STUTZ NEWS

Vol. XXVII No. 112 April - June 2015

100 Year Anniversary of being named

1915 World's Champion Speedway & Road Racing Car 2015

Stutz (1911-1937)

Harry Clayton Stutz (1876-1930)

Looking Back 100 Years

From your Editor,

First, allow me to apologize for the delinquency of this edition. Unfortunately international travel is a function of my career and often adjusts my schedule in a way I cannot control. So please continue to have patience with me if future issues occasionally fall off schedule.

In this issue, you will note that member Hugh Guthrie is looking for information on Stutz export info to Australia. This would be very interesting information to assemble together. If any members have any info on this, please send it to Hugh and hopefully we can assemble some history on this topic.

Please be sure to read the great article from member Bill Snyder. Bill told me this story upon his recent acquisition of a 1929 M 2-Passenger Speedster and I told him it was such a great memory of his start in the hobby with a major collector that he had to share it with all of us.

Ernie Toth reminded me that this is the 100 year anniversary of Stutz winning the championship in 1915. Beth Werling - Collections Manager, History Department, Natural History Museum of Los Angeles County, was kind enough to provide us with the history of the championship winning car driven by Earl Cooper.

Special Announcement

↘ This year our annual Hershey dinner will be at the

HOLIDAY INN Harrisburg East, 4751 Lindle Rd, Harrisburg PA 17111
on **Wednesday, October 7** at 7 p.m.

Cost: $33 per person

STUTZ CLUB GROUP ROOM RATES:
We have secured a limited block of rooms at a rate of 16/night

Call 717-939-7841 and mention The Stutz Club for the reduced rate.

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The 1915 Stutz Championship

by Carl Jensen

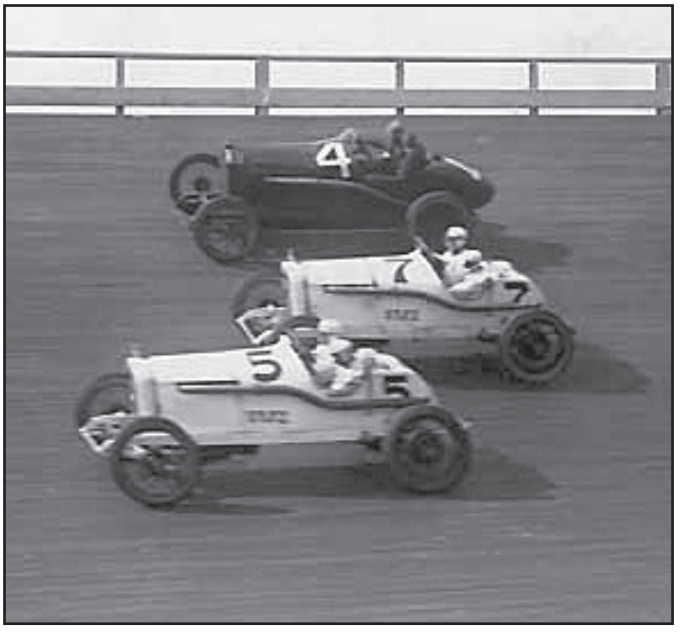
Although the Stutz slogan was "The Car That Made Good in a Day", at the end of the 1913 race season, that could have been changed to "The Car That Made Great in a Season". Stutz ads boasted how they won seven out of seven road races. Five of these were won by Earl Cooper who was crowned the 1913 Road Racing Champion. The other two wins going to Parsons and Anderson who took a win at Elgin, a race that Stutz dominated during these early days.

But 1914 would deal a different hand with the European cars sporting new advancements in engine design. There were a few high points for Stutz, such as a win at Tacoma from Cooper and Oldfield's win at the Cactus Derby, but overall, the Europeans were controlling the 1914 racing scene.

It is well documented how Stutz worked with Wisconsin Engine studying the Peugeot and Mercedes designs. This of course should be of no surprise as analysis of the competition, utilizing what you learn and improving what you can, has been and always will be part of motorsports. But as any engineer knows, it is a long way from developing a concept to making it work; in this case withstanding the abuse of racing and winning. To add an extra twist, the displacement had to change for the 1915 rules.

As Wisconsin engine proceeded with development and testing, back at the Stutz factory Harry and the rest of the team were prepping the new White Squadron chassis based on the smaller HCS model. Looking at the new chassis side by side with the earlier car, it is clear these were completely different machines for 1915. New bodywork finished off the masterpiece.

1915 Astor Cup at Sheepshead Bay high bank board track.



The following table is a summary of the Stutz success for the 1915 season.

1-Jan	Happy New Year Event	Tuscon, AZ	Road Race	102 mile	1 Clarke
9-Jan	San Diego Exposition Road Race, Point Loma	San Diego, CA	Road Race	305 mile	1 Cooper
6-Mar	Vanderbilt Road Race	San Francisco, CA	Road Race	300 mile	2 Wilcox
27-Feb	American Grand Prize	San Francisco, CA	Road Race	400 mile	2 Wilcox, 4 Wilcox
29-Apr	Southern Sweepstakes Road Race	Oklahoma City	Road Race	2,404 mile	2 Lewis
31-May	Indy 500	Indianapolis, IN	Brick	500 mile	4 Cooper, 7 Wilcox
26-Jun	Chicago Race	Chicago, IL (Maywood)	Board Speedway	500 mile	4 Cooper, 6 Anderson
3-Jul	Mononamarathon Trophy	Tacoma, WA	Board Speedway	250 mile	2 Cooper
5-Jul	Potlatch Trophy	Tacoma, WA	Board Speedway	200 mile	2 Cooper
28-Jul	Des Moines Speedway Race	Des Moines, IA	Board Speedway	300 mile	2 DePalma
7-Aug	Chicago Cup	Chicago, IL (Maywood)	Board Speedway	100 mile	2 Cooper
28-Aug	Kalamazoo Fairgrounds Race	Kalamazoo, MI	Dirt Oval	100 mile	1 DePalma
20-Aug	Elgin Road Races: Chicago Auto Club Trophy	Elgin, IL	Road Race	300 mile	1 Cooper, 2 Anderson
21-Aug	Elgin Road Races: Elgin National Trophy	Elgin, IL	Road Race	300 mile	1 Anderson, 2 Cooper
28-Sep	Providence Race, Narragansett Park	Providence	Concrete Speedway	100 mile	4 DePalma
20-Nov	Arizona State Fairgrounds	Phoenix, AZ	Dirt Oval	109 mile	1 Cooper
25-Nov	San Francisco Race 3	San Francisco, CA	Dirt Oval	100 mile	1 Cooper, Durant
4-Sep	Twin City Motor Speedway Race	Minneapolis, MN	Concrete Speedway	500 mile	1 Cooper, 2 Anderson
9-Oct	Astor Cup, Sheepshead Bay	Brooklyn, NY	Board Speedway	350 mile	1 Anderson, 2 Rooney

Gil Anderson after his win at Sheepshead Bay

At the end of the season Stutz was named, "The world's Champion Speedway and Road Racing Car". Cooper was named National Champion with 3,780 points and third in the standings was Anderson with 2,590 points. Between them was Dario Resta and his Peugeot.

The mix of the new engine and the light but sturdy chassis put Stutz back on top. In fact the new car proved to be more durable than the competition from Europe. Harry Stutz would use this to his advantage; often baiting the completion to run at speeds that destroyed their cars so the White Squadron could then cruise in for the victory. Sadly, as good as these cars were, tire technology was not catching up as fast as the cars that were lapping tracks in the neighborhood of 100mph. Add to that the rough surface of the Indy bricks or board track speedways and the Stutz team missed a few first place wins due to time in the pits replacing rear tires. It is interesting to note that this problem appeared to improve later in the season…were the tires getting better or did the chassis set up change? Thankfully, tire consumption was not an issue for road races where the light but robust Stutz cars did quite well.

It is interesting to note that the great Ralph DePalma also switched from his Mercedes to Stutz late in the season. According to Joe Freeman's excellent article in Automobile Quarterly (Vol 28, No2) & The Racing Stutz, this was a fourth car of the new design assembled at the factory.

Vol. XXXIII. New York—Thursday, October 14, 1915—Chicago No. 16

The Automobile

Oldfield, Burman, Wilcox, Cooper and Anderson having a breathless brush on the high banked curve

Stutz Triumphs at 102.6 M.P.H.

Anderson Wins Astor Cup—Rooney in Another Stutz Second—America Takes First Five Places

By J. Edward Schipper

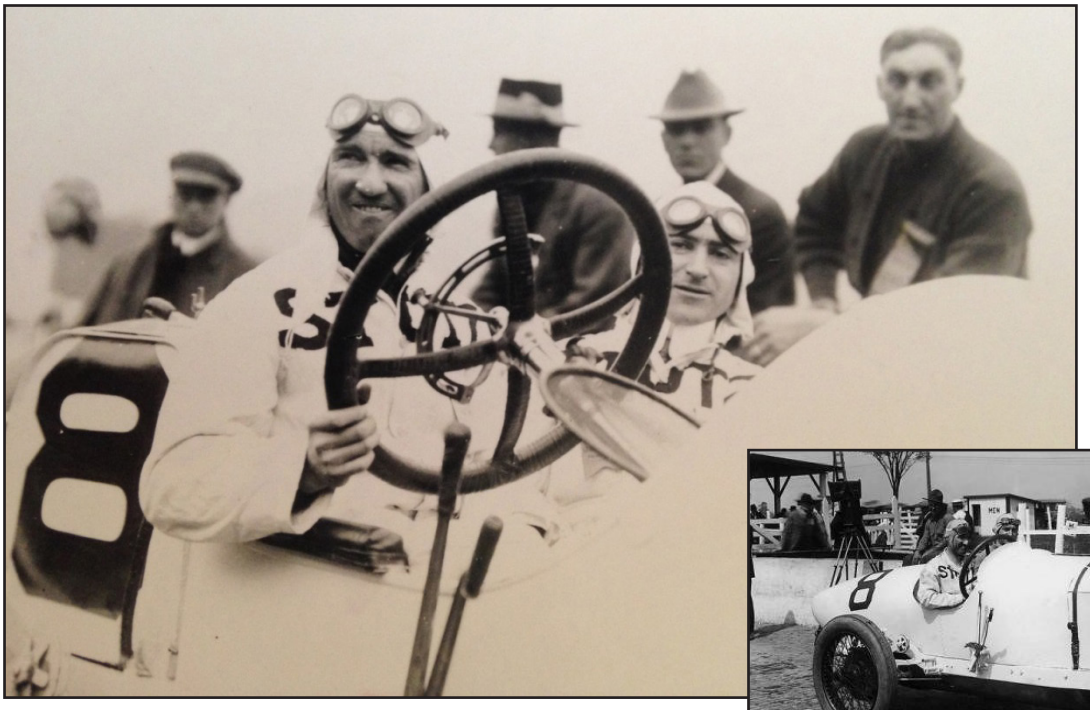
Winners in the Astor Cup Race

Car	Driver	Time	M.P.H.
Stutz	Anderson	3:24:42	102.60
Stutz	Rooney	3:25:29	102.19
Duesenberg	O'Donnell	3:39:55	95.45
Ogren	Alley	3:47:03	92.52
Duesenberg	Henderson	3:47:26	92.31
Delage	Limberg	4:09:23	84.22
Sebring	Haibe	Flagged at 298 miles	
Mulford Spec.	Vail	Flagged at 274 miles	

