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SPACE O-2 COLISEUM ANNEX



From the President



It is summer in Minnesota, and I have had the Stutzs on the road. Fortunately, we have a “come all” car show here in downtown Stillwater every other Wednesday, and the show is in the parking lot next to where I keep my two Stutzs. My cars are always of interest to the public and I get lots of questions about them. Certainly not many similar old cars in the area.

Things have been pretty quiet in the club this quarter. No Grand Stutz this year. Our next club activity will be the annual meeting at Hershey in October. We have been trying to get an “activity director” for several years, but no one has come forward. There are a few people in the club that hold it together. Dan and May DiThomas have put many hours of time and effort in keeping the club viable. Carl Jensen has done an outstanding job of keeping us informed with the *Stutz News*. But the club

cannot expect a few people to keep the club alive forever. In a club of nearly 275 members, there must be several members that can help with administrative duties. We are asking that you come forward.

This is a club with an international reputation for quality publications and great member communications. I hope this can continue. Dan and Mary are ready to turn over their duties to someone else. The person or person’s that assume the job are not expected to do the outstanding work they have done, but they do need to keep the club financially sound and maintain our membership records. Please let us know if you are interested.

Mark Desch, President

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1929/33 STUTZ DV-32 "BRISSON" REPLICA

Coachwork in Stutz Le Mans Style
\$100,000 - \$150,000
Sold for \$224,000



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 FINAL Renewal Reminder

This will be the last issue of the STuTZ News that you will receive if you have not renewed your STuTZ Club 2024 membership.

To know if you have not renewed for 2024, check the address label on this issue. You will find the words "LAST ISSUE" if you have not renewed.

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

Membership Report

submitted by John Boyle

1013
Meagan Lobzum
1 Classic Car Place
Blenheim, ON N5C 2J7
Canada
519-325-4575
Mlobzum@rmsothebys.com

1014
David Sheppard
Linda Sheppard
16992 Verona Lane
Naples, FL 34110
847-910-5615
Sheppard1@me.com

1929 Stutz BB
Cabriolet, Phillips Custom body
Ser. BA 805
Purchased March 30 2024.

1015
Ray Kinney
Bonnie Kinney
4241 Lorraine Ave.
Dallas, TX 75205
214-578-3001
Ray@raykinney.com

1933 Stutz
DV32 Convertible Victoria
Eng #: DV 33268
Ser #: DV-PC-1558
Purchased Sept, 2023.



From the Editor

by Carl Jensen

I sure hope that you had a chance to drive your Stutz on Indy 500 weekend! We sure did. For us it was a beautiful morning on Saturday (also known as Carburetion Day). We had a chance to share our 1930 Stutz and Indianapolis history with a few people. The most fun was two young boys, who with their mother came over at a gas station and asked if they could have a picture standing next to it. I offered that they could sit in it for the picture, which of course turned into each of them wanting a turn in the drivers seat! From there it was off to a cruise night. Its always fun to take a Stutz to an event like this. Muscle car guys “get it” with Stutz’s great racing lineage. They are always so intrigued by the engine and other performance features Stutz offered.

You might be wondering why I have a photo of myself in a 1912 Case in the Stutz Club magazine. First, lets be clear, I am wearing a Stutz hat in the photo! My father brought me into the old car world from the day I was born. Right from the start he always took time to show and explain things about different cars and how to service/restore them. It was very “hands on” for me...not “hands off”.

Since both my grandfathers had passed, some close friends of my parents who were “grandparent age” became the adopted grandparents to the Jensen kids. We had many family outings to AACA events but one really stood out when I was 5 years old. That was the day I got a ride in the Case you see here around a dirt oval track in Beaver Dam, Wisconsin. The open sides, and open exhaust is a snapshot still in my memory. When you are 5, that is like a ride in an Indy car!

The tour car for the Jensen family was a lovely 1931 Graham 8 sedan, which my father restored and was perfect for a family tour, but nothing like the open

speedster. The experience of the ride in the old speedster stayed with me and would ultimately bring together my love of vintage automobiles, their history and motorsports...which lead to my interest in Stutz automobiles.

Who knows how horribly I would have turned out had my adopted grandpa not given me that experience! I might be driving a Prius. Fast forward 50 years later, I had a chance to not only see, but drive this same car. It was as great as I remembered, throbbing with its exhaust cut out. That ride at 5 years old is a memory I will never forget and was just as exciting to do at 55. So just think if you share you old car with some kids, you might have a far greater impact on them than you will ever know.

About the time you get this, we will be packing up for our annual vintage race event at Road America (<https://www.roadamerica.com/banner/weathertechnical-international-challenge-brian-redman>). This year Carrol has arranged to have the feature be the Ragtime Racers! They will be bringing their 1920 and earlier race cars to our famed track and I cannot wait to be there! I know there will be at least one Stutz in the mix. This event that runs July 11-14 attracts about 500 vintage cars to our 4-mile course in a 640 acre park. If you would like to join us and have any questions, please reach out to me. We will have coverage of the event in the next issue.

On a final note, this is our first year that I recall that we will not have a Grand Stutz. I hope this will be a one time miss, and we will be back on track again for next year. If you would like to organize one, help with one, or even suggest a location, please reach out to any of you club board. I realize that the thought of running one can be a bit daunting, but there are members that would be willing to help with one, so you aren’t on your own. I think for a small organization we are incredibly well connected between email blasts, the magazine and friendships so lets be sure we all stay connected with our annual event too.



Looking Back 100 Years

Carl Jensen

It was a time of change and people wanted more out of everything. Broadcasting was growing and Calvin Coolidge delivered the first presidential radio message from the white house. Major companies such as MGM and IBM were founded. America was in an economic boom and people wanted to live it up. With that came entertainment, speakeasys and the drama of prohibition. Bootlegger business flourished and we saw the first use of Thompson machine guns by mobsters. People were pushing the boundaries on everything.

Race cars were now primarily single seaters and “speed bowl” board tracks were the rage. There were spectacular wrecks and safety did not exist. The pole at Indy was taken by Jimmy Murphy in a Miller at 108 mph, though the race is won by Corum and Boyer in a Duesenberg. Sir Malcolm Campbell broke the land speed record at 146 mph. Even film star Rin-Tin-Tin was living large. Here is in the May 8, 1924 edition of “Motor Age”. The caption reads, “Rin-Tin-tin and his wife getting ready for a strut in their Stutz car”!

