

Inside this issue, we will take a look at a few custom bodies.



From the President



It is time for my quarterly rambling of thoughts for the *Stutz News*. I was going through old Stutz owner's manuals and various Stutz original brochures I have collected over the years and found information on the Stutz Blackhawk. I purchased my Blackhawk in 2011 on E-bay. The car was in the Seattle, Washington area for many years. The information I received with the car indicates ownership back to

1948 in Tacoma, Washington. I purchased the car for it's body, a 5 passenger sedan. However, I have found that it would not work for what I had in mind. More on that later.

My car has a six-cylinder engine. Stutz offered the Blackhawk in both a six, which was basically the vertical 8 less 2 cylinders, and an 8-cylinder engine made by Continental. My car is serial #16031, which would indicate it was the 31st off the line for the Blackhawk offered in 1929. The price new was \$2,695 as compared to the full-size Model M for \$3,695. All in all, this was a bargain considering the car was practically the same vehicle as the full-sized Stutz, using most of the same equipment. The wheelbase was slightly shorter at 127-1/2inch, compared to the standard 134-1/2inch for the full-sized Stutz.

"The Splendid Stutz" contains a chapter containing a lot of information about the Blackhawk contributed by John Grunder and Kit Foster. Stutz, like many of the other car makers, decided to offer a smaller version for the 1929 model year. They offered the car in many body styles and 1929 was one of Stutz's largest production years. The Blackhawk's were model "L" as opposed to the model "M" for the full-sized car. Basically, production of the Blackhawk ended in early 1930, with total production of less than 1,700 cars. Stutz did offer the Blackhawk

after 1930, but few if any were sold, and those that did sell were probably leftovers.

As I indicated earlier, I purchased this car for the body. I had taken a convertible coupe body off of the 1934 SV-16 I purchased from Dale Wells. I used that body to restore my 1932 SV-16 since the body was not original to the '34 car. The '34 was originally a club sedan and Dale gave me pictures of what the car looked like before the coupe body was put on the '34. The coupe body was probably a '31 body and with some modifications, it was better fitted to my '32. I thought I could modify this Blackhawk body to a club sedan, since both vehicles had basically the same dimensions at the cowl. However, after a great deal of measuring, we decided the cost to shorten the sedan and make an authentic club sedan, was more than I was willing to spend. So, the car has sat in my storage garage untouched for the past 13 years. I have never had the car running or done anything to the engine or body. Actually, the body is in very good condition including the wood frame. It is a good candidate for a full restoration. I am thinking it may be time to pass this one on to someone that has more interest in restoring cars than I do.

There is no Grand Stutz scheduled for this year. We have been looking for someone to take the job of programs and publicity, but to date, no one has come forward. We have veteran members that will help steer someone that would take this job. If you are the one, please let us know.

Here in Minnesota, this has been one of the mildest winters we have had in over 100 years. I have already been driving antique cars, although the Stutz's are still asleep. Maybe early April will be time to start them up for the season. I hope to see you at the many car events I will be attending this year.

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Announcements

2024 STuTZ Club Inc. Annual Dinner/Meeting Information:



- Date:** Tuesday October 8, 2024
- Place:** Red Lion Hotel Harrisburg, 4751 Lindle Road, Harrisburg, PA 17111
- Room:** Harrisburg Suite
- Time:** Arrive at 6:00 PM; Dinner at 7:00 PM and annual meeting 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 \$128.00 per night plus tax. We have 10 standard rooms blocked for Monday, Tuesday, Wednesday, and 3 rooms blocked for Thursday on a first come first service basis. The cutoff date for the block is September 23, 2024. 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.



2024 Club Dues Renewal Reminder

This is a reminder that the 2024 STuTZ Club Renewal forms were mailed out in January 2024. In the event you have not renewed yet and have misplaced your form, did not receive it, 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 and support of the STuTZ Club, Inc.

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From the Editor

by Carl Jensen

Carrol and I had planned to attend the Boca Raton concours early this year. In fact, the concours committee had asked that we assemble a Stutz class. We were really excited, not just to leave Wisconsin and go to Boca in January, but to start the calendar year off with a car event that would have a Stutz feature. Unfortunately, the concours is going through a reorganization and they decided not hold an event this year. Bummer. So our first real car event was the CCCA annual meeting in March. I am sure that you all, like us, belong to countless car clubs and its fun to do the variety of events. One event we are excited to attend this year is the HCCA Celebration of Brass at the Gilmore Museum. That event always falls on the same weekend as our big vintage race event at Road America, but this year they are on two different weekends...So we can do both! I would encourage you all to bring your Stutz cars out to these various events and share them with others.

Do any of you own a Bentley? Member and long time friend Roy Margenau has a Derby that he loves to drive, and he should, they are great drivers. Years ago Roy told me that all around the world, Derby Bentley owners honor "Derby Day". It is a day when owners of

these cars get in contact with any other owners in their area and drive their cars. It could be a tour, or could be meeting for coffee. Owners who have nobody near them still take their cars out for a drive on Derby Day. I personally, always drive my Stutz on Memorial Day weekend, in honor of the Indianapolis 500 and our great Indianapolis cars. Mark Desch and I talked about this over the past weekend and I would like to encourage all of you to drive your Indy cars on Indy weekend. Meet up with another Stutz owner, or just take a friend for a morning coffee. When you are there, take a picture and send it to me and I will include it in the next issue. If you want to include some text, great, if not, that's fine too. Just get your Indy car out on Indy weekend!

Your editor would like to thank Chris Baltazar who provided us a copy of a 1923 Stutz Speedway (4 cylinder) sales brochure and an interesting article he found in the November 1922 issue of "Vanity Fair" on the upcoming 1923 models for our archives. The article highlights the 1923 Bearcat. The contributions are really appreciated as we try to be the best possible resource for our club members.



CCCA MUSEUM
Art in Motion®

SAVE THE DATE

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

1006
 Michael Beitner
 Dorferstrasse 6
 Thaur Tirol 6065
 Austria
 Ph: 43-676-9405382
 Mbeitner@web.de
 1928 Stutz BB
 Le Baron 2 door Conv. Speedster
 Eng: B6677AD620
 Acquired: Sept 7, 2009

1007
 Daron Horton
 Tanya Horton
 74 Wayside Road
 St. Leonard's
 Ringwood Hants BH2425J
 Ph: 044 07887684323 /
 044 01202861148
 Fairoaksdevelopmentsltd@gmail.
 com
 1928 Stutz BB
 Eng: 24075
 VIN: R71007
 Acquired: Apr 2022
 1929 Stutz M
 Eng: 30623
 VIN: 40625 Acquired Jan. 2022.

1008
 Joel Triplett
 479 Jennifer Lane
 Driftwood, TX 78619
 Joeltriplett@hotmail.com

1009
 David Hodge
 5301 S. Sterling Circle
 Davie, FL 33314
 Ph: 786-423-4503
 Davidhodge@hotmail.com

1010
 Rex Cheney
 Tracey Cheney
 2 Matau Rise
 Te Atata Pennsula
 Auckland, New Zealand 0616
 Ph: 64- 27 444 6116
 Cheney@doretti.NZ
 1926 Stutz AA
 Dual Cowl phaeton (new body)
 VIN: AA 7-70113
 Acquired Jan. 2024
 (ex. Bill Layton).

1011
 Beverly McKinley
 117 North 2nd Street #205
 Puducah, KY 42001
 Ph: 2770-556-3094
 Phplaza@Vci.net
 1921 Stutz Series K Touring Car
 Eng: K10993
 VIN: A10959
 Acquired: April 2020

1012
 Matthew A. Bredinger
 Kenneth Breidinger
 108 Broad Street #226
 Tatamy, PA 18085
 Ph: 610-462-9586
 1929 Stutz Cabriolet
 MB 43-1108
 Been in family since 1960s.

2024 Election Results



The 2024 election is over and we received 81 ballots.
 Your STuTZ Club Inc. executive board is as follows:

- President: Mark Desch
- VP Technical Support: John Grunder
- VP Membership: John Boyle
- VP Publications: Carl Jensen
- VP Programs: Unfilled
- Treasurer: Dan DiThomas
- Secretary: Robert Praetorius
- Archivist: Ernie Toth Jr.

If any member is interested in helping to plan future STuTZ Club events, the VP Programs position is unfilled at this time. Please reach out to any board member if you would like to fill this position.

Submitted by: Dan DiThomas, Treasurer



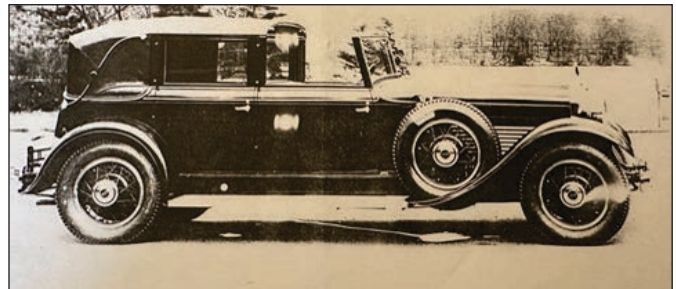
A Bit on Custom Coachwork

By Carl Jensen

Note that the title of this article includes the words “a bit”...that is because this is only a touch on the topic of custom coachwork. In fact, I am sure you will find the cars are “a bit” random. It really started because I was looking at the Super-Bearcat in the Singleton collection (see CCCA annual meeting article in this issue). The car, with its Weymann coachwork, always looks so much more attractive to me with the top down, which is how the Singletons have it. Doing a little research into the Super-Bearcats, I immediately stumbled on an article with a photo of a Super-Bearcat and this elegant Brunn sedan shown here...together they sort of make up the formal car and hot rod of the day. The article goes on to say:

“The Stutz line this year has been announce with an unusual assortment of custom models. These cars are offered with the Stutz DV-32 chassis that is with the thirty-two-valve motor, and bodies by some of the leading coach builders of the world. The Stutz DV motor is reported to be the first embodying a thirty-two valve motor with double overhead camshafts to be announced at prices under \$10,000.” “The Brunn [Patrician club coupe] model is a fully custom body with the unusual attention given to detail.”

