox	Peugeot	Motor trouble, 74 miles.	
	Pullen	Maxwell	Broke connecting rod, 58 miles.	
	Cooper	Stutz	Broke valve, 48 miles.	
	Mulford	Peugeot	Broke connecting rod, 16 miles.	
	Widfeld	Delage	Broke connecting rod, 16 miles.	
	Haupt	Duesenberg	Disqualified for pushing car, 553 miles.	

## The Stutz a Simple Car.

The victory of the Stutz cars, when they captured first and second positions in the Astor Cup race on the new Sheepshead Bay Speedway, pitted against a field of twenty starters, seven of which were of European make, has directed attention to the mechanical details of these remarkable machines.

The motors are made by the Wisconsin Motor Company, of Milwaukee. Simplicity and light parts seem to be the keynote of the success of the engine. The valves are large and the system of lubrication is unusually simple.

The bore of the engine is 3 1/8-16 and the stroke 6 1/4 inches. The maximum power is obtained at a speed of 8,000 revolutions a minute. On a block test this speed gives 130 horsepower. The valves are 1.5 inches in diameter, with a lift of three-eighths of an inch. The spur gears that drive the cam shaft are extremely small.

In view of the fact that few of the cars in the race were able to lubricate under the high, continuous speed which is possible on the new board track, the Stutz oiling system stands out as particularly successful. The oil pump is outside of the crank case. This not only gives rigidity to the case, but assists in keeping the oil cool.



## The Right Oil for Your Classic Car

By Jim Smith, Director, Indiana Region Classic Car Club of America

With few exceptions, the topic of what is the right oil to use in collector cars is hotly debated—many say “oil is oil”, others tout the benefits of modern formulations, and some rely on “whatever is on sale”. Understanding the chemistry involved in motor oil lubrication is part of the answer, and to also understand the engineering advances over time is essential to making the correct choice for the longevity of your engine.

In times past, straight-weight oils with no detergents were used to allow for sludge and particles to sink to the bottom of the oil pan for later removal. “Scraping the pan” was a recommended service procedure up to the 1960s. With the advent of oil filters as standard equipment beginning in the late 1940s, detergent dispersants were added to allow the filter to capture contaminants and retain them, allowing clean, filtered oil to lubricate the engine. The older oils also were formulated with additives to enhance the lubrication of high-pressure contact points, especially in the valve-train. Flat-tappet camshaft and lifter interfaces require the addition of zinc and phosphorous (ZDDP) to the formula to prevent failure of the components from the pressure of operation. Modern engines are not designed with this type of valve train interface.

The amounts of both of these ingredients have been gradually phased out of oil formulas beginning in 1975 with the advent of catalytic converters for emission standards. There is always some residual oil consumed into the combustion gases exiting the engine, and the zinc/phosphorous additives would negatively affect the converter. Today, the zinc/phosphorous levels in off-the-shelf motor oils (regardless of brand) is miniscule, and can severely damage older engines because they lack the additives needed for proper cushioning of the valve train. Vintage engine rebuilds typically cost \$4,000 to \$7,500 or more, so the use of the proper oil is prudent.

Solve this dilemma by using a motor oil specifically designed for vintage engines, Classic Car Motor Oil. It contains the additives necessary with a ZDDP content of 1300-1600ppm, viscosity modifiers to allow for excel-

lent flow when cold, and maintaining higher pressure with time and temperature. Since these cars are not driven year-round, corrosion inhibitors prevent internal rusting of parts, with detergents to prevent sludging and accumulation of solids. This is a multi-grade formula of 15W-40, suitable for all engines built prior to 1975. It may be used in 4,6,8, 12, or 16-cylinder configurations, marine engines, farm equipment, or any custom-built engine not running catalytic converters.

Classic Car Motor Oil is custom manufactured in Indiana by DA Lubricant Company, known for its involvement in racing, heavy equipment, and industrial lubrication since 1919. Sold in 12-quart cases, it is available exclusively from the Indiana Region of the Classic Car of America. You can purchase through the website ([inrccca.org](http://inrccca.org)) or by calling 317-225-0040.