1924 was the second year under the Schwab regime and both the times and the company were very different than in the Harry Stutz days. In January, Stutz announced their “greater line of cars” for 1924, with the press reading, “Fourteen body types and three exclusive chasses comprise the great 1924 Stutz line, making it one of the most complete arrays of motor cars ever offered to the public by one manufacturer”.

1923 ended with the Weidley Motors Company in receivership and 1924 started with the announcement of the approved sale of Weidley for \$213,500 and a tax payment to the government of \$42,000. The closing of Weidley impacted both H.C.S. and the Stutz Motor Car Company. H.C.S. dropped their 4 cylinder and developed a relationship with the Midwest Engine Company of Indianapolis to produce 6 cylinder engines to H.C.S specifications.

But sadly 1924 also marked the end for stylish H.C.S. automobile. Stutz on the other hand developed





their own 6 cylinder engine. The Weidley engine was in fact a very good engine. It was a solid design built from good materials. However, when Stutz redesigned the engine, they made further improvements. Additionally, Stutz still offered its well proven KLDH 4 cylinder.

Unfortunately for Stutz, many of their competitors already had a 6 cylinder in the market for a number of years, and some were even producing 8 cylinders. Add to that, the racing that made Stutz stand out from its competitors had ended years before and now was becoming more lore and no longer a basis for selling

the performance of new cars. In fact the 1924 brochure highlights the quality and value of the car, and no longer even has a mention of Stutz racing heritage, other than using the name "Speedway" in various models. Sadly, this was reflected with a poor sales in 1924. Still they offered a very complete line of premium cars of every possible body configuration.

America's Most Pronounced Fine Car Values

WINNING fairly and squarely the immediate acclaim of user, dealer, designer and engineer, the greater Stutz line for 1924—headed by the masterly Stutz Speedway Six—establishes new measurements of value.

Specific, unimpeachable superlatives mark the comprehensive business model assessment verified by the Stutz Motor Car Company of America, Inc., builders of the original and greatest Stutz Motor Cars.

It is not surprising that the triumph anticipated for the Stutz that you should have been so magnificently realized—that the introduction of the Stutz Speedway Six should be mentioned everywhere as one of the major show events. Accountable for the tremendous enthusiasm this new Stutz has aroused are such features as—

Stutz-built, High-Torque, Super-Economy Engine

A genuine Stutz power plant throughout—affording all that the name implies and introducing such notable advancements as—

- the giant non-deflecting, aero-balanced crankshaft
- aluminum cam control
- super-economy fuel injection
- isolated slow speed automatic climbing on high
- stage-to-stage acceleration throughout the entire speed range
- aeromatic speedway-type internal pressure lubrication
- assembly situated in valve-in-head engine design

Finger-tip Control with Utter Riding Ease

Steering, shifting, braking and clutch operation—all show gratifying evidences of Stutz engineering genius. Here are innovations in design to delight the conservative expert, manifesting themselves in a way which at once appeals to the layman:

- Stutz Castorack Patent Suspension
- Stutz Compensating Springs
- Stutz 10-Point Body Mounting
- with other exclusive conceptions give a new idea of unalloyed comfort and peace-of-mind in motoring.

Self-Adjusting Quadratic Brakes and Balloon Tires

Optional as a very small additional cost are Lockheed-type self-adjusting 4-wheel hydraulic brakes and latest Air-Castles tires with all necessary mechanical revisions to assure maximum reliability and ease of steering.

True Custom Car Beauty—Exclusive Body Patterns

Stutz Speedway Six models, like all Stutz cars, bear the unmistakable, inherent air of mastery, which is the true Stutz heritage.

Stutz lines are exclusive and inimitable, attainable only by means of the custom car methods which govern Stutz production. Precision assembly is employed even on Stutz stock rural parts. The beauty and refinement of Stutz interiors are found in the custom cars.

The Stutz Special Six
(1100-Stock Wheelbase)

All of these great improvements, on a slightly smaller scale, are available in four luxurious open and enclosed models on the new celebrated Stutz Special Six chassis with its exclusive, track-tested Special Six Engine.

This is the car whose increasing popularity required its original production schedule to be tripled last year to meet the demand. Now, even more enthusiastically than when first introduced, the Stutz Special Six is America's Greater Third Class Car.

The Stutz Speedway Four
(1100-Stock Wheelbase)

Again the world-famed Stutz Speedway Four—the demand for which continues undiminished from year to year—appears to share the glory of its six-cylinder companion. Nowhere is its counterpart to be found.

Never Were Cars So Fine Priced So Low

Nothing is omitted which could better the greater Stutz line for 1924. Every car in the entire assembly of features enclosed and open models provides typical Stutz distinction, power, speed, endurance and lavish creature as a decidedly lower price than ever before provided for cars so fine.

And don't forget that there are among these remarkable Stutz creations, cars that sell as fast as 21985 (factory). Whatever car you may have in mind, see the Stutz line first before you buy.

STUTZ MOTOR CAR COMPANY of AMERICA, Inc., INDIANAPOLIS, INDIANA
Builders of the Original and Greatest Stutz Motor Cars

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A Bit *More* on Custom Coachwork

Carl Jensen

The last issue of the Stutz News included an article entitled “A Bit on Custom Coachwork”. I had not planned an immediate follow up on this, but fellow member Mark Huelsebush sent me some amazing information that just has to be shared! The initial connection actually ties back to the December 2023 article “Supercharged Cars” and coincidentally the Weymann article in the same issue. The following is an excerpt from the “Supercharged Cars” article:

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?

