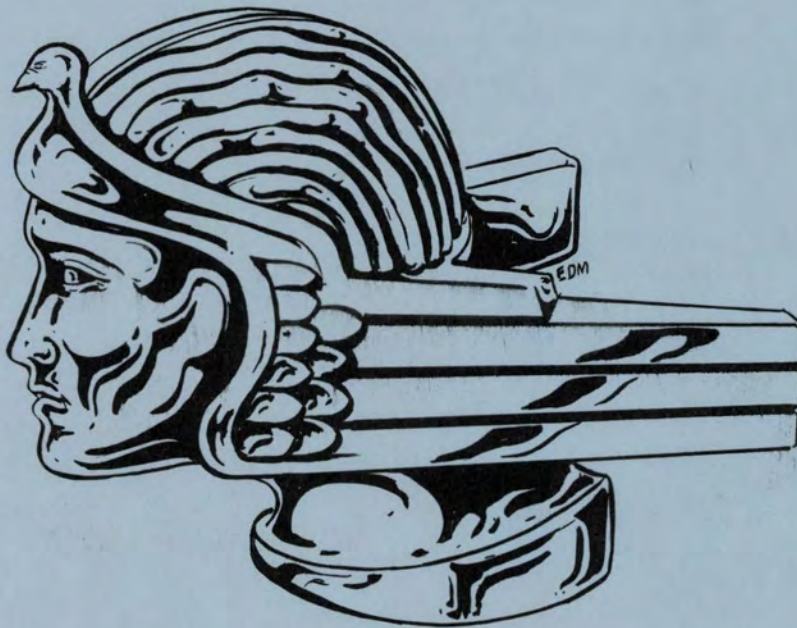




STUTZ NUTZ — A CLUB FOR FELLOWSHIP AMONG OWNERS AND ADMIRERS OF STUTZ BUILT VEHICLES





## HISTORY OF THE STUTZ AUTOMOBILE (Part Two)

The year 1915 was indeed a good one for the Stutz factory. It was during this year, after establishing itself as a car long on endurance and stamina, that it was chosen as the official Lincoln Highway car--the car that made the first trip from Times Square, 42nd and Broadway, New York City, to Lincoln Park, overlooking the Golden Gate at San Francisco.

On this trip a Stutz stock car of the 6-passenger touring type covered the entire highway placing signs and mapping the route. Here again Stutz demonstrated its sturdiness and endurance qualities. At that time the greater portion of the new highway was only ordinary dirt or gravel road. In many places the "going" was extremely rough--a highway very different from the wide, smooth, pavement that now greets the tourist who travels anywhere along the some 3300 miles of this wonderful memorial to Abraham Lincoln.

Another test that helped materially to make the year 1915 replete in spectacular achievements for the Stutz was the official AAA Transcontinental Record Run from San Diego California, to New York City--one of the first coast to coast trips ever negotiated successfully with a single car.

Driving a Stutz "Bearcat" E.G. Baker, later more familiarly known as "Cannon Ball" Baker, made the trip of nearly 4000 miles in the shortest time ever achieved for this trip, in accordance with the strict rules of the American Automobile Association.

The year 1916 was another important period in the growth of the Stutz Motor Car Company. It marked the beginning of what has been termed the most important part of Stutz history--the second epoch of Stutz progress.

It was during this year that the company went into actual production in its own plant on the famous 4-cylinder, 16 valve Stutz engine--a moto which was destined to prove itself as one of the greatest engineering developments ever achieved in the automobile industry to that date.

This engine basically was quite different from the conventional design. At the same time, it was so wonderfully sturdy and so astonishingly efficient in operation that it was fully seven years before developments in the conventional type of engine were of sufficient importance to warrant a change in Stutz design.

In June of this year, the Stutz Motor Car Company of America, Inc. was formed and the business of the Stutz Motor Car Company of Indiana was taken over.

With the demand for Stutz cars ever on the increase, it became evident that the company would have to take steps to increase its production facilities. Consequently, all land within the square block in which the Stutz plant was situated was purchased. Construction was started on the second unit of the Stutz plant. This addition which doubled the plant capacity was finished and occupied during the latter part of 1916.

With an enviable record for stamina, endurance and performance; with an engine that was an epoch-making development; with a car that was distinctively in a class by itself; with its production capacity doubled; with five years of successful business behind it--the Stutz Motor Car Company of America, Inc. entered upon an era of profitable business producing high class cars on a volume basis.

The year 1917 found the company again unable to build sufficient cars to meet the demand for its products. As a result the plant was further enlarged by the addition of a special building for machine shop operations. Built in the accepted one story, saw tooth roof, all daylight type of steel, brick, and concrete, and equipped with every form of special machinery that could possibly augment the production of Stutz cars, this machine shop was completed as one of the best equipped, most modern structures of its kind in the industry.

