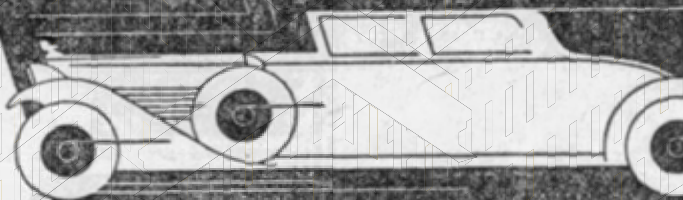


STUTZ



AMERICA'S FIRST SUPERCHARGER CAR

Stutz does it again—leads the entire industry in introducing a stock car with built-in supercharger as optional equipment.

Stutz supercharger operates at any engine speed, can be "cut in" at the will of the driver. Acceleration and hill-climbing are stepped up 18 per cent, top speed increased 15 per cent



A Supercharger Stutz is included in the distinguished Stutz exhibit at the Drake Hotel, Nov. 9 to 16, or you may see the new Supercharger Car at our display room.

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Stutz Chicago Factory Branch, Inc.

2500 S. Michigan Avenue
Phone Michigan 2500



From the President



It is hard to believe, but 2023 is almost over, and time to plan for the new year.

Quite honestly, I have already made some plans for 2024, including my annual trip to the Scottsdale auctions in January. In addition to the auctions, we will be attending the national CCCA meeting in Huntington Beach, California in March. Then we have a CARavan (CCCA tour) planned in May for northern California. So, I start again with car activities taking up much of my free time.

I will say that we had plenty of Stutz activities in 2023. The Grand Stutz in Dublin, Ohio last June was, for me, probably the best Grand Stutz I have attended since the 100th anniversary of Stutz in Indianapolis in 2011. Mary and Dan DiThomas did a fantastic job of putting together activities for us to enjoy in Ohio.

The annual Hershey meeting was another success, with many of our members joining us for dinner. I think this meeting is beneficial in that it allows us to renew friendships and inform the members of the “going’s on” of the club. I wish we could get more members to attend.

At this time, we do not have a Grand Stutz planned for 2024. I encourage members that have ideas of activities, to step up and make them happen. You will receive

plenty of help from the club officers, with examples of how to organize an event. Please let us know if you would like to sponsor a Grand Stutz.

I often find car club publications from the ‘60s, ‘70s and ‘80s interesting reading. An article I was reading caught my attention. The author was describing his response to the often received question at car shows and events, “how much is it worth”. I personally receive this question often and hesitate to answer. His response was that he put a value on the joy he received each time he uses his antique car.

As a business man, this was his way of valuing his investment in his classic car. Such activities as giving his grand kids rides in the car were worth a certain value. Driving his car to work, using his car for tours, etc., each received a value. He then added these up for a year and used that value as his return on the investment in the car. I thought this as a clever way to respond to that questions “what is it worth”. I am sure each of us has a different way to value our Stutz’s. No doubt, the market place puts a value on our cars, but there is more than \$’s that determine “what is it worth”.

My cars have been parked for several weeks now, even though our weather has been unusually warm. Winter will soon come to Minnesota and it will make me look forward to Spring and another year of driving the Stutz’s. Both my drivers are ready to go once the weather turns. I have been looking at my two “none drivers” thinking I should do something with them. Maybe it is time to pass them on to someone that wants a project?

Hope to see many of you at the various car activities in 2024.

STUTZ Club Contacts

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Announcements

It is time again for the election of officers for the The STuTZ Club Inc.

Every member, regardless of your location and car ownership, is encouraged to consider putting their name on the ballot for one of the offices listed below. The offices are for a two year term starting after the election results are tallied up. The ballot will be posted in the January – March 2024 issue of the *STuTZ News* as well as being sent out via an E-Blast and included with 2024 Membership Renewal Form mailing.

Offices:

- President
- VP Membership
- VP Publications
- VP Technical Services
- VP Events and Publicity (currently not filled)
- Secretary
- Treasurer
- Archivist

Please reply to Dan DiThomas, support@stutzclub.org or 614 832-0066, indicating the Office you are interested in no later than 15 January 2024. Every member’s involvement is important and appreciated since we are all part of a small but very special club which supports a very special and splendid group of vehicles.

The 2024 STuTZ Club, Inc Renewal forms are being mailed out in late January, 2024.

We are looking forward to receiving your renewal and appreciate your continuing support of the club. We are dedicated to providing the award-winning *STuTZ News* and a platform for members to communicate and interact with other members in order to enhance the image of our splendid automobiles.

Please be on the lookout for your form. The mail service to various locations has been very slow so it may take a while to arrive. If you have had an address change in the last few months, or you have any questions, please feel free to contact Dan DiThomas. Email: support@stutzclub.org Cell: 614 832-0066.

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

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From the Editor

by Carl Jensen

At the end of the year when doing our business planning for the next year, I look back on what we accomplished and what we need to still get done. Inevitably, one tends to think more about what still needs to be done. But the process also reminds me of everything else I did throughout the year...including the fun stuff! It always gives me a smile to remember these fun events and time with friends.

It also reminds me to get planning and cars ready for upcoming events! One event I am particularly excited about is the Ragtime Racers being a feature at Road America next summer for the vintage races July 11 -14. The group, which includes several Stutz Club members, will be bringing a big entourage and we are thrilled to have them! Expect to see a couple Stutz cars there... If anyone is interested in attending and would like more information, please reach out to me. I can honestly say that Road America is the most exciting track I have been to anywhere in the world. It is also set in a park atmosphere with outstanding accommodations...no bad seats, out houses or bad food here! In particular, the annual updates to the facility over the past decade are outstanding.

Recently, I have started down a path to do a comprehensive article or series on Gil Anderson. Much is written about Earl Cooper, but considering the length of time Gil spent with the Stutz organization (over two periods of time) he may be one of the longest running employees of the company! If anybody has interesting information on Gil, please contact me.

Finally, I have plea for help...the club records appear to incomplete with copies of the factory publication "The Safety Stutz".

For certain, we do not have any copies of issues between August 15, 1929 and all of 1930. I suspect that other issues may be missing as well. I would really like to have a complete set (copies) for our records. If anyone has a full set or thinks they can help fill in the gaps, please contact me.

THE SAFETY STUTZ
INDIANAPOLIS, INDIANA

Stutz Introduces the Principle of Double Overhead Camshafts With Dual Valves in Its DV 32 Models

This year Stutz celebrated the completion of its twentieth year of continuous and successful manufacture of automobiles by announcing in its 1931 models three complete lines of Stutz automobiles on three different wheelbases, which are called the "Twentieth Anniversary" models.

The Model LA Stutz on the 127½-inch wheelbase, the Model MA Stutz on 134½-inch wheelbase and the Model MB on the 143-inch wheelbase constitute the three new lines.

Now, in addition to these three lines of superior automobiles, the Stutz Motor Car Company is offering the public an additional line of super-powered quality motor cars known as the "DV 32" models.

