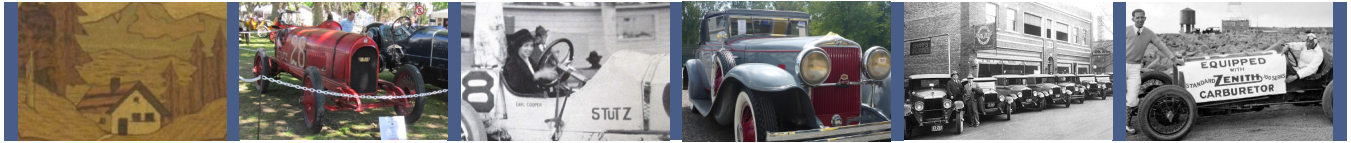




Otto Kames Collection, Vienna, Austria

Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)



On the Cover

Earlier this year while on business in Vienna, your editor had a chance to meet new member Otto Kames. Otto lives in Vienna and his garages are located just out of town. With an employee from our German office, we met up with Otto for a very nice dinner that he had arranged.

But that was only the start, he also arranged for us to get a fascinating tour of the underground tunnels. Now when I say tunnels, don't think cave... they are large beautifully bricked areas that have now been converted to wine cellars with the feeling of charming pubs for small gatherings. A very interesting piece of history that we never would have otherwise been able to see.



Otto's collection is largely made up of American cars with his new 1931 Stutz MA SV16 Convertible Coupe being a centerpiece. The artwork on the wall behind his cars depicts a Le Mans pit scene with several Stutz in the line up.

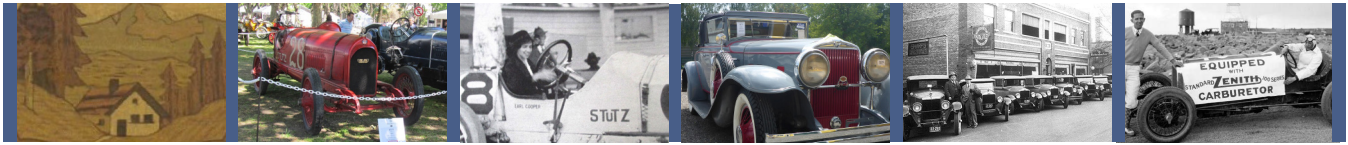
Special Announcement

Did you receive information in the mail on the 2018 Grand Stutz Gettysburg?

See page 16 for details

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2018 Hershey Annual Dinner & Meeting Minutes

The STuTZ Club annual Hershey dinner took place Wednesday evening Oct 4, 2017 at the Red Lion Hotel in Harrisburg. There were 27 members and guests in attendance. Dan DiThomas began the evening with a prayer that was written by member Cliff Vogelsang. After dinner, everyone introduced themselves. Stan Zimmerman gave a talk on the Automobile Driving Museum in El Segundo, CA and their mission to collect, preserve, exhibit, and ride in historic vehicles.

The meeting began with Dan reading a letter from Norm Barrs, club president, stating his vision and suggestions for future club activities, along with letters from the Membership VP, John Boyle, and Publications VP, Carl Jensen. Ernie Toth, Technical Services VP, gave a short talk and Dan, Treasurer, stated that the club had \$43,568.95 in the bank accounts as of Sept 30, 2017. Jonathan Sierakowski gave an update on the creation of the club database.

Dan reported that Mike Barry had resigned as Membership VP in November 2016 and John Boyle was elected to fill that vacant position in an interim election. According to the club by-laws, during odd numbered years a slate of candidates is to be prepared for each office and voting is to take place in the following even numbered year. All current office holders and anyone interested in having his name placed on the 2018 ballot, must contact Dan no later than Dec 31, 2017 at thestutzclub@aol.com. The meeting concluded after a review of the upcoming 2018 Grand STuTZ Gettysburg.

The attendees were:

Stan Zimmerman and three guests from the Automobile Driving Museum

Robert Praetorius, the host for the 2018 Grand STuTZ Gettysburg presented STuTZ Club hats to the attendees

Dave Deppe

Mark and Gloria Desch

Dan and Mary DiThomas,

Jim and Cindy Griggs

John Grunder

Chris Hicks

Jim Lockwood

Jim Lockwood, Jr.

Norm Miller

Ed Minnie

Hughie Montgomery

Steve Pugh and Maria Rajaratham

AJ San Clemente

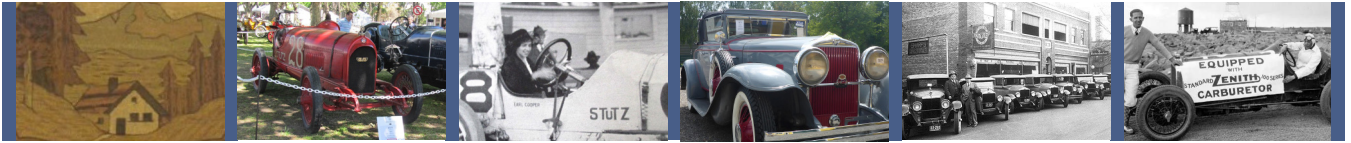
Wayne Saunders

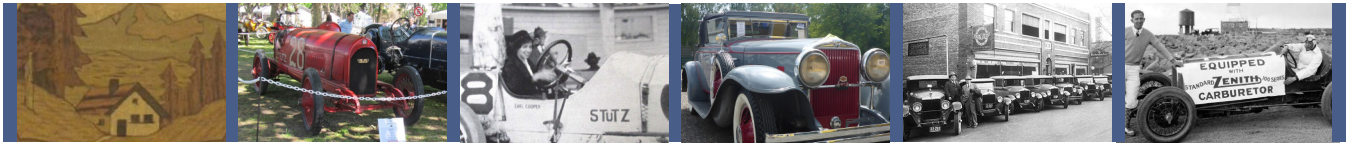
Jonathan Sierakowski

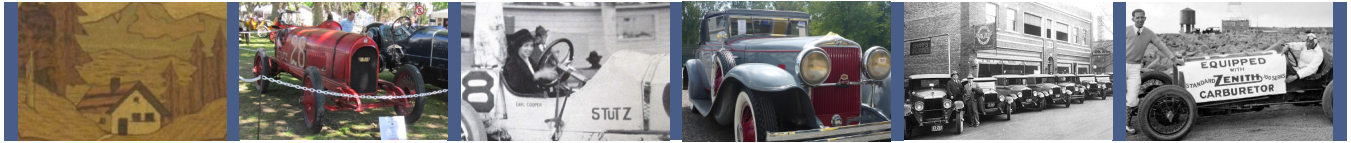
Ernie and Nancy Toth

Dan Verdier









STUTZ & MERCER – The Race Record

Carl Jensen

Here it comes, words that probably should not come in print from the Stutz Club Editor...I like Mercers. I particularly find the 1918, 1919 windshieldless Raceabouts great looking cars. Growing up in the car hobby, I remember a family friend, Ed Gibbs, having a Mercer touring car. For a touring car, it was so racy. Ed loved to drive that car and I can understand why. He was actually well known as a Pierce-Arrow expert, but I always remember Ed and Nancy in that Mercer. My friend Bob Lederer has many times taken Carrol and me for hot laps at the Milwaukee Mile annual Miller Club event in their early Raceabout. Their's is an outstandingly well sorted car. But Bob was the first to tell me that when it comes to Stutz or Mercer, there should not be an "or" in one's collection, but an "and". They are in fact lucky to have one of each in their family. Though I have told him that the name "Bearcat" sounds much cooler than "Type 35J".

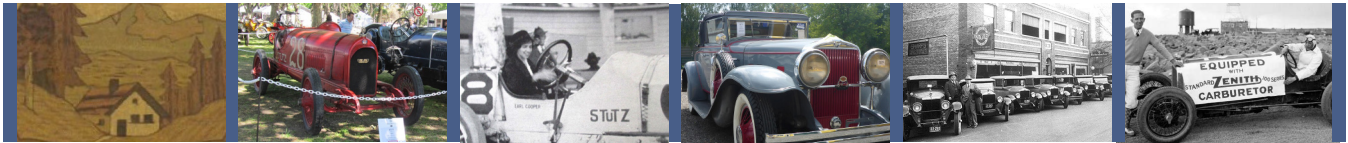
From the time these cars were first built and for as long as they will be collected, the Bearcat to Raceabout comparison will probably always be made, so I am not going to stick out my neck and try to compare the two. Instead, I am looking only at what the two companies did on the race track. Simply put, what did they win? Anybody who wants to study the history of racing needs a copy of the book, "The Winners Book" by James O'Keefe and published by Racemaker Press. This book

has 576 pages of data of who won what from 1895 to 2009. It is the best collection of tables of facts on race wins I have ever seen and was a major source for information for this article.