The excellent volume of Stutz cars produced during the two following years, 1918 and 1919, made other additions to the plant necessary. In these years, main building units NO. 3 and No. 4 were completed as well as other smaller buildings adjacent to the main units and the machine shop.

With the additions, the Stutz plant occupied an entire city block and afforded more than 400,000 square feet of floor space for the manufacture of Stutz cars.

1920 brought the famous Stutz "corner" in the stock market. After this, in 1922, Mr. Charles M. Schwab and associates came into control of the company through the purchase of the interest of Alan A. Ryan who, since the formation of the Stutz Motor Car Company of America, Inc. in 1916 had held the office of President of the company. Editor's Note: It should be noted here that the history of the company up to this point has been gathered from THE STUTZ HANDBOOK FOR SALESMEN--1927 edition. The Stutz Handbook makes no mention of Mr. Harry C. Stutz' activities during the years of 1916 through 1926. They do mention above that Mr. Alan A. Ryan was President of the company from 1916 to 1922 when Mr. Schwab took over. This has been disputed by other authors who claim that Mr. Ryan was Vice President from 1916 until 1919 when Harry C. Stutz sold his interests in the Stutz Motor Car Company of America, Inc. to Mr. Ryan and formed the HCS Motor Car Company on November 3, 1919. It is the Editor's opinion that after 1919 Harry C. Stutz was considered a full fledged competitor by the Stutz Motor Car Company of America, Inc. and very little was said about the founder after this date for the above reason. At best, there is a difference of opinion during this period exactly who was President and when. It will be taken up in detail in a later issue dealing with Mr. Harry Clayton Stutz, his years with the Stutz Motor Car Company of America, Inc., and his formation of the HCS Motor Car Company.

In 1922, Charles S. Crawford, who for ten years was chief engineer of the Cole Motor Car Company, joined the Stutz organization as chief engineer and the company, in 1923, brought out a new six cylinder engine which met with considerable success  
(To be continued)

LETTERS TO THE EDITOR

Several suggestions have come about to increase club activity among the members, which, I think, is an excellent idea.

The first is an request for a Chairman for a photo exchange branch of the organization. It has been brought to our attention that everyone likes to collect photos of cars, particularly, in this club at least, Stutz cars. Here is the proposed way the photo exchange would work.

Each member who would like to participate merely drops the Chairman a card to this effect. After a given period of time elapses, that particular photo club is established and the number of participants set. Each participant is then notified how many members are signed up and he then has that many prints made of his car which he then sends to the Chairman. The Chairman then makes up packets of different pictures and mails them back to the participating members. Its very simple--if you have 25 members, for instance, you mail in 25 prints of your car and get back prints of 25 different cars owned by other members.

Its a very good way to add to your picture library and get into the stream of things with the club. We do need a Chairman and would like volunteers. Let us hear from you if interested.

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The second "job" we have might read:

**WANTED:** Bright aggressive executive who is willing to devote a small portion of his valuable time in securing clientele for young, promising organization.  
Apply Stutz Nutz, Indianapolis, Ind.  
Fee is Paid

Seriously gentlemen, we need someone who will take over what we call membership development. This involves the work of being a contact point for those people who have not yet joined Stutz Nutz but own Stutz vehicle(s). There are quite a few we know. An occasional letter or possibly a mutual friend can bring several of these into the "fold". A more complete picture can be given to anyone who might want to help us out on this part of the club's work. May we hear from you regarding this ?

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We would like to start with the next issue featuring a profile of one of our members and his auto interests. If we could please have three or four black and white glossy shots of your car plus the story of how you obtained it, what you have done to it, and any significant background, we can make an article...and we need this kind of cooperation to make the newsletter more interesting. Let's hear from you.

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Below is a letter from Mr. J.D. Soper of Aulantic, Iowa. We are always interested in public opinion about our club, its newsletter, and comments about any facet of its organization. Not all are 'hearts and flowers' letters and we do welcome all comments.

We do not include Mr. Soper's letter here to take issue with it in any way...we thank him for taking the time to write and let his views be known. However, in defense of the 'one car clubs' we must say that gathering good technical information that has not just been gleaned from other publications is a big job for just one make of car--let alone several others which could eventually number in the hundreds. It is our aim to go into the Stutz very thoroughly, and we just do not have the staff or the time to include other makes.

Many thanks just the same Mr. Soper for your very constructive criticism. (Editor's Note: The by-laws mentioned in Mr. Soper's letter are the By-Laws of the Contemporary Historical Vehicle Association.)

" Thank you for the literature and information regarding the Stutz club.

I appreciate your efforts and I know you're not going to like what I'm going to say and I'm sorry, but I don't like the name of the club. I think that the Stutz automobile is deserving of considerably more dignity and respect.