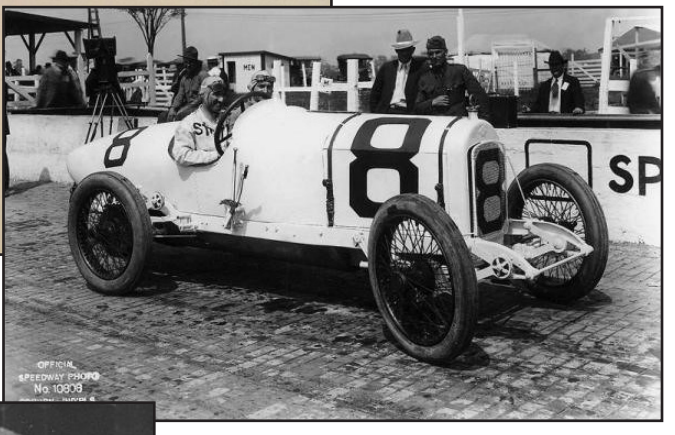
SHEEPSHEAD BAY MOTOR SPEEDWAY, Oct. 9—Proud is the American eagle to-day. Proud of a victory nobly won over the best that foreign lands could produce. Proud of Gil. Anderson and his triumphant Stutz that completed the 350-miles for the Astor Cup a winner at an average of 102.6 m.p.h.

The great achievement of Anderson alone was an accomplishment that marks a new era in speed competitions, but when Tom Rooney, his team mate, in another Stutz of identical design, crossed the wire 47 sec. later, he completed a victory which sets a new mark for the followers of Mercury. So close were these two white-clad team mates that until the last of the 175 laps had been covered it was impossible to say which would cross the line a winner. Rooney averaged 102.19 m.p.h.

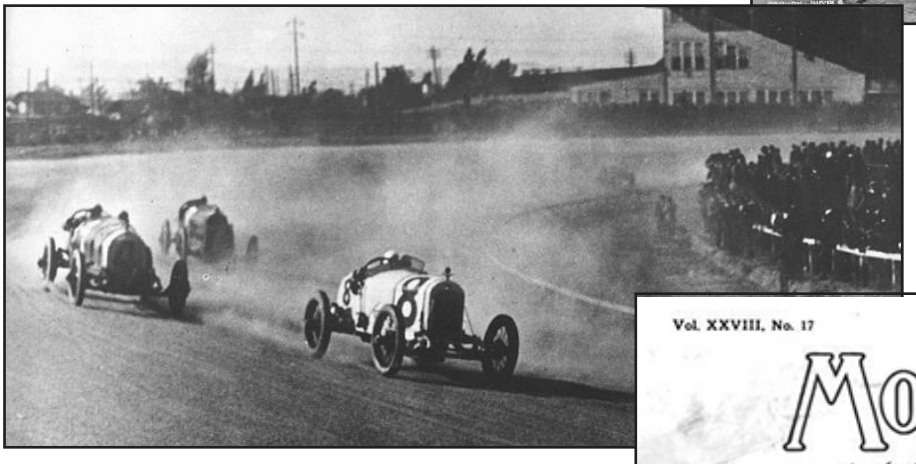
Judgment, design and materials were the factors that lay beneath the surface of the vision of speed. All during the



Earl Cooper in #8. Note what appears to be a rock shield that folds down on the steering shaft.



Note unusual body work with taper tail.

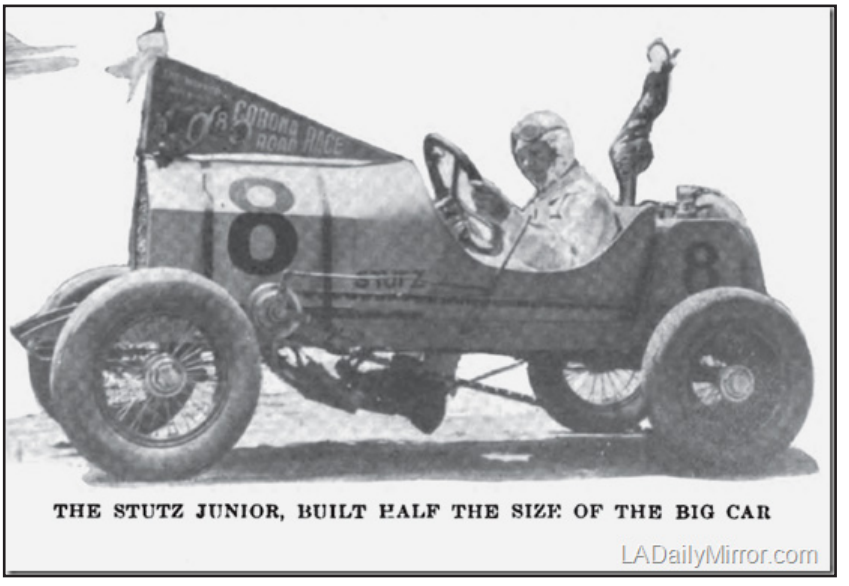


Cooper at the American Grand Prize – San Francisco

The Popularity of the White Squadron

by Carl Jensen

During the White Squadron days, Stutz race cars appeared in at least four movies, one of which, The Speed Kings, also starred Earl Cooper. Cooper and Teddy Tetzlaff play themselves as champion race car drivers, and of course the center of attention is a lady, in this case, silent film star Mabel Normand. If you have not seen this short film (about 10 minutes) you can find it on the internet. There is good film coverage of actual racing of these great cars.



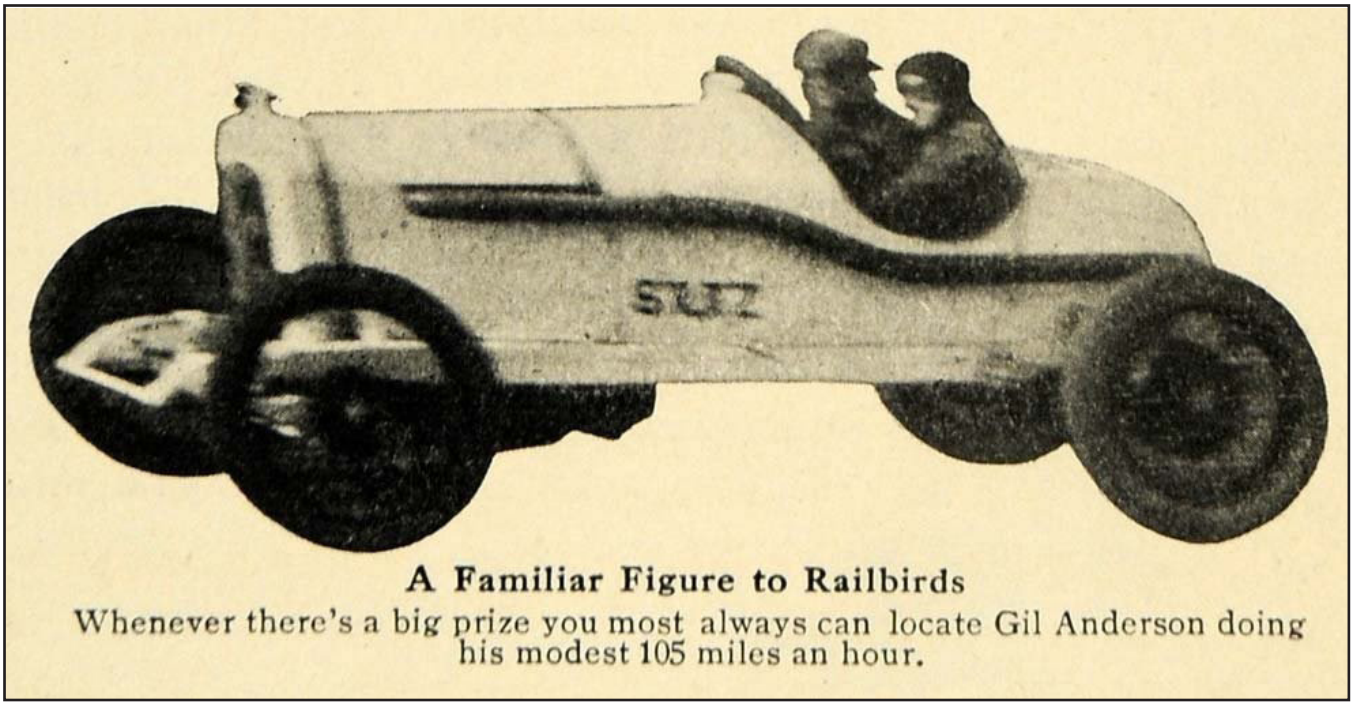
THE STUTZ JUNIOR, BUILT HALF THE SIZE OF THE BIG CAR

While the dominance of the Stutz race car fueled this fame, it is also important to remember that there was a great level of international competition and the success of an American car against the European machines was big news. Add to that the fact that the automobile was very quickly growing in popularity and motor racing was a very exciting new sport with speeds that people could not fathom.