**Classic Car MOTOR OIL**

317.225.0040

The Vintage Engine Oil

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- Retains Strong Film Thickness with Temperature

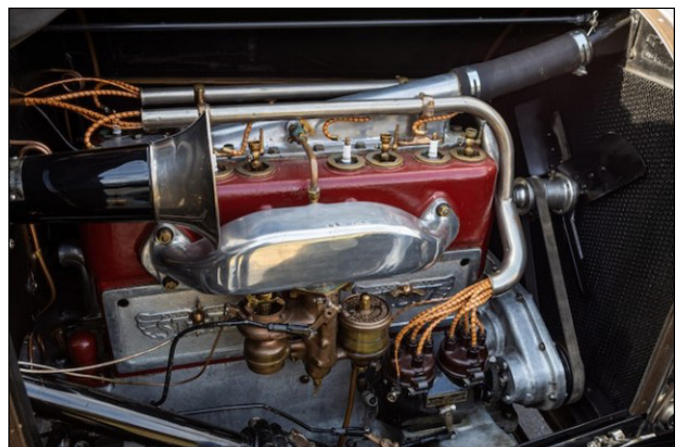
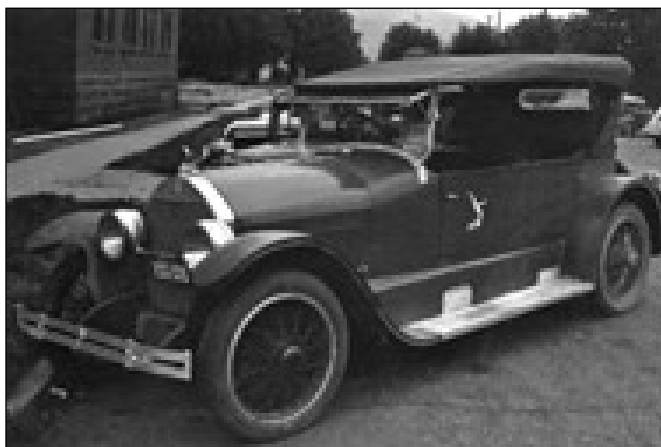
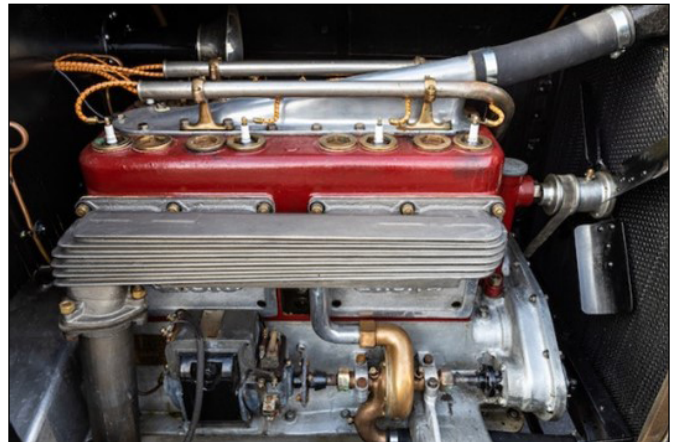
Sold Only by Indiana Region of the Classic Car Club of America as a National CCA Project.  
Scan QR code to learn more and purchase a case of oil online at:  
[www.ClassicCarMotorOil.com](http://www.ClassicCarMotorOil.com)



## Stutz cars seen out and about...

Bohnam's Amelia Island Auction  
 1921 Stutz Model K Bulldog Four  
 Passenger Tourer  
 US\$90,000 - US\$120,000

\*Part of the **Don and Lynette Short**  
 Collection for 60 years



The Amelia Concours brought out a few Stutz Club members. We enjoyed time with **Harvey Carter and Dustie**. Actually, we enjoyed our visit with Dustie, but

were reluctant to talk to Harvey because he was wearing a Mercer hat!



**Brian and Trish White** had their 1916 Bearcat in the brass car class. Trish dressed period, in black and red to match their car.

Your editor coaxed Trish White into showing a little leg in time to snap a fast photo!



**Mark Olson** brought his 1924 Stutz Tourabout Racine to a January meeting of the Indiana Region CCCA.

Finally, at the CCCA annual meeting in Philadelphia, Stutz cars we extremely well represented. Our visit to the Nicola Bulgari collection included one of the three DV-32 Weymann Monte Carlos. On Saturday, we held our Grand Classic at the Simeone Foundation. Although there was a Stutz Club stop at the Simeone

Foundation a few years back, I know many have not been there. The collection is world famous for representing the best sports racers from the beginning of time. Consider this, the most popular marque in the collection is Alfa-Romeo, but the next most popular is tie between Ferrari, and Stutz.



*DV-32 Weymann Monte Carlo in the Bulgari Collection*



*1927 AA Blackhawk Challenger - Simeone*



In addition, the CCCA held a Grand Classic in the center of the museum which added three more Stutz cars from club members. In total, 18 Stutz Club members were in attendance.

