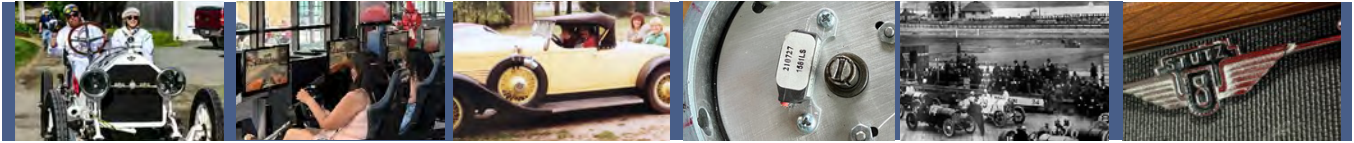




2023 Grand STUTZ Dublin, Ohio
June 6 thru June 11, 2023



From the President



Time already for another “Stutz News” and a lot has happened with the Stutz Club in the last three months. Our club continues to grow with new members both international and here in the US. The Grand Stutz was held in Dublin, Ohio in early June. Thanks to all the work Dan and Mary DiThomas did to make this one of the most memorable Grand Stutz’s since our 100th anniversary in 2011. Four days of

activities with over 40 participants. The amount of planning that went into this meet was unbelievable.

Gloria and I left Minnesota on Monday for Ohio with our ’31 Stutz DV32 in tow. We spent the first night in southern Illinois, then drove to Dublin, Tuesday morning. We arrived early afternoon with lots of instructions on how to find our host hotel and where to park our trailer. The hotel worked out great with plenty of parking and areas we could gather for conversations. Although smoke from Canadian fires was a problem going to Ohio, the weather could not have been better for our stay in Dublin. The activities the DiThomas’s planned were most enjoyable and I think you will get the details in this publication.

I was totally surprised to receive the “Bill Greer Achievement Award” at our award ceremony. I had no idea this was coming, and I am greatly honored. In addition to myself, the award was also given to Carl Jensen for his work on the “Stutz News” and the great job he has done in making this an award winning publication. Carl is certainly most deserving of this award.

Reflecting on those that started this club and the many hours they put in to make it a success, I hardly feel that I am worthy of this award. When you look back at all the

activities and organization that it took to start this club, I can only appreciate what these members did. Not only did they organize the club, but they also published “The Splendid Stutz” book that tells the Stutz story. Such early members as Bill Greer, Dale Wells, John Grunder, Wayne Saunders, and Max Triplett, to mention only those members that I have known, must have taken a big financial risk to print the book and contribute untold hours to organize the material. These are truly the members along with many others that have made the club what it has become.

We left Dublin early Sunday morning for the long drive back to Minnesota. Everything was great until we got near Rockford, Illinois, and we blew a trailer tire. Luckily, I always carry two spares and I have changed trailer tires before. I changed the tire and within 20 minutes we were back on the road. That evening we were near Eau Claire, Wisconsin, and I heard a noise, but the highway was under construction, and I did not realize I blew another tire until a car approached me signaling, I had a problem. Sure enough, the tire on the driver’s side was on fire so I pulled off to change it. This was about 10:30 at night and it was dark. As I said, I carry two spares, so I got the blown tire off and put on the spare with trucks going 70mph next to me. While changing the tire, I noticed the one on the front axle was also damaged and showing steel through the tread. I knew it would not last long. We were about 50 miles from home, so I drove slowly and made it home near midnight. Gloria says no more trailer pulling at night.

There are plenty of car-related activities this summer and before you know it, October will be here along with the Hershey Swap Meet. I plan to be at Hershey and hope to see many of you at our traditional dinner.

Mark Desch

STUTZ Club Contacts

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Secretary:	Robert Praetorius	609-861-3040	rjpraetorius@gmail.com
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Stutz Club Membership Report

1000
 Shivraj Anand
 Puja Anand
 A-125 Panchsheel Enclave
 New Delhi, Delhi India 110017
 Terl: 91+ 9811814969
 Shivrajanand@gmail.com
 1929 Stutz Series M
 M-21 5-pass sedan
 VIN: M-821SD14W
 Eng:32265.
 Purch: Oct. 2022

1001
 Jerome M. Reinan
 7509 Indigo Lane
 Salida, CO 81201
 720-839-7900
 Jreinan@reinanlaw.com
 1929 Stutz Series M
 VIN: 28273
 Eng: 32777
 Purch: April, 2023

1002
 Christian Verdier
 1642 Fairway Crest
 Loveland, OH 45140
 513-716-8422
 Cverdie@g.clemson.edu

1003
 Robert McCandless
 2075 Main Street
 Cambria, CA 93428
 714-585-4033 / 562-88-3511
 McCandless.robert@gmail.com
 1930 Stutz
 Deauville Coupe 2+2
 Weyman body
 VIN: 32352

1929 Stutz Blackhawk sedan
 VIN: 16889

Announcements

2023 STuTZ Club Renewal Notice

This will be the last issue of the STuTZ News that you will receive because you have not renewed your STuTZ Club 2023 membership. To know if you have not renewed for 2023, check the address label on this issue. You will find the words "LAST ISSUE" if you have not renewed.

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

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From the Editor

by Carl Jensen

I am going to divert from the STuTZ here for a moment...

In early May, we had a very unique opportunity to share the Classic experience. Carrol and I were invited to bring our 1948 Jaguar 3.5L to a local high school along with four other British sports cars. There were over 60 kids from their auto shop classes and each of us gave a short overview on our cars. The girls in the class loved that Carrol drove the old Jag over there. We explained how anyone of them could restore, service and enjoy cars like this with basic tools and the skills they are learning in their class. It was interesting that about 1/3 of them could drive a manual transmission and most others wanted to learn. One girl told us that her mother wanted her to learn, so the next car she purchased was VW with a manual.

We could see that the kids quickly grew impatient when the owners talked for a while, but when we were done and they were looking at the cars, it was

nonstop questions. Eventually the instructor had to call them all in as they were so interested and inquisitive. It was inspiring to see all these high school kids so interested in early cars.