I have seen a boattail speedster done by Brunn and it was amazing how slight differences really changed the entire look of the car. Our club files have photos of other Brunn cars including a 1932 or 1933 Town Car equipped with a DV-32, as well as a 1930 Town Car.



1930 Brunn Town Car



1932 Brunn Patrician Club Coupe. Unusual wheel covers.



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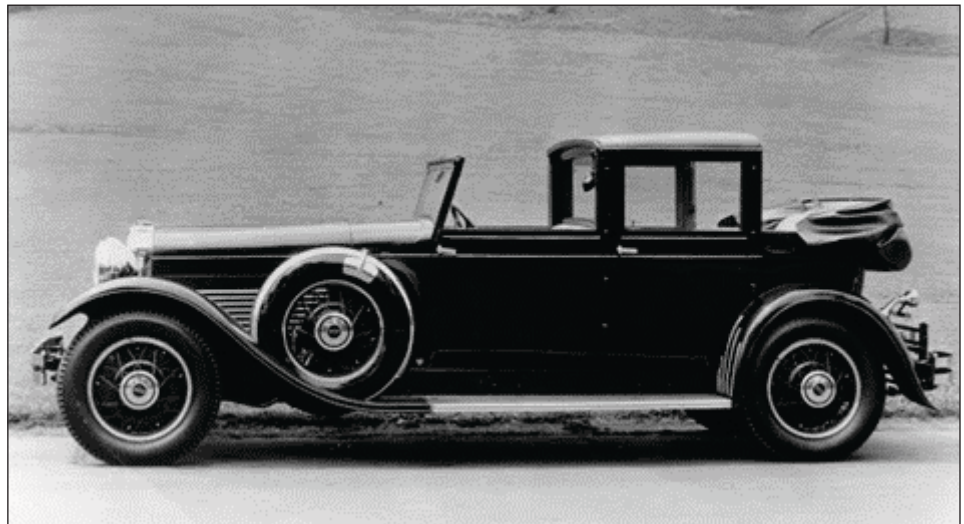


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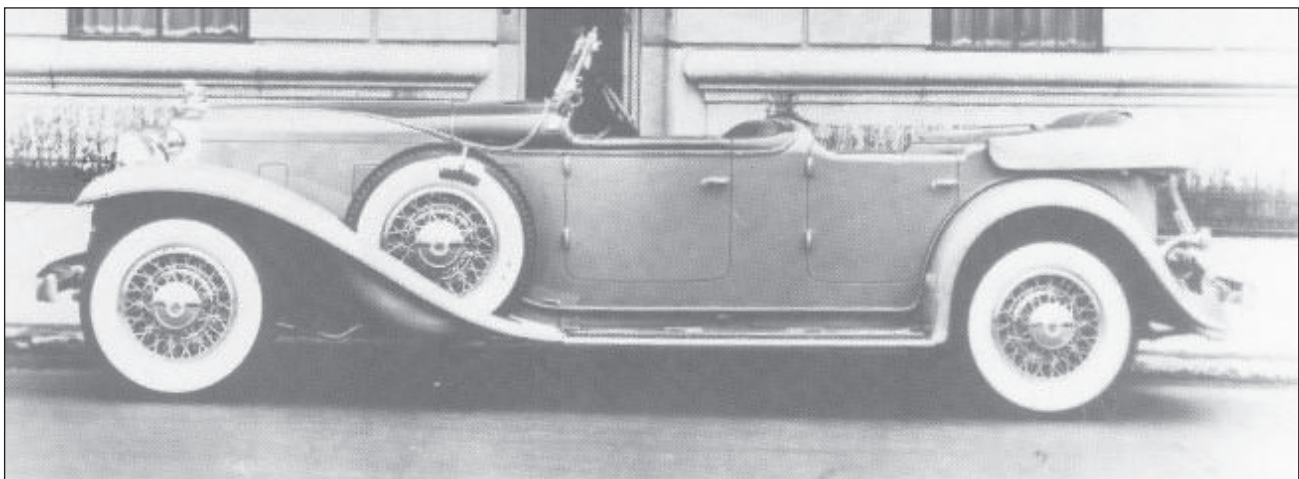
These archives are amazing and there is customer correspondence on many of the cars.

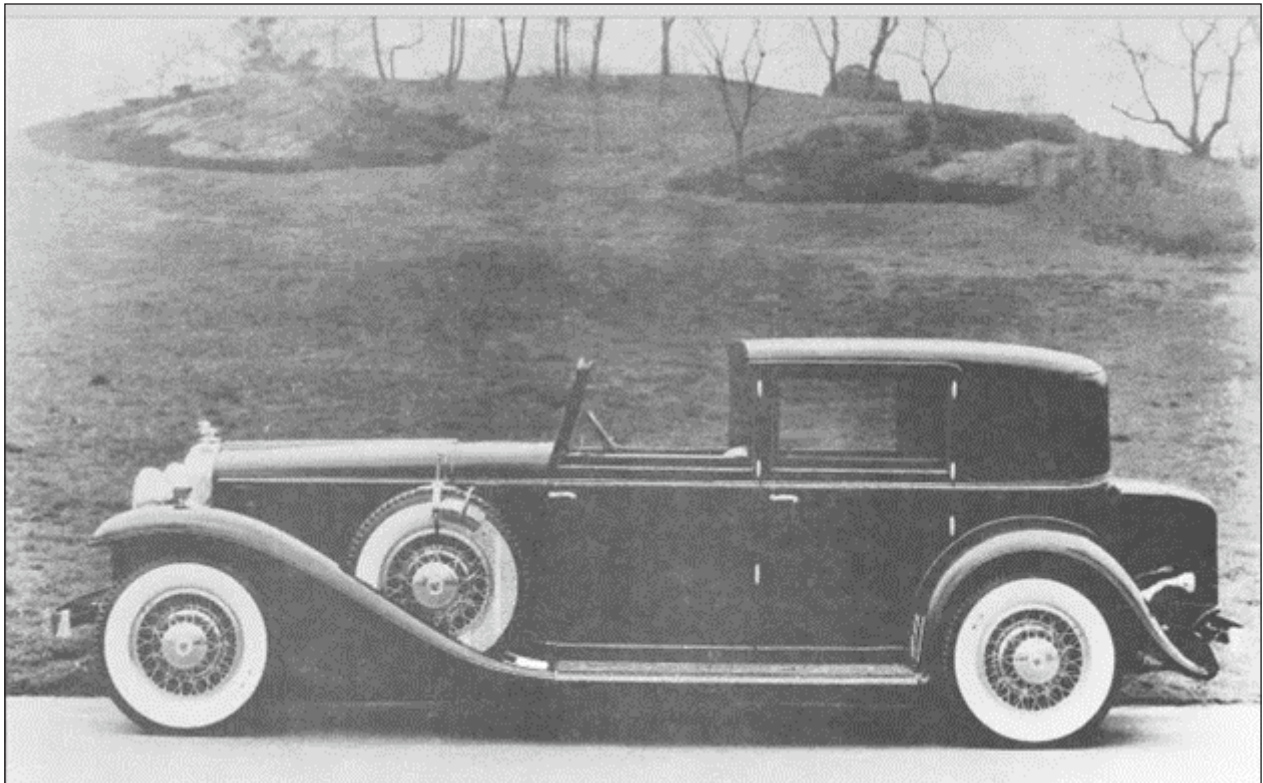
If you are not aware, the CCCA Museum has the files from Derham, Judkins and Dietrich, and the museum is in the process of revamping their website to have these files available in an easy to access and logical fashion. It was there that I found some early information on a 1920 Stutz 4 Passenger Sedan by Derham. Although there are no photos, it was delivered to its owner John Sinnott in Philadelphia in July 1920 and certainly one of the earlier confirmations of custom coachwork on a Stutz. The CCCA Museum site also has information on a few 1929 Derham bodied Stutz cars including this Town Car and Roadster.

This 1930 Derham Town Car shows slight differences from the 1929 pictured above. In addition to the landaulet top, note the rake on the windshield and sidemount covers. Another interesting point is the front opening door for the chauffeur.



1932 Rollston 5-Passenger Phaeton





Late 1931 (1932) Rollston Tuxedo Cabriolet. Your editor believes this car still exists.

Rollston bodied cars always seem to have just a bit of elegance added to their clean body lines. One of their beautiful designs is the convertible victoria (see photo in CCCA museum article in this issue and back cover). In February 1932, Stutz provided information on two Rollston models to the press. Of the phaeton they said, "...the Rollston five passenger phaeton built on the DV-32 chassis. This is claimed to be the ideal car for luxurious touring..." A second car boasted its formal elegance right in the name, the "Tuxedo cabriolet". It is even trimmed out like a tuxedo! "...the new Tuxedo cabriolet, coachwork by Rollston. Its unusual color combination consists of dignified solid black – body, chassis and fenders being in that color, relieved, however, by chromium plated wire wheels and ivory striping. Seat cushions and door pannels are edged in black leather; door moldings and division panel being between extra seats are of ebony with silver inlay". Yes, the car is dressed for a formal dinner.

For the Paris Auto Show in October of 1930, Stutz sent a 2-Passenger Blackhawk Speedster, along with a Brunn collapsible carbriolet town car and a Derham convertible coupe. In an interview, Stutz comments:

"The collapsible cabriolet town car was specially designed for us by the Brunn Company of Buffalo, and is mounted on a standard Stutz 145-inch wheelbase chassis, explained Col. Gorrell. The rear compartment seats four persons. The rear quarter is completely collapsible, affording the occupants the choice of an open or closed car at the moment's notice. The roof over the driver's head is ingeniously designed to disappear in the roof directly back of the driver.