So far I have been staying away from single make car clubs. With 17 different makes of cars here, there are just too many clubs.

May I make a suggestion?

Why don't you enlarge your club to include all makes of classic cars, as well as a division that would include the better makes of special-interest automobiles? In other words, compete with the CCCA? They deserve and need competition. You would have an immensely larger potential for membership, and I would be quite happy to join the organization.

The publication for such a club could include departments for news and technical information on various makes, perhaps similar to the ACD newsletter.

And while I'm at it, how about copying some of the by-laws in the enclosed folder? I have seen many clubs go wrong because one little group gets a strangle hold on the club and won't let go-- the way it is with the CCCA right now.

Won't you give my suggestions some consideration? I would like to belong to your club."

Sincerely,  
J.D. Soper  
Atlantic, Iowa

Letters to The Editor (Cont'd.)

" Thanks for sending me a copy of the first Stutz Nutz newsletter. Have enclosed a check for membership. I must admit that I was not attracted to the name chosen for the club. But on reflection I decided I was being a little stuffy. The main thing is that it is high time that a car as uniquely outstanding as Stutz had it's own club as a means of communication for the growing numbers of owners and admirers of the make. The prestige of the Stutz vertical 8 in America has risen sharply in the past few years. ( It was always high in Europe.) And I predict that the day will come when it's place in our heritage will parallel that held by Bentley in England, Mercedes Benz in Germany, Buggati in France, and Alpha Romeo in Italy. A Stutz club can do much to reveal the car in it's true and proper perspective."

...Mr. Mark Howell

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" It was very pleasurable to receive the Stutz Nutz Newsletter. A good newsletter is usually the backbone of an antique auto club and you seem to be off to a good start."

...Mr. Robert Furey

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" Just received the first issue of the Stutz newsletter. I enjoyed it very much and look forward to future issues."

...Dr. Del Callaway

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We thank each and every one who have written us thus far regarding our efforts in the Stutz Nutz project. We invite those who have not to drop us a line...heap praise, complain, ask questions, send pictures, write us an article..... anything, just let us hear from you.

THE EDITOR

## REPORT ON MEMBERSHIP

As of this date, August 28, 1968, we now have 53 dues paying members of STUTZ NUTZ. It continues to grow and we are very pleased with the response, to say the least.

Some of the members have called our attention to the fact that their names did not appear on the roster of the last newsletter. Therefore we are continuing the list of names whose membership was received after the first newsletter was already prepared for printing.

Mendal M. Evans 23 Anderson Place Hamburg, N.Y. 14075	1931 Stutz Conv. Cpe. (8) Partially Restored
Henry H. Hopkins 405 Second St. Breckenridge, Mich. 48615	1928 Stutz Conv. Cpe. (8) Restored (Phillips Body)
A.C. Postier 44 Castle Hill Rd. West Pennant Hills N.S.W. Australia	1931 Stutz Conv. DV-32
Dr. Del Callaway 4512 Ravine Drive Westerville, Ohio 43081	1929 Stutz Coupe (8) Restored
Guillermo Acosta O Niza 11 Mexico 6, D.F.	1928 Stutz Phaeton (8) Chez Philip Orig. New Paint, Upholst.
William S. Clark 2414 E. Joppa Road Baltimore, Maryland 21234	1928 Stutz 4-Pass. Speedst. Phillips Restored
Dale K. Wells 7906 S. 10th Street Kalamazoo, Mich. 49002	1934 Stutz Stutz Cabriolet (8) SV-16 Restored
D. Aubrey Marshall 45 Winthorpe Road Toronto 13, Ontario Canada	1929 Stutz
Jack Marcheski 625 5th Street Hollister, Calif. 95023	1927 Stutz Roadster (8) Being Restored 1927 Stutz Cpe. (Parts Car)
Herbert C. Krumm 17549 William St. Lansing, Illinois 60438	1926 Stutz 4-Dr. Sedan (8) Restored
Kenneth W. Caupp 133 S. Main St. Box 211 Clifton, Ohio 45316	1928 Stutz 4-Dr. Sedan (8) Original



REPORT ON MEMBERSHIP (Cont'd.)