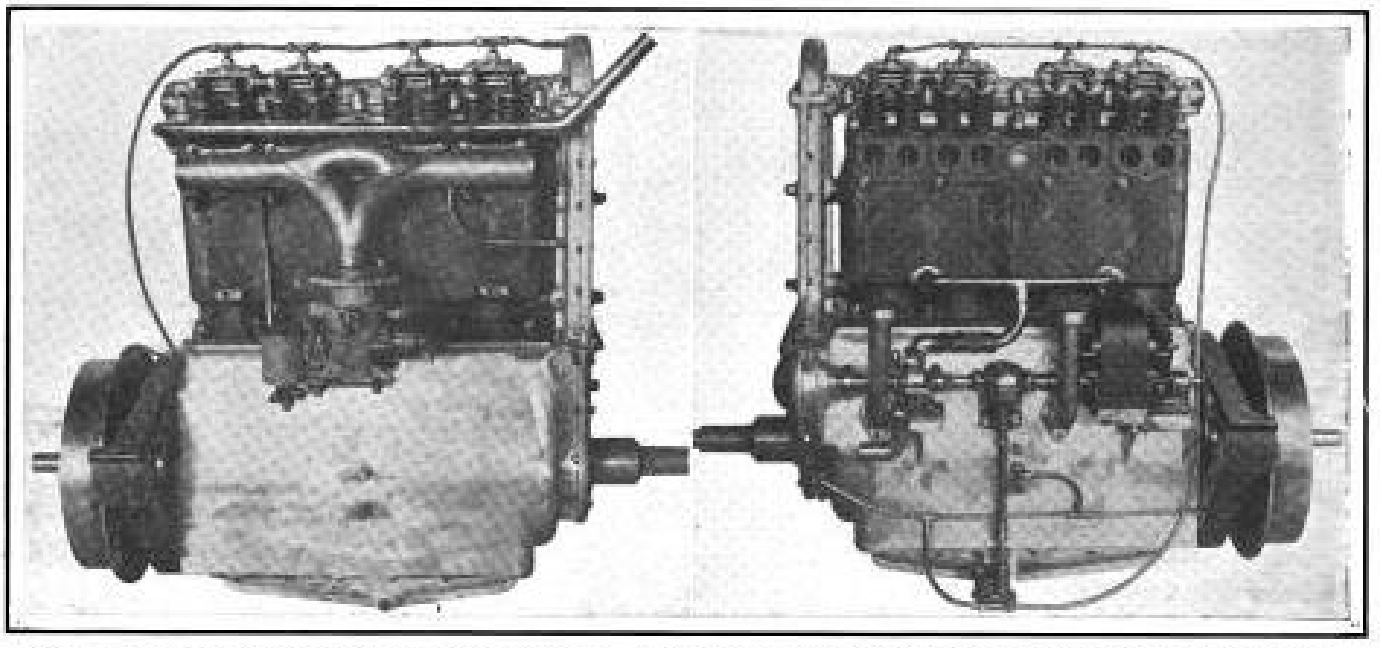
Earl Cooper in The Speed Kings

The Stutz White Squadron excitement spanned all ages. These photos show ways the youth of the day could share in the spirit. Once could assume that the first photo may have been a promotional photo. Note the boy in the pedal car is dressed in the full white uniform including the goggles! The pennant on the front of the car would be a real treasure to find today. It promotes the Corona Race (won by Cooper) and the pennant even has a car with a number 8 on it.

The car on the left is of the same basic design as the one show in the photo above. But the car on the right is completely different. Note it has entirely different body and the radiator shell more closely resembles the 1915 car. What is also quite interesting is that there does not appear to be pedals below the car as in the other two photos. Could the pedals be forward? Or could this have been a motorized version? Has any of our members ever seen one of these or have one in their collection?



This promotional poster shows Gil Anderson in the new 1915 car and boasts the speed of 105mph, a blistering speed the warranted promotion at that time.



Right and left hand views of Wisconsin-Stutz racing motor. Observe center connection on intake manifold which balances pressure

America's Engineering Triumph

Europe's Finest Cars Completely Vanquished By the Product of American Engineering Skill

By A Ludlow Clayden

Never before in America has there been better representation of the finest European racing cars than at the Sheepshead Bay Speedway despite the fact that the majority were of one make for that make is the leader of all racing engineering. The conquest of the old Delage cars means nothing for they were weary with that stiffening which comes with age alike to machines as to men but the failure to finish of the Peugeots is a very different matter. Granting that they were older than the Stutz and Duesenberg cars they are still running as fast as ever before and the only explanation of their collapse one after another is that they were run off their feet so to speak by the superior stamina of their American competitors. The race gave precisely the same impression to the beholder as did the French grand prix of 1914 where the Mercedes team ran with such regularity and so fast that the Peugeots were unable to keep up with them.

Materials of Construction Important

In all racing cars the aim is to work every bit of metal at the extreme limit which it will withstand for the duration of the race and most cars will support a burst of speed for 10 miles or so which they cannot maintain for 100 miles. In a long race a car is driven as much below its maximum as will suffice and is only forced to the limit as a last resource. Thus when we see all the Peugeots eliminated in the effort to hang on to the Stutz it can only be argued that the latter were capable of sustaining greater stresses for longer periods.

This means that American steel makers have found materials at least as good as and perhaps better than the famous B.N.D. steels of which the Peugeots are composed so largely and this is at least as important a thing for the American automobile industry as is knowledge that American engineers can equal the French in excellence of design. It is quite possible that one of the difficulties which always present themselves when the attempt is made to keep an old racing car up to its original form when it is far from the land of its origin is that of finding the proper steel to replace broken or fatigued parts.

It is undoubted that the Peugeots which competed last week and the Mercedes with which De Palma won the Indianapolis race contain the finest steel that Europe has ever produced mostly of German manufacture for the Derhion brothers who prepared B.N.D. bought largely from German sources of supply. A glance at the sectional drawing of the Stutz engine gives an idea of the intensity of stressing in every part and it is at least as great as that prevailing in any foreign motor.

What Is the Limit

Boillot the celebrated French driver and engineer discussing the new cars of 1914 with THE AUTOMOBILE's Paris correspondent shortly before the Lyons race told him that it had been "very difficult to get more power than last year." In that contest the Peugeots and Mercedes had little to choose between them on the score of maximum power and it is probable that the Stutz motors even have not quite equalled the maximum figure of either but the Mercedes won in France because it could endure and now the Stutz have won for precisely the same reason. The sixteen valve engine has brought us to a point where there are two questions to be faced can we get more maximum power from a cylinder of given size and if we can shall we be able to find materials to stand the stress. To sidetrack the question of the motor for a moment an interesting study is the much better showing of the leaders in the races of this year compared with that of the othercars which contrived to finish within the prize list.

Why is it that the speed of the winner is always so very much greater than the average speed. In every race on a speedway this year the cars have separated into bunches capable of division into three main crowds the leaders the middle men and the tail and there have been duels between car and car in each class. Of course in attempting to explain this only very broad conclusions can be reached but it is at least a fact that usually we see the entirely special cars in front the cars with specially designed motors but not special chassis in the middle group and the cars with neither highly special motor nor special chassis in the tail.

Take a concrete example and contrast the appearance of the Peugeots and the Stutz with the Duesenbergs. The former have the lines of a thoroughbred from radiator to rear and their stripped chassis have the mechanical beauty of the motor continued throughout the transmission. The Duesenbergs have an engine of the highest class but regarding either the chassis or the car complete it cannot be doubted but that the motor is wasting more of its wonderful power in mechanical or in air friction. Give the Duesenberg sixteen valve motor a chassis as good as the Peugeot and it would show itself still more capable.

In concentration upon the motor the chassis is always liable to be neglected it has been neglected by touring car engineers and by the makers of racing cars with a few exceptions. Really it is the truck men who have done most toward chassis development for the circumstances of their business forced it on them. This present season has seen a wonderful cleaning up of passenger car chassis with elimination of much needless detail and the proof is there for any who care to appreciate it that the racing cars of 1916 will need as much study in the chassis as in the motor.

Approaching the Limit of Power

Much motor development in the near future is unlikely. Since the coming of the sixteen valve engine now nearly three years ago the struggle has been not so much to get power from it as to make it able to contain that power without breaking. If the 300 cu in motor remains the 1916 size any more power that is got from it will be a very small amount probably 2 or 3 per cent at most and even that is a good deal to hope for.

So the obvious thing to do is to try to devise means for using the power we know we can get safely with the minimum of waste. Lighter chassis would help not that weight makes much difference when a car is running at full speed but it does affect acceleration vastly. Watching the Astor Cup race it was easy to see how acceleration was of value in enabling a fast car to slip by a slower one in the most favorable spot and often passing was prevented for half a lap or more solely by the inability of the faster cars to accelerate quite rapidly enough.

A week ago one might have written that lighter weight would reduce the time lost in tire changing but when eight cars finish a record breaking race with only two tire changes between the lot of them this becomes of less importance. Though of course had the season been August the tire changes must have been more frequent.

During the race two of the Peugeots were pushed in to the pits some considerable distance. Just before the race Resta was observed to place the front wheels of his car dead on the starting line by a gentle pressure of one hand which moved the car forward about a foot. This lightness of "rolling" is not peculiar to the Peugeot as the Stutz and various other cars are almost if not quite as free but it stands out in high relief by comparison with the effort needed to push the average racing machine as seen on the speedways. It means that not a bearing in the transmission not a ball race in the wheels but is perfectly adjusted and perfectly lubricated and it means miles an hour more at high speed. Put the Peugeot motor in some of the chassis that are considered good enough for first rank racing and the car's maximum speed would be less than 100 mph its acceleration cut in two and its reliability also halved.

Prediction is dangerous as so many surprises occur in automobile engineering but the 1916 season ought to show an increase of average speed more on account of chassis development than because of motor innovations.