The Derham collapsible cabriolet coupe, another special job executed for us by the Derham Body Company, Rosemount, PA., also has the 145-inch Stutz chassis and seats five persons comfortably, three in the fore and two in the rumble. A feature of the rumble is that it is entered through a door thus eliminating climbing over the fenders. The top is completely collapsible and when down lies perfectly flat, giving a very smart appearance which has been much copied by other designers. Stutz was the originator of this by type in America.

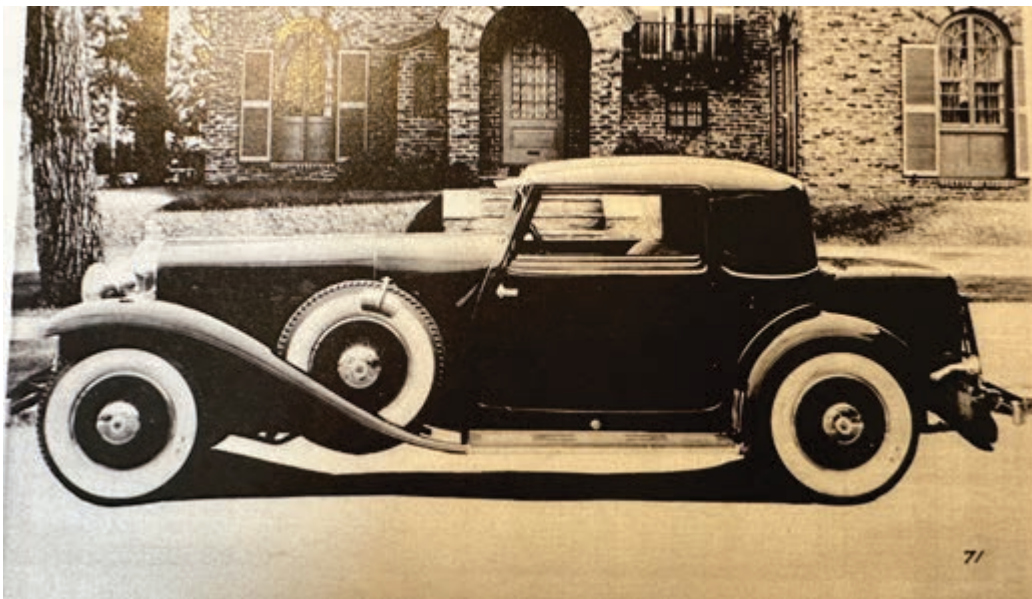
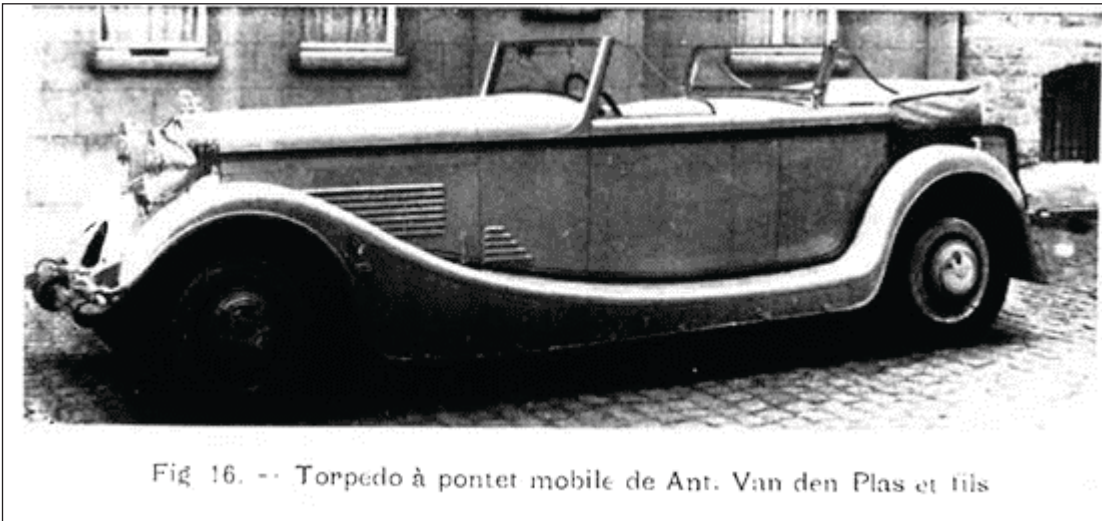
The dashing Blackhawk Speedster is painted Desert Sand and Pyramid Gray, with black fenders, Emerald Green striping and wheels, and Sand leather upholstery."



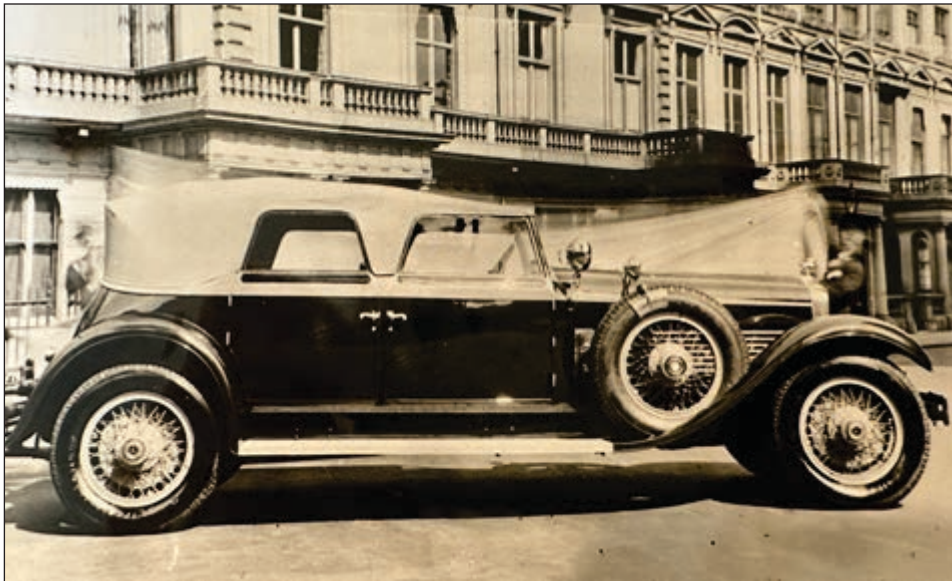
I find this color scheme on the Blackhawk extremely interesting. The color names show the heavy influence of Egyptian styling, and the total of four paint colors adds a lot of flare. Considering the financial times of the early 1930s, it is amazing how many cars were built with flamboyant paint schemes and how many chauffeured town cars there were!

I don't know if we are aware of all coachbuilders who worked with Stutz customers. Clearly there is

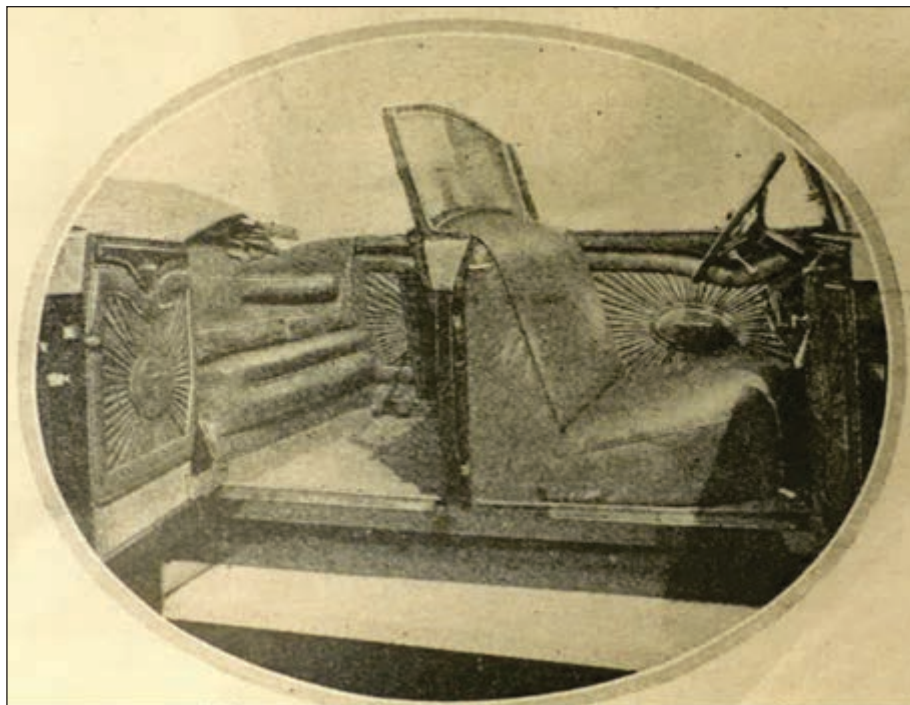
considerable mention of Weymann, LeBaron, Brunn, Derham, Rollston, Lancefield and Fleetwood. Certainly, there were others as shown below with the stunning Waterhouse Coupe and Hibbard and Darrin Convertible Sedan. But as Bill Greer would say, "All we know is that we don't know, and we are always learning more." A good example of that for me was the photo I found of this phaeton with Van den Plas coachwork. Below are a few photos of other coachbuilders. Let me know if you have any other examples we can share.