Back in the Stutz world, it has been a busy couple months for us "fun folks with cool cars". In this issue you will see just how much fun we are having with the Grand Stutz in Ohio and the Wilbraham Hill Climb in Massachusetts. Next week we are off to the Harry Miller Club annual event where another Stutz will be on track. This year, it is being held in our "home town" of Indianapolis.

On a final note, I want to say what an honor it was to receive the Bill Greer award. I think of Bill often and have a photo of us together in my garage. Every issue, I wonder how Bill would like it. But mostly, Carrol and I enjoy being part of this organization that is based on friendships and welcoming others...just as Bill set up.

2023 STuTZ Club Inc. Annual Dinner/Meeting

Dinner/Meeting Information:

- **Date:** Tuesday October 3, 2023
- **Place:** Red Lion Hotel Harrisburg
- **Address:** 4751 Lindle Road, Harrisburg, PA 17111
- **Room:** Harrisburg Suite
- **Time:** Arrive at 6:00 PM with dinner starting at 7:00 PM and the annual meeting starting at 8:00 PM.
- **Cost:** \$40.00 per person paid at the door when you arrive.
- **RSVP:** Please let Dan DiThomas know if you plan attend at support@stutzclub.org

Red Lion Harrisburg Room Block and Rate:

The STuTZ Club Inc. has arranged for a block of rooms at the rate of \$126.00 per night plus tax.

We have 10 standard rooms blocked for Monday, Tuesday, Wednesday, Thursday, and Friday on a first come first service basis. The cutoff date for the block is September 18, 2023.

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



The STuTZ Club experienced the Luck of the Irish in Dublin, Ohio

Dan DiThomas

After thinking back a bit on the Grand STuTZ, I believe that the 2023 Grand STuTZ, held in Dublin, Ohio from June 6 thru June 11, 2023, was being watched over by the Dublin, Ohio Leprechaun and his magic and the Luck of the Irish was with us from beginning to end.

If you are wondering what magic the Leprechaun worked for us during that week, you only have to check the weather forecast for starters. The weather was nearly perfect each day and that is a big deal in central Ohio in June. Our second stroke of luck was the international and domestic members that were in attendance. The Leprechaun also did a little magic to get us a splendid collection of STuTZ automobiles to drive and display as well as great places to visit and people to meet and generous sponsors. We all had a wonderful time and Mary & I want to thank everyone that joined us for this small but bountiful event in our hometown.

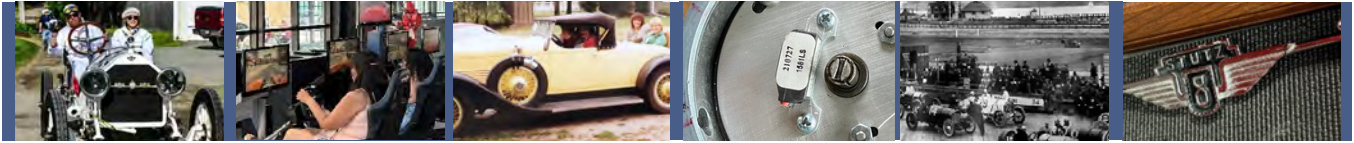
Members in Attendance:

- Jim, Becky, and Kim Aldrich, Raleigh, North Carolina - 1923 HCS Series IV Model 4 Four Door Touring
- Ken & Susie Beach, Kingston, Washington
- Mike & Joyce Beach, Mountain Terrace, Washington
- Mark & Gloria Desch, Stillwater, Minnesota - 1931 DV32 Convertible Sedan
- Dan & Mary DiThomas, Dublin Ohio - 1925 STuTZ 693 Roadster
- Fred Edwards & Fiona Matthews, Victoria, Australia
- Mark & Jane Galvin, Vancouver, British Columbia, Canada - 1929 M8 Supercharged Torpedo Speedster
- Joe & Alison Growse, Blenheim, Ontario, Canada - 1918 STuTZ Speedster Cannonball Baker Tribute
- Carl & Carrol Jensen via virtual ZOOM visit on Tuesday evening, Vernon, Wisconsin
- Jay Kolb, Columbia, Maryland
- Tom Kromer, Dublin, Ohio
- Les & Carla McConnell, Indianapolis, Indiana - Tried to get their 1935 Model C Fire Truck here but had mechanical issues
- Robert Ohlsen & Tim Heinan, Seneca, Kansas
- Mark Olson, Indianapolis, Indiana - 1924 STuTZ Special 6 Tourabout
- Sandy Olson & Keith Canton, Port Orchard, Washington
- Steve and Robbi Ortman, Kokomo, Indiana
- Dutch & Joanne Overly, Chickaloon, Alaska - 1914 STuTZ Bearcat Replica
- Rob & Dale Praetorius, Petersburg, New Jersey
- Jim & Mary Kay Specht, Ottawa, Illinois
- Wes & Nancy Thompson, Blenheim, Ontario, Canada - 1926 STuTZ 695 Roadster
- Ernie & Nancy Toth, Chagrin Falls, Ohio
- Cliff Vogelsang, Indianapolis, Indiana
- Steve & Linda Waldrop, Hazel Park, Michigan

Sponsors of the Event:

- Anonymous donors 1 & 2
- Rachel Daeger
- Mark & Gloria Desch
- Dan & Mary DiThomas
- Fred Moskovics
- Carl & Carrol Jensen
- Rob & Dale Praetorius
- Tom Rasmussen of Odyssey Restorations
- Dan & Melissa Verdier

Dublin
OHIO
Irish is an Attitude



Our hospitality room:



The ladies tour and lunch:

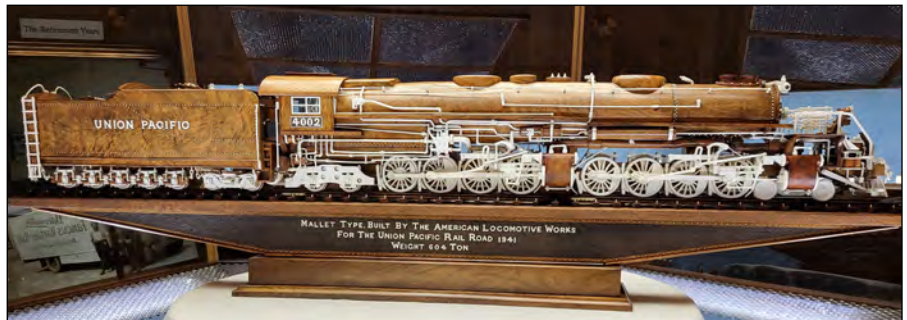




Men's tour of the Anheuser-Busch Brewery:

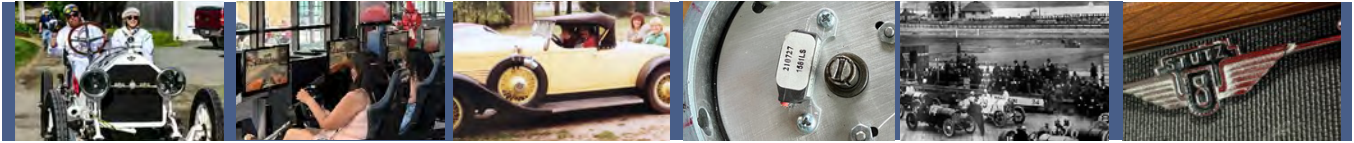


Motor coach tour to Dover and Sugar Creek Ohio: Warther's Museum:



Age of Steam Round House Museum:





Covered bridge tour of Union County:



Sutphen fire truck plant and museum:



STuTZ display:





2023 Grand STuTZ Dublin, Ohio Awards Presentations

By Dan DiThomas

As is the tradition of the STuTZ Club to present awards at a Grand STuTZ, several awards were presented at the 2023 Grand STuTZ. This year nine Awards of Appreciation were given to members that brought a STuTZ or HCS automobile to the event to recognize them for their time, expense, and effort required to bring an automobile to the event. There were also two Bill Greer Awards presented to two members for their outstanding effort on behalf of the Club based on the member's contribution to the general welfare and growth of the STuTZ Club. This award is presented in memory of Bill Greer, one of the club founders and editor of the STuTZ News.

Automobile Awards:

Awards were presented to Jim & Becky Aldrich, Mark & Gloria Desch, Dan & Mary DiThomas, Mark & Jane Galvin, Joe & Alison Growse, Les & Carla McConnell, Mark Olson, Dutch & Joanne Overly, and Wes & Nancy Thompson.



**Mark & Gloria Desch
1931 DV32 Convertible Sedan**



**Jim & Becky Aldrich
1923 HCS Touring**



**Dan & Mary DiThomas
1925 STuTZ 693 Roadster**



Mark & Jane Galvin
1929 Supercharged Speedster



Joe & Alison Growse
1918 Cannonball Baker Tribute



Les & Carla McConnell
1935 STuTZ Model C Fire Truck



Mark Olson
1924 Special 6 Tourabout



Dutch & Joanne Overly
1914 Bearcat Replica




Wes & Nancy Thompson
1926 STuTZ 695 Roadster

Bill Greer Awards:

Mark Desch was presented with the Bill Greer Award on Wednesday evening. Mark is the current President of the STuTZ Club. Mark has been interested in STuTZ cars for many years. He has attended nearly all the Grand STuTZ events and displayed his STuTZ cars at most major concours and shows. Mark uses every opportunity to promote the STuTZ Club and our members.





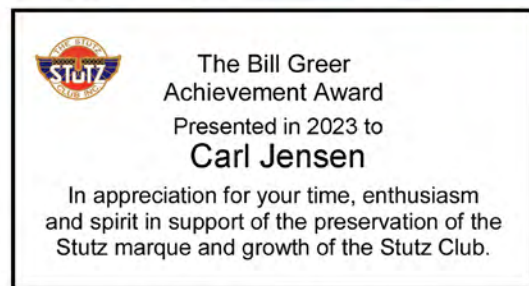
The Bill Greer
Achievement Award
Presented in 2023 to
Mark Desch

In appreciation for your time, enthusiasm
and spirit in support of the preservation of the
Stutz marque and growth of the Stutz Club.

Mark Desch
receiving the Bill Greer Award



Carl Jensen was presented with the Bill Greer Award on Tuesday evening. Carl is the editor of our award winning STuTZ News. He took over the STuTZ News from Bill Greer at issue 101 and continues the highest standards to ensure the STuTZ News provides our members with information on STuTZ cars to enhance their knowledge on all aspects of the marque as well as STuTZ racing history and technical information. Since Carl was unable to attend the Grand STuTZ, he was presented the award via the internet.



Carl & Carrol Jensen
Carl receiving the Bill Greer Award

The 2023 Grand STuTZ Dublin, Ohio

By Mark Galvin

On June 6th the Stutz Club met in Dublin, Ohio, a town that boasted 552 residents in 1960. It has forty three thousand today, which means all the infrastructure is new and the roads are Stutz-friendly. Rural Dublin is stunning in June, with tall deciduous copses dotted between the rising wheat and the newly-planted corn fields.

Dan and Mary DiThomas pulled out all the stops, starting on the first night with Mary's wonderful home-cooked pastas and meatballs. The effort they put in showed at every turn, literally, because their driving instructions were foolproof. Thanks to them we enjoyed good lodging, great restaurants, and so many things to see and visit that the days were happily filled. Thank you!

At Mary's dinner the Bill Greer award was presented to Carl Jensen, the Stutz News editor, via Zoom. Sorry he wasn't there! Six Stutz cars, one HCS, and Dutch and Joanne Overly's replica rolled in for the event, which hosted some forty attendees. Stutz members had come from everywhere. The Thompsons and

the Growses had trailed cars from Ontario, Canada, while Fred Edwards and Fiona Matthews had flown all the way from Melbourne, Australia.