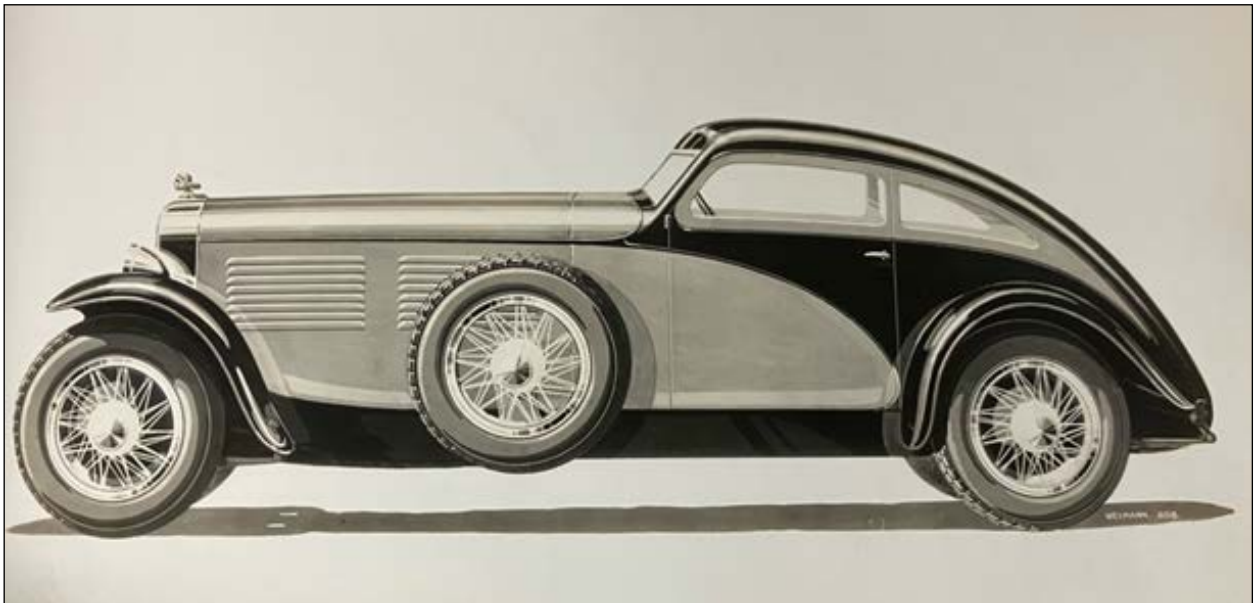
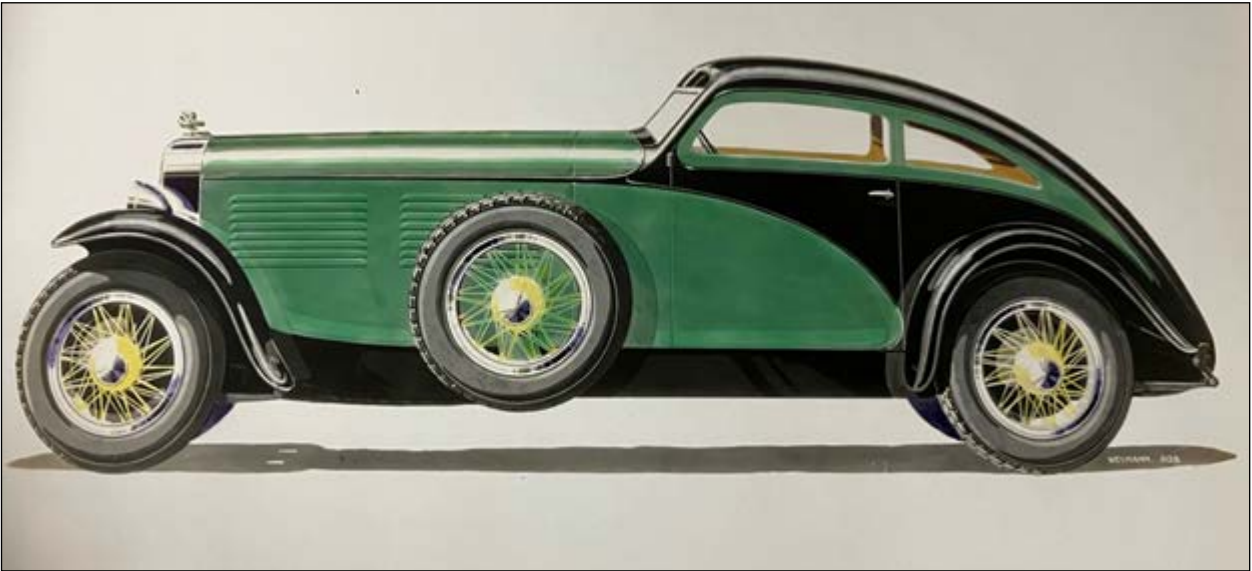
The Indianapolis Star, Sunday, November 10, 1929





When I saw the photo of this racy car, my jaw dropped and like everyone else, I dreamed of being the guy who would discover it. I had never seen a Stutz of this design prior to this photo. But on Sunday I was sending some information to Mark, who told me about

a Weymann design book that he had recently found. It sounds like it might have been a sales tool as it is full of concept drawings....or as it appears, drawings that actually materialized.





The backside of the illustration reads, “127 ½ Supercharged Stutz”. That must have been quite a racy machine on that short wheelbase. The actual car as photographed in the newspaper looks to be very similar to the concept drawing, with the biggest change being the

front fenders. It also shows there was clearly no limit to the customization as Stutz did not offer a 127 ½ inch wheelbase chassis.

The following are a few additional photos from the Weymann book Mark found:



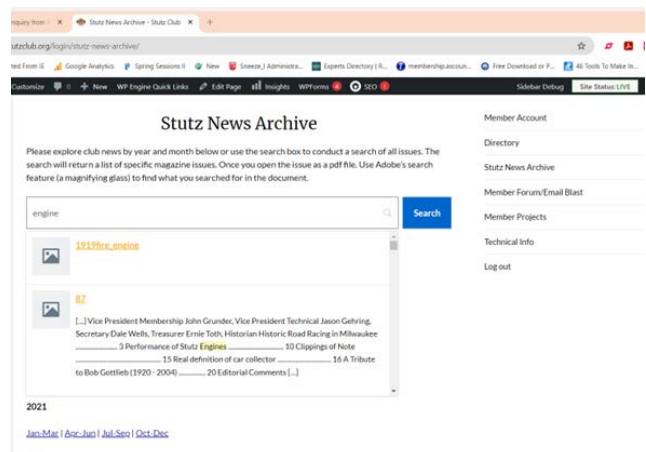


Stutz News Search Launched on Website

Did you realize there are almost 40 years of Stutz News issues archived on the Club website? To help members find content by keyword, a new search feature has been added.

It is a two-step process. The search will return a list of specific magazine issues. Once you open the issue as a pdf file, use Adobe's search feature (a magnifying glass) to find what you searched for in the back issues. To use the search, log in with your member number and go to <https://www.stutzclub.org/login/stutz-news-archive/>.

If you have questions please contact Rachel Daeger at rdaeger@gmail.com.