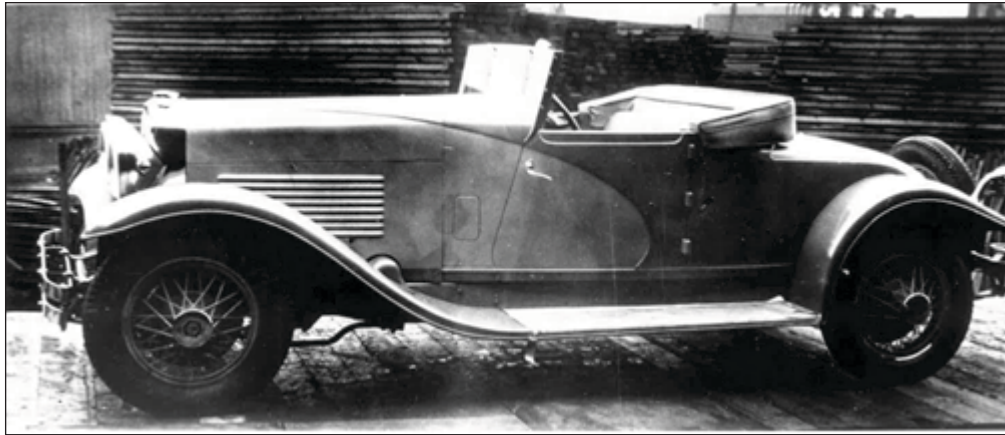


1932 Waterhouse Coupe

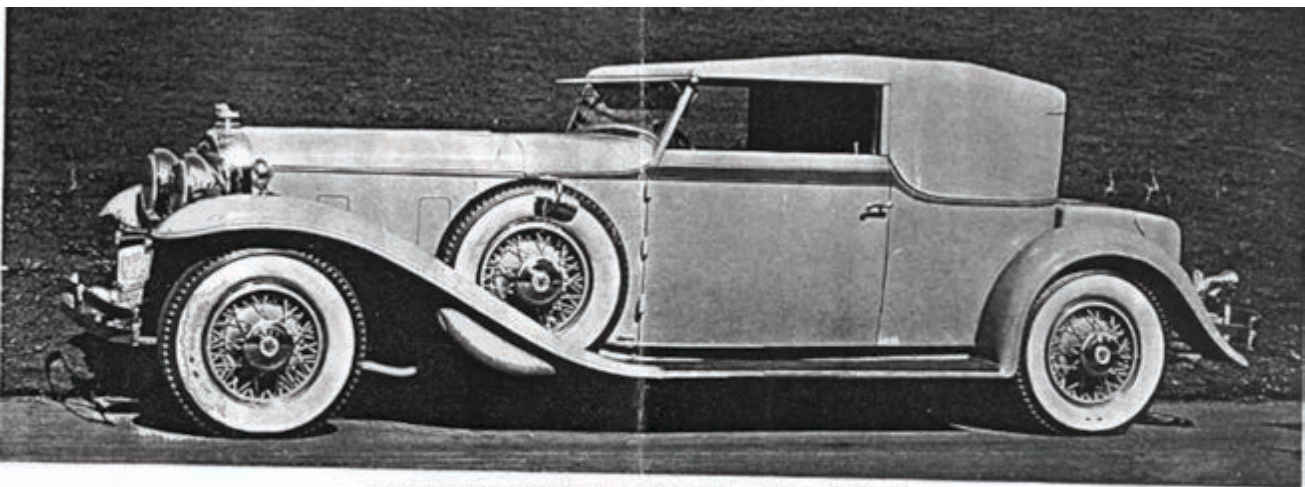


1928 Hibbard & Darrin Convertible Sedan. Note the dramatic leather interior.





We should not overlook that LeBaron also did other custom bodied Stutz cars, in addition to their standard line. This 1929 Blackhawk with its sweep looks more Duesenberg in its styling.

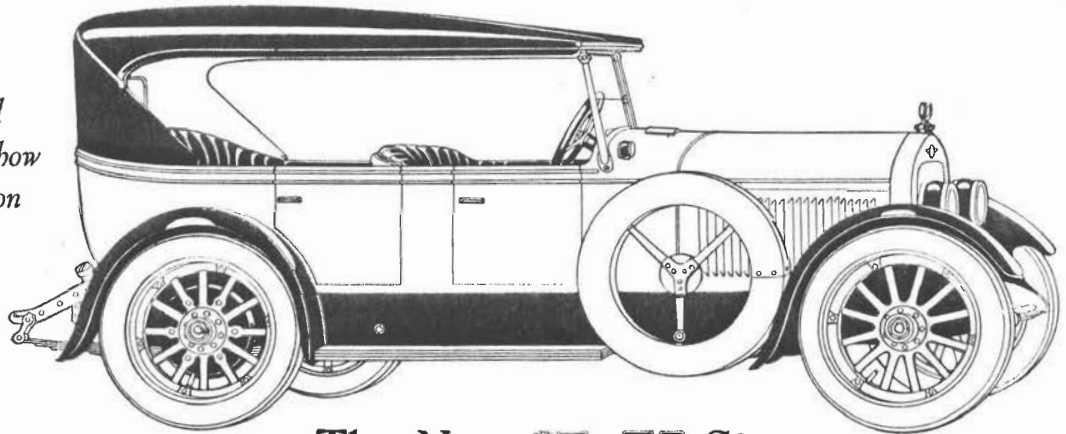


DV—Dual Valve Rollston Convertible Victoria 145-inch Wheelbase

THE CAR WHICH IS SAFEST HAS THE RIGHT TO BE FASTEST

An Advance by the STUTZ MOTOR CAR

Price Announced
New York Auto Show
or upon Application



The New STUTZ Six



A SIX-CYLINDER STUTZ—a truly marvelous value; sleek and trim and tailor-made; and as dashing in behavior as it is jaunty in appearance—

THE STUTZ SPEEDWAY FOUR—phenomenally priced—refined beyond previous excellence and carrying farther than ever all of the famous Stutz traditions—

These—in a complete array of open, enclosed and all-season designs of subtle charm and voguish pattern constitute the encompassing line now offered by the Stutz Motor Car Company of America, Inc.

Beauty, comfort, character—and proficiency! These the Stutz Six has to a degree that excites instant desire. But, it has something more: that singular fascination which the Stutz alone imparts.

The New Stutz Six

Just as the original Stutz literally took the entire motoring world by storm on the occasion of its first appearance, so is the new, phenomenal Stutz Six destined also to “make good in a day!”

Tested, tried and proved on road, track and mountain course by the famous corps of Stutz racing experts, the Stutz Six is mature.

Not a light six—but a fine, substantial, roomy car of 120-inch wheel base; with rear springs 61½ inches long to assure constant repose—

All Genuine Stutz Cars bear this Emblem
and are built exclusively by the

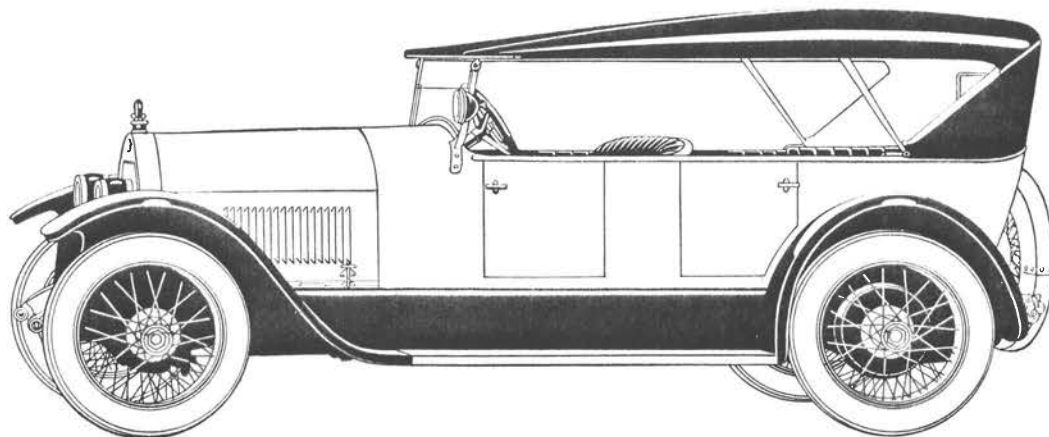
STUTZ MOTOR CAR COMPANY of AMERICA Inc.

Indianapolis, Indiana. U. S. A.



Announcement

COMPANY of AMERICA Inc.



Price Announced
New York Auto Show
or upon Application

The STUTZ Speedway Four

Empowered with an engine so advanced that it reaches far into the future for comparisons in principle as well as in performance—Developing more than 75 HP with surpassing economy; equally capable of less than a mile or more than 70 m. p. h. on high; with wind-swift acceleration and never a trace of periodic vibration—

From its finely tailored permanent top to the last small detail in appointments, the Stutz Six inspires the highest appraisal.

Here, indeed, is a product worthy of the enviable Stutz trademark—a real advancement, as impressive as is its renowned contemporary—the Stutz Speedway Four.

Stutz Speedway Four

For more than eleven years the Stutz has ranked among the world's automotive masterpieces.

Track, road and thoroughfare have seen it prove its undeniable supremacy. Experience and facilities such as only the Stutz company commands have been lavished upon it. To its inherent speed, power and stamina now is added an ease of handling comparable only with its gratifying riding composure.

Epitomizing the sportsman's preference in a motor car, the Stutz Speedway Four makes available for refined private ownership the vigor and spirit of champion ability.

* * *

The Stutz line for 1923 offers dominating value. Never has the distinction of Stutz ownership been available to so many. Never have automobile merchants been given so great an opportunity to take advantage of the compelling prestige of the Stutz.



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Special Displays during Automobile Shows at
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New York show space B-4 ~ Chicago show space M-2



Stutz Cars at the CCCA Annual Meeting

By Carl Jensen

This year the CCCA annual meeting took place in Huntington Beach, California. There were several Stutz Club members in attendance including our President, Mark Desch with wife Gloria. We visited four very interesting collections and saw some great Stutz automobiles.

One of these collections belonged to Stan Lucas which includes several very interesting sport and touring models. Unfortunately, your Editor and his wife only had a very short visit there as we had to catch our flight home. Carrol actually set an alarm on her phone as we knew we would forget our tight deadline! In addition to the Lucas collection, we saw two other great Stutz cars that we immediately recognized. The first was the 1932 Super Bearcat that had belonged to George Holman and is now in the collection of Will and Cary Singleton. It looked extra racy with the top down! We also enjoyed seeing the 1933 DV-32 Rollston Convertible Victoria that once belonged to our friend and past member Andy Simo. The car was purchased by Terry Aderly, then upon his death sold to Ray Kinney of Dallas, Texas. The car looks spectacular!