Elmer J. Knebel 1209 W. 5th Street Storm Lake, Iowa 50588	1930 Stutz Conv. (8)=
Harold J. Knies 5324 S. Emerald Ave. Chicago, Illinois 60609	1928 Stutz Roadster (8) Restored
Alvis H. Pfenninger 1601 Bundy Ave. New Castle, Ind. 47362	1929 Stutz 4-Dr. Brougham Being Restored
Mark Howell Box 125 Clarcona, Florida 32710	1928 Stutz Brougham (8)
E. A. Lindstrom 4190 Alpine Road Portola Valley, Calif. 94025	1929 Stutz DV-32 4-Pass. B.T. Speedstr. Weymann Restored
Harrah's Automobile Collect. P.O. Box 10 Reno, Nevada 89504	(No List As Yet)
John E. Robards 110 Combs Avenue Southport, Indiana 46227	Stutz Bearcat Replica
James E. Dougherty 6423 S. Arlington Ave. Indianapolis, Ind. 46227	1921 Stutz Fire Engine Pumper (600 gal./Min.)
William A. Johnson	1931 B.T. Speedster (LeBaron) 1932 DV-32 D.C. Phaeton (LeBaron) 1921 Stutz Touring (4-Cyl.) 1921 H.C.S. Roadster-Speedstr. (4 1930 Stutz SV-16 Parts Car

We do have some members registered without complete information on their cars. We will make every effort to contact these people individually so that our records can be complete and accurate.

## THE 1968 INDIANAPOLIS GRAND CLASSIC

The Indianapolis version of the Classic Car Club of America's Grand Classic took place on July 13, 1968. The scene of the event was the famous Indianapolis Motor Speedway, home of the classic 500 Mile Memorial Day Race. And, there was activity on the track during the day as judging took place. Paul Newman, Robert Wagner, and Joan Woodard were in town for the filming of the new racing picture titled "WINNING". Several racing sequences were being filmed during Grand Classic day at the track.

There were two Stutz entries in this event. One, a 1933 DV-32 Victoria owned by Dr. Richard Woods of Waukegan, Illinois, and the other a 1933 DV-32 Convertible sedan owned by Mr. McCord Purdy of Indianapolis.

Dr. Woods car is a beautiful metallic gold with a brown belt stripe. It has been magnificently restored and we are attempting to get a complete story from Dr. Woods for a future feature article. For now we will only say that it is beautiful and competitive. It scored 98 points out of the possible 100 for a first place in the late custom division.

Six Stutz Nutz members attended this meet. They were Bill Hill, Herb Krumm, Emery Miller, McCord Purdy, Dr. Dick Woods, and yours truly--Max Reeves.

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## THE LAST STUTZ FIRE ENGINE