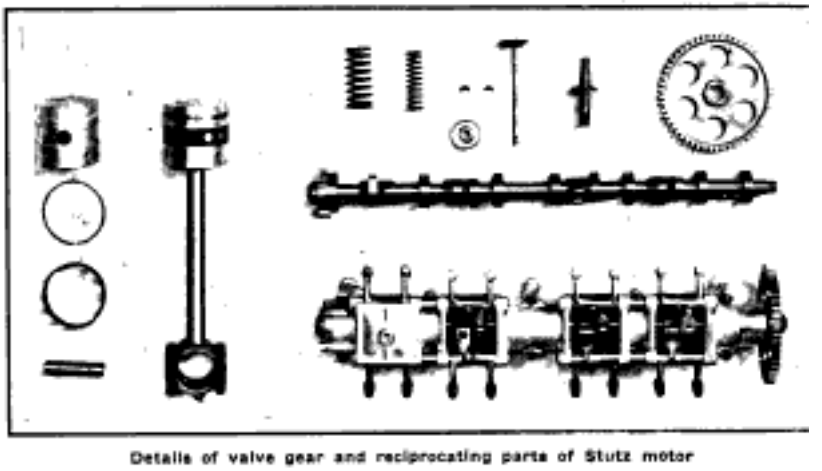
Failures Mostly of Material

Had the Peugeots been new cars it would instantly have been said that their connecting rod design was too weak but we know from past records that this most certainly is not true. Ralph De Palma was eliminated by a broken ball bearing in the motor yet hundreds of similar bearings have run thousands upon thousands of miles at racing speeds without a sign of trouble. Two or three valves or valve rockers broke yet scores of others ran through the whole race as they had run through others. So it is not just to blame upon the design any one of these accidents.

Actually blame is not to be used for any failure in machines so highly stressed rather than saying that the steel in the broken parts was not good we should say that the material of those that did not break was marvelous. But the lesson to be read is that we could do with still stronger steel our engines develop a trifle too much power.

If any man had doubt of the aluminum alloy piston he ought now to be convinced that he need no longer hesitate. During this year's racing it has given much less trouble than did the best steel pistons in European contests during 1913 and 1914. The alloy piston is no lighter than the steel, it is more reliable when of equivalent weight that is why it is now common on the speedway and this may easily be written down as the most striking development of the year.

It follows along the line of the foregoing reflections in that the aluminum alloy has proved to be a better material for making pistons than anything we had before Its discovery has increased the reliability



Details of valve gear and reciprocating parts of Stutz motor

of the sixteen valve motor. Perhaps we shall find next year that the aluminum alloy cylinder is also to play a part that the better heat conductivity of aluminum may be utilized so as to reduce the temperature of the valves for instance. Time alone will show but it is a line of development that is being followed by some and closely watched by others.

Another great development of the year is that of ignition cars for this has been an outstanding trouble ever since the sixteen valve engine was first used. This type of motor having more power per cubic inch of displacement has also a higher working temperature so that spark plugs suffered in consequence. Throughout the 1913 1914 European racing season only two or three manufacturers of cars were able to keep the plugs in working condition for any length of time similarly at Indianapolis this year plug trouble was frequent but at Chicago it had lessened and did not attack the Sheepshead Bay leaders. Plugs used at present are practically no better than those used six months ago the difference is in the method of their use. Very high pressure motors need very copious supplies of oil and if the oil comes into contact with any part that is exceptionally hot it will carbonize promptly. Thus if the tip of the spark plug happens to be the hottest point in the combustion space it will soot up easily.

To overcome this difficulty there are two courses open one is to prevent oil from reaching the plug and the other to keep it cool In the most successful motors both precautions are taken and the plugs are mounted in the center of the cylinder head. In this situation they can be surrounded entirely by water with only a thin wall of cast iron for the heat to penetrate and also they are at the point most distant from the periphery of the piston which is the line past which the oil comes. A plug placed horizontally in the side of the head is right in the line of fire of the oil and any which does reach it has a lesser opportunity for draining off again but it may be equally well cooled. A plug located in a valve cap and so insulated from the cooling water by a thick section of metal has a harder duty to perform and if it is also horizontal it is in the worst case possible. These things have been found out slowly but the principles now find general acceptance and their adoption has produced the satisfactory results now obtained. Carburetion has changed very little this year. There have been no new wonders in the gas making field and no great changes in carburetor construction. It is noteworthy that America is now producing carburettors which will compete with the carburetor in power supply but apart from this there is little to chronicle.

Lubrication also has provided no surprises the oil employed is almost always a derivative of castor oil of some kind sundry trifling details of design have helped to prevent oil sent to an overhead camshaft from flooding the valves and means have been found for ensuring a proper supply of oil to the crankpin bearings in motors with ball bearings on the main crankshaft journals. All these being small matters of individual detail and not questions of principle.

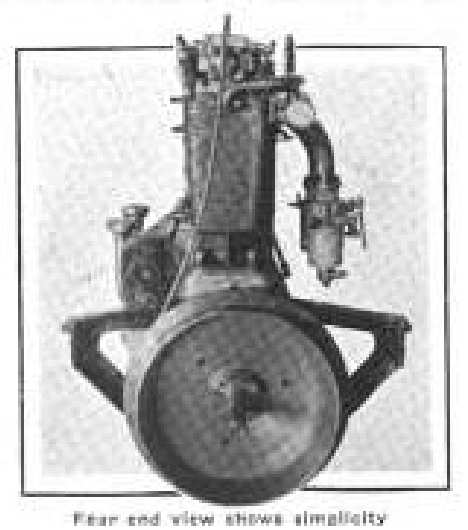
To what extent the increasing use of ball bearings is due to the desire for compactness and elimination of three bearings requiring high pressure lubrication and to what extent it is mere blind Peugeot imitation would be very difficult to say. The mere fact that Peugeot have used ball bearings sways the mind of the best of engineers when deciding which he will adopt and it is safe to say that ball bearings would have been employed in the majority of ordinary automobile motors to day were it not for the noise which seems to be inseparable from their use.

To sum up the racing season has consolidated the position of the sixteen valve motor introduced by Peugeot in 1913. It has proved American automobile engineering to be able to meet and beat the foreigner. It has established knowledge of materials not possessed before. It has seen no great mechanical novelties but it has developed and brought to a high pitch of perfection the most modern type of engine.

Stutz Racing Motor Has Light Parts

Large Valve Opening Many Ball Bearings Centrifugal Lubrication and Two Piece Crankshaft Features of Design

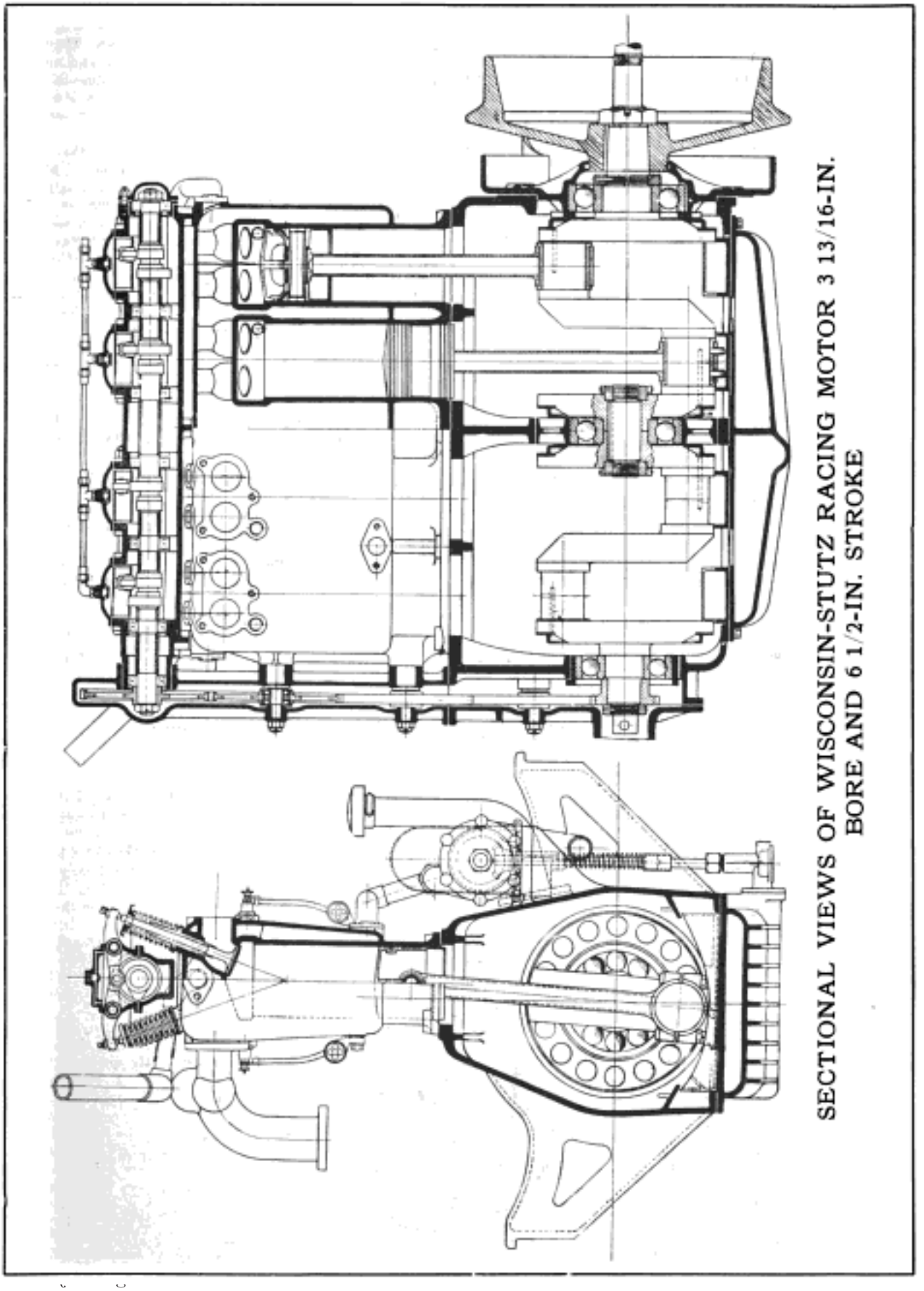
MADE by the Wisconsin Motor Co Milwaukee Wis the Stutz racing engines which have performed so wonderfully well this year rank with the very finest racing creations of Europe and are now leaders of the whole world. Yet a glance at their drawings shows that simplicity is a characteristic that few parts and very light proportions everywhere are the rule. The bore is 3 13 16 in and stroke 6 in giving a total capacity of 296.81 cu in or 74.2 cu in per cylinder. The maximum power is obtained at a piston speed of 3250 ft per min which corresponds to 3000 rpm and is about 130 hp as shown by block test in the maker's plant. This is practically 0.44 hp per cu in displaced or 1 hp per 2.2 cu in. The brake mean effective pressure which is usually known as mp is 115 lb per sq in at maximum hp and has then fallen off a good deal. At just over 2000 ft per min piston speed it begins to droop the value of np below this speed being over 130 lb per sq in. These figures compare extremely well for the values quoted for foreign engines.