1932 Super Bearcat

1933 DV-32 Rollston Convertible Victoria

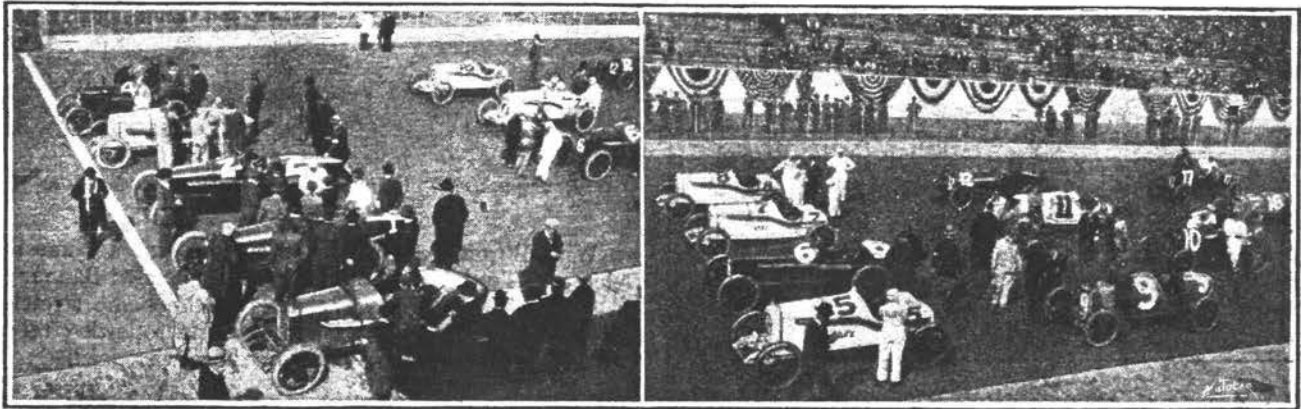


The Astor Cup Race.

Stutz Cars First and Second at Average Speeds of over 102 m.p.h. for 350 Miles.

ON the 9th inst. the race for the Astor Cup, open to cars of less than 4,915 c.c., was run off at Sheephead Bay Track, Long Island, near New York, before a crowd of spectators estimated at 67,000. The delay of a week due to rain had enabled some additional cars to qualify, so that twenty machines faced the starter. Dé Palma had been unable to get his Grand Prix Mercédès into good form, so he fell back on a Stutz. As only five

Peugeot were placed out of commission by broken connecting rods. After covering fifty-eight miles Resta stopped his Peugeot to change a wheel, and the lead was transferred to Anderson (Stutz), with Rooney (Stutz) and Burman (Peugeot) second and third. The ex-Sunbeam pilot was on the track again in twenty-seven seconds, and caught up with Anderson in the eighty-fourth mile. At 100 miles, which he covered in 57m. 26s. (104.4 m.p.h.), he was half a lap in the



Two views showing some of the cars lined up before the start of the Astor Cup Race. The Stutz car driven by Anderson into first place is No. 5, the white car in the foreground in the right-hand view.

cars of one make were allowed in the race, the arrival of Mulford's larger Peugeot from France forced out the three-litre racer, which was to have been driven by Hughes.

The following list gives the actual starters, with the numbers they bore during the race:

- | | |
|--------------------------------|-------------------------------|
| 1. Peugeot (Dario Resta) | 12. Pugh Special (J. Lecain) |
| 2. Peugeot (J. Aitken) | 14. Sebring (Ara Haibe) |
| 3. Delage (Barney Oldfield) | 15. Duesenberg (Willie Haupt) |
| 4. Peugeot (Bob Burman) | 16. Duesenberg (P. Henderson) |
| 5. Stutz (Gil Anderson) | 17. Maxwell (Ed. Pullen) |
| 6. Peugeot (Howard Wilcox) | 18. Peugeot (Ralph Mulford) |
| 7. Stutz (Tom Rooney) | 19. Delage (Carl Limberg) |
| 8. Stutz (Earl Cooper) | 20. Stutz (Ralph De Palma) |
| 9. Duesenberg (Ed. O'Donnell) | 22. Ogren (Tom Alley) |
| 10. Maxwell (Rickenbacher) | |
| 11. Mulford Special (Ira Vail) | |

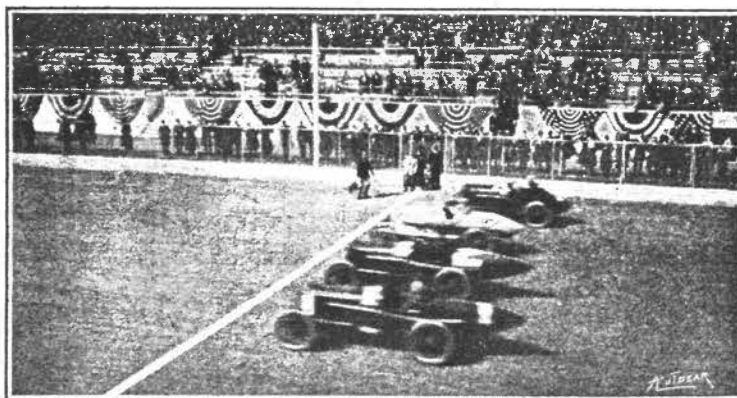
The cars were lined up in five rows, with Resta's Peugeot on the inside of the first row. At two minutes to twelve the cars were started on a preliminary lap, during which each car had to keep its allotted position. Completing this lap, the cars crossed the line at about seventy miles an hour, and the race started in earnest.

Owing to the terrific pace set by Resta, the weeding-out process commenced almost at once. Before eight laps (sixteen miles) had been covered, Oldfield's Delage and Mulford's

lead. To the sorrow of all, the favourite's triumph was short-lived. Half a mile from the pits on the fifty-second lap his car came to rest with a broken connecting rod, and had to be pushed home. He had the distinction, however, of making the fastest lap of the day at the rate of 109.75 m.p.h.

In the meanwhile, Cooper (Stutz), Pullen (Maxwell), and Wilcox (Peugeot) had all been eliminated through engine troubles. Cooper had a broken valve, and Pullen a broken connecting rod. In the fifty-third lap, Vail (Mulford Special) was overcome by castor oil fumes, and was replaced by a substitute driver—Theobald. A few laps further on Rickenbacher (Maxwell) and Lecain (Pugh Special) were forced to give up the race, the former with seized bearings and the latter with a broken clutch collar.

After Resta's withdrawal Anderson held first place until the 186th mile, when he made his first and only stop. He filled his petrol tank in forty seconds, but the delay was enough to give Aitken (Peugeot), who had gradually crept up on the leaders, a lead of almost a lap. At 200 miles the order was Aitken, Anderson, Rooney, and Burman. Aitken's time for this distance was 1h. 56m. 21s. (103.14 m. p. h.) Once more ill-fortune dogged the great French marque, as Aitken was put out by a cracked cylinder and broken valve in the 240th mile. De



A view of some of the cars crossing the line with a flying start after maintaining their starting order for a lap in accordance with the rules.

Haibe (Sebring) and Theobald (Mulford Special) were stopped when their cars had covered 298 and 274 miles respectively, and were awarded seventh and eighth places.

Less than one-third the number of starters to finish a race of 350 miles is not a very high proportion in these days of supposed reliable racing cars. The explanation can be found in the tremendous pace which the track invites owing to its perfect surface and mathematically correct turns. The frequency of connecting rod breakage is rather curious. This may be partially explained by the fact that several of the cars were 1914 models which had been raced frequently. Even the best steel must fatigue when subjected to more than a certain amount of stress.

The following particulars of the Stutz engines are given by *The Automobile*, New York:

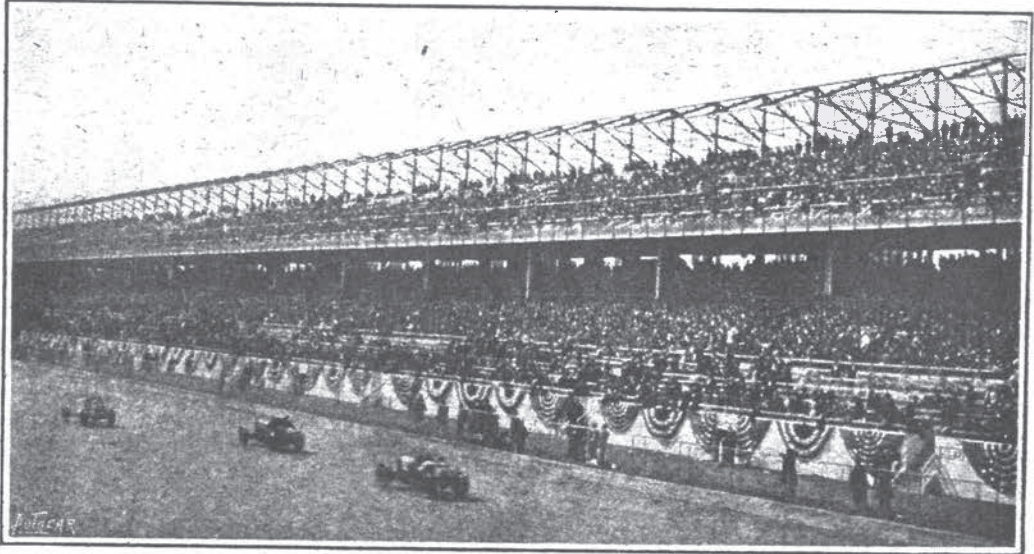
The bore and stroke are $3\frac{1}{8} \times 6\frac{1}{2}$ in., or 97×165 mm. The maximum power, about 130 h.p., is developed at 3,000 r.p.m., corresponding to a piston speed of 3,250 feet per minute. Each of the sixteen valves has a diameter of 1.5 in. The area of the port is 1.767 square inch, and the lift of the valve $\frac{3}{8}$ in. Roughly, the speed of the inlet gas at 3,000 r.p.m. is 180 feet per second. The crankshaft is made in two pieces, and is carried on three ball bearings having balls 1 in. in diameter.