The acquisition and reorganization that became Mercer took place in 1909 and production started in 1910. While no race wins are recorded in 1910, they were in fact competing. Washington Roebling II himself drove a very spirited race taking second in Savannah to a Marmon. Among other events, they placed fourth in the grueling 426 mile Phoenix Road Race. With 1910 under their belt, 1911 was Mercer's biggest year with seven overall wins listed. The real story for 1911 was actually National, who had the most wins of any manufacturer with 17 victories out of 59 races listed, nearly 30%; impressive at a time when so many cars did not even cross the finish lines. National was clearly the dominant force, but the Mercer team actually was second in recorded wins, edging out Simplex and Pope-Hartford who each with six. Mercer was deep in racing by the end of 1911. Stutz of course had only one outing in 1911 at Indy where they finished in 11th place. This could have been a foreshadowing of competition to come because Mercer finished in 12th. Both cars were on the lead lap and less than a minute between them. One can only wonder if the rivalry started that day.



This fantastic National belongs to Brian Blain and is one of the three original team cars. Shown here at the Milwaukee Mile, the car is still regularly raced!

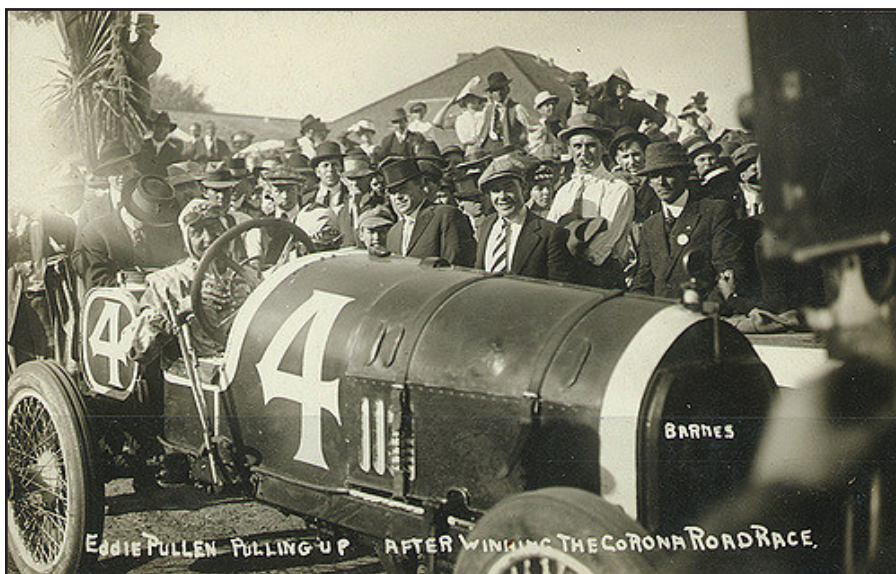


As the two companies started 1912, both had full factory racing efforts. Mercer pulled their factory race team in late August of 1914 following their severe crash at the Elgin road race killing driver Spencer Wishart and riding mechanic John Jenter. The following year Stutz won the championship and they pulled out of racing as well. However, both Stutz and Mercer race cars continued in competition in the hands of privateers. With that in mind, I studied the race wins of the overlapping years of the two companies from 1912 through 1919; the year Mercer changed ownership and direction. With strange irony, this change in Mercer ownership in 1919 was only a few months after Harry Stutz had left his company. For 1920, rules changed and Duesenberg dominated.



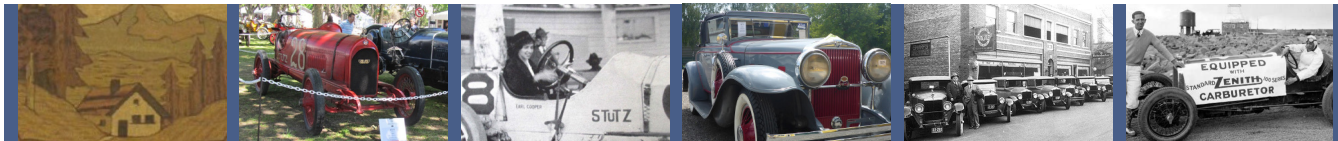
From "The Old Motor" and "Detroit Public Library", Wishart can be seen here talking to a mechanic in preparation for the 1913 Indianapolis 500. Mercer finished in the money with a second place to Peugeot.

Note the subtle, but noticeable changes on this handsome 1914 Mercer. Exhaust no longer exits the right side, vents are added, oval grill and removal of raised deflector at the cowl.



The focus here is on the "AAA Championship and other major races" as specified in the "The Winners Book". Their listing is extremely complete, with 340 races listed during this time period when Stutz and Mercer overlapped. It is important to remember that some of these races were not attended by either team.

Also, some races had only one team or the other and not both. Furthermore, depending on the event, Stutz and Mercer may or may not have been in the same classes. However, they were regularly competing against each other and certainly the number of wins shows the focus on racing, as well as how they compared to all the competition.



MIGHTY MOTOR MEN IN BATTLE FOR WORLD'S CHAMPIONSHIP.

"SPECK" HOLDS SEALS RUNLESS.

Baker Gives Only Five Hits, but He Is Beaten.

Bayless Gets Three and Hits in Winning Run.

Great Running Catch by Carlisle in Ninth.

BY HARRY A. WILLIAMS.

Jesse Baker, outspoke, stuck his left ear into the series, pitched a two-hitter game and was whipped six times after the opening game, 1 to 5. Baker outspoke a fine game, but "Speck" Harkness, who throws with his most hand, went him one better and only one of the "San Francisco" roustabouts reached third base. "Speck" was washed, eight times in the region of his pitching, strike, but kept the throws judiciously separated. With Baker it was the old story of the "Fatal four balls" followed by a hit—a combination that has blasted more fair young pitching reputations than any other one has.

Baker handed out five games all told. The first of these, crowded on Carlisle in the first inning, proved to be the fatal factor. Walker, from his home, and trotted consistently to first. Kane finished off a foul that "Charlie" trotted. Baker was unable to handle Bayless. Dick drilled a single to right, and Carlisle simultaneously palpating to third.

DICK'S GREAT BATTING.

Harkness recalls the important fact that he made three of the five hits compiled off Baker. McDaniell jammed the ball down for Downer. Jerry touching Bayless cheerfully let him a merry little chide back toward first. While this was taking place, Carlisle came home with the five and last only of the way. O'Rourke terminated the race with a fly to McDaniell.

One run in a slender margin on which to travel nine innings, but the way Harkness was sounder by proved enough and sufficient.

Alex from Bayless, Kane and Downer. Baker had the silver medal on the signs.

Paterson, walked in the second with one out. Jerry Downer jumped

higher than a second baseman ever jumped before, spaced Harkness's fair and dished Pat.

Bayless tipped off his second hit in the fourth, a blistering drive through Jeremiah Downer. McDaniell sacrificed, and O'Rourke walked. Litch's cut out Downer on third and established O'Rourke at second. Paterson's partner was a neat, the same competing the outfield.

CHARLES'S GREAT CATCH.

Street's smacked vigorously at Carlisle, who cleared the infield with one hand and forced Paterson, at second.

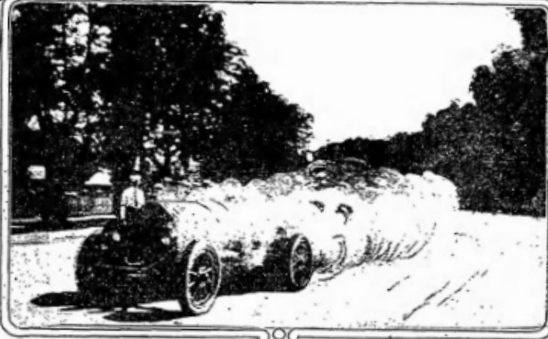
The figure made another start to record their score in the sixth. Harkness Johnny Kane strided with two out, and Bayless smashed a double in the high 5th inning accommodations. Ordinarily Kane would have



Ralph De Palma

Spencer E. Wishart

Teddy Tetzloff



Stars and cars that are to fight for world championship on Corona course on Tuesday. Starts firing down stretch at sixty miles an hour. Five of the fast men who are to enter the battle royal for the greatest stake ever offered motorists.

Ready! Set! Go!

WORLD'S FASTEST CARS

READY FOR STARTER'S GUN.

(Continued on Tenth Page)

AMERICANS WIN. LOCAL GOLFER LEADS FIELD.

As Del Monte.

DEL MONTE, Sept. 6.—[Exclusive Dispatch.] Erving S. Armstrong of the Hibernia, Americans and Los Angeles Country Clubs, leads the field for the first 18 holes of the qualifying grounds for the golf championship of the Pacific Coast, played at Del Monte today. He made a 74, with 24 for the home round. He is showing both steadiness and form and with a tendency to improve rather than otherwise.