These new creations embody all the safety features, durability and individual characteristics found in the existing Stutz models and in addition they present performance features little dreamed of before—even in a Stutz.

Body lines, upholstery, equipment and interior fittings are of the finest, in keeping with the superlative abilities of the car but the identifying characteristic of the new models is performance, "Performance with Safety".

Regardless of what you now drive or have driven we venture to say that you have never sat behind the wheel of a motor car with such a feeling of power, such acceleration, such verve, luxurious transportation with such boundless energy ever amenable to the slightest wish of the driver. Motor enthusiasts have long looked forward to a motor car with such characteristics.

This amazing increase in power and smoothness is due to a revolutionary advance in engine design without involving complications by adding to the number of cylinders. Through years of experimenting Stutz engineers have adapted to passenger car transportation the principle of dual valves and double overhead camshafts

so long recognized for its superior efficiency by the racing fraternity.

Two intake valves to each cylinder, two exhaust valves to each cylinder increase the "breathing" capacity of the engine approximately sixty percent. This increase in the ability to get fuel into the engine and burned gases by a similar amount without any increase in the size or number of cylinders.

In the new DV 32 Stutz the motor lover finds something he has long coveted. A car really worthy of affection. One hundred miles per hour on the open road (in certain body styles) combined with suave slow speed performance for city driving; incomparable acceleration and unbelievable ability to stop; an uncanny ability to hold the road; all the performance attributes one could desire, combined in one car with safety, dependability and individuality.

A CUSTOM-BUILT DV 32

Stutz Convertible Victoria. Built by Rollins



SAVE THE DATE



CCCA MUSEUM

Art in Motion®

Please join the
Classic Car Club of America Museum
for the **Power & Performance Experience** on
June 1!

What has more power and performance than
a Stutz!

More details to follow and email any early
questions to carroljensen@gmail.com

Stutz Club Membership Report

For the time since I can remember, there are no new members to report in this issue. However John Boyle sent this great Christmas car of him and his wife in his Barris Bearcat!! In John's words, "...so you aren't left empty handed, attached is a digital Christmas card from a few years back. Not much different, still have the car and wife. New dog however!"





2023 STuTZ Club, Inc, Annual Meeting Minutes

Date: Tuesday October 03, 2023
 Location: Red Lion Inn, 4751 Lindle Road, Harrisburg, PA 17111
 Time: 6:30 pm assemble with dinner served at 7:00 pm

Members began to get seated at 6:30 pm.

People in attendance: Dan DiThomas, Mary Thomas, John Grunder, Mark Olson, Richard Olson, Sandy Olson, Jim Nicholson, Paul Loeber, Mark Desch, Gloria Desch, Robert Praetorius, Dale Praetorius, Ed Minnie, John Cislak, Phil Sacca, Steve Pugh, Jim Lookwood Sr., Jim Lookwood Jr., Ernie Tooth, Peter Todo, Jason Gehring, A.J. SanClemente

Introductions – Mark Desch

Prayer – Dan DiThomas

Dinner

Annual Meeting Call to Order – Mark Desch

1. Minutes were read from the previous meeting and action there on. Minutes were accepted.
2. Reports of officers and committees
 - President Mark Desch had accolades for the Grand Stutz 2023 held this year in Columbus Ohio.
 - Membership VP John Boyle submitted a report. We have been adding one to two new members per month. Club membership has been holding steady at about 250 members per year.
 - Publications VP Carl Jensen submitted a report. Carl is enjoying the publication and is most appreciative for all the articles sent in. He really appreciates the people reaching out. Everyone appreciates the great job that Carl is doing. The Newsletter continues to be the thread that binds the club.
 - Technical Services VP John Grunder said we're down to 10 glass globes. He doesn't see a need to reproduce any more. He continues to help the tech requests that come in. Especially the members overseas that have limited resources available.

- Programs & Publicity VP Position is still open. We need a leader to step up and drive this program.
- Secretary Rob Praetorius read the minutes from last year's minutes.
- Treasurer Dan DiThomas reported the current club balance is \$27,546.00. We increased dues for 2024 as membership dues haven't been raised in 10 years and they are the key revenue source for the club.
- Archivist Ernie Toth had nothing to contribute.
- We need a leader to come forward and drive a Grand Stutz event for 2024.

3. Old business

- Splendid STuTZ II update. Dan had the current *Splendid Stutz* book digitized. We also have the Newsletters electronically on file from 1996 to date. So there is plenty of digital information to build a Splendid Stutz II book. We need an editor and leader to drive this project. A member needs to step forward to lead the project.
- Last year Ernie had suggested that we place a Stutz membership ad in Hemmings Motor News to promote Club awareness and membership. Dan contacted Hemmings twice for more information with no replies. A member needs to step forward to lead this program

4. New business

- 2024 Ballot will be coming out in December.
- Project to improve member participation & value needs a leader to drive it.
- Website member log in had a problem. Rachel fixed it.
- Mark Olson reported on several of his recent acquisitions. His most prized one is a 1924 Stutz Speedway Six.

5. Dan adjourned the meeting.

Submitted by Robert Praetorius, Secretary



Ed DeVries' 1930 Stutz M8 Convertible Sedan

Article by Lisa Snyder
Images by Don Wood III

The 1930 Model M8 Stutz pictured on the cover of this issue of Torque is owned by Ed DeVries, who recently completed a full restoration of this amazing automobile. A four-door convertible with the original 8-cylinder engine, it has the unusual feature of hydraulic power-assisted vacuum brakes on all four wheels.

The Indianapolis-based Stutz Motor Car Company began producing automobiles in 1911 and ended production in 1935. Mostly known for fast racing cars such as the Stutz Bearcat, the company also began making luxury automobiles in 1924 for the rich and famous. This particular model is believed to be one of only three left in existence.

It is unknown who purchased the Model 8 new in Chicago in 1930, but it was later owned by Mr. Clarence Hermanson who appears on the title in 1941. James Lockwood acquired the car soon after and kept it in storage for many years. Jim Lockwood, James' son, who has been an avid Stutz collector since 1943, sold the car in 2000 to Kent Riddle, who maintained it and began some minor restoration.

In 2017, Ed DeVries was in the market for a new project after completing restorations of several other Full Classic® automobiles including a 1935 Cadillac 4-door convertible sedan, a 1923 Minerva phaeton, and a 1939 V-12 Lincoln convertible. He purchased the Stutz from Kent Riddle with only 22,000 original miles on the odometer.

Ed spent several years fully restoring the Stutz from the ground up. It was taken apart, reconstructed, repainted, replated, reupholstered and brought back to what it must have looked like to that first buyer in 1930: an amazing example of power, technology and

Nowadays Ed favors luxury and sophistication over pure speed...

incomparable elegance. The body lines exude a classic, sophisticated style and the 8-cylinder engine gives the car a powerful, solid feel while maintaining a smooth, graceful ride. It is the epitome of decadent luxury.