Tubular connecting rods are used, having big end bearings $2\frac{1}{4}$ in. diameter and $2\frac{3}{8}$ in. wide, the white metal being run straight into the steel ends. The pistons are short, having one piston ring each, and from the centre of the piston head a leg proceeds downwards and rests upon the gudgeon pin. The pistons are of

a die cast aluminium alloy called Magnalite. The gudgeon pin is free to rock in the connecting rod little end, and also in the piston; also small oilways are provided from just below the one piston ring to the ends of the gudgeon pin.

The lubrication is simple, each big end carries two scoops which dip into troughs at the bottom of the crank case, and each crank web carries a circular

The Astor Cup Race.

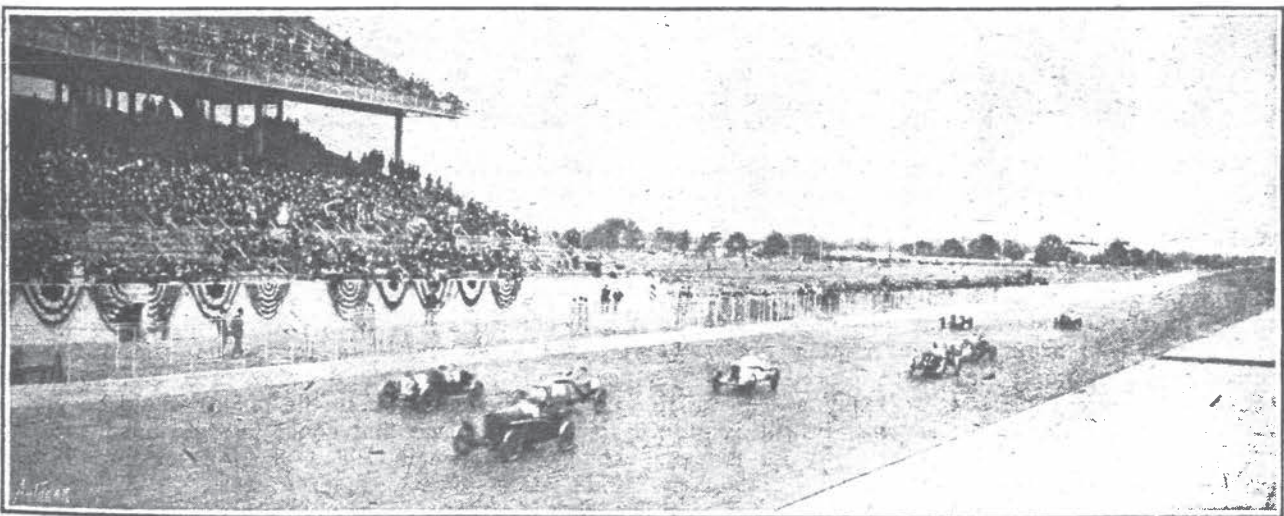


A striking view of the grandstand opposite the replenishment pits. Of the three cars seen passing the one on the left is the winning Stutz driven by Anderson.

gutter ring from which oil flows to the big end bearing by centrifugal force. The pump also directs streams of oil on the overhead cam gearing, the excess draining back to the crank case, which has only a small sump with air-cooling ribs on the outside. The pump is carried outside the crank case, and the oil leads appear to be of flexible metal tubing. Enough oil for circulation is carried in the crank case, fresh cool oil being added by hand pump as required.

Duesenberg engines, in addition to being employed in the cars of that name, were used in the Ogren, Sebring, and Mulford Special. O'Donnell's car had sixteen overhead valves and the others eight.

All the machines in the race were equipped with Rudge-Whitworth or Houk wire wheels, and all but one had Silvertown cord tyres.



Eight of the competing cars bunched and travelling at high speed on the straight in front of the grandstand.

The Astor Cup Race.

Palma, whose Stutz had never been in the first flight, retired in the 210th mile with a broken ball bearing on the crankshaft. In the 254th mile the carburetter of Haupt's Duesenberg came loose, and he was compelled to push his car home.

The race now resolved itself into a three-cornered contest between Anderson and Rooney on their Stutz cars and Burman's Peugeot. The three had for a long time clung to each other in a remarkable fashion. So close were they indeed that the timing apparatus



A view of the replenishment depot in front of the grandstand. The car in the foreground is the Peugeot driven by Aitken, which failed to finish.

frequently recorded them as having crossed the line simultaneously. A long stop for petrol put Burman a lap behind, where he stayed until a loose flywheel put his clutch out of action, only four miles from the

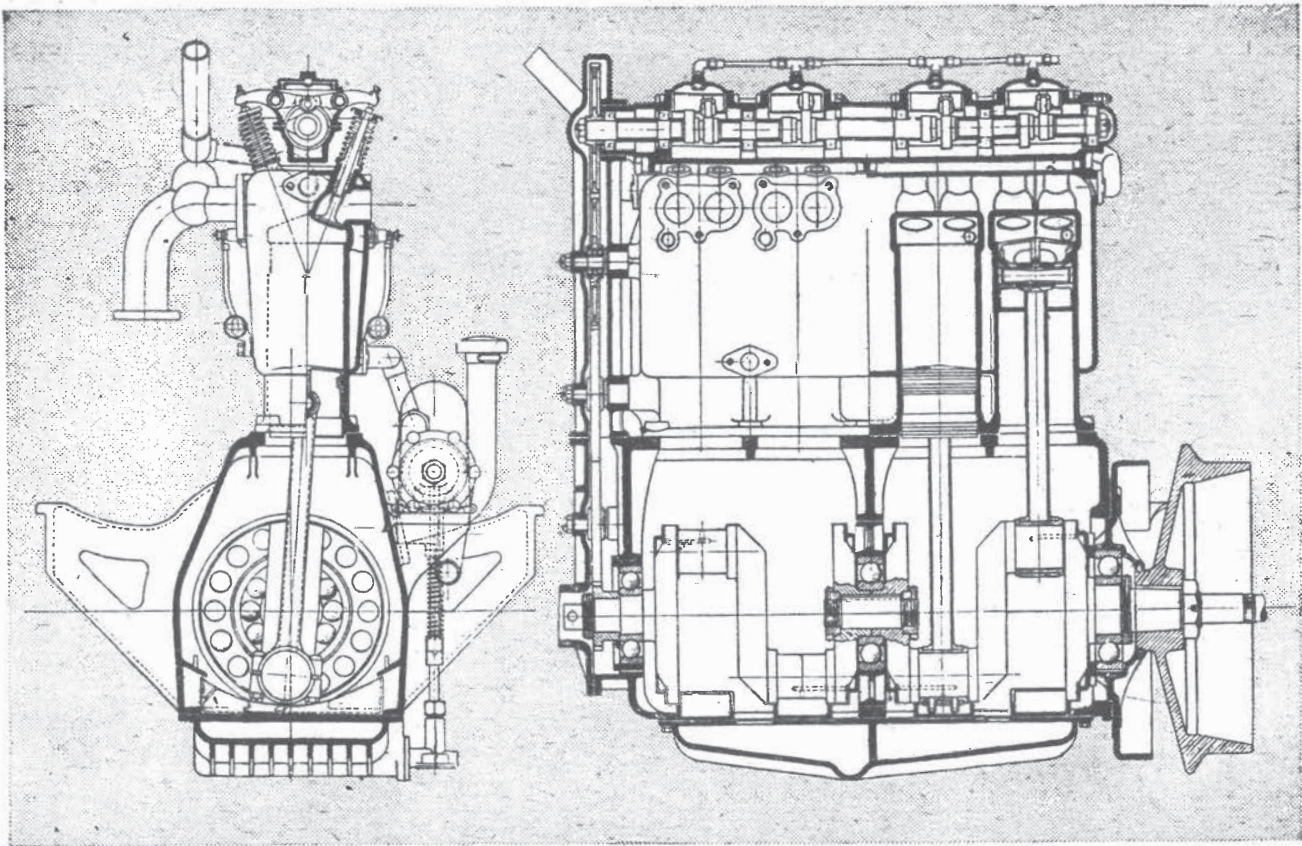
finish. For over 100 miles he had forced the Stutz pilots to push their cars to the uttermost, and it was the irony of fate for him to have his car break down almost within reaching distance of the third prize.



Resta pushing home his Peugeot after retiring in the 104th mile.

With Burman eliminated, the finish was a domestic victory. To the blare of "The Star-spangled Banner" Anderson and Rooney raced down the home stretch, only thirty-seven seconds apart. The following table gives the positions and times of those who finished:

Car and driver.	Time.			Speed.
	h.	m.	s.	m.p.h.
1. Stutz (Anderson)	3	24	42	102.6
2. Stutz (Rooney)	3	25	29	102.19
3. Duesenberg (O'Donnell) ...	3	39	55	95.45
4. Ogren (Alley)	3	47	3	92.52
5. Duesenberg (Henderson) ...	3	47	26	92.31
6. Delage (Limberg)	4	9	23	84.22



Two part-sectional views of the engine of the winning Stutz car in the Astor Cup Race. It will be seen that overhead inlet and exhaust valves are fitted, the camshaft being driven by a train of gears from the front end of the crankshaft. The crankshaft runs on ball bearings, being built up by means of a separate crank pin uniting the two central crank cheeks.



From our Members...



This great 1918 Bearcat belonged to Nigel Atherton (left), and recently sold it to David Bertorelli. Per David, "I am so excited I almost burst on Saturday when I uplifted the Stutz from your possession and transported it back to Wales where live."

I would be excited too!! Congratulations!