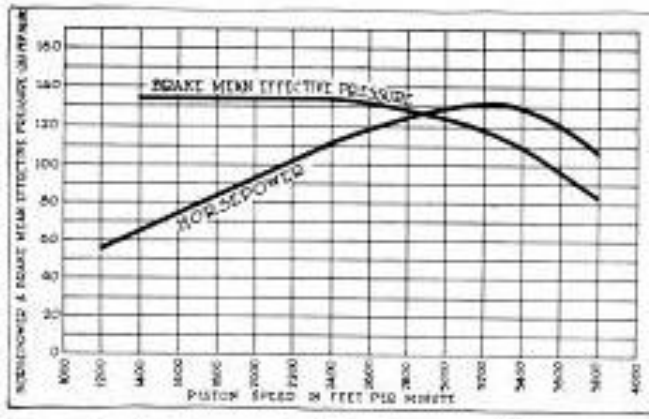
Rear end view shows simplicity

Each of the four valves is over 1.5 in in diameter as the port behind the valve has this dimension. The area of the port is 1.767 sq in and the lift of the valve 38 which gives a peripheral opening of exactly the same value as the port area. Meanwhile as the area of the piston is 11.4 sq in and that of the two valves together 3.534 sq in the speed of the intake gas at the crankshaft speed corresponding to maximum power is in round figures 180 ft per sec. This is far from a high velocity as many touring car motors are designed on a basis of 200 ft per sec.

Perhaps the most remarkable feature of the design as seen in the section is the extraordinary smallness of the spur gears that drive the camshaft. These have a width of face of only 0.5 in and their pitch line velocity is 2650 ft per min at a crankshaft speed of 3000. The crankpins are 2.25 in diameter and the lower end bearings 2 in wide the babbitt metal being run straight into the ends of the hollow connecting rods that the balls in the



SECTIONAL VIEWS OF WISCONSIN-STUTZ RACING MOTOR 3 13/16-IN. BORE AND 6 1/2-IN. STROKE



Curves showing horsepower and brake mean effective pressure plotted against piston speed in feet per minute

bearings are 1 in diameter. Of course the use of a divided shaft makes the assembling simple and much more important allows the employment of a fairly small diameter ball race. At the bottom of the groove the diameter is about 3 in so that the peripheral velocity at full power is only 2300 ft per min which is not excessive.

The life of a ball bearing is affected vitally by the speed at which the balls roll and if a solid crank were used in which the center bearing had to be threaded into place the velocity would need to be at least twice as great.

Lubrication Is Simple

For a racing motor the lubrication seems almost absurdly simple. Each lower end carries two splash dippers which are backed by holes that lead directly to the crankpins but each crank web also carries a gutter ring whence oil is forced by centrifugal pressure through small holes drilled in the pins. So there are three supply holes to each lower end bearing their diameter being approximately 3 16 in.

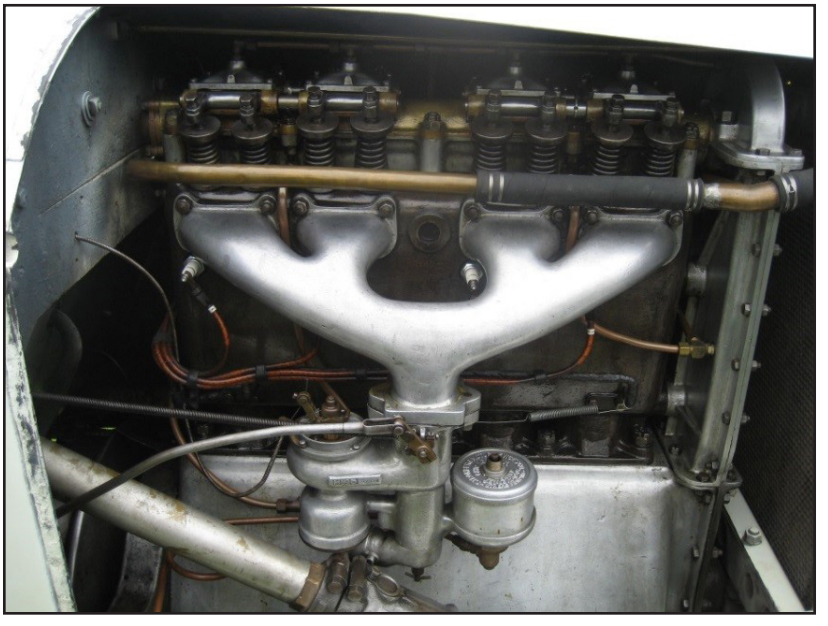
Overhead the camshaft has a ball bearing between each set of cams and over the top case is a header which throws a copious stream of oil directly upon the cams and the roller ends of the rocker arms. From the camshaft case excess lubricant drains back to the crankcase. Like the crankshaft and camshaft the timing gears are also mounted on ball bearings so the only plain bearings in the whole motor are the lower ends and the piston pins. The latter are interesting in that the pin is fixed neither to the piston nor the rod but is free to move in either.

In the longitudinal cut it may be noticed that small oil holes lead to the ends of the piston pins from points just beneath the single ring. The piston shown in the drawing is steel made on the same principle as the Sunbeam with a center leg to rest against the wristpin and act as a heat conductor to aid in keeping cool the center of the piston head Magnalite pistons were used in the race and one of these is shown in the photographic illustration. There it may be seen that the wristpin is constrained against endwise movement by a thin steel ring slipped over the middle of the piston.

Very Simple Crankcase

The designers are to be complimented upon the idea of putting the oil pump outside the crankcase for two reasons. Firstly it enables the case to be designed solely from the viewpoint of rigidity and allows that rigidity to be obtained with a minimum of metal the drawings are enough to show how very strong the section of the crankcase is.

Secondly having the pump external and in the free atmosphere must have a quite considerable influence on the temperature of the oil. It may also be observed that the quantity of oil actually carried in the base chamber is quite small and the latter is ribbed deeply for cooling purposes. It is thought from Peugeot experience that a continuous supply of fresh unused oil is necessary for racing motors of this type where high pressure feed to the lower end bearings is an impossibility. This Wisconsin Stutz holds just about enough oil internally for the maintenance of circulation and the fresh supply is enough to control the temperature.



Stutz White Squadron #8 engine photographed at Pebble Beach.

Earl Cooper #8 Stutz

Beth Werling, Collections Manager, History Department, Natural History Museum of Los Angeles County

In 1915 Harry C. Stutz built four specially designed race cars to challenge the supremacy of Delage, Peugot and Mercedes on the racetracks of the 1910s. Known as the "White Squadron" racers, they were powered by specially engineered Wisconsin engines that incorporated many of the advanced features used by the European competitors.

A long time resident of Los Angeles, Earl Cooper was one of America's leading drivers and a strong advocate of careful preparation and testing. He was a methodical rather than a flashy risk-taking driver. His approach paid off and his steady string of victories driving for Stutz earned him the prestigious 1913 National Championship, a performance he repeated in 1915 and 1917.

With Cooper behind the wheel, the White Squadron's No. 8 became the first American car to average over 100 miles per hour in a major race.

In 1916 Cooper purchased three of the four White Squadron racers and campaigned them until they were no longer competitive. Stutz #8 also appeared in a 1920 Tom Mix film, *The Road Demon*. Cooper retired from racing in 1927 and sold all of the White Squadron cars.

Shortly thereafter, Cooper was contacted by Los Angeles County Museum curator Ransom Matthews about the possibility of the Museum acquiring a White Squadron car for its collection. Matthews was informed that the cars had been sold, but he was able to track down the new owner of #8 who offered to sell the car to the Museum. Unfortunately, the Museum did not have the funds to make the purchase.

Cooper then re-entered the picture and repurchased No. 8, probably at Matthews' request, although Museum records do not corroborate this. After buying the car back, Cooper then restored and drove it again for one year advertising for his employer, the Union Oil Company. The following year, 1935, Cooper donated the car to the Los Angeles County Museum on behalf of the Union Oil Company, possibly because they might have underwritten the cost of the racer's restoration.

June in Indianapolis was a Special Time for a Stutz Race Car

by Dan DiThomas #0739

The Indianapolis Motor Speedway during the months of May and June is the center of the motor racing universe. In June of 2014, the Sportscar Vintage Racing Association (SVRA) and the Indianapolis Motor Speedway (IMS) held the Brickyard Vintage Racing Invitational at "The Racing Capital of the World". The SVRA and IMS hosted hundreds of vintage racers in a multi-day format that uses both the IMS 2.434-mile oval and road course. The inaugural event was a success.

The 2nd annual Brickyard Vintage Racing Invitational, held in the beginning of June 2015, drew over 500 vintage race cars. The majority of the cars registered for the event were post WWII vintage race cars. It was great the see and hear these wonderful cars in the garages and on the track. For me and many of the racing enthusiasts at the event the sights and sounds of the small group of pre-war cars were mesmerizing and unforgettable. There were 18 pre-war cars with the oldest being a 1911 National.

The pre-war car of special interest was a 1929 STuTZ Blackhawk racer fitted with a single overhead cam vertical 8 engine. Richard Mitchell and the skilled craftsmen at the Old Iron Works designed and built the STuTZ for the Indianapolis Vintage event. The engine was prepared by George Holman. The car was completed just in time for a test run in Texas and to make the necessary adjustment before heading for Indy. We all have enjoyed seeing STuTZ cars on a show field and on the road touring. There is nothing like seeing a race prepared STuTZ car at speed on the Indianapolis road course and oval.

I will provide more information on the car and event in the next issue. For now here is a link to a few photos and videos for you to enjoy. I will also post this link on the club web site http://www.stutzclub.org

https://drive.google.com/folderview?id=0B_JYnhvi0mIjeldKbm85cFI4dGM&usp=sharing

Auction Report from Amelia Island

Thank you to member John Boyle for obtaining permission to reprint these auction reports. The 1927 Blackhawk and 1932 DV-32 Phaeton were shown in Sports Car Market and the Super Bearcat was in American Car Collector. John covers some events for them and they kindly allowed us to reprint in the Stutz News.