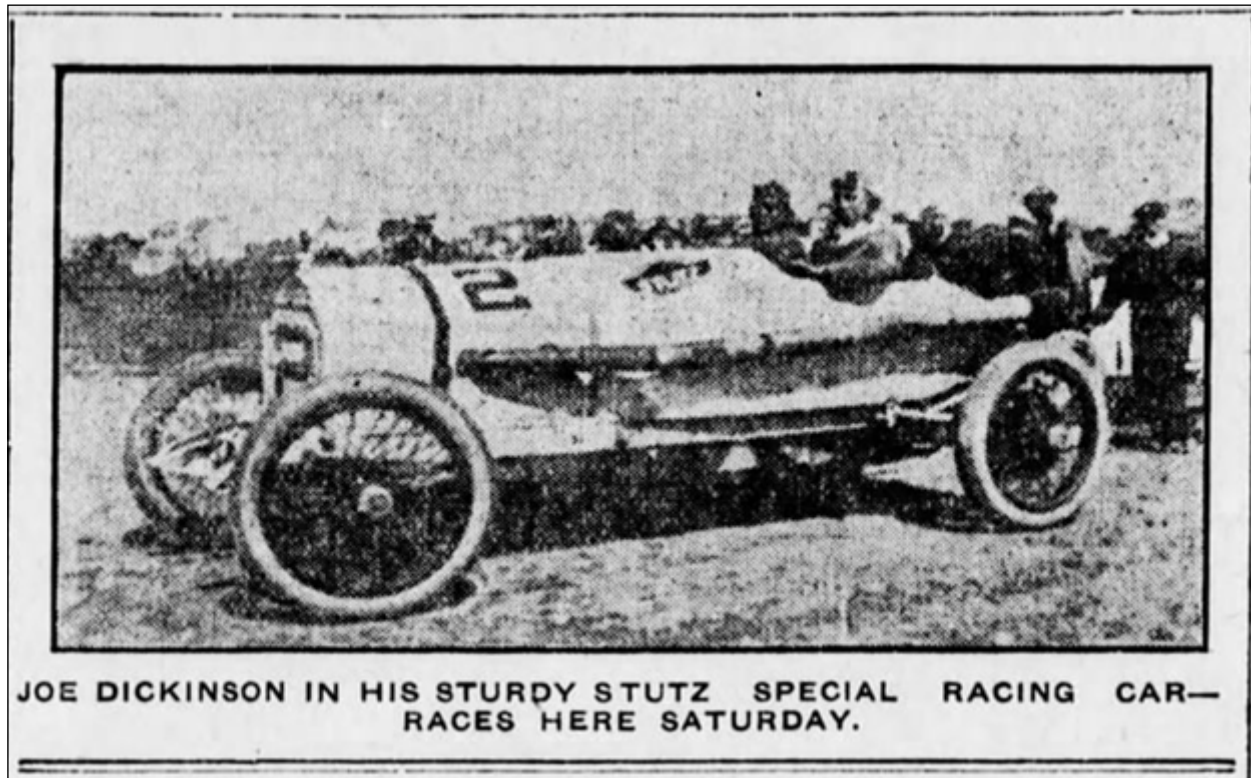




Yet, Another Special...

Each time I come across a Stutz Special race car that I have not seen previously; I feel like I found another treasure. I don't know why, because if I have learned one thing in my years of researching Stutz automobiles and writing this magazine, its that there were far more Bearcats, private racers, and modified specials than I ever imagined. Newspapers are filled with ads from agents coast to coast advertising that they have Bearcats. Often these are huge ads listing multiple Bearcats at their agency. Lists of local non-sanctioned races have more Stutz cars than any other single marque. The second thing is that these cars lost their purity when they were new. I cannot begin to even count how many cases I have read about Stutz cars being wrecked at a local race, then showing up again. This of course paves the way to make modified "specials". A few years ago I tried to trace a number of specials on the west coast and wrote an article about it; the more I followed one car, the more cars I found...soon my head hurt and I had to stop.

This special was in the July 30th 1915 edition of the "Allentown Democrat". This car looks very well done, and like all the others, I wonder what happened to it. A regular competitor to Joe Dickenson (below) was British Army officer Percy Lambert, who was also racing a Stutz as a privateer. With Stutz Motor Car Company having such a successful factory race team, it is easy to forget all the countless privateers that were racing cars they purchased, wrecked and modified.





JOE DICKINSON IN TOMORROW'S AUTO RACES HERE

Joe Dickinson, of Newark, N. J., with his powerful Stutz racing car that has won more class races in the past two years than any car and driver on the circuit to-day, will appear at the Allentown Fair Grounds, Saturday afternoon, July 31st, and try and win his class events and break the track record.

Dickinson and Vail, after the Boston race where Dickinson's Stutz was not up to the standard, having had engine trouble, will each try and show their supremacy as these two drivers shared equal honors last season on half-mile tracks, Vail having won twelve firsts and nine seconds and Dickinson likewise.

The program of events will be one-mile time trials, five-mile for local cars, the winner being eligible to enter the following professional races: 10-mile under 300 cubic inches piston displacement; 10-mile, under 450 cubic inches piston displacement; 10-mile free for all; 10-mile handicap, match race, Australian Pursuit race, limited to the four fastest cars.

The racing will start at 2.30 and last until about 5.30. \$1000 and two silver cups will be raced for. In the event of rain the race will be run the following Saturday.



Tech Topic

Member Rob Praetorius is also the Director of the Delaware Valley Region of the CCCA. He assembled an excellent article for their regional publication on gas tank repair which he has allowed us to include in this issue.

TECH TALK: GAS TANK REPAIR

by Robert Praetorius

Today's topic is about gas tank repair. Gas tanks are one of the simplest components in our old cars, and yet they can create more problems downstream with gas filters, fuel pumps, vacuum tanks, and carburetors. The gas tank may be the last thing you consider when troubleshooting fuel delivery issues, and they can make old car ownership a nightmare. In this hobby, an ounce of prevention is worth pound of cure. Rusted gas tanks have stopped more cars and started more divorces than any other single component on our vehicles.

After 90 some years of usage and storage, all gas tanks will have varying degrees of rust, scale, dirt, and debris built-up inside of them. Some may even have slabs of corroded lead, scale, pin holes, or even split seams from frozen condensation. If your car has had any history of long-term storage, it would be wise to address the gas tank first. Today, there are actually cameras on flexible scopes that you can insert in the neck and get down inside and see firsthand how bad the condition is. I'm certain you will not like what you see.