Ed found the restoration of the Model 8 to be extremely gratifying and he was rewarded for his hard work recently at the Kalamazoo Antique Auto Restorers Club's 2022 Red Barn Spectacular in August where the Stutz was given the Best of Show Award. Ed also brought the car to The Grand Stutz show in Hilton Head, SC in 2021. Unfortunately the weather didn't cooperate and torrential rain and the subsequent mud did not allow Ed to get the Stutz onto the field. The car was also granted the Class Award at The Experience: Art in Motion by the Classic Car Club of America Museum.

Ed's admiration and appreciation for powerful automobiles began at age 12 when he skipped school to hang out at the local auto body shop. As a young teen in the 1950's, he raced cars at the Berlin Racetrack until he was pushed over the steep bank and suffered a serious injury. Nowadays Ed favors luxury and sophistication over pure speed, but whatever his next project is, you can be sure it will be a meticulous restoration of a Full Classic® automobile.



Top: The Stutz Vertical 8's long low appearance is partially due to the advanced chassis employing worm drive and a dropped frame. Inset: The radiator cap features the sun god Ra.

Thanks to Rich Ray, Editor of Michigan Region CCA magazine "Torque", for allowing us to reprint this article from their recent publication. If you are not member of this region, its worth the dues to get this great magazine! (<https://classiccarsofmichigan.com/torque/>)



Clockwise from above: the rear view features a trunk with prominent Stutz 8 badge; front quarter view features a prominent radiator grille and bumpers; rear quarter shows the length of the car; the Stutz winged emblem; covered sidemounts feature the bright red wire wheels; Timken hydrostatic brakes with oversized finned drums on all four wheels provide the stopping power while the suspension uses a solid front and live rear axle with semi-elliptic leaf springs.



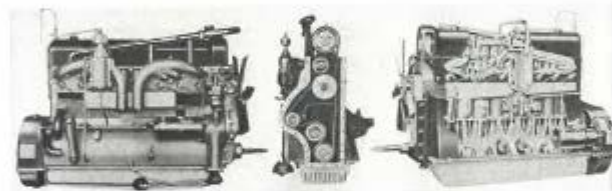
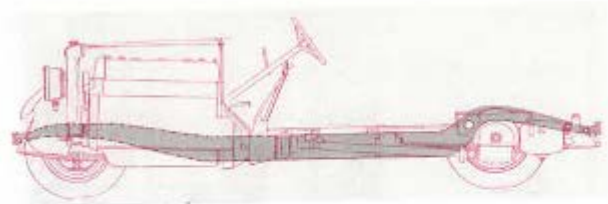
November - December 2023

TORQUE

9



Clockwise from left: the vacuum tank draws fuel from the rear mounted gasoline tank and feeds it to the updraft carburetor; the single overhead cam straight-eight cylinder engine displacing 322.1 cubic inches delivers 113 horsepower and is capable of propelling the Stutz to speeds of 85 mph through a new Detroit Gear and Machine four-speed transmission with a stump-pulling first gear ratio while a "No-back" feature provided a mechanical hill-holding function; the serial number plate promotes the Stutz "Vertical Eight" engine; a closeup view of the updraft carburetor; a factory sketch of the "double dropped" frame that allowed the body to be significantly lower; a cutaway of the Stutz Vertical Eight engine.



Clockwise from far left: The large steering wheel is needed to guide the heavy vehicle and features hub-mounted levers for various operating functions; the center-mounted instrument cluster features all the necessary gauges; the Stutz name graces the door sill step plate; proud owner Ed DeVries with the beautiful example of his automobile restoration skills; the driver's compartment is simple and comfortable with full leather seat.





Thanks to our President, Mark Desch, for his contribution of this Weymann article.

article submitted by Doug Dolliff

The Weymann Principle of Body Construction.

The following is excerpted and slightly altered from an article on Weymann bodies entitled "Coachbuilding in Canvas" by Roland Jerry. It appeared in Old Motor Vol. 8, No. 5, September/October 1974. The accompanying illustrations come from the same source. Thanks to Lee Haacker for its loan.

Charles Terre Weymann, an American whose mother was French, had pre-war connections with airplanes and with the French motor trade, the latter through his interests in Nivex instruments, Jaeger speedometers, and a number of accessory items.

The Weymann body, or more correctly the Weymann system of coachwork construction, was based on the concept of flexible framing panelled in fabric.

The view in coachbuilding at the time was that the bodywork should be as rigid as possible to resist torsional chassis weave. There were a few exceptions to this, but in general closed bodies were heavy structures to combat the flexing of chassis frames, largely intended for open bodywork. Thus, all framing joints were heavily ironed and reinforced while outer steel panels were solidly pinned in place. Generous sills or runners under the body accommodated the numerous bolts securing the unit to the chassis.

Everything was massive and needed to be.

Invariably the chassis won in the war between the two. Few bodies—even the best of them—were proof against the long-term racking and stress imposed by the flexible chassis. Stiff suspensions and the high pressure tires of the day compounded the problem.

Bodies squeaked and rattled initially, then they gradually disintegrated; either squeaky framing joints couldn't be reached for tightening, or they couldn't be tightened where there was access. How long a body lasted was a matter of its quality and the degree of usage on tough French roads, coupled, of course with the frequency of critical maintenance.

Weymann's success and originality rested on shaky foundations, that is, the flexible frame which he developed for the body.

Usually in ash, it was perilously light by coachbuilding standards of the day. Weymann never ceased in efforts to make it lighter still. He claimed an 8% reduction in 1926 with the installation of new woodworking facilities in the Paris plant. Few members exceeded 2 x 2 ins.

Like Batters

Framing elements were decidedly on the light side. Many resembled the battens in a canoe instead of body parts. But machining and spindling operations were kept to a minimum with the general absence of mortising and lapped joinery. *Motor Body Building* commented on the high level of accuracy which went into a Weymann frame. "Operations are more characteristic of metalworking than woodworking practice with the unusually close limits imposed on the coachbuilder."

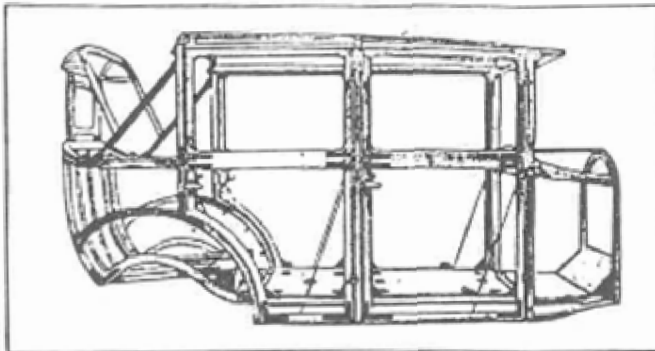
The framing brackets which Weymann used were the basis of the concept, the "air gap" which separated framing elements for silence and flexure. Frame members which didn't touch each other couldn't squeak. The brackets consisted of a range of steel and light alloy "tee", "L" and angle gussets which automatically established the ¼ to ½-inch air gap separation. Weymann specified a few standard machine bolt sizes for his connections, avoiding screws and carriage bolts that most coachbuilders used.