*Jon Lee with his  
1929 Series M Dual Cowl Phaeton*



*1929 Supercharged LeMans - Simeone*

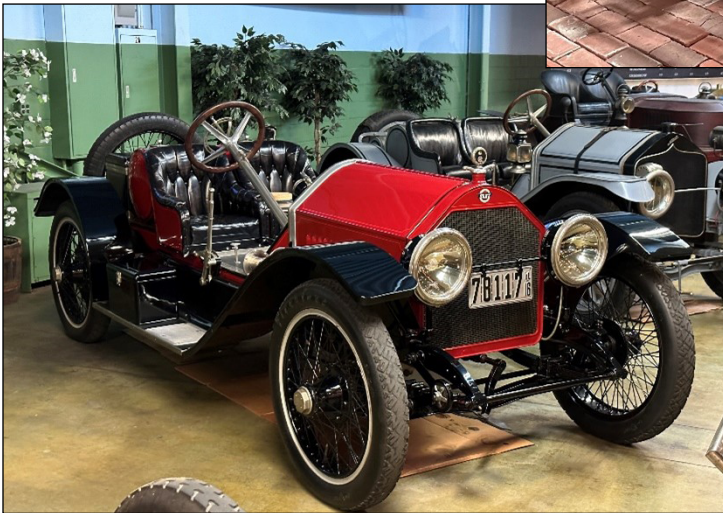
*Dale Praetorius with their  
1933 Bearcat Speedster*







*1928 BB Blackhawk Speedster - Simeone*



*1916 Bearcat - Simeone*

*Jill Lee with their  
1929 4-Passenger Boattail Speedster*





THE STUTZ CLUB, INC Treasurer's Report

For the Period: January 1, 2022 to December 31, 2022


Beginning Cash January 1, 2022	Huntington Bank Checking Account:	\$ 6,682.43
	Huntington Bank Money Market Account:	<u>23,516.68</u>
	Total:	\$ 30,199.11

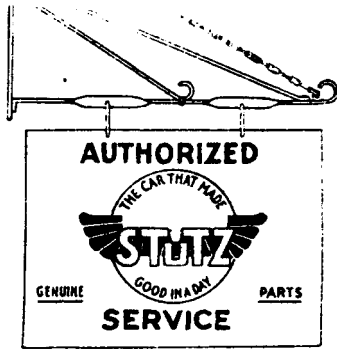
Income:	Membership Dues 2022	\$ 7,991.87
	Book Sales Including Shipping	\$ 1,049.85
	Investment Interest	\$ 11.54
	2022 Grand STuTZ Washington	\$ 5,517.00
	2022 Hershey Dinner	\$ 1,028.00
	Club Merchandise	\$ 260.00
	Back Issues of STuTZ News	\$ 7.31
	Total Income:	\$ 15,865.57
		\$ 46,064.68

Expenses:	Stutz News, Print and Mail	\$ 9,581.54
	Treasurer Expenses	\$ 27.75
	Membership Expenses	\$ 522.28
	Post Office Box	\$ 166.00
	Shipping for Splendid STuTZ Books	\$ 158.30
	PayPal Fees	\$ 31.40
	Office Supplies	\$ 161.70
	Groupmail	\$ 37.57
	Website	\$ 119.88
	Liability Insurance	\$ 650.00
	2022 Grand STuTZ Washington	\$ 3,966.56
	2023 Grand STuTZ Dublin	\$ 302.12
	2022 Hershey Dinner	\$ 925.06
	Club Merchandise	\$ 812.51

Period Ending Funds Available:	Less Total Expenses:	\$ 17,462.67
		<u>\$ 28,602.01</u>

Huntington Bank Balances on December 31, 2022	Checking:	\$ 7,073.79
	Money Market:	<u>21,528.22</u>
		28,602.01
Total Ending Cash Balance:		<u>\$ 28,602.01</u>

Respectfully submitted:   
 Dan DiThomas, Treasurer



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

### Steering Help!

Has any other Club member with a BB or similar model experienced severe steering vibration after driving over rough surfaces. The vibration seems to occur as the result of front axle movement, with the vibration ceasing when the car is slowed down. The kingpins are OK, and the steering box is fine. However, there is no camber in the front wheel geometry. My mechanic is at a bit of a loss to identify what is causing the problem. Would be grateful for any help on this matter.

Terry Hannan  
[tranhannan@gmail.com](mailto:tranhannan@gmail.com)

### 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)



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### Series M Cross Bar

I am looking to find a cross bar with the Stutz emblem that goes between the headlights for my 1929 Stutz. mine broke, and while I could repair it, I'd love to find one that I could buy as a replacement. Picture above. Thanks.