But Vincent Whitely of Burlingame had 77 and made the best showing for individual holes in the second half with 14 for five holes. He took the thirteenth in 2 (par 4), the fourteenth in 5, (par 4.) The 15th (par 3) he and Macketh played the qualifying round together bringing in 24 and 26 respectively for the home round.

Norman Macketh of the Los Angeles Country Club completed a 19-hole disappointment with his 28, because it is usually in the department of medal play that Macketh shows to the greatest advantage. He must have well he may play the second 18 holes, it is unlikely that he could show with the qualifying round, unless the other players fell down very completely. Macketh finished top price in the pool section last night, \$425, which shows how very much was expected of him.

THE POOL AUCTION.

This pool section is a most exciting feature. The fifteen most probable winners are selected and put up to auction, which is very witty and humorous in the person of Joseph Redding of the National Opera House, who has secured the pool section with his own money. The scene was the best lobby which was crammed to the limit with beauty.

BY ALMA WHITAKER.

(An account of the race.)

DEL MONTE, Sept. 6.—[Exclusive Dispatch.] Erving S. Armstrong of the Hibernia, Americans and Los Angeles Country Clubs, leads the field for the first 18 holes of the qualifying grounds for the golf championship of the Pacific Coast, played at Del Monte today. He made a 74, with 24 for the home round. He is showing both steadiness and form and with a tendency to improve rather than otherwise.

STANDING OF CLUBS.

Club	W.	L.	Pct.
Portland	84	25	.768
Seattle	82	25	.762
Los Angeles	75	30	.706
San Francisco	72	31	.692
Oakland	72	33	.683
Portland, Or.	68	34	.667
Vancouver, B. C.	68	36	.652
Los Angeles, B.	67	37	.646

AMERICAN LEAGUE.

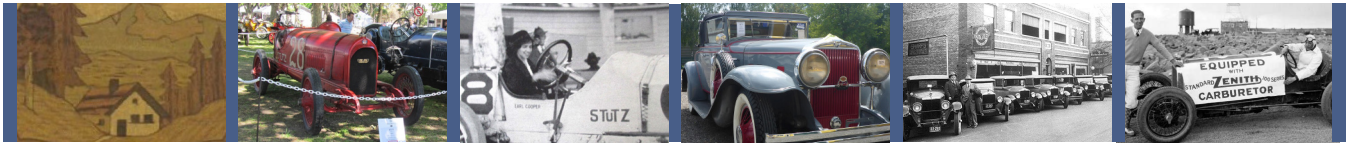
Club	W.	L.	Pct.
Philadelphia	80	41	.661
Cleveland	78	41	.658
Washington	75	35	.683
Chicago	68	44	.605
Boston	68	43	.612
Pittsburgh	54	71	.432
St. Louis	49	54	.479
New York	45	61	.424

NATIONAL LEAGUE.

Club	W.	L.	Pct.
New York	68	41	.621
Philadelphia	74	49	.600
Chicago	72	47	.605
Pittsburgh	69	46	.600
Boston	68	45	.602
Brooklyn	64	71	.472
Cincinnati	53	79	.400
St. Louis	45	87	.341

(Continued on Eleventh Page.)

This section from the 1913 LA Times, shows the rivalry of all the top drivers, including Wishart (Mercer) and Cooper (Stutz). Three Mercers and two Stutz competed in these two events, which also included three of the Fiats with their monster powerplants. Stutz took both victories and ultimately the championship.



'Gil Anderson In Stutz

ANDERSON BREAKS COURSE RECORD IN ELGIN NATIONAL

Elgin, Ill., Aug. 30.—Gil Anderson, driving a Stutz car 302 miles at the rate of 71½ miles an hour, today won the Elgin national road race in 4.13.38. Ralph Mulford finished second and Spencer Wishart third. Summary:

- 1—Gil Anderson, Stutz.....4.13.38
- 2—Ralph Mulford, Mason...4.29.31
- 3—Spencer Wishart, Mercer..4.29.58
- 4—Harry Grant, Isotta.....4.42.14
- 5—Ralph De Palma, Mercer..4.47.24

Joe Dawson, driver of a Mercer, had a cracked cylinder. Henning's car lasted only 33 miles.

Bergdoll, who drove an Erwin special, seemed to have third place secured at 250 miles, but he allowed himself to run out of gasoline on the back stretch and ceased to figure.

Anderson by his performance today broke the record for the event. His speed, 71½ miles an hour, compared with 62½ made by Mulford in 1910; 66.43 in 1911 by Len Zenzel, and 68.4 a year ago when De

Corinthians To Visit Betterton

The annual Labor Day cruise of the Corinthian Yacht Club this year will be held at Betterton, Md. The vessels, which got under way last night, will put into Rock creek for the night, and then set sail early this morning for the Maryland pleasure resort. Most of the vessels will leave in a squadron, which will make a straight run to the place.

The event will not be one for racing, although some of the mariners may enjoy a brush during the sail.

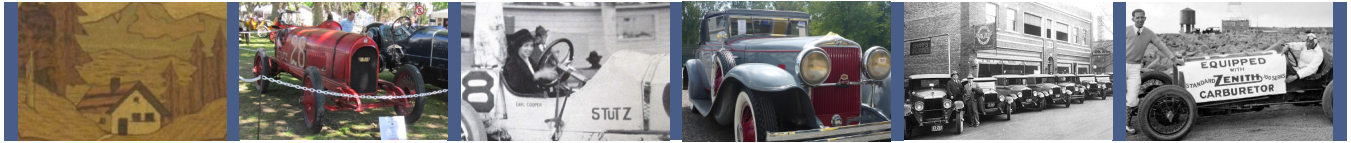
The third and final leg of the race for the Governor Goldsborough Cup, offered to the Chesapeake bay yacht scoring the most points in three races, will be sailed over a course off Curtis Bay to Fort Carroll and

These wins were big news. This August 31, 1913 edition of the Baltimore Sun, headlined the Stutz win at Elgin. Second and third were Mason and Mercer respectively.

The following table shows the list of wins for both Stutz and Mercer, as well as what team had the most wins for that particular year. There were also a few wins listed with "Specials" that were based on Stutz or Mercer cars. These Specials were not included in the list of Stutz or Mercer wins but feel they should be recognized.

"AAA Championship and Other Major Races" as listed in the "The Winners Book", James O'Keefe published by Racemaker Press

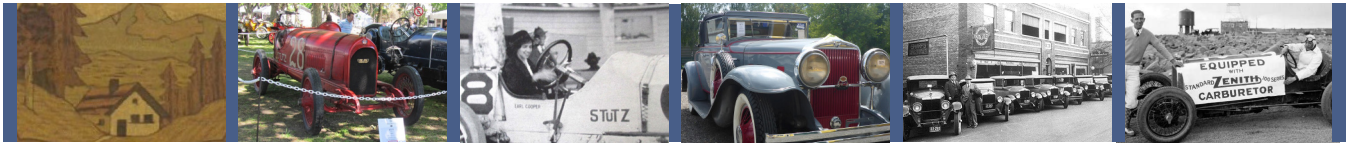
Year	Total Races	Stutz Wins	Mercer Wins	Most Winning for the Year	Wins	Additional Wins by Specials	Wins
1912	43	10	3	Stutz	10		
1913	33	11	4	Stutz	11		
1914	35	4	2	Peugeot	7	Mercer Wisconsin	1
1915	44	12	4	Stutz	12	Mercer Wisconsin	1
1916	67	12	2	Peugeot	19	Stutz Duesenberg Peugeot Burman	1 1
1917	52	7	0	Stutz, Packard, Frontenac	7 each	Stutz Duesenberg	3
1918	32	2	1	Duesenberg	9		
1919	34	11	0	Stutz	11	Mercer Miller	1
TOTALS	340	69	16				



As mentioned earlier, 1911 was Mercer's year of their most wins, but it did not overlap with Stutz who did not get started until 1912 and by then Mercer already had two seasons under their belt. Considering that Mercer pulled their factory race team in late August 1914, one could argue that the focus of this time period should be 1912 and 1913 when both companies had factory teams in full force. Sadly for team Mercer, Stutz recorded three times the victories during that period. Another time slot to compare might be the time of privateers, the time after the factory teams starting in 1916. During this time, Stutz cars racked up 32 wins, compared to only 3 from Mercers. One of the more interesting points is how many wins were tied to Stutz in 1919. These cars were now four years old and would have thought to have been well outdated. In fact, some of these old factory Stutz team cars were simply badged as Chevrolets. Cliff Durant had purchased two of the old Stutz White Squadron cars but since his father was running GM and Cliff was General Manager of Chevrolet, these cars were rebadged as Chevrolets.