The first morning the husbands and wives split up, with the important group viewing the Coffman Homestead. The rest of us toured the Anheuser-Busch brewery, which no longer does tours - except for Dan's friends. Road works put us in modern cars as the traffic would have made a Stutz boiling mad in no time.

The brewery uses 3.7 million gallons of water a day. The plant's stainless steel vats and pipework are so large and complex they have doubled for space ship interiors in the movies, indicating that there is more money in beer than one would think. The machine that filled the cans moved at a literal blur, leaving one to marvel at the efficiency. A complementary bottle of suds was much appreciated, and now that we innocents had learned about beer, we lunched at an Irish Pub.

Later, with all united, we fired up our cars and rolled over to the Dublin Pavilion for a great BBQ. The



band Dan booked filled the pavilion with happy music, as we did with laughter. Our hosts made everyone feel at home as awards were presented, and happily received. Mark Desch, to popular acclaim, was given the Bill Greer trophy. On the way back to the hotel Wes Thompson's lovely red fabric 1926 Stutz Roadster suddenly needed a tow. An electrical problem sidelined the car for the duration.

On Thursday we bussed to Eric 'Mooney' Warther's wood carving museum. His record for a pair of wooden pliers, carved from a square stick, was 8 seconds, and his forte was detailed ebony and ivory steam trains. His lifetime output was staggering. The Anheuser-Busch 1,200 can-a-minute beer filler suddenly seemed like a slacker.

Our second stop was the Age of Steam Roundhouse Museum. It was magnificent, because looking at those enormous steam locomotives made one realize that caring for an old Stutz was a practical, reasonable hobby. A 100 mph locomotive that weighs 400 tons is difficult to park, polish and roof at the best of times. The tour gave a window into an arcane technology that has been marginalized by progress. It was fascinating.

That night dined we at the Bonefish grill. The Toths and I were a bit late because Ernie and Mike Beach had generously helped sort out my M8's too-stiff steering box. We worked in a parking lot, in fading daylight, with hardware-store bought wrenches. Nothing new there! Ernie's and Mike's knowledgeable help was much appreciated - thank you!

The next day we had a perfect summer drive across rural Ohio's covered bridges. Jim and Becky Aldrich's cheerful orange and white HCS rolled along near the front. Next was Mark Olson's steel-wheeled 1924 Special 6, which has a charismatic patina of original green paint and natural charm. From the back our windscreen first framed Mark Desch's stately DV32, and

then later the yellow 1918 Peking to Paris Tribute that was piloted by Joe and Alison Growse. Following lunch the Tribute's electrical system ran dry. Not a problem for Joe and Wes, who dealt with it with good humour and aplomb.

On Saturday we drove our cars to the Sutphen Auto & Fire Collection, which is a family company that builds fire engines. They have been in business 130 years, and the fifth generation is now lifting the reins. Some of the employees are also generational, which is the sign of a great company. Their fire trucks now sell for about \$1.3m. Les and Carla McConnell felt quite at home, as did Bobby Ohlsen and Tim Heinan.

Sutphen's sheds hold a large car collection with everything from a DeLoren to a 1929 Blackhawk, via Jags and Rolls Royces. So much fascinating metal induced a sort of vertigo. Thank you again Dan!

And the best was saved for last. That afternoon we drove our Stutzes out to Dan and Mary's car condominium for an open door day. Dan's bright red 1925 693 Roadster, with its later Stutz-cast block, reliably led the way - it knew the address. Again the automotive smorgasbord was unbelievable, with everything from hot-rods, to Porsches, to Model A Fords and 1930s Lincolns. Mary had outdone herself providing a picnic that was better than a formal dinner, and Dan's red MG TD was perfect, just like his Stutz. A carefully constructed replica of the Oakland racer that had come 11th in the 1930 Indy 500 was there. Our 1929 Jones Stutz Special, now in road trim, had come 10th in the same race. Should we drive over and park just in front of the Oakland? Behave! John Armstrong, the Oakland's very knowledgeable builder, thought the coincidence was great.

The next morning we loaded our cars and headed home. The trip was a blast, and one cannot praise Dan and Mary DiThomas enough for their amazing hospitality and the effort that went into organizing everything. Thank you!





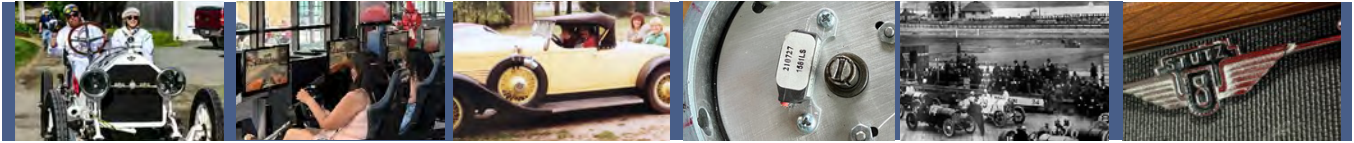
From Our Members

Dan DiThomas support@stutzclub.org is wondering if anyone knows the Blackhawk Roadster in the photos? It was owned by a Mr. Frazier in the Detroit area. He passed away and his son sold the car about 25 years ago to a man in the Detroit area.



Member **Jay Kolb** went to the AACA Eastern Spring National Meet in Gettysburg and reported that “There weren’t any Stutz cars in the show but there was a very nice 1922 HCS belonging to Kelly Kinzle on the field”.





Stan Smith is always finding great stuff and sent this photo below. Then **Tim Kuser** provided the details.

This was the US GP in San Francisco, 27 Feb 1915, run during what is now known as an “atmospheric river”.

- 8 = Cooper / Stutz
- 6 = Ruckstell / Mercer 45
- 15 = Newhouse / Delage
- 29 = Taylor / Alco 6
- 14 = Bragg / Californian (Mercer 45 w/ V-radiator)
- 10 = Nikrent / Mercer L-head

Peter Helck’s book *The Checkered Flag* has really good summaries of the Gordon Bennet, Vanderbilt Cup and Grand Prize races/



Clippings of Note

Thanks to Tim Kuser who sent these two interesting articles:

GENEALOGYBANK Sun, May 04, 1913 | San Diego Union (San Diego, CA) | Page 55

STUTZ CARS IN DEMAND

So great has been the demand for the four-cylinder Stutz cars, and so many deliveries have been made, that the supply in Southern California has for the time being been exhausted. Gordon Prentice, local Stutz representative, announced yesterday that it would be three weeks before any more of the type would be delivered here.