Robert Praetorius is not only the Secretary of the Stutz club, he was recently elected to be the Director of the Delaware Valley Region of the CCCA. Most impressively, they have brought back the newsletter after a 12 year hiatus!

Check out the story below from their latest issue where Robert and Dale were asked to bring their Bearcat for the 100th anniversary celebration of the Flanders Hotel located right on the beach in Ocean City, New Jersey.



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Volume 1, Issue 1
First Quarter 2024






STUTZ BEARCAT SUPPORTS THE FLANDERS HOTEL CENTENNIAL CELEBRATION
by Robert Praetorius

The Flanders Hotel in Ocean City NJ celebrated it's 100th anniversary on November 18, 2023. The owner's wife Arlene Voudouris requested Robert and Dale's 1933 Stutz Bearcat to be on the red carpet entrance to welcome the guests with greetings and photo opportunities.

The O.C. Pops orchestra was present with singers and entertainers performing through the evening. Food and open bar stations were spread out though the ball room floor and balcony. There were 500 guests dressed in period-correct attire. The women in the flapper dresses certainly gained my respect of a different era gone by. You can visit this event at theflandershotel.com.

The Flanders Hotel was opened in 1923 and had many prosperous decades serving the beach communities of South Jersey. It was compared to the Blenheim Hotel in Atlantic City.

However, in 1995 the building was in major disrepair and closed down. After several attempts to reopen it, it was actually scheduled for demolition. Peter and Arlene Voudouris took over the property in 2004 and invested several million dollars to restore the building and grounds to bring it back to its original art deco decor. They even kept the "Glamour Room" for the ladies to fix their hair and makeup separated from the restroom.

If you're ever in Ocean City, NJ, you should make a point to stop and stay at the Flanders Hotel. They have a new chef, and the food is outstanding if you just want to stay for dinner.

1. Stutz with Robert and Dale on the Red Carpet
2. Robert and Dale Welcoming the guests
3. Dale with Mr. Peanut
4. Robert and Dale enjoying the celebration

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Your editor stumbled across this interesting piece of history trivia. During this time, Stutz built less than 6,500 cars over all six years combined. Obviously, one cannot compare the sales of cars like Stutz, Simplex,

Lozier, etc to that of a Ford. But it is fascinating how the Ford Model T dominated the market among the mainstream cars, even when compared to their nearest competitor from each of these years.

Production Figures for 1912		Production Figures for 1913		Production Figures for 1914	
Ford	78,440	Ford	168,220	Ford	308,162
Willys-Overland	28,572	Willys-Overland	37,422	Willys-Overland	48,461
Studebaker/EMF	28,032	Studebaker	31,994	Studebaker	35,374
Buick	19,812	Buick	26,666	Buick	32,889
Cadillac	12,708	Cadillac	17,284	Maxwell	18,000
Hupmobile	7640	Maxwell	17,000	REO Motor Car Company	13,516
REO Motor Car Company	6342	Hupmobile	12,543	Jeffery	10,417
Oakland	5838	REO Motor Car Company	7647	Hupmobile	10,318
Production Figures for 1915		Production Figures for 1916		Production Figures for 1917	
Ford	501,492	Ford	734,811	Ford	622,351
Willys-Overland	91,904	Willys-Overland	140,111	Willys-Overland	130,988
Dodge	45,000	Buick	124,834	Buick	115,267
Maxwell	44,000	Dodge	71,400	Chevrolet	111,877
Buick	43,946	Chevrolet	70,701	Dodge	90,000
Studebaker	41,243	Maxwell	69,000	Maxwell	75,000
Cadillac	20,404	Studebaker	65,536	Studebaker	39,686
Saxon	19,000	Saxon	27,800	Oakland	33,171

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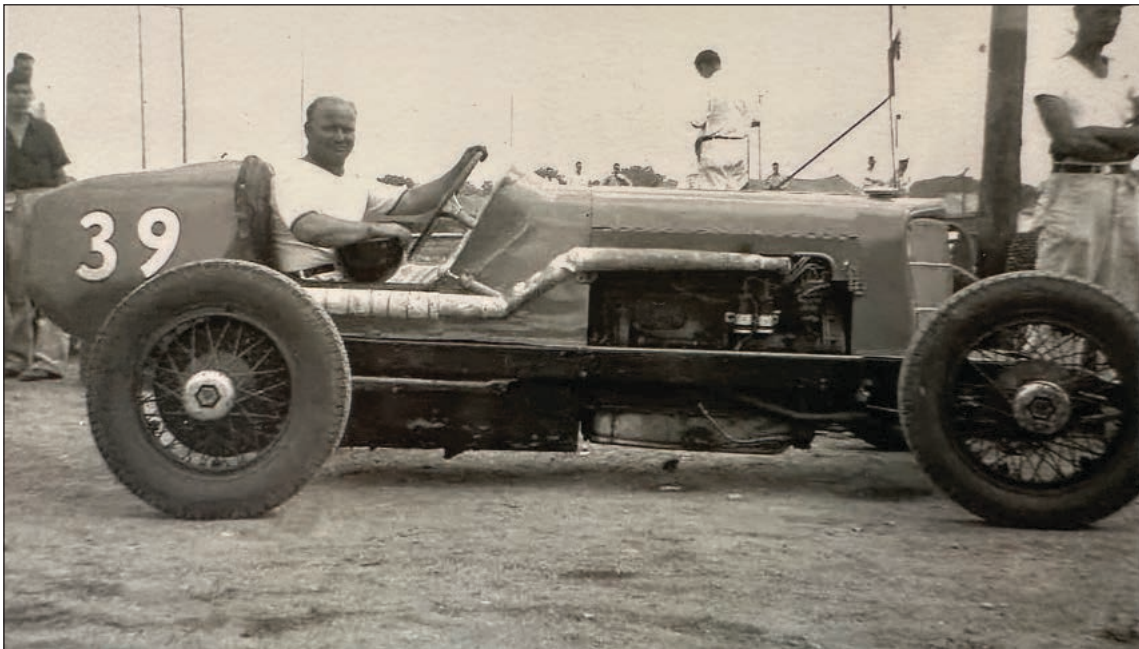
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Quiz Time!

While looking for some information in the old files, I came across an envelope from Ernie Toth with a letter to Bill dated December 28, 2010. Enclosed was the photo below:



The car is powered by a Stutz Blackhawk 6 cylinder engine. The owner/driver is Chuck Peterson of Chicago and the photo was taken in Milwaukee in 1939.

Does anybody know anything more about this car or Chuck Peterson?



Master Driver of the World

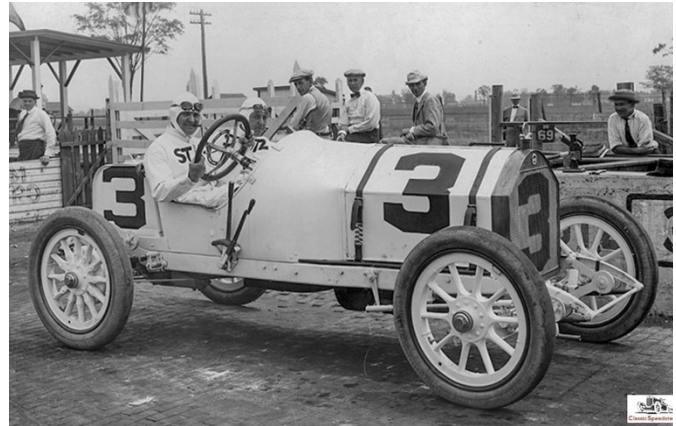
By Mark Dill

Excerpts of a Book Review by Ronald Sieber

Oldfield was a toughie and a self-promoter. He learned valuable [bicycle] racing skills, such as hooking with handlebars, cornering with elbows out, and beating off blows with forearm parries, common practice in close competition. Skills he learned in bicycle racing served him well when he transitioned to motorcycle competition, which he fell into after a mining venture out West with his buddy Tom Cooper failed. Oldfield would again find himself scrapping on board tracks, but this time it would be in Utah with competitors like Ab Jenkins of Indian Motorcycle fame.

Cooper had gone back to Detroit, and once again he lured Oldfield into another cockamamy idea, this time refurbishing two speedsters that Henry Ford had developed but given up on and sold to Cooper. These were very basic open-chassis racers, 1100 cubic inch behemoths with tiller steering and rear-only brakes. One was mysteriously named "999." No one could yet handle the cars. Except for Barney. So Ford hired Cooper and Oldfield and challenged Alexander Winton to a match race on a dirt horse track

He was the right man at the right place and the right time. Dirt-track fairgrounds and board track ovals were plentiful in the U.S., and Oldfield was already familiar with competition on them using bicycles and motorcycles. Oldfield possessed a ton of nerve, and this stood him well as he concocted barnstorming stunts and match races to create his career and pad his pockets with hard-earned dollars. Oldfield would tour the small towns of the Midwest and South where folks had heard of auto racing but had not yet witnessed it. On county dirt horse tracks Oldfield would stage races and speed shows to amaze the crowds and earn himself and others a fat gate at the end of the day. Of course, this barnstorming was done outside of the purview of the AAA Contest Board, an organization that controlled all legal racing in the United States. And of course, Oldfield would periodically get sanctioned for his actions and banned from AAA-sponsored competitions. Although he was AAA National Champion in 1905 and competed at the Indianapolis Sweepstakes in 1914 and 1916, his AAA racing career was repeatedly interrupted due to repeated suspensions due to just being Barney.