AMERICAN

#147-**1927 STUTZ CUSTOM BLACKHAWK Speedster.** S/N AAC1886501. Black/tan fabric/red leather. Odo: 4,168 miles. A well-documented Blackhawk Speedster—the fastest American production car of the era. Once in the Harrah Collection, where it was restored in 1963. Restored again in late 1990s. Paint starting to show some age, as car has been on numerous tours. A significant American motorcar. Cond: 2-. **SOLD AT $429,000.** *A well known Blackhawk Speedster that sold for a reasonable price. The Stutz Club is very active, and this car will be most welcome. Almost too good to restore, so use it for a while and then decide. Fair price for all here.*

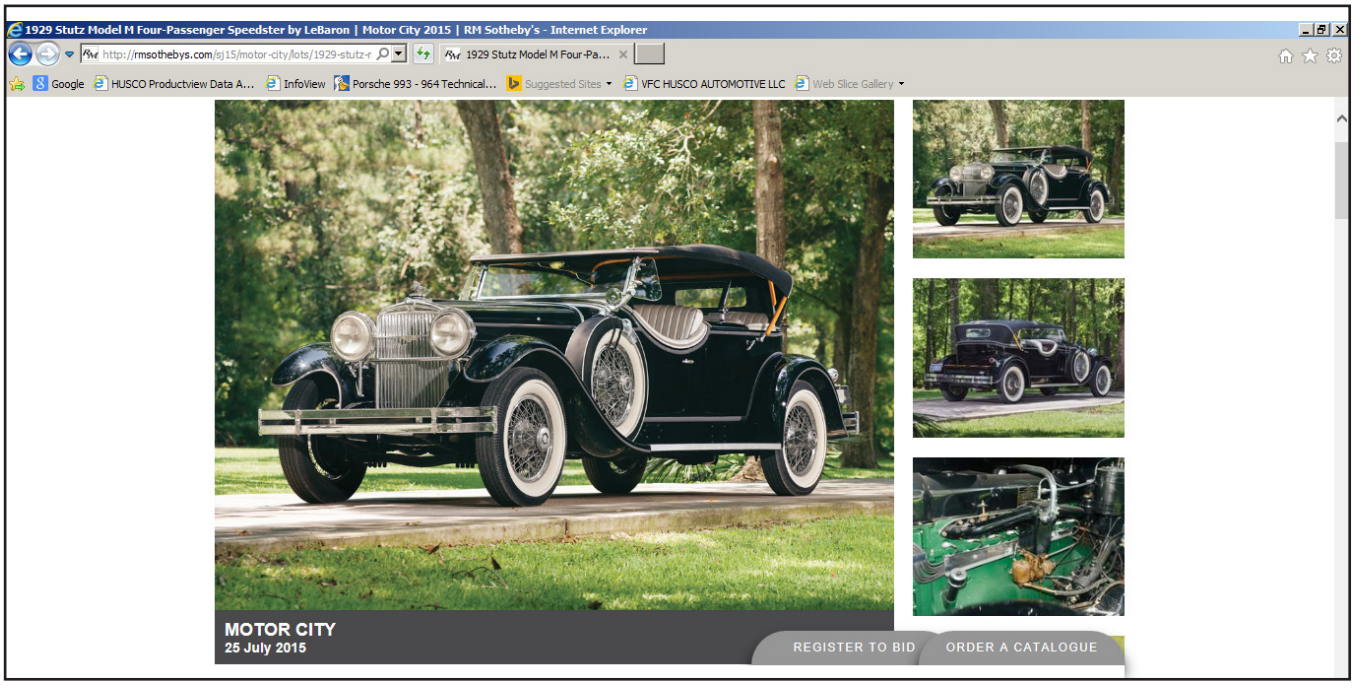
#172-**1932 STUTZ DV32 phaeton.** S/N DV261474. White/black fabric/red leather. Odo: 80,937 miles. The "dual valve" DV32 had dual overhead camshafts and four valves per cylinder. Only about 200 produced, according to catalog, and this is one of two dual-cowl phaetons remaining. Restoration completed in 1995. Still shows well, but time is taking its toll. A very desirable Full Classic. Cond: 2-. **SOLD AT $522,500.** *An impressive Stutz that will attract attention every time out. Welcome on Stutz and CCCA tours, so lots of places to take this. Upgrade the condition a bit, and the value will follow. Call this one slightly well bought.*

TOP 10 **3** #172-**1932 STUTZ MODEL DV-32 Bearcat roadster.** VIN: DVSB1486. Eng. # DV33194. Blue/brown cloth/tan leather. Odo: 53,075 miles. One of only approximately 20 made and a technological wonder of its day—a twin-cam U.S. engine in 1932. Vacuum-boosted hydraulic brakes. Highly original and correct example with only modest updates. Slightly soiled interior and top. Amazingly, only small imperfections on original exterior fabric panels. Nicely detailed engine bay. Cond: 2-.

SOLD AT $1,012,000. *A few well-heeled bidders stayed near the auction end to bid on this special lot. The crowd seemed to hope for a million-dollar hammer price, but it would only get there with the buyer's premium. Rare and difficult to price, this lot sold right between the Bonhams goalposts of $850k and $1.2m.* ***Bonhams, Amelia Island, FL, 03/15.***

This is an excerpt from RM Auctions. This car is coming up for sale and the history is rather interesting:

1929 Stutz Model M Four-Passenger Speedster by LeBaron



Miss Johnson was a Holyoke graduate and a California socialite, whose home on Franklin Circle in the Hollywood Hills neighbored many celebrities. She was a passionate sportswoman who golfed and owned fine cars, being a particular fan of Bentleys and a good customer of J.S. Inskip's renowned New York dealership, which she would visit on the East Coast.

It was during one of those visits in the winter of 1949 that she met renowned American racing driver and enthusiast Briggs S. Cunningham. At the time, Miss Johnson was looking to acquire a convertible Bentley as a potential replacement for this 1929 Stutz Four-Passenger Speedster, which she had owned at least since the late 1930s. Her meeting with Mr. Cunningham was somewhat serendipitous, as, at the time, he was looking for a vintage Stutz for his collection. A fascinating correspondence ensued. Miss Johnson:

This has been my transportation car from 1937 to 1949, marvelous on the highway, but requiring simpatico for traffic competition with V-8s! Corners as well as my Bentley, and while I don't know the proper term for it, you don't have to wind it up to get around a corner; you just lean a bit.

In further correspondence, Miss Johnson notes her trepidation regarding selling the car; she clearly had a great passion for her Stutz and was extremely knowledgeable regarding its mechanical specifications and care. She recounted turning down one owner because he intended to hot-rod the car. For whatever reason, whether "put-offitis" on her part or a busy schedule on Mr. Cunningham's part, the Stutz did not become part of the Cunningham Collection until 1970, two decades after his initial correspondence with Miss Johnson began. Mr. Cunningham had acquired another Stutz by that point, a DV-32 Super Bearcat—"I am not a bit impressed," Eva May tartly noted—but apparently elected to acquire the Model M as well, whether by sentimental attachment to its owner or for its beauty, who knows.

The car was restored in a subtle combination of cream and coral and remained in the Cunningham Museum at Costa Mesa, California, until its closure in late 1986. During that time, it was featured in Automobile Quarterly, volume 20, number 3; in John Burgess's book on the Cunningham cars, Connoisseur's Choice, published in 1979; and in Cunningham Museum postcards.

The Stutz was sold with most of Cunningham's other cars in December of 1986 to his fellow renowned collector Miles Collier. It was not retained as part of the Collier Collection and was eventually acquired by William Ruger Sr., the Connecticut gun maker and passionate Stutz enthusiast.

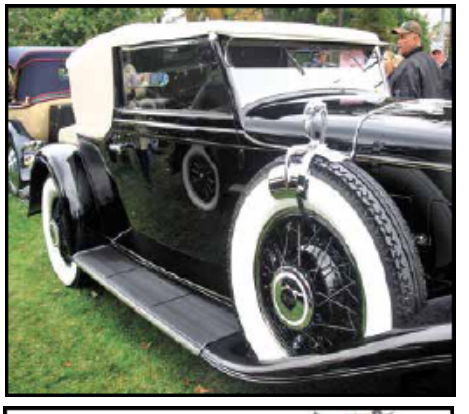
Editor's note: The actual letters from Miss Johnson are on the RM Auctions website with more photos of this car.

Courtesy of The Revs Institute for Automotive Research, Inc.

Courtesy of The Revs Institute for Automotive Research, Inc.

Clippings of Note

From The Southsider Voice, Indianapolis, IN
Stutz owned by Norman Roberts of Biddeford, Maine



CAR NUTZ

Cruising in a 1931 Stutz Victoria convertible

Big Dan Pfeiffer

Harry C. Stutz started the Ideal Motor Car Co. in Indianapolis in 1911, when he built an Ideal racer and entered it in the Indianapolis 500.

The car finished 11th and instantly made a name for Stutz, who changed the name of his company to Stutz Motor Car in 1912.

Harry began selling the Stutz Bearcat, a high-performance convertible sports car that was powered by a large T-head four-cylinder multi-valve engine. It was one of the first multi-valve designs. From 1912-35, Stutz built everything from high-end sports cars to luxurious limousines.

In 1931, the company introduced a 32-valve in-line eight-cylinder engine, which was designed by Fred Duesenburg and dubbed the DV-32. The in-line eight design produced about 150 horsepower and was mated with a four-speed manual transmission. This power train was fitted to a chassis with a 145-inch wheelbase.

Many bodies were available for the DV-32 chassis package.

One of the most famous was the 1931 Stutz Victoria five-passenger convertible built by Manhattan coach builder Rollston Co.

Of the 200 cars that Stutz manufactured from 1931-1935, only seven were DV-32 Victoria convertibles.

I photographed the one you see on this page at the Antique Automobile Club of America's Eastern Meet in Hershey, Pa., last fall, but I was unable to meet the owner. I'm sure he probably knew the car's history, which would have been great to hear about.

I hope you enjoy the pictures of this stunning car.

Until next week, keep on cruising!

Stutz, On Track

Rudolf Ernst sent this great photo of him racing at the VSCC event at Silverstone. He plans to do some specialized races for Edwardian (pre 1920) cars in the UK.

My First Yellow STuTZ

Bill Snyder

A well known early collector of Antique cars was a delightful gentleman named D. Cameron Peck. I met him right after the end of WWll when a friend's father invited us to travel to Chicago with him to see Mr. Peck's collection.

Wow what a thrill! The collection was amazing and Mr. Peck invited us to come back when we were in Chicago.