Immediate deliveries on the six-cylinder models will be made without interruption, but not even a demonstrator of the four-cylinder type remains unsold in the local agency. The last deliveries on four-cylinder cars were to Roscoe Hazard and H. C. Snow. Hazard bought a touring car and Snow a roadster.



Oldfield Is To Drive a Stutz

(By Connie Miles)

Barney Oldfield will drive a Stutz car in the Indianapolis speedway event, with Earl Cooper and Gil Anderson as his teammates. Barney arrived at this decision Monday evening after urgent letters and telegrams from the Stutz factory and the entreaties of Manager Brown of the Los Angeles Stutz agency. With Oldfield and Cooper together it may be said that it will be California against the world in the great speedway event. It has been known for some time that Oldfield was seeking to make a change from the Mercer people, and it was a question whether he would go to some factory or buy a car of his own. The proposition put up to him by Harry Stutz was so fair, he said Monday, that he could not turn it down.

"I've got enough patriotism in me to want to drive an American car in the Indianapolis event and try to beat the invaders," said Barney. "I realize that we have a tough job on our hands this year to trim such European stars as Goux, Boillot, Duray, Christinas and Chassagne, and it's up to us to show what we can do, but I believe we can beat them."

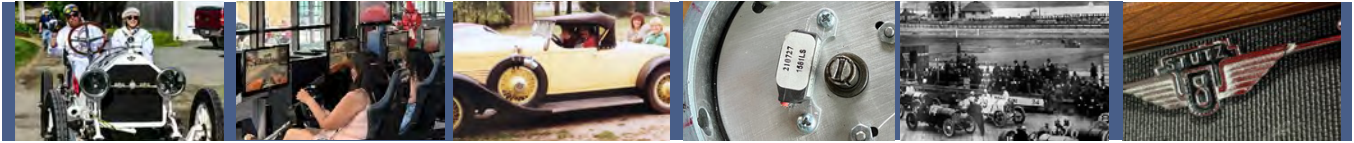
Oldfield's tying up with the Indianapolis concern will give Stutz one of the most formidable teams in the big

race. There is no danger of Barney being barred from the race by Carl Fisher, owner of the track. That old feud has been forgotten and Fisher will be glad to have the former speed king as one of his trump cards.

Alfred Reeves, stepping into the shoes of S. A. Miles as general manager of the National Automobile Chamber of Commerce, has conceived an idea that, it is believed, will be the greatest boost the sport and industry ever has had in the encouragement of touring. In brief, Reeves wants to have a national touring week supported by both the National Automobile chamber of commerce representing the industry, and the American Automobile association, representing the sport.

Buddy Ryan, favorite pitcher for Imperial in the Valley League last season, made a strong stand against Oakland Wednesday. Ryan allowed but two hits in the game, those being five innings apart, shutting out the Oaks with a 2 to 0 score.

Efficiency Exposition Opens
New York, April 4.—An "efficient office," an "efficient kitchen," an "efficient laundry" and other similar exhibits were on display at the Grand Central Palace today when the first National Efficiency exposition and conference opened to continue eight days. Gov. Glynn today delivered the opening address on "Efficiency in Government."



Ignition Upgrades

by Rob Praetorius

Stutz SV straight eight dual plug per cylinder electronic ignition upgrade. This upgrade was installed on a modified SV motor, with a 12 volt system. Pertronix igniters are available for 6 volt systems.

Dual Pertronix igniters distributor set up VS Single Pertronix ignitor distributor set up using the MSD box.

Dual Ignitor system

Parts needed:

- 2 each Pertronix Igniters #1581LS
- 2 each Pertronix coils, Flame thrower 1.5 OHM #40011 400 OHM plug wires
- Points plate replacement to carry the igniters

The dual igniter set up replaces the points and condensers from the original points setup inside the distributor, utilizing the original points cam lobe (no magnetic ring is required). As with the points system, each igniter triggers one set of plugs via its own coil. A custom mounting plate holds the two igniters 180 degrees apart, with one igniter slightly adjustable around the points cam, in relationship to the other igniter. The gap between the igniters and the points cam lobe is .015 to .030. It is necessary to remove the distributor from the motor to set up correctly. It is required to know where TDC (or the BTC setting) for #1 cylinder is located on the distributor, just as with setting up the original points. The rotor/points cam lobe phasing must be adjusted correctly as well. The challenge is to get both igniters to fire at the same time.

By setting the distributor up on the bench, wired to two coils, with grounded spark plugs in the coils, you can achieve adjusting the two igniters to fire almost at the same time.

This 2 igniter system worked well, but there is some uncertainty if it really matters if the plugs may not be firing exactly the same time, all the time. We are talking milli seconds apart.

The end result from test running with the 2 igniter set up are a much lower sustainable RPM at idle, better acceleration, and cleaner running plugs.