Repairing gas tanks is not for the faint of heart. You'll need a well equipped shop, good mechanical aptitude, and some good physical ability to remove and manipulate the tank to clean it properly. You should also watch a few YouTube videos on "gas tank repair" to get an idea of what you're getting into. Lastly, gas tanks are dangerous. They can explode on you when cutting windows or welding repairs if not properly defumed and ventilated.

To remove the tank, you'll need to remove the drain plug and drain all gas out of the tank. Please dispose of this fuel properly, as it will be old and ugly. Then remove the fuel cap and place both of them in secure places where you won't forget them. The tank will likely have brackets attached that secure onto the frame. Newer ones will have straps. You will want to wire brush all old nuts and bolts clean and then let the bolts soak with penetration oil overnight. Try hitting the wrench or ratchet as you apply torque to remove them. This shock treatment might save the nut and stud. The goal is try not to snap them off. If you get a little movement, go back and forth slowly to walk it off. Place several blocks of wood under the tank before unbolting the last bolt. You do not want to break the wires to the sending unit, which are located on the top of the tank. Once you have lowered it enough, undo the two wires carefully. You may want to try to salvage the sending unit if possible.

Once the tank is out, you need to remove the sending unit. Again, it will be secured with 6 or 8 screws, and you want to wire brush them and soak them with penetrating oil. Get the best screwdriver to fit the slotted screw head. Apply rotational torque and hammer the end of the screw driver at the same time. This is an attempt to remove the screw without stripping it. If you do strip it, file the head smooth, center punch it, and drill it out. Try not to use a bit larger than screw shaft, because we will need to rethread these holes at a later date. It is most likely an 8-32 or 10-32 screw. So start with a 5/32" drill bit, which is about .156 of an inch.

Once you remove the sending unit, inspect it and check the float. If it is a cork style float and beyond repair, you can try and locate a NOS sending unit. My experience is that most of these older sending units are made out of unobtainium. So try looking into 1953 and older truck parts books. There are a lot of Ford and Chevy truck aftermarket parts places. You're trying to match the flange size and float travel to replace the original unit. 1953 and older trucks were all still 6 volt, which match our cars. The bolt holes may need to be altered to make it work. The float travel can also be adjusted slightly.

Now lets go back to cleaning the tank. We want to tape the drain hole and sending unit opening securely with duct tape. The surface needs to be clean and dry for the tape to stick. Then fill it with 2 gallons of water with one cup of dish detergent soap. Next, add 5 pounds of 3/8" and 1/2" nuts and bolts. Hopefully you have old ones that you can afford to discard. Now you need two people to rock the tank back and forth on all four sides and on the two ends for about 5 minutes per side. This process will loosen most of the rust and help knock down the gas fumes. Empty all the contents and rinse the tank thoroughly until no soap residue is left.

I have also heard of people filling the tanks completely with white distilled vinegar and leaving them sit for 48 hours. The acid removes all the rust. This is worth investigating if you want a perfectly clean tank. Again, rinse all of the vinegar residue and let dry for two days in the sun. If you have a scope, this is the time to insert it and see what the inside looks like firsthand. If you don't have access to a camera, you can use a strong steel rod if you have a

straight filler neck. Insert it and feel how smooth the bottom surface is. If the surface looks or feels smooth, you're ready to use a good tank sealer.

If you see or feel more scale from years of leaded fuel build up, or if there are pinholes or leaks at the seams, you will have to make two access windows about 8"x10" on the vertical side of the tank between baffles, preferably on the front side of the tank where it will be less visible when installed back in the car. Now you can get inside the tank with power tools and knock all the scale and debris out. This is also the time to repair any holes in the bottom of the tank or leaks along the seams. These tanks were crimped and soldered on the ends, so it's best to repair seam leaks from the inside. Or you could get the tank sand blasted and power coated. If you have the resources, this would be the best scenario for the longevity of the car.

You'll need to fabricate window panels out of the same thickness material as the tank and make them one inch larger on all four sides. Then drill 1/8" holes one inch apart on the window and into the tank so you can install Teks Self Drilling Roofing screws. These screws have a weather-tight seal and are corrosion-resistant. The 1/8" hole is for a pilot and will leave plenty of compression for the self-threading screws to seal. These can be found at Home Depot or Lowe's. Next, you'll need to make gaskets out of a Viton™ material (Chemical and Petrol resistant rubber) purchased through McMaster Carr. Then use "Permatex MotoSeal Gasket Maker #29132" on both sides of the gasket. Put the gasket on the tank, place the windows on top, and secure with the Teks Self Drilling screws. Make sure you have an even torque on the screws so you get a slight compression on the gasket. This process should ensure there aren't any leaks on your access windows when finished.

Now you're ready to seal the inside of the tank. There are multiple gas tank sealers out there. Eastwood recommends POR-15(R) Fuel Tank Sealer. Most tanks are about 20 gallons, and I would suggest using double the recommended coating material. You want full coverage for the entire inside and the baffle. Use their directions for best coating practice. Pour any excess out. Allow more than enough time to dry. You may also want to sand or wire-brush the outside of the tank and paint it at this time if you didn't powder coat it.

To the right is a picture of a gas tank repaired by Ralph Buckley back in the 1960s. He didn't have the Teks Self Threading screws, so he used 7/16" sheet metal screws. The tank is mounted in a 1917 Pierce Arrow Touring car that was owned by the McNeal Family in Philadelphia, who were the founders of Smith Kline Pharmaceutical Company. The car, shown below, now resides in the Plumbo Buckley Museum in South Jersey.



From our Members...

From member Jay Kolb

"I went to Luray Caverns Car & Carriage museum last Friday. They didn't have any Stutz automobiles, but they did have this engine."

I love where they put the Ra hood ornament!





Member **Bobby Green** joined us at the annual Miller Club meet where we celebrate some of the earliest race cars. Sadly, this is the first time in several years we did not have a Stutz in attendance, but Bobby did bring his recently acquired 1920 Duesenberg race car. While the car looks really cool from the outside, the view from the inside is even better! Other Stutz Club members present were **John MacKichan** and his daughter **Jessica Gasper** from the Speedway Motors Museum of American Speed.