The brackets were easy to make from flat stock and there were relatively few shapes and sizes. Weymann had rationalized them quite early and most went unchanged for the duration of the body. Light and simple, they weighed far less than the complex cast iron, aluminum and bronze brackets which went into the ironing of better grade conventional bodies.

As with window regulators and hinges, licensees could obtain needed brackets and hardware from Weymann on a ready-made basis from the Paris and Addlestone (just outside London) plants.

There were no sills in a Weymann body, a basic departure from established practice where sills or bearers were essential in conventional construction. Instead, the Weymann body was mounted directly on the chassis and the side rails served as the sills.

The absence of sills cut weight and reduced height. Without them the body could be dropped down over the chassis—it didn't have to sit on top. Wey-



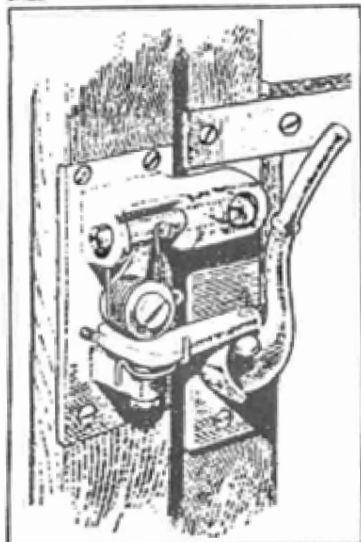
The secret is in the structure.

mann also mounted the seats directly on the chassis without the usual interval of floorboards and sill members.

The cross bars in a Weymann body linked up the bottoms of the door posts and the screen pillars at the scuttle on each side. These ran parallel with the cross members in the chassis. The provision of roof bows at the top produced a "square" configuration with the body viewed in cross-section, or perhaps a parallelogram when Weymann's brackets at each point enabled flexing. Each station in the framing consisted of a similar "square".

Door framing was generally similar and even lighter. A diagonal wire maintained alignment while the door was open. When the doors were shut, they were free to flex with the rest of

To retain the Weymann body's inherent flexibility, a most complicated but effective lock had to be devised. Owners always admired the precise way in which the door of even a cheap Weymann body clicked shut.



the structure. The construction was so light that two hinges were enough for each door; the result, with the lock inside, was 3-point suspension to assure adequate but not excessive flexure.

Weymann designed his own hinges, a very high quality and sophisticated variation of the pin-and-eye type.

Snap not Slam

The doors in a Weymann body "snapped" rather than slammed when they were shut, apparently curiously so. P.M.A. Thomas of *Bus & Coach* was impressed: "One of the most attractive features in the door construction (troublesome on most cars) and nobody can fail to admire the way in which they open and close even on cheap models."

The windshield and the sliding glass (heavy in any body and disproportionately so in Weymann construction) required special care and installation. The windscreen was isolated from scuttle flex by a surround of cushioning rubber which allowed it to float free. This was so effective that Weymann had no problems when one-piece screens came into fashion in the early 1920's.

The screens in rigid-type saloons shattered from time to time when there was less rigidity than presumed and the large expanse of glass was subjected to scuttle distortion.

Weymann's window regulator was a novel device in which the glass was raised by a chain and sprocket assembly instead of by sliding arms and other means which meant more parts and weight. It was quite a good seller at £1/5/3 when many were sold to coachbuilders for use in conventional bodies. Similarly, his ingenious lock found a ready market for like reasons. Of excellent quality, it was light and effective. With its "two position" motion for lock-

ing, the Weymann lock to some degree anticipated present safety requirements.

Zapon & Rexine

Weymann used Zapon cloth as the outer fabric on his bodies, an artificial leather which was obtainable in a number of shades and colors. The appearance of Zapon was different rather than inferior to varnished or enamelled steel. Weymann never relaxed in his efforts to eliminate the difference. A variety of finishes were tried and discarded in attempts to emulate the sheen and gloss of steel. His last fabric was called *Tole Souple*, *Supple Steel*.

The earliest Weymann bodies used commercial Zapon cloth until it was superseded by a special variety which afforded the same stretch in all directions to simplify the making of tucks, pleats, and contours. Later, fabrics were offered in a variety of patterns, including the long and fine grains, basketweave, pebble and antique finishes.

Many British-built bodies were covered in Rexine, comparable to Zapon, and presumably other fabrics were used as well from time to time.

Tailoring not Coachbuilding

Covering a Weymann body got one into tailoring as much as coachbuilding. *Motor Body Building* described this process: "It can be readily understood that the external covering of fabric receives considerable attention in application, the frame first being covered with American cloth (oil cloth), followed by a canvas loosely stitched over, into which horsehair is packed to get a flexible contour, which is again covered with a fine material, and finally finished with the outer Zapon cloth tightly stretched on."

The operation required a high degree of skill. "Considerable care is needed in the jointing (sic) up of the fabric, while around the doorway openings it is turned in, fastening in a groove made on the pillars and covered finally by a nickel plate."

This is what customers got in a first-rate Weymann body.

There were others in the field, too, not necessarily concerned with flexible construction, but in activity to simplify coachwork or improve the durability of bodywork. None lasted for more than a year or so, although there was a flood of prototypes for a time.

The curious Vana body was one. This had prewar associations and consisted of a body frame (rigid) panelled



in "vegetal concrete". The plastic or mastic-like material was applied by a trowel, masonry style, and then ground and smoothed down for finishing in the normal manner. A chicken wire netting anchored Vana to the framing, which was conventional otherwise.

Apart from a few specimen bodies, nothing happened and the Vana body disappeared.

By 1928 some 50,000 Weymann bodies had been built by all sources (but far fewer afterwards when the decline set in).

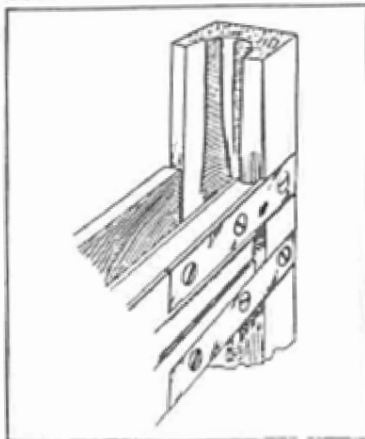
When all-steel bodywork came into vogue in 1929, the end of Weymann body building could be glimpsed.

Weymann responded to the French preference with a new body in 1929, the "semi" or the "semi rigid" Weymann. This wasn't quite as flexible as the fabric body, and it was more expensive to produce. It ended his efforts at "mock" steel panelling—now it was steel, or rather hand-beaten aluminum, with fabric above the waist line in the usual Weymann manner.

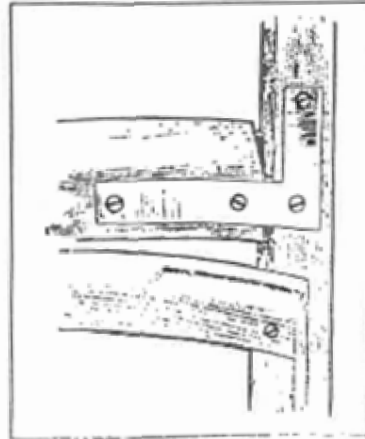
The new Weymann body differed considerably from its fabric predecessor. Doors were now of coachbuilt construction, although flexibly swung on special hinges. The scuttle, wheel arch areas and the rear of the body were rigid "cells", but flexibly mounted in relation to each other. Special insulation isolated the outer panels from flexible framing in some areas of the structure. Flexibility was less important by 1929. Chassis frames and suspension had improved, so had the roads. Many of the reasons for the fabric body had vanished.