For all the hype of rivalry between Stutz and Mercer, it is often forgotten how dominate Peugeot was. This engineering masterpiece revolutionized engine design for decades to follow. In 1914, the first year of Peugeot dominance, the Europeans were cleaning up over here, with Mercedes only having one less win than the French car. With Peugeot so strong in 1914, one could assume that both Stutz and Mercer were far more focused on the French car and not each other. But competition is good and Stutz went to work with Wisconsin Engine for a new powerplant for their 1915 race cars. Just as done before 1915, and still done to this day, the competitive race cars were heavily benchmarked for the new Stutz race engine. At the end of the 1915 season, Stutz was again named, "The world's Champion Speedway and Road Racing Car". Earl Cooper was named National Champion with 3,780 points and Dario Resta and his Peugeot in second place. In retrospect, much of Mercer's factory racing effort (and their best year) was done prior to Harry Stutz getting into the racing game. Mercer beat Stutz to racing by two years, with 1911 being their record year and National being the team they chased, just as Stutz was probably more focused on Peugeot.





More on “Finding Stutz History in your Neighborhood”

In the last issue, page 27 had a listing of Stutz dealerships located across the country. In June of 1912, 34 dealers were listed. Two members provided feedback on dealerships in their community.

We received the following from John Boyle:

Here are photos of the Spokane Stutz Dealer’s building of 1917.

In 1917 the “Farnham Brothers Motor Car Company” was located at 1311 West Sprague Avenue in Spokane. Looking at the building today, I assume that address was for the showroom. A wide double door remains in place, and while it’s too narrow for a modern car, it would have been fine for a car of the period.



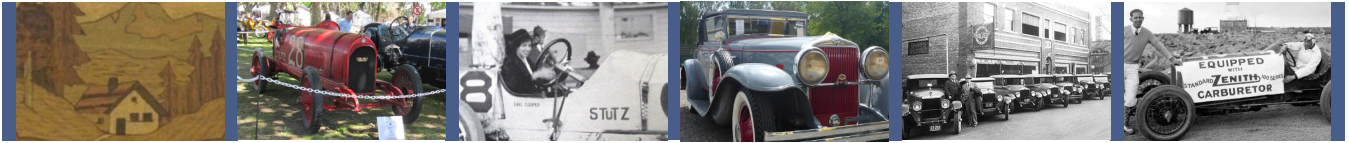
storm water runoff basin, so we’re lucky that the building survives at all. Unfortunately, the construction fences kept me from getting better photos.



That block isn’t that “deep” so the service area in the back of the building has an address of 1312 West First Street.

Since I moved here 15 years ago, the former showroom has been an office and now serves as a hair salon. The former service department was until very recently, the longtime (several decades) home of a wheel and driveline shop. The neighborhood is undergoing redevelopment, and it’s currently empty but judging by the construction signage in the window, the space is being remodeled for future use. The adjacent lot, once home to a fire station, has been excavated for a underground





Announcing the Sixteen Valve



G. V. Farnham, President

THE performance of the 16 Valve Stutz Motor under all conditions has been so creditable that the Stutz Motor Car Company of America has placed the 16 Valve Motor in all Stutz cars.



H. C. Farnham, Sales Mgr.




Motor
4 Cylinders
16 Valve
Bore 4 1/2 inches
Stroke 6 inches
65 H. P.

Speed
From 3 to 100 miles per hour

Control
Right hand drive
Right hand control



ROADSTER MODEL

Mileage
18 miles per gallon of passenger oil
200 miles per quart of lubricating oil

Prices
\$2575 to \$2950
F. O. B.
Spokane

Colors
Maroon
Grey
Red
Blue



J. H. Stubbins, Sales Mgr.



F. W. Ward, General Manager



D. G. Farnsworth, Salesman



Marie Lantz, Salesman

Two Car Loads of 4 and 6 Passenger and Roadster Models are expected this week--We cordially invite you to visit our show rooms and inspect them upon arrival.

1311 W. Sprague
1312 W. First

FARNHAM BROS.

MOTOR CAR CO.

Phone
Main 3953

Attached are some ads for the Farnham Brothers dealership that were published exactly 100 years ago (this coming week!) in a weekly newspaper. The large double page ad lists the firm's addresses as well as showing the

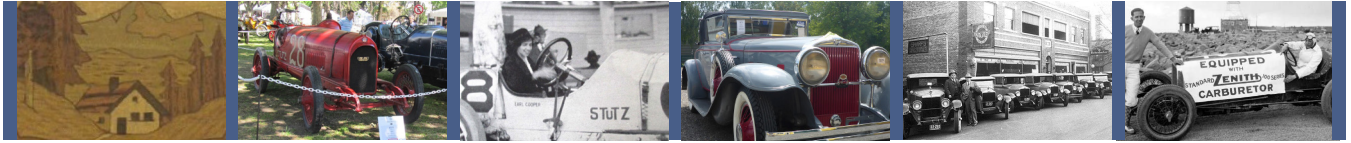
employees and displays a Stutz roadster. The cover of the magazine shows a new Bearcat at the Manito Park duck pond, a local landmark that still exists.

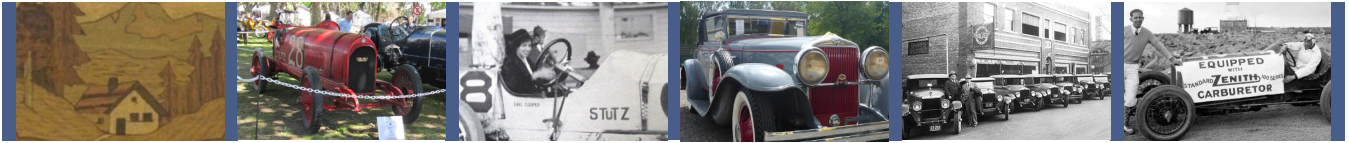
Dan DiThomas also sent back info on his local Stutz dealer, which sold his car new!

Attached is a photo of the STuTZ Dealer in Steubenville, Ohio. A steel mill town on the Ohio River north of Wheeling WV and west of Pittsburgh, PA. This dealership, Pietro DiNovo and Sons, opened in 1923 selling many brands including STuTZ, Moon, Rickenbacker, and others. They became a Chrysler dealer in 1932. It operated continuously until 2008 as a Chrysler, Dodge, Plymouth dealership. The building is currently occupied by a contractor.

purchased the 693 in 2007. My uncle was the Service Manager at the dealership and I worked there a couple of summers as a teenager. At the time I never thought we would own the dusty old red STuTZ roadster sitting in the corner of the dealership.

Our 1925 STuTZ 693 Roadster was sold by this dealership new in 1925. The STuTZ found it's way back to this dealership in 1950 after the death of the first owner Sam Rossi. See the attached 1950 inventory card. We





Club Correspondence

From James Strandberg

Member James Strandberg has a real mystery. He is restoring a 1928 Stutz roadster. The car has these interesting details in the dash and door panels.



Jim is curious about the history of this. Has anyone seen this on another car? If it is unique to this car, does anybody know history on it? Jim is in Colorado. Please contact him directly at: jstrandberg@comcast.net

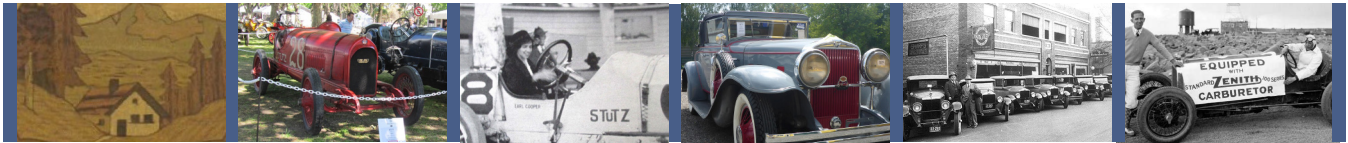
From John Boyle:

You never know when we might run across some Stutz history.

Last night I was looking at the aviation book *The Stinsons* by John Underwood, Heritage Press, 1969.

Attached is a photo of early aviatrix Katherine Stinson sitting in Earl Cooper's #8 Stutz racer.





At the age of 22, in July 1912, she became the fourth American woman to receive a pilot's license. At that time, she was the sole female pilot in America.

Two of the best known female flyers had been killed within the month, and the remaining pilot retired after the death of her two colleagues.

In pre-WWI America, exhibition flyers were well paid, a woman flying was an even bigger novelty.

Like other pilots, at state and county fairs, she would often race her Wright biplane against a race car. Flying just above the roadsters on a dirt track (usually the local horse racing track), thousands would pay to see the latest

mechanical marvels compete against each other. That is probably how she came into contact with Cooper. The book says she would also occasionally drive a race car.