Well this was fun to see...**Les McConnell** from Indianapolis is a member of the Antique Fire Apparatus Club and they went to visit the Columbus Indiana Fire Department to look at their restored diesel powered 1937 Stutz fire engine. The Columbus Fire Department placed the order with the New Stutz Fire Company in Hartford, Indiana. Cummins headquarters is located in Columbus and they offered a new diesel engine for free to power the Stutz pumper! The follow are a couple photos of the shining beauty as well as the pamphlet that Les sent along.





Cummins News

1937 Stutz. . .
America's First
Diesel-Powered
Fire Truck.

Cummins Model HR-6 Diesel Engine





Columbus Indiana Fire Department Cummins Diesel Powered 1937 Stutz Pumper



Manufacturer: Stutz Fire Apparatus Company, at the Overhead Door Company facility in Hartford City, Indiana.

Year: Custom-made pumper assembled in 1937. Placed into service with No. 1 Company of the Columbus, Indiana Fire Department in 1939 following two years of promotional tours to fire departments in four states.

First Diesel Powered Fire Truck In The U.S.: This 1937 Stutz pioneered the long acceptance process of fire truck dieselization in the U.S. Today, over 50 years later, nearly 100% of the pumper and ladder trucks produced, are diesel powered.

Engine Power: Cummins model HR-6, in-line, six-cylinder, naturally aspirated 4-cycle diesel rated at 175 horsepower.

Pumper Equipment: The pumper is geared for five forward speeds and two reverse. The special Stutz chassis has a 171 inch wheelbase and is capable of pumping a maximum capacity of 1000 gallons per minute. Fully equipped, the pumper has a fire-fighting weight of 18,250 lbs. Originally, it carried 1500 feet of 2 1/2 inch fire hose, 300 feet of 1 1/2 inch leader line hose, and 200 feet of 1 inch booster hose. The rotary gear positive displacement pump creates its own vacuum, and is capable of pumping air as well as water. The original 80 gallon

booster tank was replaced with a 300 gallon tank in the early 1950's.

Cummins Engine Company repowered the truck with an identical HR-6 in 1948 in order to conduct an engineering study on the wear sustained by the engine after nine years of firefighting duty. That engine, still in top running condition, continues to power the Stutz today.

Active Service: The Stutz fire truck was officially retired from active service by the Columbus Fire Department on November 4, 1974. It has recently been restored to "like-new" condition as shown in the front photo, a result of the combined efforts of Cummins Engine Company and the Columbus Fire Department. Today, befitting its veteran status, the Stutz makes only ceremonial appearances at shows, parades and occasional fire chief conventions.



The '37 Stutz profile projects a sharp contrast to modern-day pumps.

Repowered with an identical HR-6 Cummins engine in 1948, that engine remains in top running condition today.

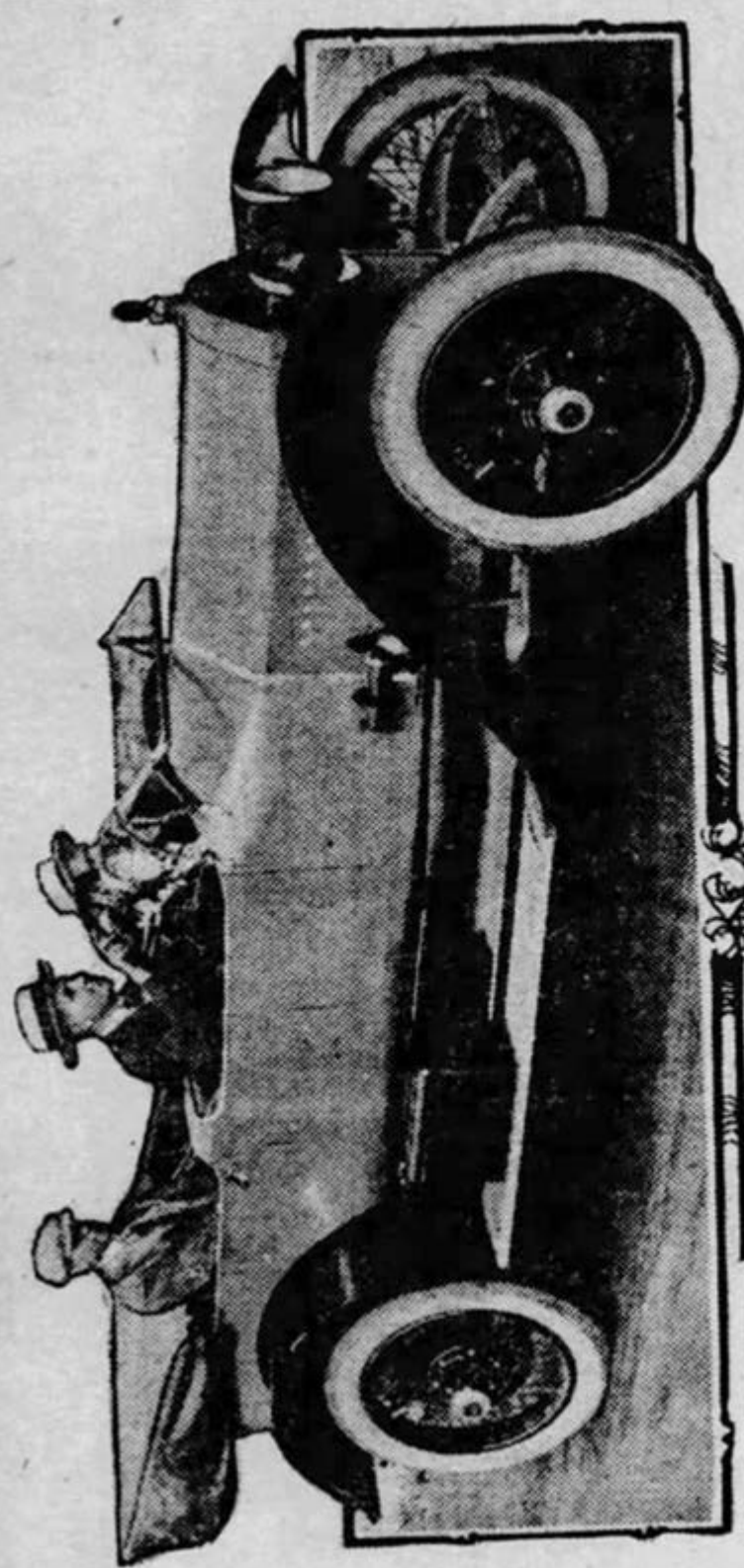
Bulletin No. 3366845



**Cummins
Engine Company, Inc.
Columbus, IN
47202-3005**

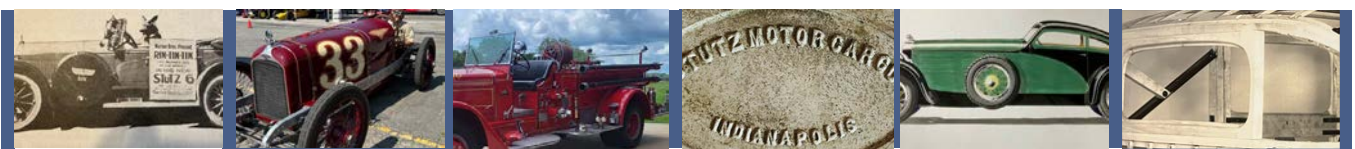
THE KANSAS CITY POST, SUNDAY, AUGUST 22, 1915.