For more on Weymann, see FL pp. 2074-2075.

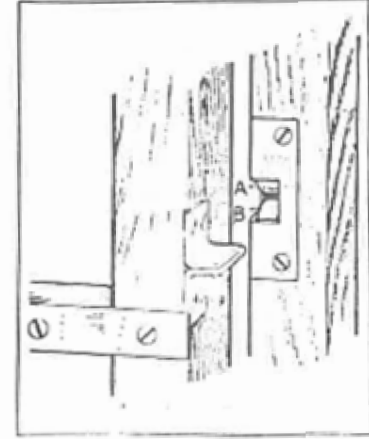
Section of the door frame deeply grooved before the insertion of the rubber glass-cushion.



An exaggerated drawing to show the way in which metal reinforcements were used to stop wooden surfaces from touching and causing noise or too much rigidity.



To allow the maximum flex the doors located into spring brackets. The twin plungers marked A and B are spring loaded.



June 16, 1926

This Plate!!

is your **ONLY** means of recognizing a

WEYMANN BODY

unless you ride in it—because the "Importance" of WEYMANN PATENT CONSTRUCTION lies "UNDER" the Fabric!!!

Shocks, Stresses and Strains can "NEVER" cause noises or destroy the Body. Because of its FLEXIBILITY, which also ensures Maximum STRENGTH AND DURABILITY, Weymann construction reduces weight to a minimum.

Insist on your new chassis being fitted with a Weymann Body and Refuse Imitation.

WEYMANN'S MOTOR BODIES (1925) LIMITED.

WORKS:
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Telephone..... 061 Westbridge

SHOWROOMS:
47, PAUL MALL, S.W.1.
Telephone..... 4788 Regent

Disg. MAKE BODIES "THE BEST" MAKE REPAIRS AND FITS REPAIRS

Weymann countered his rivals through heavy advertising and promotion with the message that customers insist on "genuine" Weymann construction. At the time, if they didn't, there was a good chance that they wouldn't get it.



Hilton Head 2023

by Carl Jensen

Up here in the north, November marks the end of taking old cars out of the garage. But it is also the time for one of the highlights of the motoring calendar. The Hilton Head Concours and Motoring Festival has been a favorite event since the first time we attended. Now in its 21st year, the Motoring Festival has continued to grow and just become more polished each time. Of course, being located on the charming island of Hilton Head and having that welcoming southern hospitality is the frosting on the cake.

In the 21 years of this event, they have only had rain once...which of course we all recall was two years ago on the weekend of our Grand Stutz! This year was also dry and while it was a bit cool on Friday, it warmed up by the afternoon and was a great weekend. There is a weekend full of events, but our favorite is the driving tour. This year we rode with Brian and Trish White in their 1923 Locomobile Model 48 touring car. Also joining was Gary and Cindy White, who probably ship more

Stutz cars than anyone in the country. The six of us piled in with blankets for a day of laughs. It is no coincidence that Locomobile sounds similar to Locomotive. The 525 cubic inch 6 cylinder pulls in top gear from idle straight up to 60 mph. Six people and it climbs over any grade without notice. It is an amazingly impressive machine.

Tying back to our Stutz roots, there was a class for "Classics of Indiana" class which included Duesenberg Auburn, Cord, Stutz and Marmon. There was also a Class for Indianapolis 500 cars...and the IMS museum even brought the BorgWarner trophy!

From front to back: Brian White, Gary White, Cindy White, Trish White, Carl and Carrol Jensen take off for a day of fun touring!





*1920 Bearcat Series H –
Robert Jepson Jr, Savannah, GA*



*1929 Series M Rumble Seat Coup –
Fredrick “Dutch” Overly, Sutton, Alaska*



*1930 Series M 2-Passenger Speedster, by
LeBaron – Jason Manns, Festus, MO*



Supercharged Cars

by Carl Jensen

The first real use of superchargers on automobiles began in the early 1920s. We can see them on race cars including Bugatti, Miller and others. But it appears that the first road going production car to be supercharged was the 1922 Mercedes 10/40/65, a sporting roadster.

Of course in 1929, both Stutz and Bentley took sports cars to LeMans with supercharges and Stutz became the first to offer superchargers on roadgoing cars in the US that same year. Duesenberg would later follow in 1932 and Graham is credited for making the supercharger more mainstream in 1934, becoming the largest producer of supercharged cars with their in-house design.

Fast forward, I think one of the most extreme uses of superchargers today is on Top Fuel dragsters, where the forced air is so great that it drains nearly 1,000 hp from the engine to operate it! Of course the end result is an engine that produces about 11,000 hp....a long way from the 65 hp Mercedes of 1922. Still, the increase in performance was significant. From one test report in early February 1929, at 3,000 rpm the horsepower on the Stutz Vertical 8 went from 115 to 156, and top speed was estimated to be approximately 125 mph. I have seen a few different horsepower figures on this, but the end result was a notable increase.

Stutz really capitalized on being the first to offer this technology here in the US. There are countless advertisements and press releases. The earliest public information I have seen was a reference to the New York Auto Salon in the January 6, 1929



Indianapolis News, Saturday, November 9, 1929



edition of *The Allentown Morning Call* stating, “Stutz is featured by its many mechanical improvements. Chief among them is a blower for getting more power out of the car. The novel device attracted many engineers who studied its working principles for hours.” It is interesting to note that in 1929 Stutz was also promoting that they were the first to offer radio receivers, as well as being early to offer “sunshine” roofs.

Of course we are all familiar with two road going supercharged cars which include Christine Snyder’s 1930 Derham convertible coupe and the 1929 Lancefield coupe (both are currently on display at the Gilmore museum campus). Also, there is the case of the Jones Special which was originally a supercharged car, then had the supercharger removed for racing.

In the July 2015 and March 2020 issues of the *Stutz News*, Mark Glavin outlines the details of the history of the Jones Special. But the question is, how many supercharged Stutz road cars (excluding the LeMans cars) were there? And maybe more interesting, where are they now? Most people interested in this topic are familiar correspondence dated June 7, 1929 with Stutz

confirming the upcoming order of 10 superchargers, but this author questions how many were used for testing/development, how many for production and if any more were procured after that initial order? So far, I have found reference to what I believe are three other cars. All of these with interesting bodies as well.