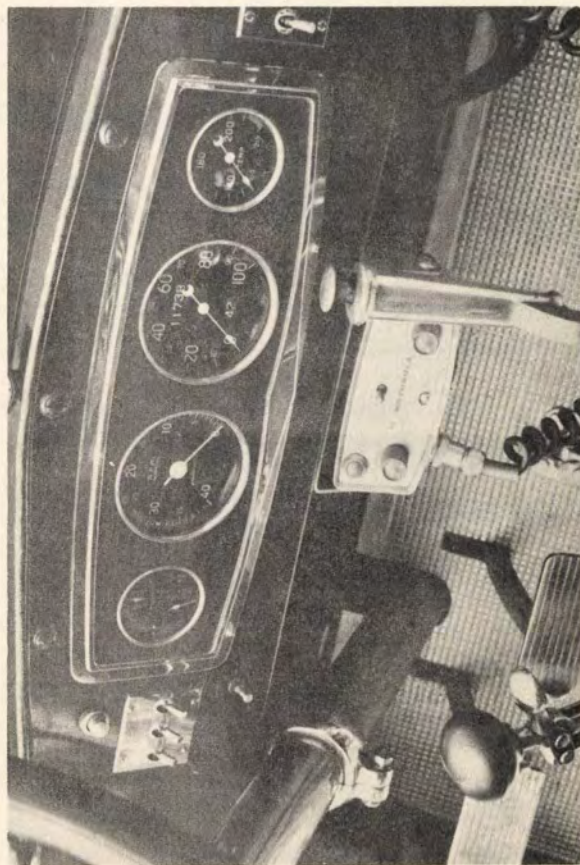
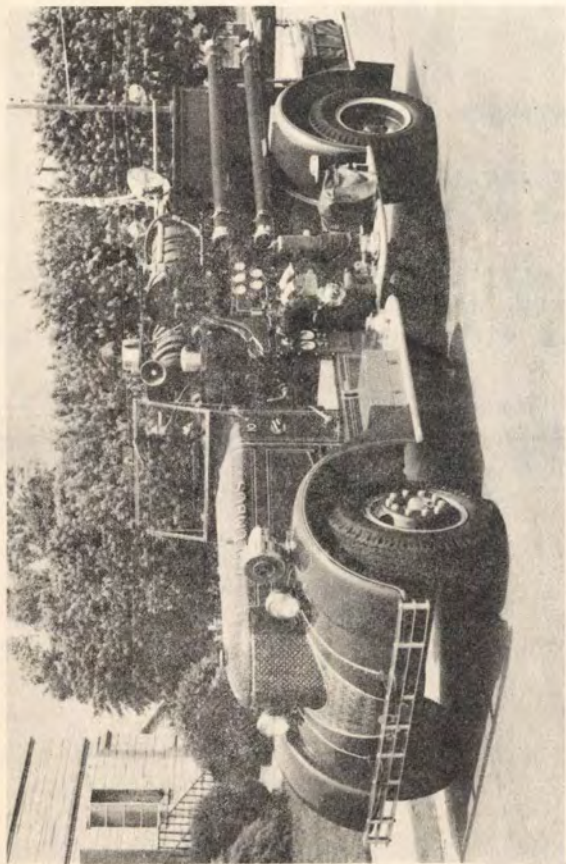
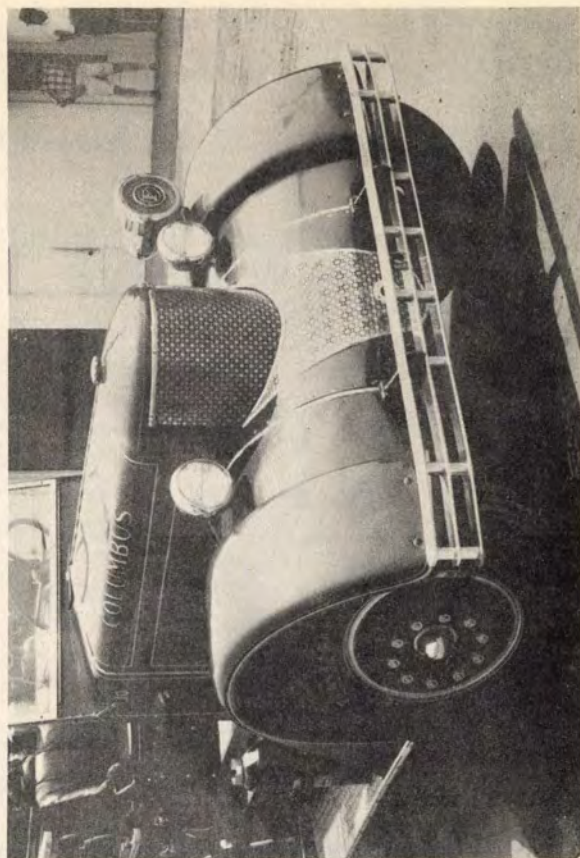
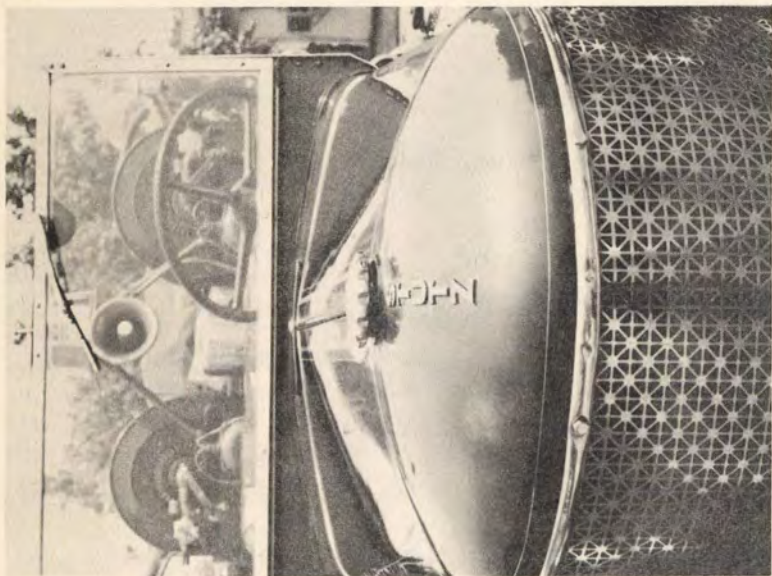
The last Stutz fire engine ever built is still in service in Columbus, Indiana.

This unit was manufactured by a firm in Hartford City, Indiana called the The Stutz Fire Engine Company. The company was formed in 1936 by six former engineers of the Stutz Motor Car Company of America, Inc. It was an effort to salvage the fire engine business initiated by the Stutz firm. One prototype was built in 1936 and it was campaigned in the mid-west for two years in an effort to secure orders for the company. However this venture failed and in 1938 the one and only truck built by the Stutz Fire Engine Company of Hartford City was sold to the Columbus Fire Department.

The truck originally had a Cummins Diesel engine manufactured by the Columbus based firm. This may partially explain why the truck ended up in Columbus. McCord Purdy has made a trip to Hartford City and has talked with the son of this truck's designer. There is still sales material available which we are planning to use in the near future as an article on this firm.

Pictures of this fire engine on page 9 shows it's body features. We thank the Indiana Region of the C.C.C.A for loaning us the pictures.

The last  
STUTZ fire  
engine built.



## Members Car Pictures

On pages 11 and 12 are pictures we have received from members. Each picture is labeled with Fig. 1, 2, etc. The owners are listed below to correspond with each picture.