STUTZ CAR HANGS UP RECORD FOR RESERVOIR HILL



The Stutz stock car, with Homer W. Shipps, sales manager of the Karshner Motor Car company of Kansas City, which broke the Reservoir hill speed record. Photo by Anderson Commercial Photograph company.

A stock Stutz car made Reservoir hill ashamed of itself in a hill climbing test yesterday. The car easily broke all records hung up during many years of tests on the hill, Kansas City motorists' favorite testing ground. With a flying start the car, driven by Homer W. Shipps, sales manager of the Karshner Motor Car company, clipped off forty-five miles an hour in high over the top. With a standing start from Summit street, it made thirty miles an hour over the top in "high." In a high speed test and from a standing start the car made sixty-five miles an hour in a 440-yard run. Besides the driver the car carried two other persons.





"The Tennessean", May 20, 1923

Nuisance of "Breaking-In" New Cars Obviated by Stutz Motor Company

Novel Method of Triple Testing Relieves Owner of the
Dread of Injuring Green Auto.

Of all the experiences of motoring that of breaking in a new car is probably fraught with least pleasure. The dread of injuring a 'green' car through overspeed or overstrain and the consequent necessity of crawling along the first thousand miles or so at the seeming snail's pace of twenty miles an hour, has robbed millions of motorists of their initial enjoyment.

Refreshing relief, therefore, is presented in the novel policy inaugurated by the Stutz Motor Car Company of America, Inc., not to release a Stutz car for shipment until it has been completely run in, ready for the road.

To accomplish this result, enabling any Stutz owner to obtain complete service and enjoyment from his car the minute he takes the wheel, a testing program is pursued that is without parallel in motor car history.



motor car manufacturers, but now being considered for re-adoption, since the marked success of the Stutz program, is a time-tried heritage of the painstaking methods that gained for Stutz international racing supremacy. In fact, the very group of veterans, headed by Gid Anderson and Tom Rooney, who achieved the most notable Stutz racing victories are in complete charge of Stutz testing activity.

The final test, and here again the Stutz methods are practically unique, is to send the finished car over the unbroken surface of the Indianapolis motor speedway, at sustained speeds impossible of realization on any roadway.

In the concluding stage of Stutz testing, cars must demonstrate ability to hold a speed of 70 miles an hour for an indefinite period, without overheating or strain. With the successful culmination of this test, absolute assurance is gained that every part is operating freely and perfectly, and that lubrication and cooling are functioning as they must if the car is to receive the inspector's final O. K.

Under such precautions, and with so complete provision for the absolute smooth fit and operation of every part, it can be realized that no further attention on the part of the owner is necessary to assure maximum life and service from his car. Coddling a Stutz is as superfluous as filling a gas tank that is already overflowing.

The popularity of this unique method of adding to motoring enjoyment is reflected in the tremendous increase in Stutz sales that has been recorded since the first of the year. Already, Stutz sales for 1923 exceed those of the entire year preceding, in itself a relatively prosperous Stutz year.

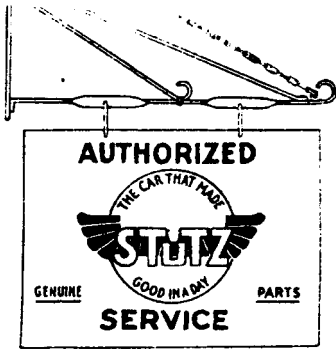
At present rate of progress, Stutz is advancing by leaps and bounds into the front rank of quality car manufacturers. In no small measure, this rapid advance is attributed to the exclusive Stutz triple testing program.

Triple testing tersely describes the elaborate system of trial and inspection that fits Stutz cars for immediate, unlimited service, from the time they leave the shipping platform.

First, the component parts of the chassis are individually tested through special means before assembly, particular attention being given the engine and rear axles, as units subject to greatest strain. Engine bearings, pistons and cylinders are lapped to a perfect fit through power applied by high speed electric motors. After final assembly, they are subjected to the same process for sustained periods, this time under the engine's own power. Similarly, the axles are run in on a special device called an axometer, stationed in a sound proof room. Only after both engines and axles have undergone service in preliminary testing equivalent to hundreds of miles on the road are they released for incorporation in the Stutz chassis.

While in the chassis stage, the second phase of Stutz testing is conducted, in the form of extensive road trials calculated to search out the slightest weakness or imperfection at any point in the assembly. Definite test routes are prescribed, covering every conceivable road and traffic condition encountered in actual service.

Stutz adherence to this practice, long discontinued by a majority of



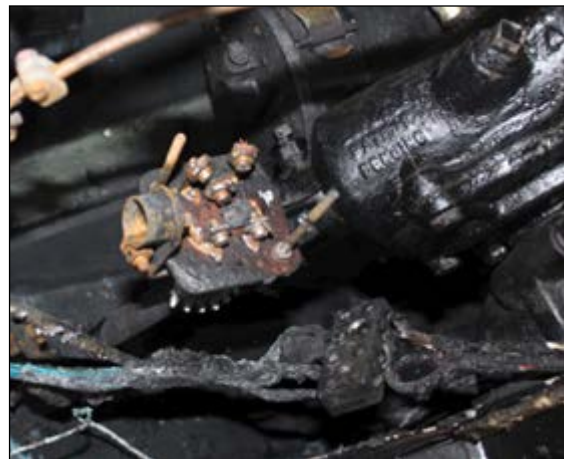
In addition to publication in Stutz News, Classifieds are emailed to the membership upon request. Many of these ads have been previously sent by email. Cars and parts may have been sold or purchased. Contact Dan DiThomas at support@stutzclub.org to be added to the email list.