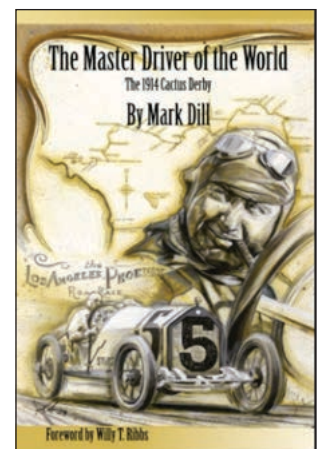


Barney Oldfield with George Hill, 1914 Indianapolis Sweepstakes 500. Image courtesy IMS

Mark Dill's book, "The Master Driver of the World," gives life to a desert race that took place between Los Angeles and Phoenix in November of 1914. Known as the Cactus Derby, this annual event would pitch teams of drivers and their cars on some of the most brutal terrain in the Southwest. Keep in mind that this was before the time when roads between cities largely did not exist!

Barney Oldfield decided that his sturdy Stutz racer and his riding mechanic, George Hill, were the best weapons in his arsenal to conquer this challenging event. After all, they had earlier placed fifth at the Indianapolis Sweepstakes in May, the first American team after four European competitors had already crossed the finish line.

Dill graphically describes the event, the terrain, and the characters who braved the Cactus Derby contest. In addition, onlookers, fans, naysayers, ne'er-do-wells, and even racing officials are brought to life and plugged into the plot as it moves along from one calamity to another. Cars are wrecked, people get hurt;





even Oldfield's mechanic suffers a grievous wound, but he soldiers on as Oldfield's trusted mechanic until the race's end.

Hats off to Mark Dill, who wrote this tale and made Barney Oldfield come alive in it. You can find this

book at markgdill.com/books. Go check it out! Mark Dill's website, The First Super Speedway, is where you also can find all sorts of material relating to early racing. That site address is www.firstsuperspeedway.com.

In Memoriam

I was so sad to learn that we lost club member John Kelsey on September 17, 2023 at 79 years of age. I first met John and Janice at our 2011 event in Indianapolis. I was so taken with his Bearcat and its amazing history. They graciously invited me sit behind the wheel for some photos.

While 79 is simply too young, John accomplished much during his time. He was a Vietnam veteran, and a Bronze Star recipient. He studied finance at the University of Missouri's College of Arts and Science and started his own business after his military service. The business evolved to the manufacturing and distribution of vintage cars. Kelsey Tire became the exclusive authorized distributor of the Goodyear Antique and Classic tires for vehicles from the 1920s- 1980s.

John was inducted into the Tire Industry Association's Hall of Fame where is joined by pioneers such as Charles Goodyear, Andrew Michelin, John Dunlop, and Harvey Firestone.

John was lucky to be a second generation car enthusiast and most of us know him for his tire business and car collection. But John was also very involved in his community and church. Our deepest sympathy to his wife Janice, and daughters Ann and Mary.





THE STUTZ CLUB, INC Treasurer's Report

For the Period: January 1, 2023 to December 31, 2023

	Huntington Bank Checking Account, January 1, 2023:	\$ 7,073.79
	Operating Account	\$ 1,135.91
STuTZ News/Website Fund Bill Greer 2016 Bequest		\$ 2,048.07
	Grand STuTZ Fund	\$ 3,889.81
	TOTAL	\$ 7,073.79

Huntington Bank Money Market Account, January 1, 2023:	21,528.22
Total:	\$ 28,602.01

Income:	Membership Dues 2023	\$ 9,903.65	
	Book Sales Including Shipping	\$ 921.71	
	Investment Interest	\$ 10.76	
	Club Merchandise	\$ 815.00	
	2023 Hershey Dinner	\$ 908.00	
	2023 Grand STuTZ Dublin	\$ 9,604.85	
	Total Income:		\$ 22,163.97
			\$ 50,765.98

Expenses:	Stutz News, Print and Mail	\$ 11,634.06
	Foreign Check Conversion Fee	\$ 1.50
	Membership Expenses	\$ 203.32
	Shipping for Splendid STuTZ Books	\$ 171.75
	PayPal Fees	\$ 27.14
	Office Supplies	\$ 194.55
	Groupmail	\$ 37.57
	Liability Insurance	\$ 650.00
	Post Office Box	\$ 176.00
	2023-2024 Indiana.gov	\$ 22.00
	2023 Hershey Dinner	\$ 974.99
	2023 Grand STuTZ Dublin	\$ 12,068.59

Less Total Expenses: \$ 26,161.47

Period Ending Funds Available: **\$ 24,604.51**

Huntington Bank Balances on December 31, 2023

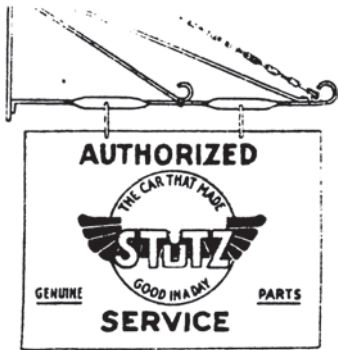
Huntington Bank Checking Account, December 31, 2023:	\$ 3,065.53
Operating Account	\$ (568.01)
STuTZ News/Website Fund (Bill Greer 2016 Bequest)	\$ 2,048.07
Grand STuTZ Fund	\$ 1,585.47
Total	\$ 3,065.53

Huntington Bank Money Market Account, December 31, 2023	21,538.98
	24,604.51

Total Ending, December 31, 2023: **\$ 24,604.51**

Respectfully submitted:


Dan DiThomas, Treasurer



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

THE book on Speedsters

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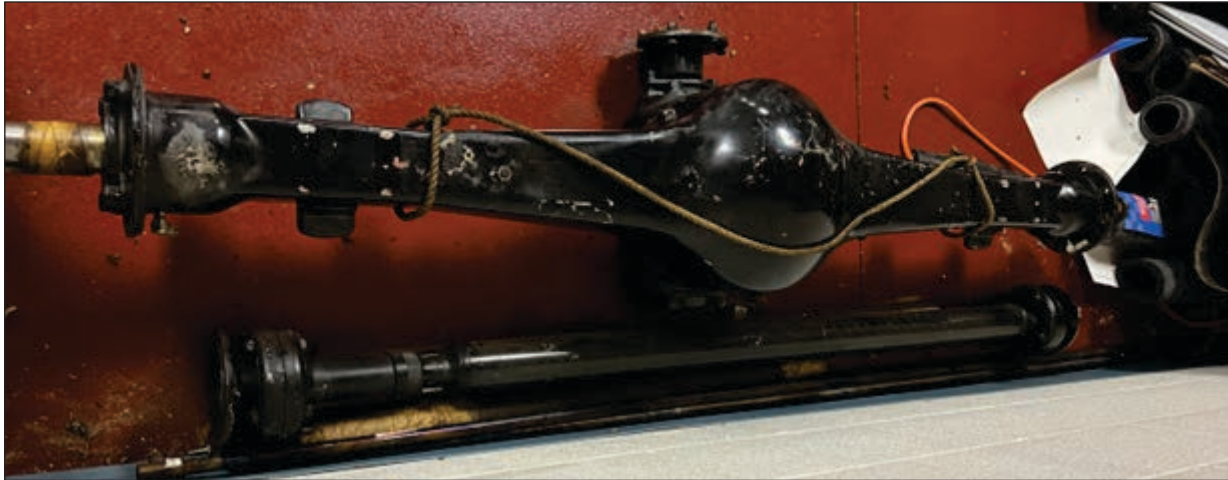


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Nice original pinion gear 1913-1918 \$125

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Danville CA 94526-5114
LaydenandJean@comcast.net



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.

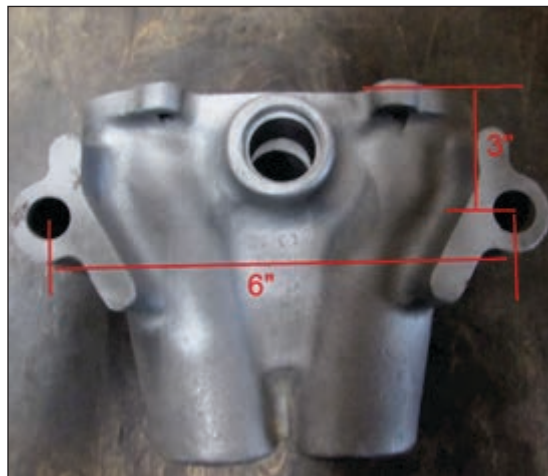
Ford Cauffiel
 Toledo, Ohio
 419-346-2846
 ford@americansteel.com



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



Wanted – Light Switch for BB

After a carburetor fire in the engine compartment of my Stutz BB Speedster, I need help looking for a replacement headlight switch at the bottom of the steering column.

My headlight switch at the bottom of the steering box has burned. When I was asking for help at the AACA forum, one member replied that the STUTZ models from 1929 onwards until 1934 had a headlight switch Delco-Remy #486G. I assume that this could also be the case for my 1928 car.

Maybe someone could state the model and the make as well as the article number for a switch or give me a hint?



Thank you for your support.

Michael Beitner
Austria
mbeitner@web.de

Wanted - AA light switch and levers.



I'm looking for a light switch and the levers on the steering wheel for my Stutz AA 1926. Who can help me, including with reproductions?

Ralf Schoenewald
Germany
ralf.schoenewald@t-online.de

Thank you very much and best regards from the island of Rügen

Vol. XXXVII No. 147 (January-March 2024)

The Stutz Club, Inc.

Carl & Carrol Jensen

S110 W25415 Hunters Run

Vernon WI 53149-9267

www.stutzclub.org



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they dislike being different; conventionality means more to them than personality
they'll even sacrifice performance to own the car that's "standard" in their set
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who know what they want and why they want it
who purchase for themselves and not their friends
who are individualists, in the minority, and proud of it
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Stutz sells more custom-built cars in proportion to its production than any other company (excepting Rolls-Royce and Duesenberg).

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Stutz is now ready with the DV-32—an eight with sixteen-cylinder power and smoothness, without the complications of the extra cylinders—the world's first stock car under \$10,000 employing the dual valve, double overhead camshaft principle.

If you're "one out of ten," here's news—the Stutz "Bearcat" returns. It's the DV-32 Sports Roadster. Guaranteed by affidavit to do at least 100 miles per hour.