The first car was ordered for Samuel B. Stevens. Does that name sound familiar to you? It should, as he was the sponsor of the Stevens Trophy which Stutz won in 1927, the first of the four years it was awarded. (Recall, this was a 24 hour endurance contest and the trophy resides in the Indianapolis Museum.) Samuel Stevens was an accomplished businessman and pioneer racer. He maintained an impressive collection of automobiles at his mansion in Rome, NY which included a Stutz he purchased in 1926. But clearly the thought of getting a second Stutz with a supercharger was very intriguing as he purchased this custom bodied coupe. Does anyone else know anything about this car or have other photos of it?

The Indianapolis Star, Sunday, November 10, 1929

SPORTSMAN GETS STUTZ SPEEDSTER.

The sporty Stutz speedster shown here, especially for Sam Stevens, Rome (N. Y.) sportsman, was the object of much interest when displayed at Stutz of Indiana salesrooms last week just before being delivered to its owner. The car was equipped with Weymann body and supercharger. Mr. Stevens expected to leave for Bolivia with the car this week. Superchargers are now being placed on certain Stutz models.



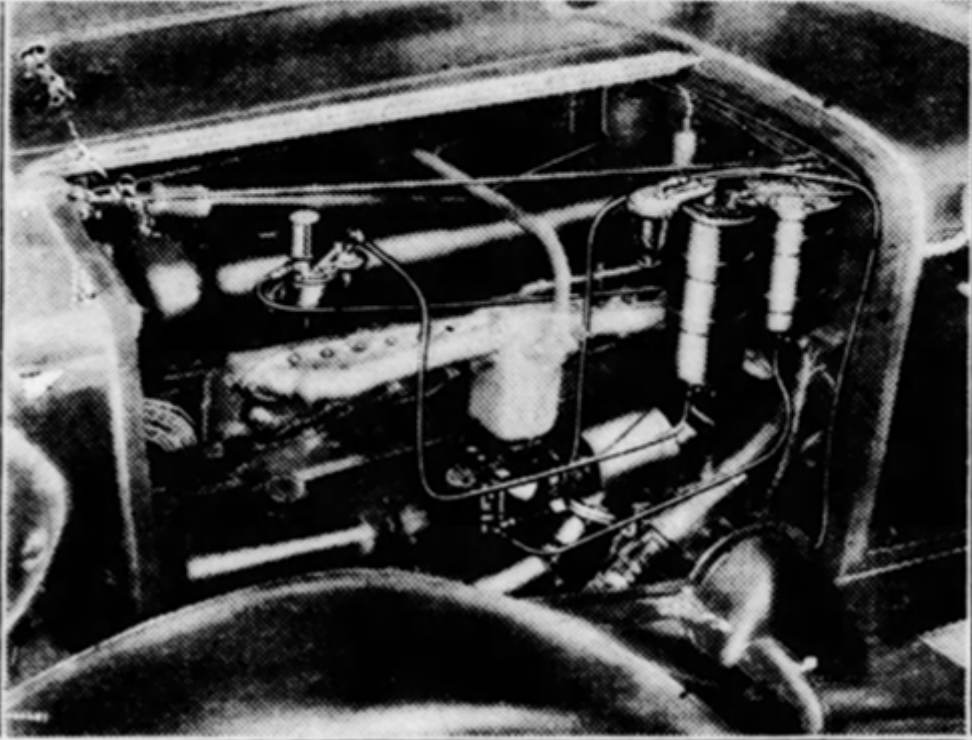
Noted in December 1929, the New York auto show included a Chateau Weymann Versailles with a supercharger. In fact, I have seen several references in December of 1929 of this car being at the 1930 New York Auto Show. So, we know there was at least one supercharged Versailles built.

But note the article below referencing the sale of a supercharged Versailles in Louisville dated December 1 and states the car was "delivered" to their customer a week before. The New York Auto Show was December 1-7, and the cars for the show would have likely been on the floor a couple days prior. It would have also taken some time to get the cars from Weymann in Indianapolis to New York. The dates suggest that there may have been two supercharged Versailles. In fact, the Louisville dealership ran an ad similar to the one of the cover of this issue in November 1929 for supercharged Stutz cars.

*The Courier Journal,
December 1, 1929*

I reviewed the 1929 New York Auto Salon program for some additional clues, but all cars in the program are artistic illustrations. A page from

First Supercharger Sold



Photograph showing Stutz motor equipped with supercharger.

THE first passenger automobile equipped with a supercharger ever sold in Kentucky has been acquired by Lawrence L. Jones, Jr., of Louisville, it was announced Saturday by Walter I. Kohn, Jr., of the Stutz-Louisville Company, 605 East Broadway.

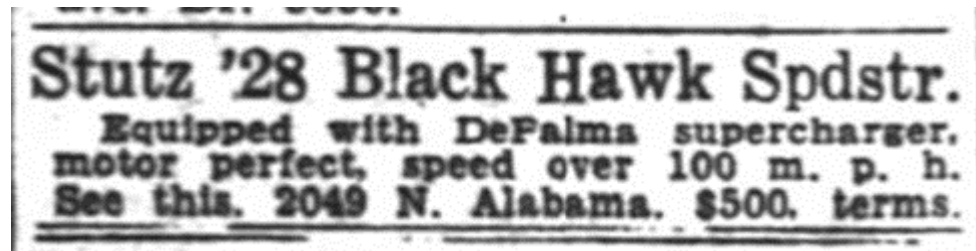
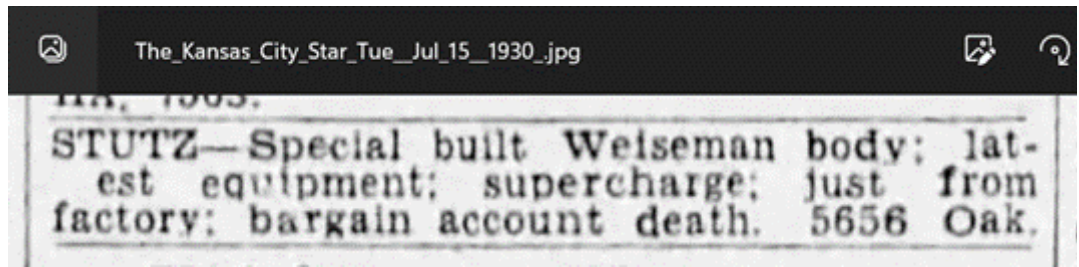
The car, Stutz Versailles model, was delivered to Mr. Jones last week. It was brought to Louisville by Mr. Kohn and was the first supercharger car to be offered for sale here. The model, Mr. Kohn said, is one of the finest of the Stutz line. It has an eight-cylinder engine and is equipped with feathertouch Booster brakes, No-back side bumpers and steel running board. The body is one of Weymann's latest creations. It carries a single dial control Transitone radio receiving set.



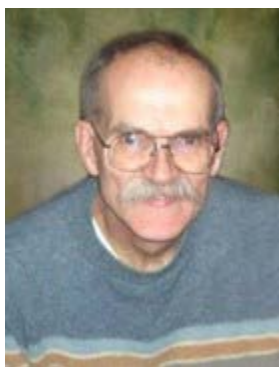
the program showing a Stutz Versailles is on the back cover of this issue.