Tom Lee  
 610-212-5047  
 tomlee72@mac.com



### 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



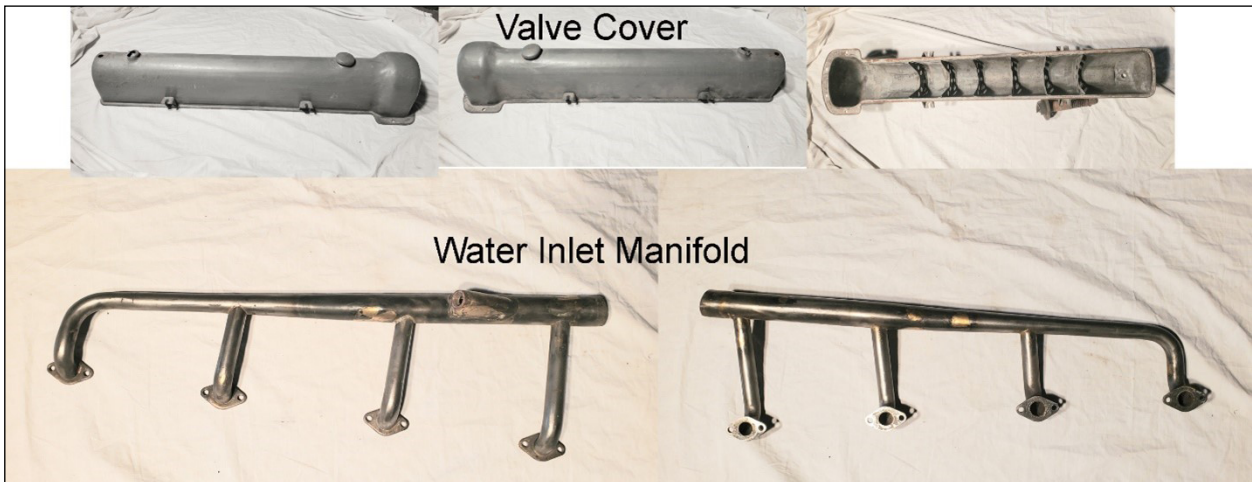
### Vertical 8 Parts for Sale

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.

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





Set of Pistons (AA, BB, Black Hawk)



Hand Crank Receiver Shaft (Several Models)



Brake Parts (M, SV16, SV32 and Other Models)



**Light Switch Cover Needed**

Cover wanted, original or reproduction for Remy HST light switch for 4 cylinder Stutz.

Layden Butler  
LaydenandJean@comcast.net



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



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



### 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





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







## FOR SALE: 1929 Stutz Le Mans Blackhawk L-8 Project

I am sadly selling this Project because I am too busy with my other restoration projects.

125 inch Wheelbase with Model M 322 CID HC Engine. I am asking US\$ 39,750 obo.

My Project is very similar to the Stutz L-8 Blackhawk Race Car that Robert Bloch and Edouard Brisson raced at Le Mans on June 16, 1928, and again at the French Grand Prix July 1, 1928. The Only Exception is that my Project has the Larger M Series 322 CID HC Model M engine. (See image of Bloch and Brissons' Car from 1928 on Page 6 of the April-June 2022 issue of Stutz News).

Once Completed, my Le Mans Project would be eligible for many significant vintage races in the USA, and most likely other significant vintage races in Europe.

My Project comes with a Title/Registration in my name.

It is an original Left-Hand Drive Car, but a Set of Right-Hand Drive Steering Arms, Long Pitman Steering Arm, and Special Steering Box Mount Assembly are all included. Only a Right-Hand Steering Box would need to be sourced; and pedals moved over for RHD.



My Project is partially restored and requires finishing. The Gearbox and Rear Axle are Restored. The Crankshaft has been Turned and Fitted with New Shell Bearings. The Pistons have not been installed; since the New Owner will most likely want to install New Racing Carrillo Pistons and Connecting Rods. The Cylinder Head is Complete and in Excellent Original Condition, as are all of the Internal Parts. The Cylinder Head requires minimal rebuilding with turning the Camshaft etc. The Engine then requires the rebuilding to be completed. The entire brake system requires restoration as does the steering box and other components. Several Extra Parts are included.

This Project Is Perfect for Someone to Build a Stutz Race Car to their own Specs and then fabricate their desired Racing Body.



I have experience exporting to the US, Europe, AU, NZ. I have access to excellent transport and international freight companies.