As a result I found reasons to be in town quite often and Mr. Peck always found time to meet with me. On one occasion he showed me a STuTZ DV32 Monte Carlo which he had just bought. I was in love.

As time went by Mr. Peck decided to auction some of his cars, including the Monte Carlo. I went to Chicago the week before the auction to get another last look at the car as I figured I probably couldn't possibly buy it but I did ask him what he thought it might bring. He guessed about $800 and that was way over my college boy finances.

So I told him I was disappointed as I hoped to add another Stutz to my collection (which included, at that time, a 1926 Rolls Silver Ghost opera coupe, a Marmon 16 sedan and my Derham STuTZ) all of which I had acquired for less than $1000……..My life savings up to that time.

He asked me how much I could afford and I advised that I had about $100. He had just the car for me, a non-running, mostly complete yellow STuTZ roadster which I could have for $65.

The deal was made and I returned the next week with my dad's 98 Olds and a tow bar.

My return trip was through a massive snow storm and I ended up with the roadster stuck in a drift at about 2AM.

My dad insisted that I call the police to report that the car was stuck. The dispatcher I spoke to said not to be concerned as many cars were stuck. He asked for a description of the car. When I told him it was a yellow STuTZ roadster and the top was down, his demeanor changed and he said "Sonny if that car is really there, get it towed first thing in the morning."

That was done and the car ended up in my girlfriend's father's ice cold garage where I worked on it rebuilding the motor all winter. The March day when I took it for it's first ride, my friend Tom Thoburn came along with his Ruxton Roadster.

That and my other cars had to go shortly after I started my company as my banker, after perusing my first year financials, said he "Would not loan me more money but would send Flowers!"

For those of you who didn't grow up in the thirties and forties the prices may sound ridiculous but during those years the U.S. dollar had real value and a salary of $10,000 someday was a college boy's goal.

(Editor's note: Bill said he does not know the whereabouts of this car today. Hopefully one of our members might have a clue on this!)

Membership Report

By Mike Barry V P Membership

New Members

Please join me in welcoming the following new members:

#0882
Barry Dougherty
Linda Dougherty
437 State St
Pottstown PA 19467
Primary Phone:610-970-5257
Fax:610-970-6848
Email: bd@rollingart.com

#0884
Stanley Bauer
Merle Bauer
PO Box 3217
Beverly Hills CA 90212
Primary Phone: 310-227-9901
Email: Stanleybauer@roadrunner.com

1920 Stutz Model H
Engine #: 5122
Ser # : H5067

#0883
Peter Stutz
10 Langenstrasse
Wiesendangen CH8542
Switzerland
Primary Phone: 41 76 566 25 15
Email: pxstutz@gmail.com

SPECIAL ANNOUNCEMENT - HERSHEY DINNER
Wednesday, October 7, 2015

This year our annual Hershey dinner will be at the HOLIDAY INN Harrisburg East, 4751 Lindle Rd, Harrisburg PA 17111

SAME COST ($33) SAME HOTEL
SAME TIME (7pm) but DIFFERENT NIGHT

those who plan to attend should call me at 330-730-9498 or email me at mike@mpbarry.com

In Memoriam

I am sorry to report that the club received a card that life member Gus Ludwig of Tennessee passed on May 31st. Gus was born in 1932 and was an avid car collector and restorer. In addition to the Stutz Club, he was a member of the AACA, Crosley, Club and the Model T club. He was also a member of the Tennessee Antique Tractor Association. Bill Greer remembers his ownership of a 6 cylinder 695 Touring.

Some of you may have even seen him on an episode of American Pickers in July 2014. Our sympathy to his wife, Ruth.

Kick the Tires and Light the Fire

by Brian White

In aviation every time we start a flight we do, or at least we are suppose to do, a preflight inspection. On my Mooney it's a list of about 25 items you check before you get in the airplane. Then there are a dozen check list items on the pre-start check list. Next is a pre taxi check list and a pre take off run up check. Then there are about as many list from cruise to pre landing, landing, shutdown and securing. On my old Super Cub it's about 5 things, and off you go. How liability has changed our world.

We in the old car world would be wise to take a cue from the aviation community and run through a few checks on our cars before we take off. Most of our cars, like airplanes, sit around more than they get used. Of course most of the time if you have a problem in a car you can just pull over to the side of the road and address the problem.

For those of you who know Model T's you know that the brake stops the drive shaft by way of a brake drum in the transmission. If you lose your connection between the rear wheels and the brake drum you only have the emergency brake. If you break an axel, spin a key way or lose a wheel you are along for the ride.

I have a friend who lost a thrust washer on the first day of a tour in the North Carolina mountains. He had finished a long down hill grade and started up the next hill, it made a heck of a racket and coasted to a stop. It was about to start rolling backward down the mountain when he bailed out and stuck a block behind the wheel. Disaster narrowly escaped.

On one of our tours in the mountains we offered to inspect the cars with the owner or driver if they wanted. We found one carter key out of one the brake rods on one car. Not to bad for a tour with 80 cars. That in its self may not have been disastrous but, if it had been on an equalizer, if you lost one rod you lose both brakes.

When I took my 1911 Cadillac apart someone had removed or lost one of the brake internal shoes. They safety wired the arm in place so the other shoe would work. Big old Cadillac with a brake on only one wheel, doesn't work very well.

Years ago I knew a man who took his 1914 "T" apart and painted it. When he reassembled it he installed the front axel backwards. Easier to do than you would think. On the test drive he was backing up and the steering wheel was jerked out of his hands and the car flipped over. He was a lucky man because he wasn't hurt. He just had to re-restore his car and he did.

I know of another older man who was hosting one of our tours in the Virginia hills. He was driving a 1919 Dodge. As he pulled into a rest stop his front wheel bumped the curb stop and one end of his tie rod dropped down in the asphalt.

When was the last time you checked under your car? I'm not talking about just looking for that ball you dropped and thought it rolled under it, I'm talking about getting down on a creeper and looking at the pins and carter keys. Looking to see if any are froze in place or are installed in the wrong direction. All pins and keys should be installed from top down or in the direction of travel. Check those ball joints. Don't just give everything a shot of grease, grab it and shake it to make sure nothing is going to fall off on your road trip.

Having just completed a week long, 450 mile tour with my 1923 StuTz Bearcat, I can say a little preventive maintenance goes literally, a long way.

Hugh Guthrie's 1916 Bearcat to be Sold at Auction

Mosssgreen Auctions is selling the 1916 Stutz Bearcat for fellow STuTZ Club member Hugh Guthrie #0429. The STuTZ is being offered in their October 18th auction in Melbourne, Australia.

For further information contact Robert Richards of Mossgreen Auctions.

Mossgreen Auctions
926-930 High Street

Armadale Victoria 3143

t 03 9508 8888

m 0419 393 932
e robert.richards@mossgreen.com.au

w www.mossgreen.com.au

The HCS Taxi - Harry's Last Auto

by Bill Greer

This is further input on the article "Rare HCS Taxi" published in the October - December 2014 issue of Stutz News, pages 18 and 19.

My interest in HCS automobiles goes back to 1983 when I met John Ferrel of Seattle, WA on a 3-week CCCA Tour of European Car Museums. John had acquired an early Series II HCS "Special" Touring car which had been modified into a Fire Chief's run-about. John offered the HCS to me at a reasonable price as it did not enhance his collection. When it was arrived, I was somewhat disappointed primarily because 20" wire wheels had been fitted instead of original 23" Buffaloes. Also, they were in poor condition.

Fortunately I met a fellow at Hershey who made rims. He suggested I bring the five hubs to his shop in Springfield, OH and he would fabricate the appropriate rims and spoke them to the hubs. What he didn't tell me was the work it would take to prepare the hubs. It took me most of the winter to remove the hubs, free the bearings from the solidified grease that offered no lubrication, and to build up a smooth finish on the pitted hubs. What a pleasure it was when I picked up the five new wheels, had them painted fire engine red, and locked them on to the axles.

Read on, I'll eventually get to HCS taxies!

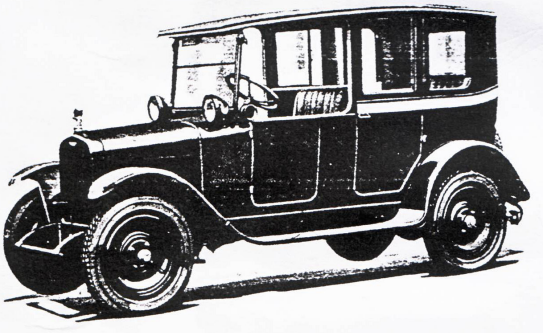
I enjoyed the 4 cyl. HCS for several years. It never failed to start and always performed nicely. When I acquired the 6-cyl. 1923 Series IV HCS Touring from the Wirthman Brothers in Columbus, OH, the HCS Run-about got pushed aside in the barn. It was during this time in the early 1990s that Dr. Raymond Katzell asked me to write chapter XII, Harry's Other Car: The HCS, in addition to Stutz Chapter II, IV, and V for our book, *The Splendid Stutz.*

During my research on HCS automobiles for chapter XII, pages 321-334, I was disappointed that we could not locate a surviving HCS Taxi. The only reference in the literature was found in the Handbook of Automobiles, 1926, pages 336 published by the National Automobile Chamber of Commerce which we have reproduced below. The photo of a 1926 HCS Taxicab shown on page 334 of the Splendid Stutz is identical to the one in this article.

336 [1926]

H. C. S. Cab Manufacturing Co.
Indianapolis, Indiana

Open Side $1975 1880
Closed Side $1975 1900
↑ 1925 prices



H. C. S. Taxicab

Color	Cleopatra green and black, with cream belt line. Other colors optional	Crankshaft	Three bearing
		Radiator	Cellular
		Cooling	Thermo-syphon
		Ignition	Storage battery
Seating Capacity	Five	Starting System	Two unit
Wheelbase	110 inches	Voltage	Six
Wheels	Disc	Wiring System	Single
Tires	29 x 4½ inches, cord	Gasoline System	Gravity
Brakes	Foot, expanding on rear wheels. Hand, contracting on transmission shaft	Clutch	Dry plate
		Transmission	Selective sliding
		Gear Changes	Three forward, one reverse
Engine	Four cylinder, vertical, cast in block, 3¼ x 4½ inches; head removable; valves in side; horsepower 16.9, N.A.C.C. rating	Drive	Spiral bevel
		Rear Springs	Semi-elliptic
		Rear Axle	Three-quarter floating
Lubrication	Full force feed	Steering Gear	Cam and lever

Price includes tools, jack, ammeter, windshield cleaner, demountable rims, spare wheel, spare tire carrier, head light dimmer, heater and dome light.