The final information I have makes one wonder if this ad is one of the suspected two Versailles mentioned above that somehow arrived in Kansas City six months later. Of course, it could have been another car...

However, if you go treasure hunting for these cars, keep an eye out for this hot rod Stutz listed for sale in August 1930!



In Memoriam



Sadly we lost an enthusiastic club member and keen historian, Tom Kinney on April 4th at age 73. Tom was a lifelong resident of Speedway, Indiana and a noted race historian. He was a recognized expert of Frank Lockhart and wrote several articles on Lockhart and racing history, as well as contributed to several books. He reached out to me

early on when Bill asked me to take over the *Stutz News* and we corresponded several times on the history of 1920s racing, Frank Lockhart and Stutz. He was a very knowledgeable enthusiast who helped document history for future generations.



From our Members...

A very excited Dustie Hale holds a trophy so big it covers Harvey Carter at the Chattanooga Festival!

We actually had two Stutz cars that went home with honors from the same class at Chattanooga:

The Brass Era

Best in Class –
1916 Stutz Bearcat,
Dr. Harvey Carter III

Outstanding in Class –
1914 Stutz Race Car,
J.C. & Judy O'Steen



After reading the article on "#8" in the last issue, our President, Mark Desch, sent me this photo of Bill Greer...I just had to include it.








All genuine Stutz cars bear this emblem and are built exclusively by the Stutz Motor Car Company of America, Inc., Indianapolis, Indiana, U. S. A.



SEVEN-PASSENGER TOURING CAR

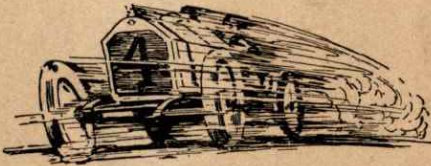
UNMISTAKABLY individual in appearance, the Stutz Touring Car has an air about it that bespeaks the splendid strength and inherent stamina for which the Stutz is noted. The graceful symmetry of line and commanding proportions so characteristic of all Stutz models are shown to splendid advantage in this spacious, luxurious seven-passenger model. It is in every way an equipage of extreme dignity, refinement and comfort. It affords in fullest measure those rare traits in action which are traditional with the Stutz, while imparting a certain acknowledged distinction to those whose mature knowledge of motor cars dictates their preference for it. Here, truly, is a car of inimitable personality.

Thank you to Chris Baltazar who donated a very high quality copy of a 1923 Stutz brochure (4 cyl. cars).




STUTZ

Speedway Series



(FOUR CYLINDER)
"Duke"



DRAIN AND REFILL CRANK CASE

CHASSIS LUBRICATION SERVICE

WODEHOUSE SERV. STA.
1100 W. PICO & WRIGHT - L. A.

STUTZ MOTOR CAR COMPANY OF AMERICA, Inc.
INDIANAPOLIS, INDIANA, U. S. A.



The Sportsman

Since your editor is both a hunter and avid clay bird shooter, I enjoy these bits about Harry Stutz's other passion...



Indianapolis News, June 10, 1915

At a meeting of the Indianapolis Gun Club, held yesterday at the clubhouse after the regular events had been shot off, Harry C. Stutz, famous as a builder of racing automobiles, was elected president of the Trapshooters' League of Indiana. Stutz is an excellent marksman, who follows the game for the sport he gets out of it. When asked which sport he enjoyed the more, trap shooting or auto racing, Stutz smiled and said both were so attractive that he could not draw a line between them. Stutz also is president of the Indianapolis Gun Club.



**HARRY STUTZ BREAKS
100 TARGETS IN ROW**

— — — — —

**Scores Perfect Card in Shoot for
Hearsey Trophy—Jones Wins
Stutz Prize in Distance Handi-
cap.**

Harry Stutz was the shining light at the weekly rifle shoot at the Indianapolis Gun Club yesterday. Stutz won the Hearsey trophy handicap shoot after being tied with Britton. Stutz performed a remarkable feat when he hit 100 targets out of as many attempts. Dixon went Stutz one better when he hit 125 consecutive targets in overtime shooting.

Harry Stutz has donated a trophy to be shot for from distance handicaps. The cup has to be won five times before it may be kept. Jones and B. P. Remy tied for this event with twenty-four shattered disks each to their credit. The men tied again in the shoot-off with twenty-three each, but Jones "came back," and by hitting twenty-five consecutive targets won the match. The scores follow:

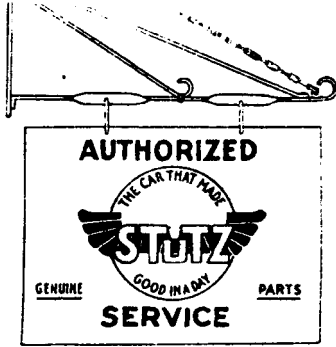
Indianapolis Star, July 15, 1915

MAN WHO PROVIDED VENISON AND SOME WHO ATE THEREOF

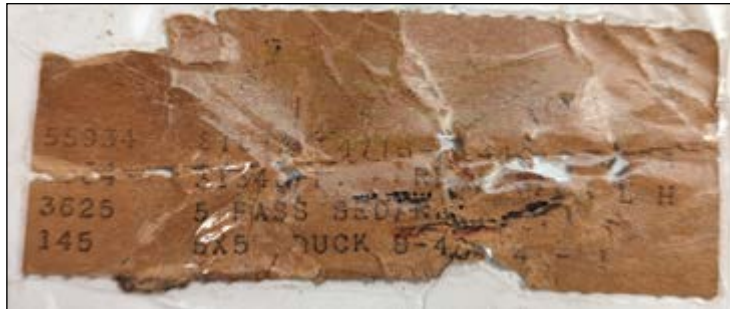
Below is shown Harry C. Stutz, trapshooter and stalker of big game, who provided the venison for yesterday's feast at the Indianapolis Gun Club. The upper picture is of the guests who partook of the game dinner. Seated at the head of the table near the wall is Mr. Stutz, while at his left is Mrs. Stutz. Then come P. Combs of Liberty, R. H. Bruns of Brookville, J. Havens and E. E. Watson of Plainfield and William Pratchett and Gus Moller of Indianapolis. At Mr. Stutz's right at the same table are Mrs. Charles Stutz, T. H. Parry and J. Weaver, the latter a resident of Frankfort. At the adjoining table are J. H. Hymel, Elmer Neal, Mr. Kirby, F. Kohnstohk, W. V. Thompson, Seth Klein and Mrs. Klein.

[Photo by Lou Burton, The Staff Photographer]

Indianapolis Star, November 24, 1915



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.



Upholstery Question

I know it's a long shot but by any chance does the club have any records of upholstery trims / options used on Model M cars of 1929 / 1930? While I acquired the car in leather trim, upon opening the seats I found the following interesting tag which mentions the car was in "duck" canvas.

Is this a material you have possibly seen in other cars at the club events?

Any guidance would be greatly appreciated.

Shivraj Anand
India
shivrajanand@gmail.com

www.StutzClub.org

Steering Wheel Needed

Looking for a 1929 6 cylinder Blackhawk steering wheel and steering column. Am I correct in thinking that the steering wheel would be the same as on an M but the steering column is unique to the shorter wheelbase Blackhawk?