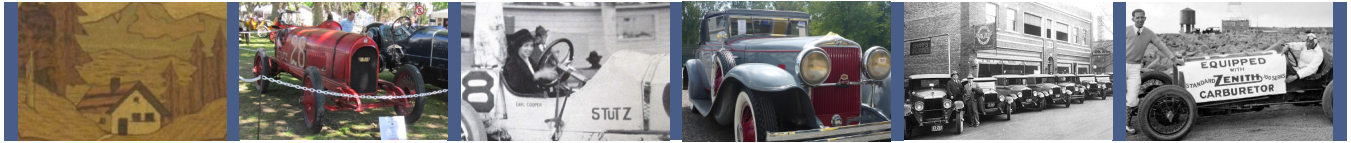
Ever up for an adventurer, during WWI she drove ambulances in France. Following several years of battling tuberculosis, in 1928 she married a prominent New Mexico attorney and retired.

If her name is familiar, her brother Edward would later found the famous Stinson aircraft company.

From Paulo Roberto Renner via email on October 24th:

Last week I was in Argentina to visit the largest exhibition of old cars and I found this Stutz 1918, for race, 4 cylinders and 5700 cubic centimeters.





Notices to all club members:

By Dan DiThomas, Treasurer

2018 Renewal Forms:

The 2018 Renewal forms are in the mail. Please review the forms carefully and revise your personal and car information. If your Email address is not current or you do not have your Email listed, please correct or add your email address to be included in the technical assistance Email Blasts.

If you renew your membership using PayPal please be sure to either mail the form back, scan it and email it back, note in an email that there are no changes or list the changes, or call Dan DiThomas at thestutzclub@aol.com or 614 832-0066. We are trying to be as accurate as possible with member data.

2018 Officers Ballot:

The 2018 Officers ballot is included in the Renewal Form envelope. Please complete the ballot and mail it back to the club Secretary as soon as possible. A ballot is also included in this issue.

We have a recent vacancy of the position of Programs VP. Currently, there is no candidate for this very rewarding position. Please consider contacting Dan DiThomas at thestutzclub@aol.com or 614 832-0066 to find out more about the duties associated with this position. Recent and veteran members are encouraged to inquire.

2018 Grand STuTZ Gettysburg:

The 2018 Grand STuTZ Registration form and schedule have been mailed to USA and Canadian members and Emailed to all off-shore members with Email addresses listed with the club. If you have not received the form and schedule by the time you read this, please contact Dan DiThomas at thestutzclub@aol.com or 614 832-0066. If you plan to attend, please return your form as soon as possible.

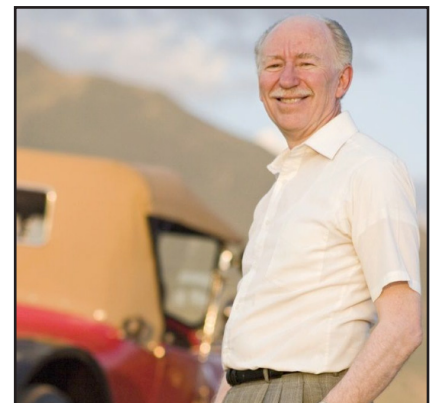
2018 Membership Directory:

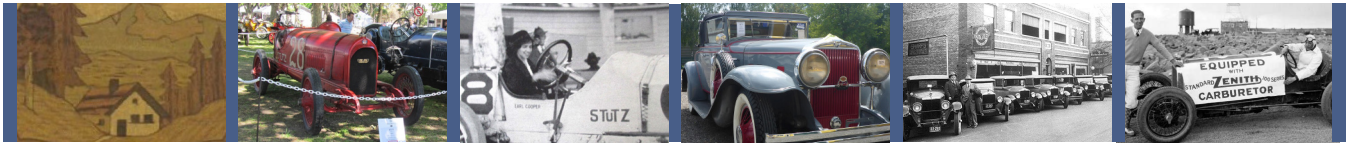
An updated directory will be mailed during the first quarter of 2018. If you get your renewal form in quickly, we will be able to get revised data received during January into the new directory.

In Memoriam

DeWayne Ashmead

I would have liked to have met member DeWayne Ashmead. He accomplished a lot, we had a common interest with sporting old cars and he really appeared to enjoy life. Born in 1944, he received a doctoral degree in nutrition from Donsbach University, then started an international vitamin and supplement company with his father. He also served on several community and educational boards. DeWayne married his high school sweetheart in 1966 and they were together until his passing this past November. He had a passion for vintage cars, but they had to have some level of sport to get into his collection. His Stutz cars included a 1920 Series H Roadster and a 1928 BB Blackhawk Speedster. Other sporting cars of that vintage included Auburn, Kissel and Cord, but there were also muscle cars and later sports cars. Sadly at age 73, he left his friends and family too early.





The STUTZ Club, Inc. 2018 Election of Club Officers

Please mail or scan and email your ballot to Jason Gehring, Secretary no later than January 31, 2018.

Jason Gehring
 PO Box 520
 Bath, Ohio 44210
 USA

Email: jwgehring@hotmail.com

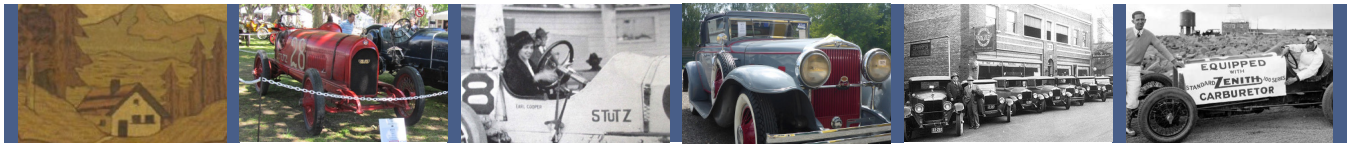
During odd numbered years a slate of candidates is to be prepared for each office and voting is to take place in the following even numbered year. The term of office which all officers will serve shall be two (2) years from January 1 of the even numbered year to December 31 on the succeeding odd numbered year, or until their successors are elected and appointed.

2018 Slate of Candidates

Position	Candidate	I cast my vote for:
President	Norman Barrs	
	Mark Desch	
Membership	John Boyle	
Publication	Carl Jensen	
Technical Services	John Grunder	
Programs & Publicity*		
Secretary	Jason Gehring	
Treasurer	Dan DiThomas	
Archivist	Ernie Toth Jr.	

**This is a resent vacancy with no candidate identified at this time. If interested, please contact Dan DiThomas for information on the position.*

Ballot Submitted by: _____
 (member name)



More on Pike's Peak

Pike's Peak Overall Winners			
Year	Driver	Car	Time
1926	Glen Shultz	Stutz	18:19.4
1927	Glen Shultz	Stutz	18:25.1
1928	Glen Shultz	Stutz	17:41.6
1929	Edward Phillips	Stutz	18:22.8
1930	Glen Shultz	Stutz	18:08.7
1931	Charles H. Myers	Hunt Special	17:10.3
1932	Glen Shultz	Stutz	16:47.2
1933	Glen Shultz	Stutz	17:27.5
1934	Louis Unser	Stutz	16:01.8
1936	Louis Unser	Stutz	16:28.1
1937	Louis Unser	Stutz	16:27.3

In our last issue, the article “Eleven Amazing Months” included the following table on Pike’s Peak.

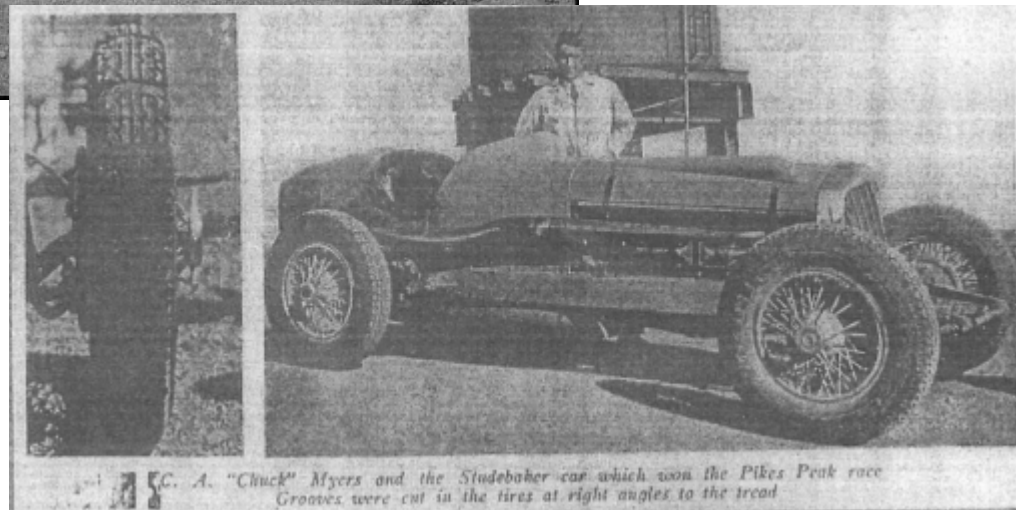
This fortunately started an exchange of fascinating information with member Stan Smith. His first email stated, “Just got your last issue and will have to compose a letter to you about how The Hunt Spl. won the 1931 Pikes Peak Hill Climb. My father and I owned and restored that racer back in 1980. My son and I took it up Pikes Peak and got to meet Mr. Charles Myer who still lived in Colorado Springs. He told us of several tricks he did in order to beat the Stutz. The racer was actually a Studebaker that ran at the Indy 500 - 1931, ‘32 & ‘33.”