124

On December 10, 2014, while perusing a copy of Old Cars Weekly I noted in the RM Auction results that a 1923 Yellow Cab Model A-2 Brougham Taxi, offered by John Moir had been sold for $33,000. I was so excited with the prospect that this car could be an HCS Taxi that I called Dan DiThomas to help find the new owners. Dan contacted Jonathon Sierakowski of RM who provided the information we sought.

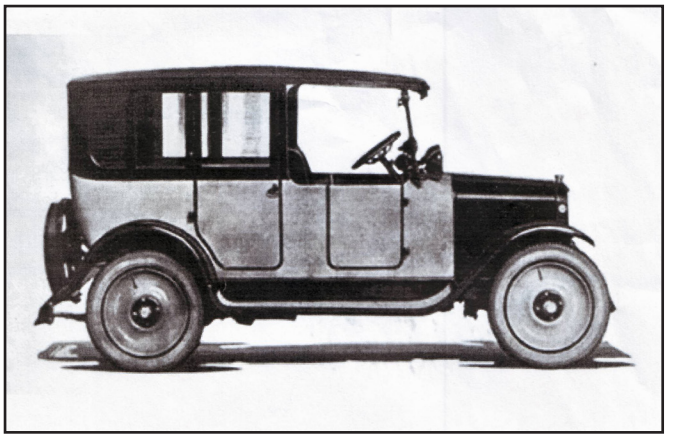
You will note that the body, wheels, headlights etc appear to be identical to the 1926 HCS Taxicab.

1923 Yellow Cab Model A-2
Chassis No. 12759
Engine No. 1757V76171
18.23 NACC hp

178.9 cu in. Continental L head inline four cylinder engine wheelbase 109 in.

Determined to solve this mystery, I asked John Rupp, automotive historian and professional computer programmer, to research the publications of the 1920s. During the past six months John has found a number of inputs which I am please to report below.

1. The first 10 HCS Taxicabs were shipped to Yellow Cab in New York City in November 1924.
2. Yellow Cab discontinued the production of taxicabs in 1925. John found the following photo of a 1925 Yellow Cab and it has a body identical to the 1923 Yellow Cab and the 1924-26 HCS Taxicab.



Indianapolis Star June 29, 1925. Real photo of HCS Cab

3. Ten (10) HCS Taxicabs were sold to Yellow Cab Co. of Indianapolis per an ad found in the Indianapolis Star, dated June 29, 1925.
4. One reference states that a large order for 1,000 HCS Taxicabs was places by Yellow Cab Co. but production records are not available to confirm this order was ever fulfilled.
5. HCS Taxicab were used by other taxi companies as indicated by the following two ads found in the Red Bank Register, New Jersey.
6. No evidence was found to confirm that local companies such as Premier, Millspaugh & Irish or Robbins made bodies for HCS Taxicabs. The question remaining is "Who did?" We will continue research in this regard.

Indianapolis News June 29, 1925

So, we are still looking for a surviving HCS Taxicab and for the time being will adopt the 1923 Yellow Cab Model A-2 as an example.

I found it interesting that Mr. HCS designated his 1923 6 cyl. HCS line as M-6 and his HCS Taxicabs as M-5 even though the latter came out a year later.

In conclusion, I'm sorry to mention that my love affair with HCS automobiles has come to an end. The Series II HCS Special Fire Chief runabout was sold to Jean Garjot of Harrisburg, PA (now deceased) who drove it home on I-70. The last I heard this HCS was in France.

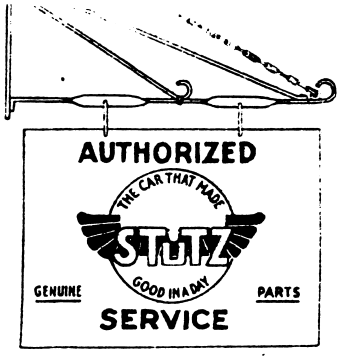
The 1923 Series IV HCS M-6 Touring will be soon on display in Fred Guyton's new museum in St Louis.

Red Bank Register, Red Bank, New Jersey, August 24 1925

Red Bank Register, Red Bank, New Jersey, September 28, 1925

Reminder
for 2015 Membership Renewal

This will be the last issue of the STuTZ News for those members that have not sent in dues for 2015.
If you have not received the renewal form, **mailed out in December.** misplaced your form, or have forgotten to renew, please contact Dan DiThomas by phone: 614832-0066 or email at thestutzclub@aol.com.



For Sale: Ryanlites

Stutz Ryanlite light shells ,vanity bezel ,and restored Ryanlite reflectors

Len Harvey, New Zealand

beaconview8@xtra.co.nz

Wanted:

Interior light lens

Contact Fred Edwards in Australia

info@inlinebrolga.com.au

Info Needed:

I would be very grateful if any of the Club members who own a BB could advise on the best make/model of spark plug for the car. I currently have what appear to be short reach NGK plugs fitted. They tend to get very dirty, very quickly. There must be a better spark plug out there somewhere.

Regards

Terry Hannan

tramhannan@gmail.com

For Sale:

1921 Tourer

I will entertain any offer, and will throw on a beautiful period black bear skin coat, size @ 44 regular, a pair of grizzly bear gloves, and a boater to the new owner!

I have full history, AK Miller's ownership notes, and many photos of restoration. I am a motivated seller, so if there is any interest from any club member, please contact me.

Koke Twigg-Smith

ktsats@aol.com or 802 234-9050.

Parts for sale:

Len Harvey in New Zealand and is still digging down through his pile of STuTZ parts. There must have been an 18 Oldsmobile under the pile!! Email Len at: beaconview8@xtra.co.nz

Update on the parts I have left. Some of these parts could fit other model years of Stutz:

1. Wheel hub puller Could be #4 Thread OD 3 5/8" BY 12 tpi Both right and left hand thread
2. Stewart Warner Speedo out of 1929 M
3. Flexible drive couplings for water pump
4. Large vacuum tank only
5. Chrome caps that contain wire wheel balance weights
6. 1929 20" Wire wheels with chrome locking rings
7. Ryanlite headlight shells off a DV32 (For the record a few of these models came to New Zealand)
8. Ryanlite shells for 29 some with pressed jewel sides another with a cast jewel mount
9. NOS rear taillight bezel (These are a bit hard to find)
10. Bulb holders for rear taillights
11. Delco Remy 18 B HORN 6 volt
12. Front 1929 bumper blades these are NOS
13. Bell housing for 4 speed box
14. Internal sun visor
15. Water pump 28 model needs restoring
16. Rechromed reflectors for Ryanlite headlights
17. Spare wheel mount plate

Inserts with Stutz emblem for 29 wheel nuts

Used "U ' shaped locks found inside the 29 wheel nut

Window screen mounted spot lights USA made One of these acts as an inspection light

NOS vanity light faces with lenses for the corner lights in rear seat

If someone wants the above as a job lot plus shipping please send me an offer.

Not related to Stutz rare 1918 Oldsmobile pickup truck project is available enough parts for two vehicles plus parts over.

Wanted:

Parts and help for a new member!

New member Paul Thomasson has a 1923 KLDH with T head 4. He needs to replace the pot metal cam follower carriers. He found that all but one of the carriers are pot metal and one is bronze. He has two cracked pot metal carriers and the others have lost there original dimensions.

Lets get Paul's car back on the road!

Paul Thomasson

Garden Valley California

530 333-2642.

Wanted:

Help finding a manual

Our member John King has been looking for shop manual for his 1924 KDH. John is in Australia and sent me the following email. Please contact John directly by email kingjon8@bigpond.net.au

Does anyone have an idea where to find one?

Wanted:

Model M valve spring info

Robert Smith in Queensland Australia is looking for information on valve spring specification for model M Stutz. Can anyone provide the original height of the valve springs and the thickness of coiled steel also the diameter of the coil?

Please contact Robert directly by email robert-smith@aapt.net.au

Free parts!!

I have a couple of Stutz parts that I do not need: Lower sheet metal and side posts: See Photos

These are sedan parts. Not sure of year. I have no use for them. If there is a club member that can use them, they are free. Just need to pick up or pay for shipping. I just hate to throw them out if someone can use them.

Thanks

Nick Grudich

nickg112@comcast.net

586-453-9316

Wanted: Model M Parts

I am in need of a part and some information regarding my 1929 Model M Taper tail roadster.

Can you or anyone
the club tell me as to how the inside fire wall and under side of the cowl was finished, was the underside of the cowl (where the air vent is) painted body color or was it left as undercoat, if any members had some pictures would be great help.

I am also in need of the cowl, headlight and taillight light switch that is on the bottom of the steering box, if any member of the club could supply or knows of one I would be very appreciative.

I can be contacted either by email: peter@greencor.ca or on cell : (403) 861-9495.

Thank you, Peter Loats.

Wanted:

Model M Brake Booster & Rear Shocks

I need a brake booster and rear shocks for our model M roadster.

Thanks, Bill Snyder

Phone :330/656-9811

Email: captainnordec@nordecinc.com

Wanted:

Wiper blades

Clint Bidwell is looking for wiper blades that will fit a 1927 STuTZ. Clint is located in Washington State. Please contact him directly at clintbidwell3@gmail.com

Wanted:

Ross Steering Box

I am looking for a good working Ross Steering box and column from the late 20's through the 30's.

Stutz Australia Information

I am interested in the history of Stutz in Australia. Does anyone have Stutz Motor Car Co. export information, or where I could access this information?

hrguthrie33@gmail.com

Parts Needed

John Davis in San Jose needs a driver's side rear shock and linkage for his 1931 Stutz.

Please contact via email to: cynthia@tmfcinc.com

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The Stutz Club, Inc.
Carl & Carrol Jensen
S110 W25415 Hunters Run
Vernon WI 53149-9267
www.stutzclub.org

TO:

Stutz NEWS

1915 Minneapolis
Earl Cooper 1st, Harry Stutz, Gil Anderson 2nd
Both running at 86 mph, they finished 8 mph faster than the 3rd place Duesenberg