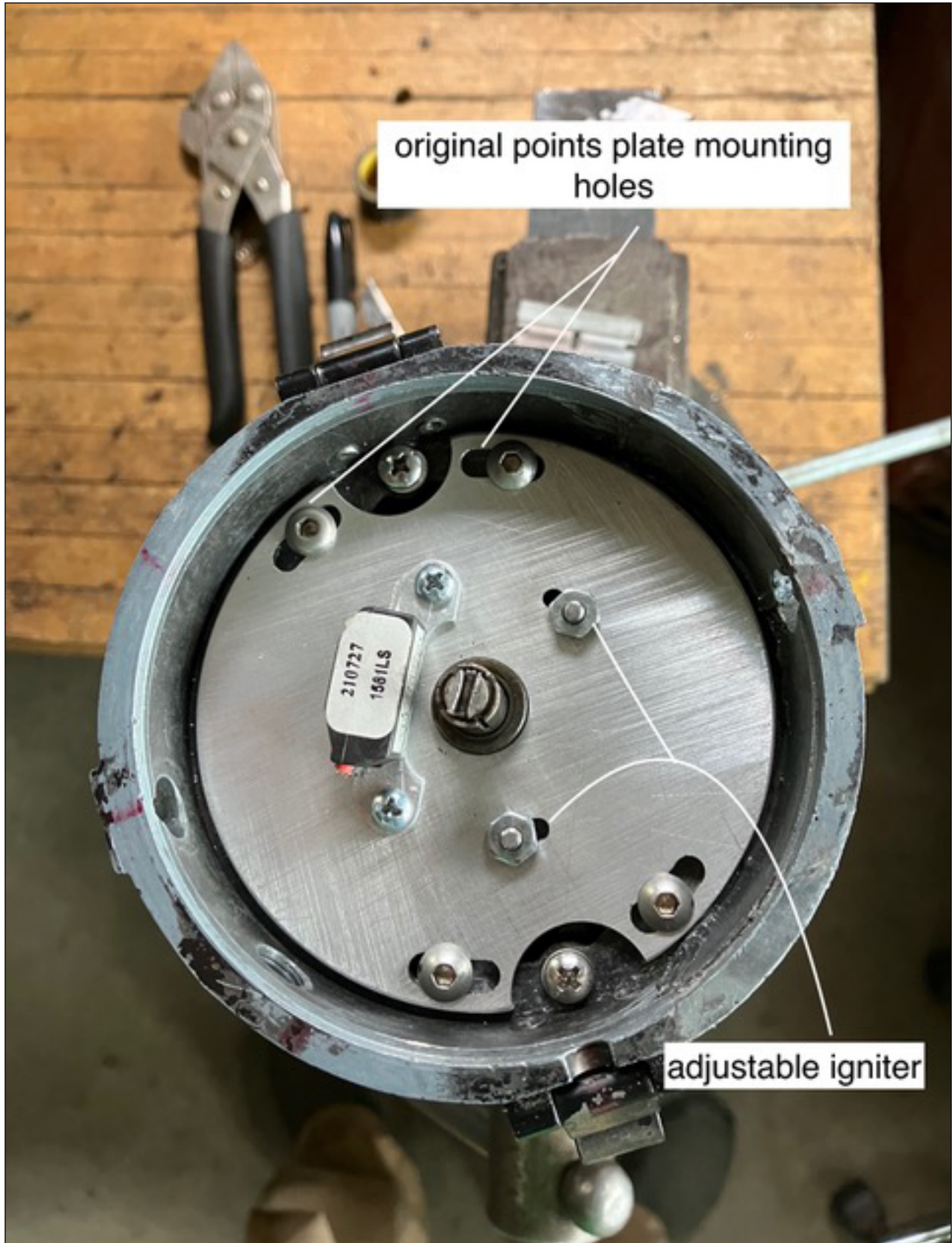
Single Igniter with 1 MSD box firing 2 coils:

- 1 each Pertronix igniter #1581LS
- 1 each MSD Box 6A #6201
- 2 each MSD coils, Blaster #82023 40 OHM per foot plug wire
- Points plate replacement to carry igniter

The single igniter/MSD box set up replaces the 2 sets of points and condensers from the original points set up inside the distributor, utilizing the original points cam lobe (no magnetic ring is required). A custom mounting plate holds the igniter. The gap between the igniter and the points cam lobe is .015 to .030. It is necessary to remove the distributor from the motor to set up correctly. It is required to know where TDC (or the BTC setting) for #1 cylinder is located on the distributor, just as with setting up the original points. The rotor/points cam lobe phasing must be adjusted correctly as well. By incorporating the MSD box in the system, wired to 2 coils in parallel, with 1 igniter, both sets of plugs fire at the exactly the same time.

One option would be to utilize the custom dual igniter mounting plate, with only one igniter wired to the MSD box, having the second igniter as a backup in case of igniter failure.

The end result from test running is much the same as above with the two igniter system, with the assurance of both plugs firing at exactly the same time.





The Stutz

By Carl Jensen

Carrol and I headed to Indianapolis where we joined Turner and Diane Woodard for Indy 500 qualifying. Wow! That was fun! It is always great to keep that connection of our cars with Indianapolis. While we were in town, Turner suggested we go to the soft opening of the Stutz Business Center. While the Woodards are very happy with what has been done, it was clear that the crowd of people who attended were equally impressed! Upon entering the beautiful courtyard with café tables, you are immediately hit with aroma of great places to eat. There is authentic Mexican food, a vintage diner, bakery and coffee shop, with more coming. The courtyard also leads to a beautiful banquet facility with keeps

the vintage theme with elegance. Inside the business center, they have remodeled to new office units with the upper floors still catering to artists.

The first floor also is home of a Stutz museum with memorabilia and several the Woodard's Stutz cars. To remind you that Indianapolis is a racing community, there is a line of race simulators! Sadly with the grand opening, the line to try them was longer than your editor had time to wait. The day was made perfect when Rachel Daeger came down to join us! If you get a chance, go to www.thestutz.com for a video of the opening. Information from their website:

“SomeraRoad acquired the 1912 building at the beginning of 2021, just recently beginning to redevelop the building into a multidimensional live-work-play atmosphere. The developer is investing \$100M to revitalize the century-old building, with 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.

Once complete, the multi-year adaptive reuse project will encompass 290,000 square feet of office space for companies of all sizes, starting at 3,000 square feet for turnkey suites. Construction of Phase One is now underway, with most of the work expected to be complete in 2023. “

1912	1916	1940	1993	2021
Stutz breaks ground on a modern factory to produce 500 Stutz racing vehicles per year.	The company rebrands to The Stutz Motorcar Company of America.	Eli Lilly acquired the Stutz Factory, operating it as a paper packaging facility until 1982.	Local developer/artist Turner Woodard acquires the vacant building to save it, transforming the factory into a haven for artists and creatives.	SomeraRoad acquires the Stutz Factory to redevelop it into a world-class creative office destination.