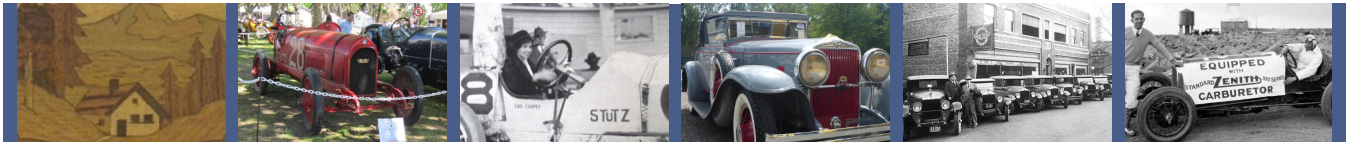
Wow, that was amazing to read! Stan then sent the following article he had previously written on the car along with these photos. (Editor’s note: Please contact Stan or me if you have any info on a Mercer that ran Pikes Peak. – Thank you.)

The car to beat – Stutz powered Shultz Special

Studebaker powered Hunt-Jenkins Special – Stan said that when they found the car in the 1950s, Ab Jenkins son had modified it and was driving it back and forth to school!



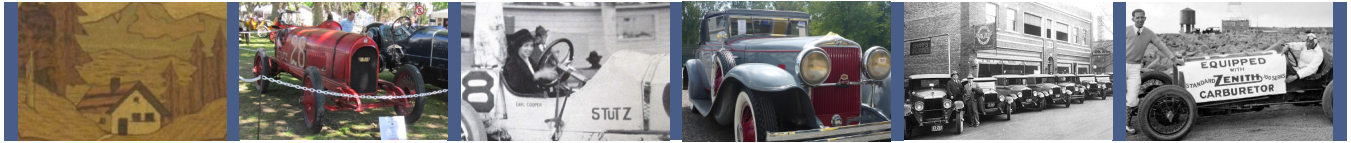
G. A. “Chuck” Myers and the Studebaker car which won the Pikes Peak race
Grooves were cut in the tires at right angles to the tread



The classic 1st place hill climbing racer in the photo is the Studebaker President powered HUNT SPECIAL. At times was listed as the HUNT- JENKINS SPL. It was the result of a two year program set up by George E. Hunt, Studebaker's Head Research Engineer, and Ab Jenkins of Salt Lake City, Utah. Both had been involved with the performance of Studebaker's production car record runs and were impressed with the results of independent racers using Studebaker engines in the late 1920's Indy 500. With small modification the President Eight could produce over 200 HP, was very reliable and became the main reason for entering a racer of their own at a future Indy 500 race.

The HUNT SPECIAL made use of the President engine along with its 3-speed transmission, and axles from standard Studebakers. The engine was modified with a higher compression head, four carburetors and a magneto. A special camshaft was ground to obtain max power at the high RPMs of the Indianapolis straights. It had qualified 18th for the 1931 Indy 500 with driver Tony Gulotta behind the steering wheel. By the halfway point Tony was consistently in the top five, was running 2nd till a pit stop on lap 119 dropped him to third. Later the leader of the race lost a wheel in the NW turn, got hit broadside and caught fire. On lap 167 of the 200 lap race Tony, according to a later investigation had led the race for several laps, lost control in the greasy mess of the NW turn and went through the low outside timber railing. The race car was returned to South Bend for repairs and then sent to Colorado Springs for the 13th Annual Pikes Peak Hill Climb on Labor Day.

The gentleman standing behind the HUNT SPECIAL in the photo is C.H. "Chuck" Myers who drove the racer to a win up the 12.6 mile climb. He, a long time resident of Colorado Springs, had raced up the hill many times winning it four times in a row during the 1920's and worked at the local dealership for Studebaker. He made several changes to the race car, the first was to paint it blue over the green that it had used at Indy and to change the axle gear ratio to 4.60:1. During our visit with him at his home with the HUNT SPECIAL that we had just finished restoring, he mentioned that he wished to have had an axle ratio of 5.00:1 or higher to use. He did make a special 2nd gear which then allowed him to change back and forth from high without losing too much RPM. Another secret trick of his was to replace the gear lube of both the transmission and rear axle with engine oil. Being on and off the pedal at each switchback didn't allow for much heat buildup to occur. Speaking of which he modified the throttle pedal to have twice the travel to give better control of power out of the turns on the loose gravel road.



The photo of the grooved tires were another of his modifications made in order to beat the reigning champion Glen Shultz and his hill climb special with a DV-32 Stutz power plant. He had been winning with it since 1928 and was the hands on favorite in the 1931 race. Since most hill climb racers used a short wheelbase and were just over the minimum weight of 2400 the long and heavy HUNT SPECIAL became the “dark horse” was not a threat in most people’s minds. The Shultz-Stutz Special was the third up the hill and bettered his past year’s time by 16 seconds so when “Chuck” Myer had his chance, 8th of the 10 racers entered, he waited till the very last allowable second to start. He wanted to make sure no slower car ahead would be in the way and finished the climb 15 seconds faster than Shultz. (17 minutes 10.3 seconds).

The HUNT-JENKINS returned to South Bend so that Studebaker, who finally decided to allow their name to be on the racer and used it to model four more like it to race at Indy the next two years. All five of the STUDEBAKER SPECIALS finished each race placing 3rd, 6th, 13th, 15th and 16th in 1932 and they were a part of the seven Studebaker powered racers in the 6th through 12th finishing positions.

The HUNT-JENKINS/STUDEBAKER SPECIAL or at times named #37 spent some of its later life in Salt Lake City modified for use on the street by Ab Jenkins son Marvin in the late 1930’s. Restored in the 1980’s by myself and my father in the form Studebaker used for the 1931 Indy 500. It now resides as part of the wonderful collection of Robert Valpey in NH.

My response to:

CCCA January 2014 BULLETIN page 16 – PHOTOS FROM THE ARCHIVES

STAN SMITH
Oak Hall, PA
12 February‘14

C.D.T. Aug. 15, 1985

Autosports: Climb of Pike's Peak stops short of goal

By SANDRA LEITZINGER
Special to the Times

"The top was in sight," lamented Stan Smith, but this early-morning attempt on Pike's Peak in the Studebaker Indy car ended at the 12,000-foot altitude marker with an overheated engine.

Actually, the gauge had been pegged for several miles, and although he had hoped to cool it down and start again, the engine ran too rich in the thin air.

The Smith family — Stan, Darlene and Bill, plus Darlene's parents — towed the Studebaker to the famous Colorado mountain for a vintage car meet. It was a homecoming of sorts for the race car, which won the climb in 1931, the only Indy car to do so.