Dan DiThomas
Dublin, Ohio
support@stutzclub.org

Carb and Manifold Needed

The Fountainhead Antique Auto Museum in Fairbanks Alaska recently acquired a 1928 Phaeton. They are in need of a correct manifold and carburetor.

Willy Vinton
907-388-8253
willyv@fountainheadhotels.com



Differential for Sale

Our past member Ford Cauffiel, has a 1928 BB differential assemble for sale.

Complete original final drive, which includes the differential and axle assembly from my 1928 dual cowl, 8-cylinder Stutz. The car was modified with a new engine and final drive to operate at high speeds for long distance

touring. They are in perfect condition. I am open to offers.

Let me know if need better photos or if you have any questions.

Ford Cauffiel
 Toledo, Ohio
 419-346-2846
 ford@americansteel.com



Lever-arm shock Needed

Delco-Remy, lever-arm shock for my 1929 Blackhawk.

I've been told, the key identifier is the raised letters on the lid (not stamped). The body of the unit has, through-



mounting holes (NOT threaded) which are 6" C-C.

Hope to hear from a member with an available spare!

Chris Hicks
 chrisrhicks@gmail.com



Brake Springs Needed

I am looking for the return springs for the brakes on a 1932 Stutz DV32.

These are 10 inch springs with two equal hooks on each end.

Please email or call 330-605-8511 if any are available for sale.

Photo attached of bent spring.

Matt Goist
 The Singleton Collection
 California
 330-605-8511
matt.goist@gmail.com

Copies of "THE SAFETY STUTZ" Wanted

The club records appear to incomplete with copies of this factory publication. For certain, we do not have any copies of issues between August 15, 1929 and all of 1930. I suspect that other issues may be missing as well. I would really like to have a complete set (copies) for our records.

Please contact me if you can help.

Carl Jensen
 Editor of the *Stutz News*
 262-352-3751
carl.jensen@husco.com

Stutz For Sale



1925 STuTZ 694 H (the H designates 4-wheel Lockheed brakes)

- 5 Passenger Sedan
- STuTZ Six engine (this is the Weideley manufactured overhead valve in-line 6 cylinder engine)
- 120" Wheelbase

Asking Price: \$ 100,000.00 US Dollars (this price includes shipping of the STuTZ to any destination)

Location: The country of Lebanon

Photos and Videos:

https://drive.google.com/drive/folders/1SlcKojOn8AwbMUbs0_X0aNj1l6ezvOWV?usp=drive_link

https://drive.google.com/drive/folders/1SlcKojOn8AwbMUbs0_X0aNj1l6ezvOWV?usp=drive_link

William Ayoub
 Lebanon
weayoub@gmail.com

or

His daughter Cynthia at cynthiayoub@gmail.com (Cynthia is located in New York)



Ignition Wire Conduit & Support Brackets



Hot Air Tube Assembly
Attaches to exhaust manifold, ducts hot air to carb



Gear change Quadrant Support Bracket

1917 Parts Needed

Pitman Arm



Looking for the following 1917 Stutz Model S parts:

I appreciate finding these parts in any condition!

Bob Lederer
Illinois
bob@buycps.com



**1918 Bulldog
For Sale**

**Model S Bulldog
Close-Coupled
Touring**

It is an incredibly original car with less than 22,000 original miles with the factory leather upholstery from 1918. This car has never been disassembled. It is absolutely rust free and 98% of the original wood is still in excellent condition.

The only restoration work that has been completed:

- New Canvas Top Material
- Repainted 40+ Years Ago

And The Following Work Completed 2 Years Ago:

- Lifter Assemblies Completely Rebuilt
- Original Valves Cleaned and Re-Seated

- Clearances Re-Set
- New Sparkplugs
- Except for Original Heavy Starter Cables, All of the Wiring has been replaced with Correct Period Wire, Including Correct New Spark Plug Wires.
- Original Magneto Rebuilt
- Original Carburetor Rebuilt

Asking US\$ 75,000 obo.

Eldon Guay
Alberta, Canada
403-922-3370
eldonsculpt@gmail.com

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The Stutz Club, Inc.

Carl & Carrol Jensen

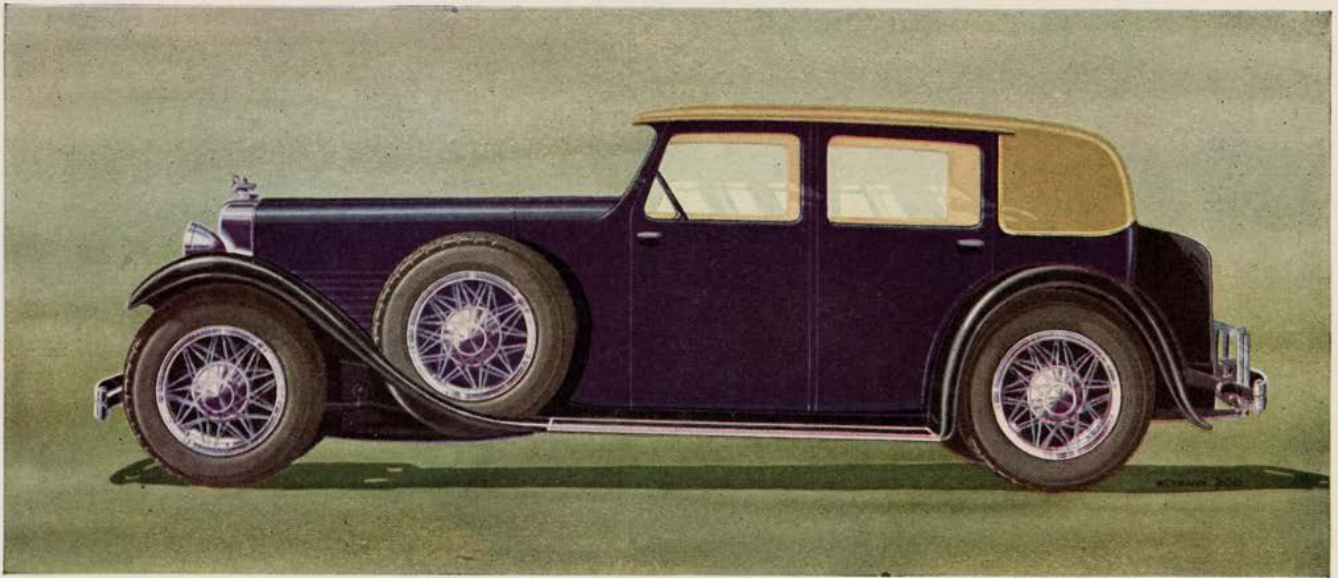
S110 W25415 Hunters Run

Vernon WI 53149-9267

www.stutzclub.org



TO:



“WEYMANN” VERSAILLES MODEL
STUTZ CHASSIS

WEYMANN AMERICAN BODY CO

INDIANAPOLIS, INDIANA

LONDON

BRUSSELS

PARIS