- Fig. 1 Henry Hopkins 1928 Convertible Coupe  
Box 156 Breckenridge, Mich. 48615
- Fig. 2 Maxwell Sapp 1927 4-Door Sedan  
5133 W. Washington Blvd., Los Angeles, Calif. 90016
- Fig. 3 Gary Kittle 1933 DV-32 Roadster  
2209 Auberry Drive, Akron, Ohio 44312
- Fig. 4 Jorma (Ray) Keto 1927 Stutz Speedster  
305 Dean Drive, Rockville, Maryland 20851
- Fig. 5 Guillermo Acosta O. owns this, 1928 Phaeton  
very prettily modeled by his little daughter, Maria de Lourdes.
- Fig. 6 Figure 6, of course, is another view of same car. Address is  
Niza 11 Mexico 6, D.F.
- Fig. 7 Dale K. Wells 1934 SV-16 Cabriolet  
7906 S. 10th Street, Kalamazoo, Mich. 49002

We naturally plan to do feature articles on each of the cars shown, but we thought that other members would like to see some cars in the bulletin. Thanks to those who have already sent pictures of their cars in - and if you haven't seen your car yet, send us a print and we'll include it in a future issue.

## Technical Information

Beginning with this issue we are starting a series of technical articles, the first of which will consist of complete wiring diagrams.

The first diagram, covering all 1914 and 1915 Models, is shown on page 13. These diagrams as you can see, cover battery, starter, ignition, generator and related parts for the Remy system utilizing either the Remy or Bosch ignition.

To begin with, we are using just the one diagram. In the future two will be in each issue to eliminate the possibility of dragging it out for too long. There is so much technical material we would like to put in - we don't want to spend too much time on one subject.