Watch the YouTube Video of my Project: <https://youtu.be/W94VPYWUdN8>

Eldon Guay  
403-922-3370  
eldonsculpt@gmail.com



**Now Available - New Manufacture Stutz  
16-Valve Engine Side Water Pipe**



Put away the J-B Weld! I have undertaken an exercise to reproduce the aluminum side water pipe for the Stutz 16-Valve engine. The new pipe is an exact replica of the original and I have successfully trial fitted this to my engine. The new pipes will be supplied in natural finish but you can polish them should you wish to do so.



The cost of the reproduction pipes will be \$300 each plus postage. This is not a profit making venture for me, rather I am looking to cover my costs only. Lead-time will be a few weeks contingent on numbers and my work commitments. We can sort out payment once the parts are ready.

Peter McCormick  
kezandpete@gmail.com

**1920 Exhaust Cut-Out Help**

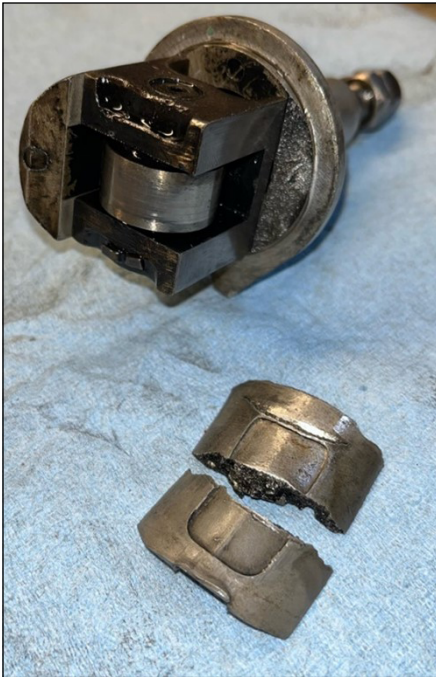


Looking for some technical assistance please. My 1920 Roadster has a large (horse shoe shaped - see photo attached) exhaust cutout incorporated in the exhaust piping. Unfortunately there doesn't appear to be any mechanism to open or close the cutout flap. I note that similar 16 valve Stutz cars have a button on the floor, next to and similar in design to the starter button, that activates the cutout. I am hoping someone might be able to provide some photo's of their car and the mechanisms (levers and rods, etc?) that activate the exhaust cutout flap. Any assistance would be very welcome.

Peter McCormick  
kezandpete@gmail.com



## 1920 Stutz 16 Valve Engine Tappet Housing



I am trying to get this 1920 Roadster roadworthy for touring when the season starts this year. I removed the sump pan today to clean any sludge and identified that one of the tappet housings on the exhaust side has suffered a catastrophic failure (see pictures). I am therefore seeking a replacement. I am reaching out to see if any members might have a spare, I need this part to get the car back on the road. All help will be greatly appreciated.

Peter McCormick  
kezandpete@gmail.com

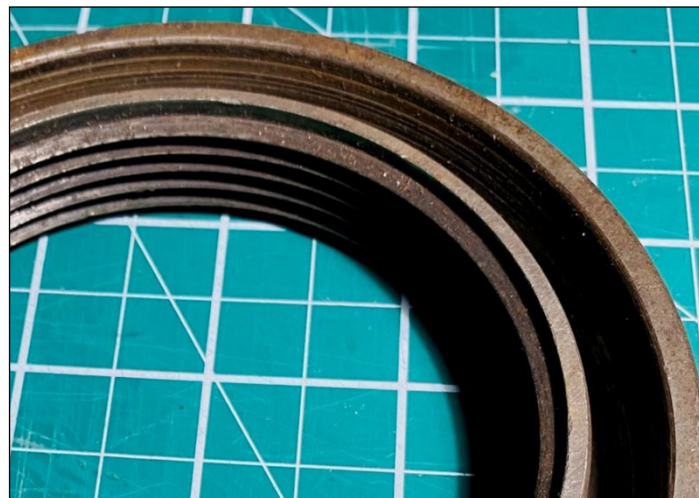
## Late teens Stutz Rudge Whitworth wheel nuts for sale

I just found these in a box, these are the last late teens Stutz bits that I have left.

\$125 to include postage from Britain.

They should be useful for someone!

Mike Holt  
bugattiste1@me.com



Vol. XXXVI No. 143 (January-March 2023)

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TO:

Stutz Club member Turner Woodard's personal car collection is showcased at the new Stutz Museum located in the Stutz factory building in Indianapolis, Indiana.