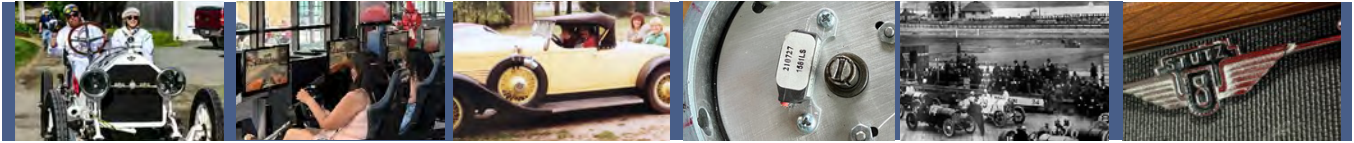
Race simulators in the Stutz museum!

Rachel Daeger and Carrol Jensen



Courtyard with delicious food!





Wilbraham Hill Climb

By Carl Jensen

Photos by Ed Hyman

Say the words “Hill Climb” and most people think “Pikes Peak”. Certainly Stutz enthusiasts are proud of the record from 1925 to 1937 when Stutz machines took 10 wins and 2 second places with Glen Schultz, Edward Phillips and the final three with Louis Unser. While this is an impressive record, it has often gone unnoticed that two Stutz cars competed in the inaugural run in 1916.

But before cars competed at Pikes Peak, they were racing up Monson Mountain Road in Wilbraham, Massachusetts on September 11, 1908. It was a great venue that started with a 2 percent grade, then changed to a grade of 23 percent with a rise of over 400 feet in a mile. It was known to be one of the steepest hills in the east. Ran by the Automobile Club of Springfield under the racing board of the American Automobile Association, stiff competition came out to prove their performance.

A list of different marques came to compete, including Chalmers Detroit, Atlas and Buick, but it was rival Massachusetts manufacturers who owned the day with Stevens-Duryea taking the most wins and Knox taking the fastest time for a car. Overall fastest time of the day was actually an Indian motorcycle, which was also built in Massachusetts. The event was not without

incident as Peter Robinson driving his big six cylinder Stevens-Duryea lost control when cresting a rise in the road at aver 60 mph, and was reported to have “soared like a bird”! Never lifting, he slapped a wood pile on one side of the road then swung from side to side, “like a maddened horse” before it swung around, crashed and threw Robinson out of the car. Two spectators and the driver were treated for injuries.

The revived Wilbraham Hill Climb is now in its fifth running and includes machines from 1959 down into the brass era. The event benefits the Springfield to Boston Education Foundation, who’s mission is “*to educate children and young adults about the storage, repair, maintenance and skills it takes to drive collectible cars as well as publish technical and historical bulletins on the intricacies of these great automobiles. We strive to connect our passionate generations through social media and electronic publishing.*”

If the hill climb is not enough, over 300 cars attended the associated car show. In fact this motoring festival brought in nearly 4,000 spectators. In total, 27 cars raced up the hill and there was actually one important fact that is common between Wilbraham and those 10 Stutz wins at Pikes Peak...the fast time was again in a Stutz!



Event Chairman Jeff DeMary and George Holman



George Holman Jr -Stutz Pikes Peak Special

How to look cool at a vintage race event!



Jon Lee in his print car.



Nick Grewal's 1915 Stutz



William Holman - 1930 Stutz Special ran the fastest time when he scorched the asphalt to the top in 49.18 seconds!



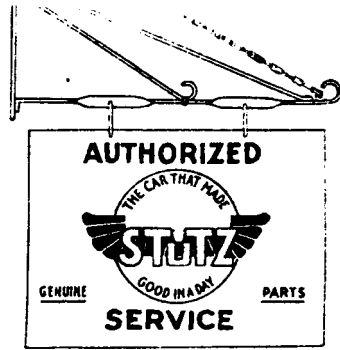


1930 Model A Pickup For Sale



Its not a Stutz, but she is cute and dependable... unfortunately we need some space. \$15,000

Carl Jensen
262-352-3751
cajensen2@aol.com



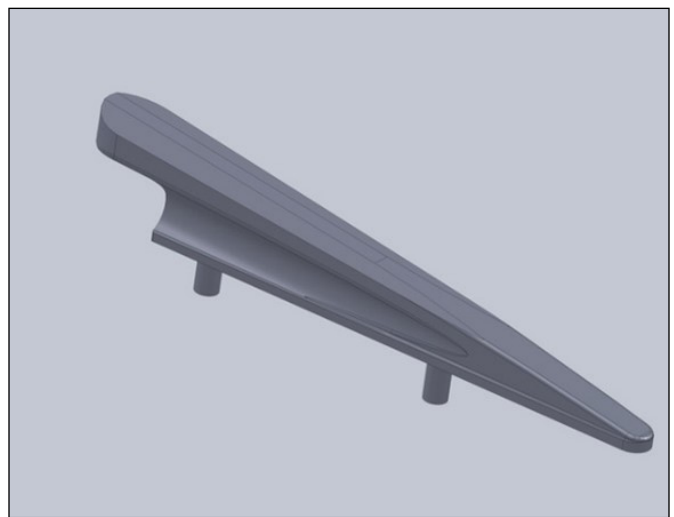
In addition to publication in Stutz News, Classifieds are emailed to the membership upon request. Many of these ads have been previously sent by email. Cars and parts may have been sold or purchased. Contact Dan DiThomas at support@stutzclub.org to be added to the email list.

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
tramhannan@gmail.com

For Sale



3D printed 1931-34 hood louvre lever.