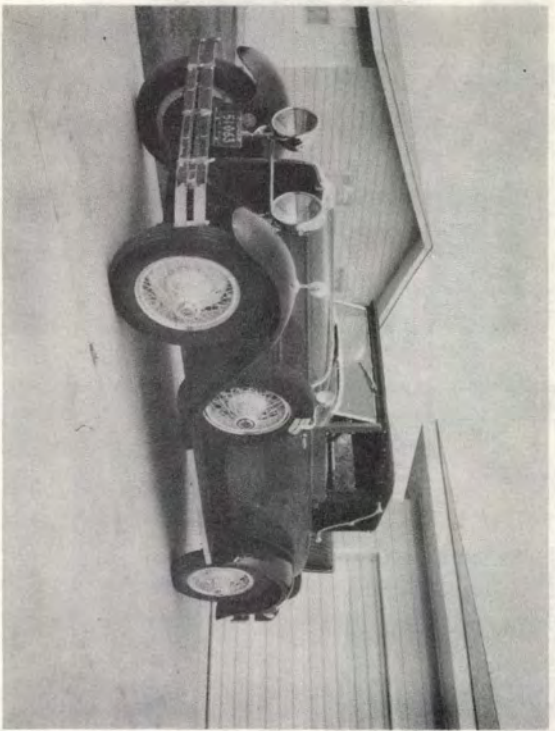


Fig. 1

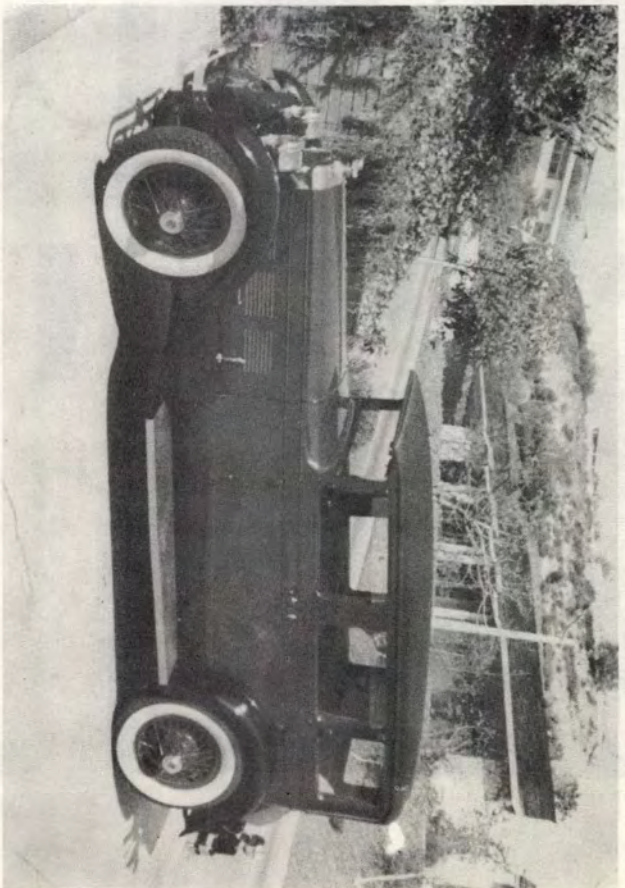


Fig. 2

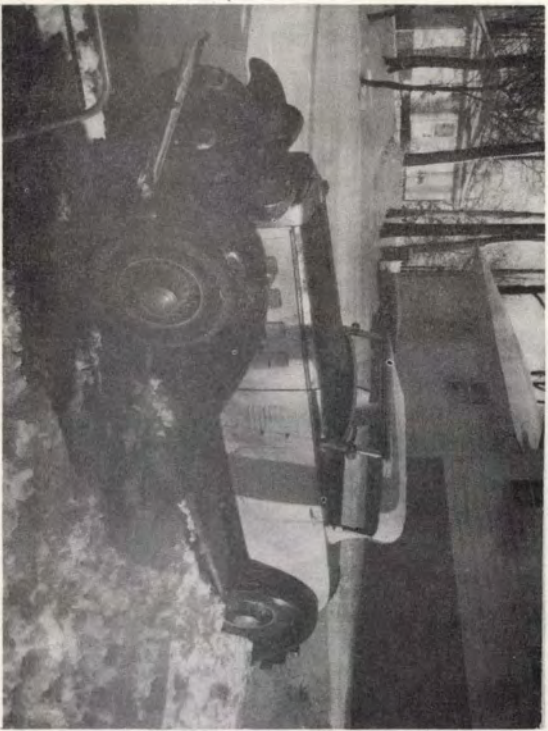


Fig. 3



Fig. 4



Fig. 6

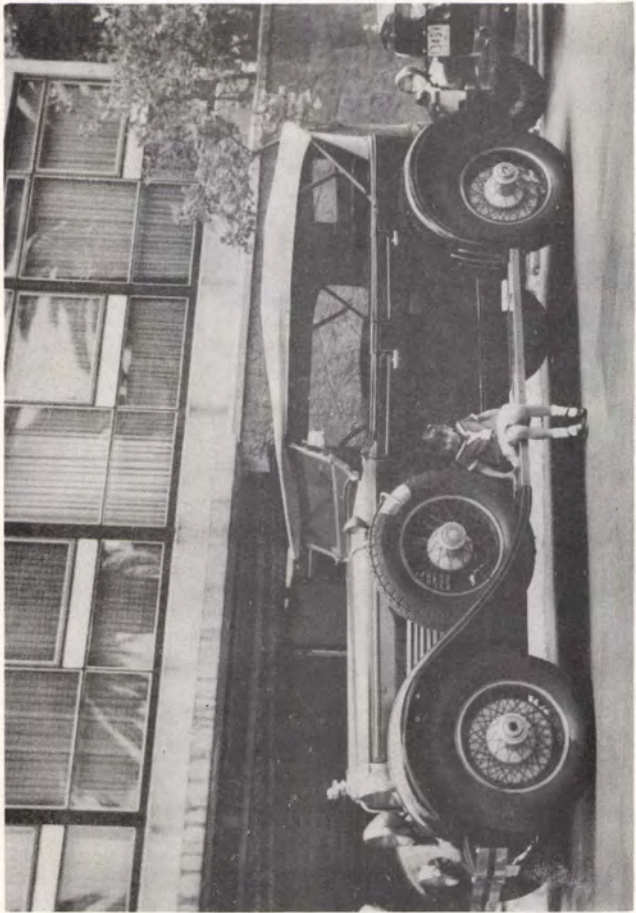


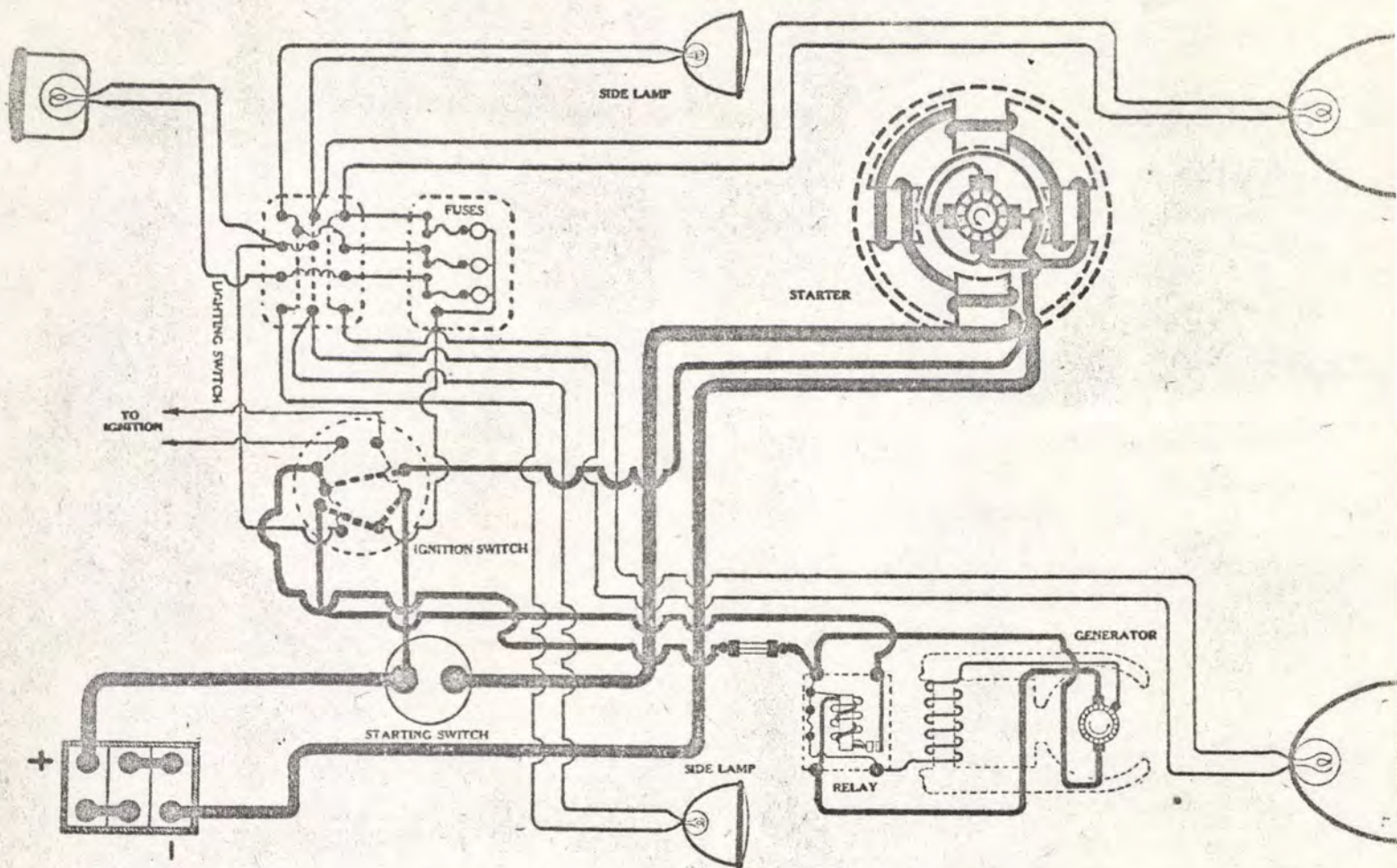
Fig. 5



Fig. 7

# STUTZ

All Models (1914-15). Remy System. Remy or Bosch Ignition



## BATTERY

Willard, Type SSBR612, 6 volts. Two-wire system  
 Starting Capacity—155 amperes for 20 minutes.  
 Lighting Capacity—5 amperes for 27 hours.  
 Box—Length, 14½ inches. Height, 10½ inches.  
 Width, 5⅞ inches.  
 Terminals—Thimble type.

## STARTER

Remy, Model No. 5 or 126-A

Connection to Engine—Bendix drive.  
 Running Free—40 amperes, 4500 R.P.M., 6 volts.  
 Cranking Engine—100-150 amperes, 125 R.P.M., 5.3 volts.  
 Lock Torque—24 pound-feet, 520 amperes, 3.6 volts.

## IGNITION

Remy Battery or Bosch Magneto

Breaker—Adjust contact gap to .015 inch, contacts fully separated on magneto, or .022 inch on battery system.  
 Timing—Breaker contacts just open when No. 1 piston is on top dead center, compression stroke, spark control and breaker assembly fully retarded.  
 Firing Order—1-3-4-2.  
 Spark Plugs—Diameter, ⅞ inch. Gap, .020 inch.

## GENERATOR

Remy, Models No. O and OD

### Performance Data—

Amperes	R.P.M.
0 .....	300
7.5 .....	500
14-18 .....	1000-1300
12 .....	2000

Armature Test—12 amperes, 6.5 volts, field open.  
 Field Test—1.3 amperes, 6.5 volts.  
 Regulation—Third brush current regulation.

## RELAY

Closes—300-350 R.P.M., 8-10 M.P.H., 6.5 volts.  
 Opens—250-300 R.P.M., 6-8 M.P.H., 0-2 amperes discharge.  
 Contact Gap—.015 inch.  
 Core Gap—.040 inch.

## LIGHTING

Switch—Remy.  
 Lamps—Head....6-8 volt, 21 cp., D.C.  
 Dim....6-8 volt, 4 cp., D.C.  
 Tail....6-8 volt, 2 cp., D.C.  
 Fuses—15 amperes.