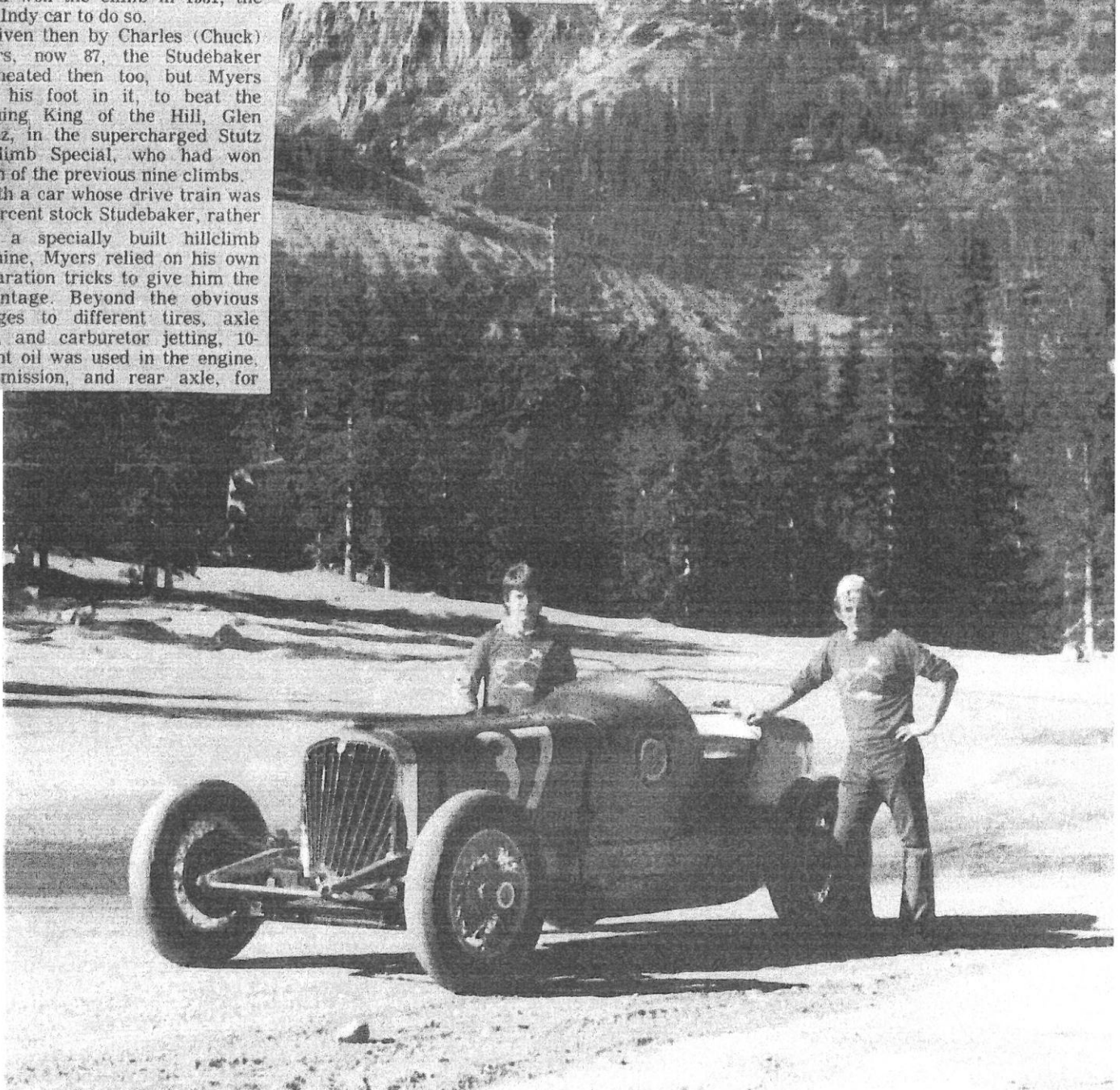
Driven then by Charles (Chuck) Myers, now 87, the Studebaker overheated then too, but Myers kept his foot in it, to beat the reigning King of the Hill, Glen Shultz, in the supercharged Stutz Hillclimb Special, who had won seven of the previous nine climbs.

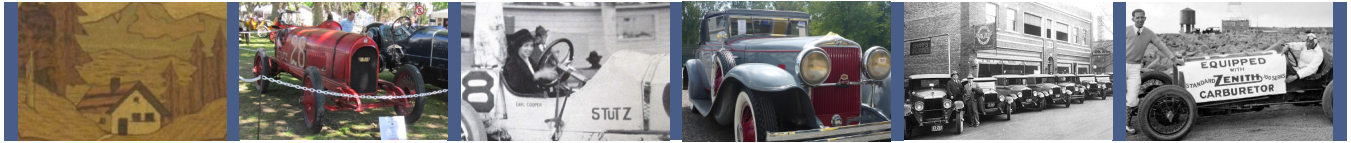
With a car whose drive train was 90-percent stock Studebaker, rather than a specially built hillclimb machine, Myers relied on his own preparation tricks to give him the advantage. Beyond the obvious changes to different tires, axle ratio, and carburetor jetting, 10-weight oil was used in the engine, transmission, and rear axle, for

better throttle response, off and on, off and on, coping with slides and turns.

The travel in the throttle pedal itself was increased by two or three times, to keep the engine from being revved up and down erratically, while powering out of bumpy turns. Considering the thin oil to start with, plus the heat, he was lucky to make the engine last the trip; in today's vernacular, it would be called a grenade.

Smith described the course as pavement for the first mile of the 12.4-mile hill, and then small gravel, which was "not as hard on the tires."





Tech Notes

by Brian White, VP Technical Services

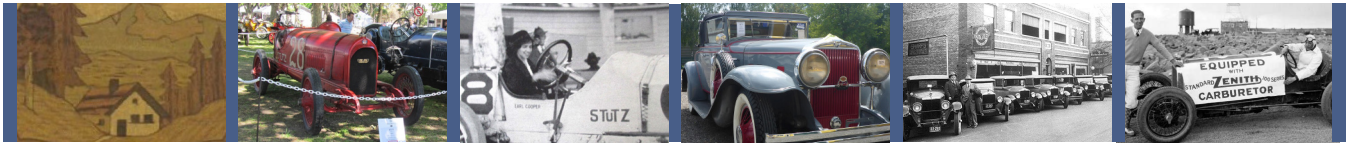
Today we are fast approaching the end of 2017. One hundred years ago, Stutz had switched body styles for their famous Bearcat. You no longer sat out in the elements. The Bearcat had a body and windshield, no doors but no less still a body you crawled over the side to get in. And if you wanted a top you could have one that really made it hard to get in. There was no way you could get in on the right side with the shifter and steering column in the way, so your passenger had to wait until you were in and under the wheel. Oh the luxury of a sports car. This was an exciting time at Stutz. Cars were winning races and

cars were selling. 1918 had to be looking bright even with big changes coming.

Harry had to be wondering how long his success would last or what's next? Of course now we know in the next two years he would leave Stutz and build Fire engines and HCS cars. The HCS was a fine automobile. The HCS used a Weidely engine producing 50 hp, I know, I have one and I have driven it over 25,000 miles.

When I purchased my 1922 HCS from Mr. Bill Dawn in 1985 I had known the car for over 10 years that he had owned it. I think it is the sportiest of touring cars ever built. Mr. Dawn lived in Knoxville Tennessee





and would drive the car to our tours in North and South Carolina, then he would drive the car all week and then drive it back home. I had never seen the top up on the car, didn't even know for sure it had a top when I bought it. Mr. Dawn was an AACA judge and had judged the HCS in Chicago at a show. It won a first junior award and Mr. Dawn inquired about purchasing the car. I believe this was in 1971, so he owned the car for about 14 years. Mr. Dawn was not very mechanical and added an electric fuel pump, HORNE(S), saddle risers, turn signals and mirrors. I think that most of the mechanical work was performed by Mr. Harold Worley, another Stutz club member and great guy. A true southern gentleman.

I removed the air horns as well as some other stuff. I also fixed the air pump for the fuel system and found the only part that was missing, was the radiator cap. While at Hershey one year there on a table was the correct cap and motor meter. I inquired and was told One Hundred and fifty dollars. I bought it and have never seen one before or after. Talk about luck. I was always told "It's better to be lucky than good", to which I have always said I had rather be good and lucky.

If there is a weak point in the HCS I believe it would be the water pump drive. The pump is driven off the cam gear though a hole in the front timing gear cover. There is packing on both the pump side as well as the timing cover side. There is a spring with a washer on each side holding the packing in place. If the water pump side fails there is a high probability that you will end up pumping water in your oil supply. The next thing you will know is your number one rod will become a little noisy, not good.

In the 33 years that I have owned the HCS that was the biggest surprise I experienced. The HCS is a great car, one time Mr. Dawn explained to a news reporter the differences between

the HCS and the Stutz. He said "The Stutz was a brute of a car, a man's car. The HCS was a refined automobile, even a Lady could drive one."

I don't believe anyone could disagree with that observation.

I hope 2018 will be bright for all of you.

Happy New Year.