Fred Crusade
607-373-6171

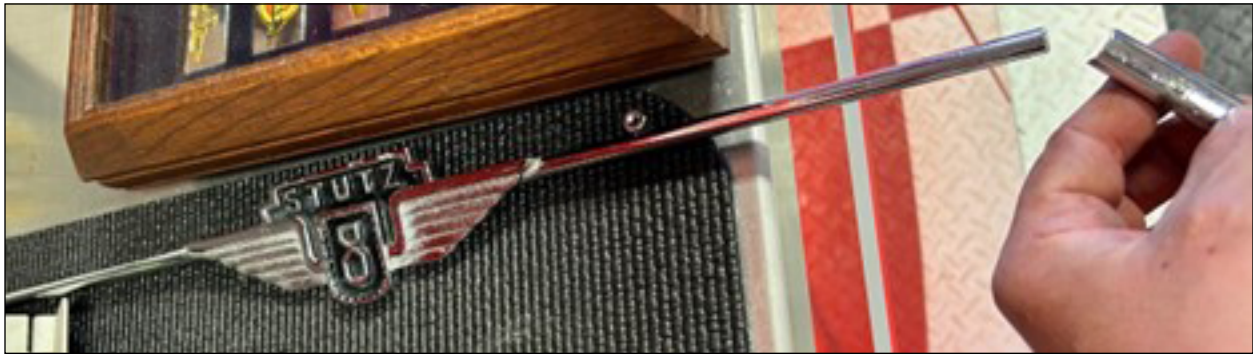
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Series M Cross Bar

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

Ring Gear Needed

Has anyone got a '28 BB Ring Gear in good condition? Will be happy to pay for one if available.

Terry Hannan
Australia
tramhannan@gmail.com

1923 Parts Needed!

Looking for a 1923 KLDH steering column to dashboard support assembly as shown in picture.

Bob Jacobsen
bobjacobsen@sbcglobal.net

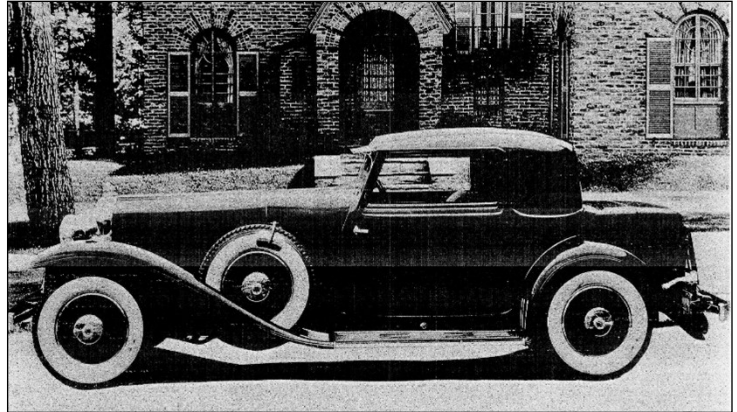




Information Needed

Does anyone have information on this particular car with it's unique body style. We want to build this body or we would want to find a two door body to complete a DV32 engine and chassis we have.

Pat Evans
pevans@schaubachco.com



Hub Caps For Sale

I have 4 Screw-on hubcaps for a 1926 - 1927 AA for sale. Not perfect but very nice. \$200 plus shipping.

Robert Reeve
Altamont44@duck.com

Carburetor Needed

Looking for info to find a 1929 Stutz Vertical 8 carburetor (new or in good condition) Stromberg (or adaptable equivalent).

Claude Dolleans
France
claude.dolleans@wanadoo.fr

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





Info Needed

I've acquired a 1929 Stutz M in October 2022 from the Mark Smith collection. Engine number 32265, plate in fire wall number M8-21-SD14W, & number on rear of frame 28262

I have attached Photos of the Stutz and the plates of the car. I was wondering if the club was aware of the car / any history connected to it? Was it ever in the club's register?

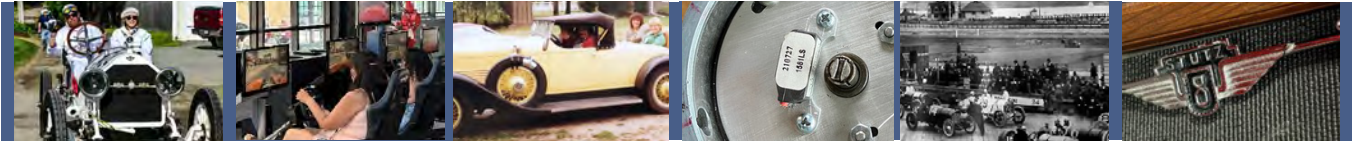
Shivraj Anand
shivrajanand@gmail.com



Light Switch Cover Needed

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

Layden Butler
LaydenandJean@comcast.net



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\$ 54,750 obo.~~ **Price reduced to \$ 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

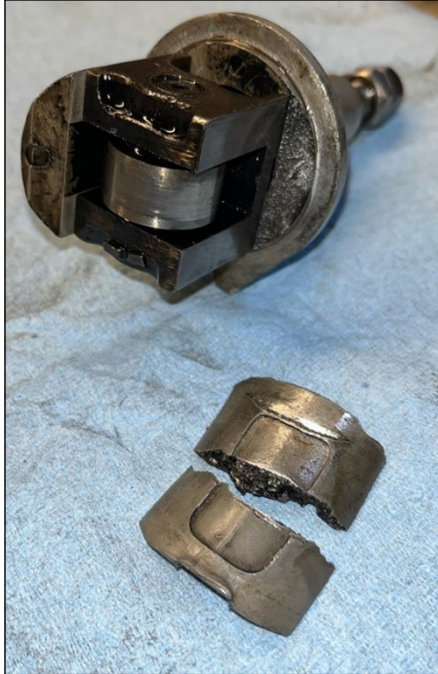


Looking for some technical assistance please. My 1920 Roadster has a large (horse shoe shaped - see photo attached) exhaust cutout incorporated in the exhaust piping. Unfortunately there doesn't appear to be any mechanism to open or close the cutout flap. I note that similar 16 valve Stutz cars have 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



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The Stutz Club, Inc.

Carl & Carrol Jensen

S110 W25415 Hunters Run

Vernon WI 53149-9267

www.stutzclub.org



TO:



Nolan Burke gets acquainted with Nick Grewal's 1915 Stutz
at the Wilbraham Hill Climb.

Photo by Ed Hyman