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

Clock Needed

I am looking for a wind up clock for the instrument panel of a 1928 BB Black Hawk all help would be appreciated.

Daron Horton
 fairoakdevelopmentsltd@gmail.com

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



1918 Stutz Bulldog Series S Close-Coupled Tourer

Watch Video: <https://youtu.be/ZPjihPkVI4>



Tel: 403 922 3370 email: eldonsculpt@gmail.com Club Member \$69,975 obo

HELP! Advice on 1918 Ignition

Dear Club,

My 1918 Stutz Bearcat 4 cylinder engine stopped running whilst I was driving it. I have completed various work on the engine to investigate the cause of the non running. I found that the splined shaft which connects the timing gear to the distributor had a loose locking screw and therefore allowed the splined shaft to possible rotate and miss-align.

I have worked on more modern British engines (1950s) and my experience is that there are marks on the engines and pulleys to help indicate top dead centre for the pistons.

Can anyone help me with regards information how to line up the distributor with my Stutz engine.

David Bertorelli
bigbertieboy@aol.com



HELP! Advice on 1917 Transaxle

Dear Club

I wonder if it's possible to ask the members for information regarding my 1917 Stutz model R rear axle/transmission?

I am experiencing crunching noises from my rear axle (I am guessing the differential unit has broken or is breaking up). When jacked up and spinning the wheels independently the diff unit seems to lock randomly and inconsistently. The drive jumps on sharp corners.

I added a magnetic drain plug a few years ago and there was a fair bit of metal attached when I drained the oil. I need to gain access to inspect the inside while it's still in one piece and before I cause further harm.

Does anyone have an exploded diagram or any advice as how to disassemble the axle unit please?

Are there any spares available please?

Any help or advice gratefully received

Thank you.

Regards Dave

07785 276907

dave.marriner@yahoo.co.uk

For Sale

Clutch cover for KLDH motor or maybe earlier.
See attached photo.



Sorting out my storage, I found this, it came with parts from Alec Millar in the 1980s.

If anyone wants it, it's \$65 plus postage from Scotland.

Mike Holt
Scotland
bugattiste1@me.com

Help with Ignition Key

Does anyone have a source for creating an ignition key from a Sargent part number? (1920-1924 Delco)

Bob Jacobsen
bobjacobsen@sbcglobal.net
650-967-9310

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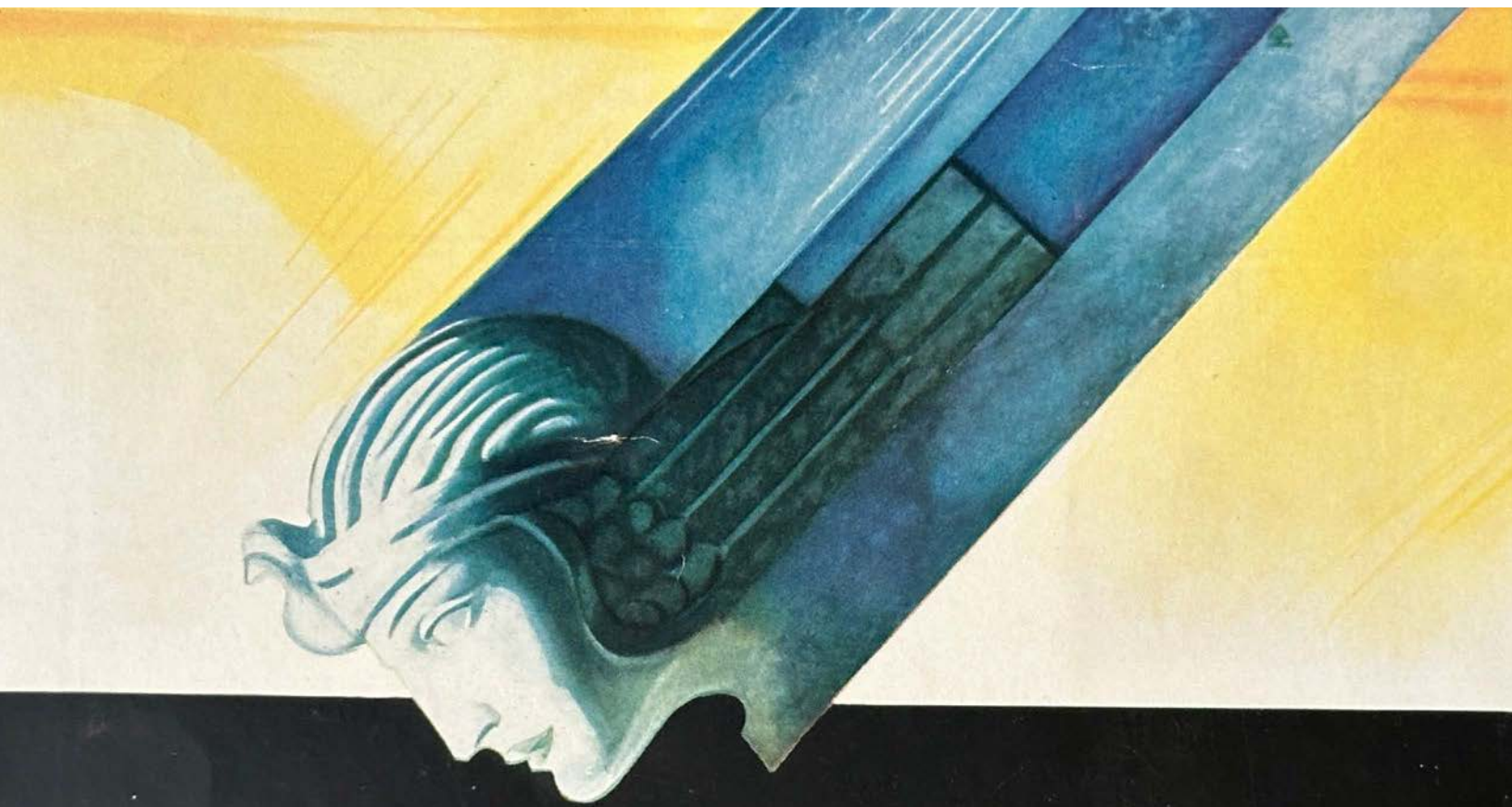
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