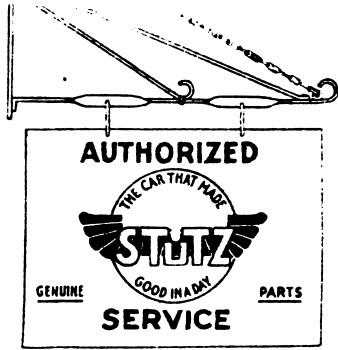
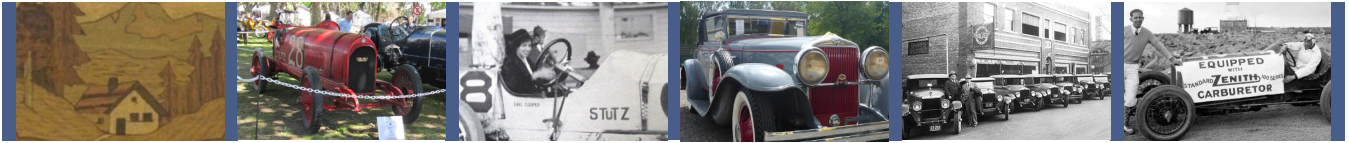
H. C. S. Motor Car Company
Indianapolis, Indiana

	Roadster \$2725 Touring 2775 Coupe 3450 Sedan 3650
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H. C. S. Touring

COLOR Blue, carmine or green SEATING CAPACITY Four WHEELBASE 120 inches WHEELS Wire TIRES 32 x 4 1/2 inches, ribbed cord BRAKES Service, expanding on rear wheels Emergency, expanding on rear wheels CYLINDERS Four, vertical, cast en bloc; head removable VALVES In head HORSEPOWER . . . 21.03 (N.A.C.C. Rating) BORE AND STROKE 3 3/4 x 5 inches	LUBRICATION . . . Full force feed CRANKSHAFT . . . Three bearing RADIATOR Cellular COOLING Water pump IGNITION Storage battery STARTING SYSTEM Two unit VOLTAGE Six WIRING SYSTEM . Single GASOLINE SYSTEM Pressure CLUTCH Dry multiple disc TRANSMISSION . . Selective sliding GEAR CHANGES . Three forward, one reverse DRIVE Spiral bevel REAR AXLE Three-quarters floating STEERING GEAR . Worm and gear	
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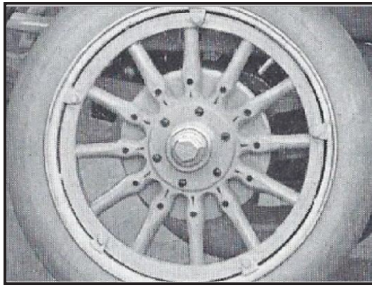
Price includes speedometer, ammeter, electric horn, snubbers, windshield wiper and two extra wire wheels, but not including extra tires.



Baker Demountable Wood Wheels

I am looking for a set of rear Baker wheels.

5 lug, 25"



I would even be interested in purchasing parts of these wheels.

Carl Jensen

(262)352-3751

carl.jensen@huscoauto.com

Help!

After 48,650 miles, one of the valve lifters of my 1921 Stutz series K (engine with the detachable head and 16 valves) broke in pieces, please see the attached picture.



Is there one of the members who can help me with a good usable valve lifter or only the housing should be ok, as the lifter itself still is usable. Every help is particularly appreciated!

Thank you!

Henk Noteboom

henk@fam-noteboom.nl

Stutz Replacement High Speed 3.8/1 Rear End Worm Drive Gear Sets

George Holman will be making a run of new gears for the 8 cylinder Stutz.

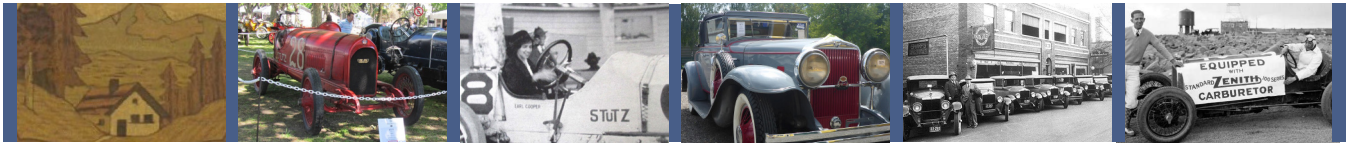
The price will be \$3,800 per set of one gear and one worm. If we can get five preorders the price will be less. Three sets are already committed. The order deadline is December 31st. The gear cutter we are using manufactured worm gear drives for Timken, the original supplier to Stutz in the 20's and 30's.

Delivery will be approximately 10 weeks.

George Holman

(413) 537-2823

gholman@fmkeefe.com



1927 Stutz For Sale



1927 Stutz AA Rumble Seat Speedster. Older restoration of a Full Classic. Red body/black fenders, top and upholstery. Second junior, Class 19A at 2016 AACA Fall SE Regional Meet. Spare parts include complete spare engine, clutch, 3 and 4 speed transmissions, gas tank, front & rear axles, driveshaft, brake drums side curtains, original radiator, etc. Poor health forces sale. \$50K OBO.

Ray Keto
Newbern, NC
Stutzdriver@gmail.com

For Sale New Old Stock Esterline ammeter for 1913 Stutz cars.

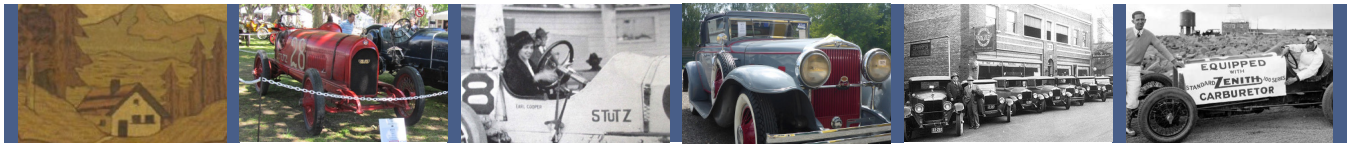


Layden Butler
(925) 820-4742

For Sale 1927 Stutz Project Car

From my husband Collections. 1927 Stutz project car. DMV Registered, Stutz Straight 8 Engine, Stutz Chassis, 6 Wire Wheels - four have hubcaps, hub cap wrench, Stutz Radiator Grill Etc. Misc. Stutz parts. Plus Extra Stutz Straight 8 Engine Included. Please call for information or photos. \$26,500

Eloise Reed
Madera Ca,
(559) 431-0469



Headlight Wanted

Member Laurence Anderson in North Dakota is looking for a complete head light for his 1928 BB project.

Laurence Anderson
lma2011@hotmail.com

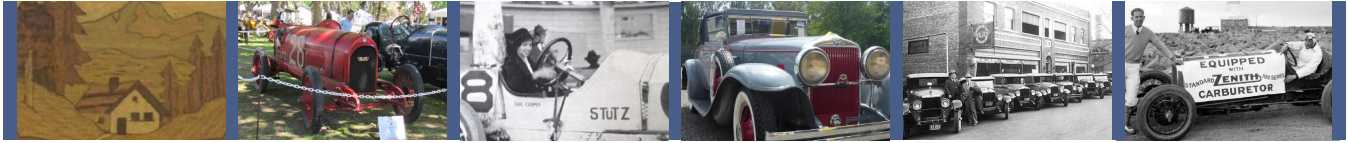


Parts for Sale

Serial number of frame is 87072, and is appx wheelbase of 133 inches. complete with front axle and rear-end assembly for \$4,000. I also have a couple of Stutz grille shells, not sure of year, along with good honeycomb radiator for what I believe to be a pre-20's.

Jim Griggs
 Panama City, Florida
jgriggs44@aol.com





Parts Wanted!

I am a member of the Stutz Club # 0775 live in India and am looking for the following parts for my 1930 Stutz Series M 4 Passenger Speedster, Dual Cowl, Le Baron (Engine No. 32417 HC).

- 6 Chrome Plated Wire Wheels
- Carl Zeiss Headlamps
- Dual Sidemount Spares
- Dual Horns
- Lighted Lalique Radiator Ornament

Diljeet Titus

titus@titusindia.com

For Sale

This car is Very Solid. The doors shut like a vault. The car had been setting for 20 years when I purchased it earlier this year. The gas tank and vacuum tank have been cleaned and sealed. The car runs well and has plenty of power. Brake cylinders were sleeved and rebuilt.

This car is ready to drive and tour. I am selling the Peerless because I had to buy it with another car I wanted and I have run out of room for any more cars.

Brian White

(919) 868-2629

BrianW@carolinastonesetting.com



Vol. XXX No. 122 (October - December 2017)

The Stutz Club, Inc.

Carl & Carrol Jensen

S110 W25415 Hunters Run

Vernon WI 53149-9267

www.stutzclub.org

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Special Free-for-All Won by Glen Schultz Driving a STUTZ SPECIAL in
18 minutes 25.1 seconds

Absolute Stock Event Won by Bill Bentrup Driving a STUTZ SEDAN in
21 minutes 59.3 seconds
(Other Contesting Cars Were Roadsters)

Proving Beyond All Doubt the Absolute CONSISTENCY of Stutz's
POWER, SPEED and STAMINA

Stutz beats them all! Racing against time in a field of 15 entries, over a course where power and speed, lightning acceleration and stamina are paramount. 12½ miles of second gear work with wide-open throttle, averaging better than 40 miles per hour up grades ranging from 8 to 22%, around sharp turns, switchbacks and hairpin corners, not only thrilled the thousands who saw them, but will prove to the world that Stutz is not only the safest and fastest car but the most powerful as well.

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