



AUTO BEATS PLANE
ANGELES, Nov. 7. (AP)—
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has driven

'Cannonball' Breaks
Cross-Country Record
In Stutz

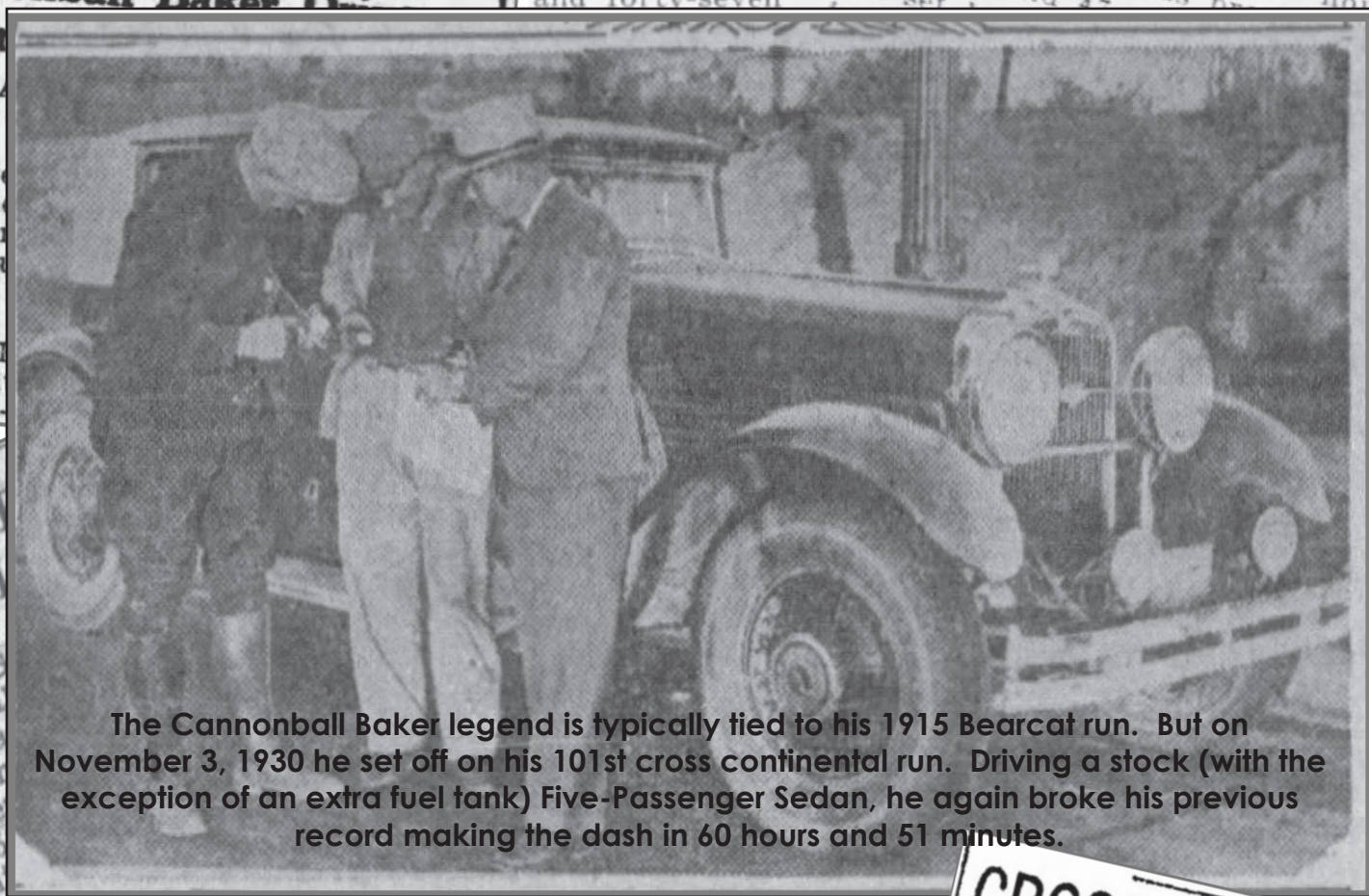
om New York
minutes, which he s
and 47 minutes
ody else ever did i

NEW RECORD MADE BY
"CANNONBALL" BAKER
INDIANAPOLIS, Ind. No
Traveling 3,220 miles in the
eting time of 60 hours ar
minutes, a stock Stutz, pil
(non Ball) Baker,
and forty-seven

new record for the run from New
York to Los Angeles. Baker left
New York in his Stutz Monday at
8:30 p. m., Eastern time, and ar
rived in Los Angeles on Thursday
at 6:21 a. m., Pacific time, cover
ing a 3220-mile route in 60 hours
and 51 minutes, thus breaking
six hours and 47
ord set

Cannonball Baker Drives
Across

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The Cannonball Baker legend is typically tied to his 1915 Bearcat run. But on November 3, 1930 he set off on his 101st cross continental run. Driving a stock (with the exception of an extra fuel tank) Five-Passenger Sedan, he again broke his previous record making the dash in 60 hours and 51 minutes.

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New York

New Transcontinent
Car Record Claimed

"CANNONBALL"
MAKES 101ST
DRIVE ACROSS

CROSSES NATION
BY AUTO IN 60 H

CLAIMS SPEED MARK.
Los Angeles, November 6—(AP)—
"Cannonball" Baker, racing driver,
claimed a new transcontinental speed
record for automobiles today when
arrived here from New York after
hours 51 minutes on the road. He
this time was six hours and 47 min-
utes less than his previous mark
of 58 hours and 13 minutes.
Stutz (1911-1937)
New York Monday night

(Associated Press by Wireles
SAN FRANCISCO, Nov. 15.—
Cannonball Baker, that dynamic
of driving energy and ap
never failing youth, arriv
Friday after completing
transcontinental record to
Baker made the run
York to Los Angeles in
50 minutes and just
Francisco to greet o
make new ones.
Baker himself is s
ical strength and
years older than
time he made a record
1930.

LOS ANGELES, Nov. 6
Cannonball Baker, racing dr
claimed a new transcontiner
speed record for automobiles to
when he arrived here from N
York after 60 hours, 51 minutes
the road. He said this time was s
hours, 47 minutes less than the pre
vious mark.
Monday night.
HARRY CLAYTON STUTZ (1878-1930)
New York



From the President

by Mark Desch

I am honored and appreciative of your confidence in being elected to this position. Unlike many of our long-time members, I don't have the knowledge most of them have of the Stutz automobile, not the mechanical expertise to discuss the intricacies of Stutz's special place in automotive history. I think that most people in the hobby recognize that Harry Stutz was truly an innovator and the Stutz Motor Car Company manufactured some of the most impressive cars in the early production of the automobile. Thanks to Stutz Club founders and all that have promoted our club since it was started. We truly can be proud of the club's accomplishments.

I would like to thank Norman Barrs for the many years of service he has provided the club. Norman truly is the spirit of the Stutz Club. With his leadership we have enjoyed many accomplishments including the 2011, 100th anniversary of the Stutz automobile celebrated at our Grand Stutz in Indianapolis.

I first got to know Norman at our first Grand Stutz in Kalamazoo, Michigan in 2002. He had hosted the Grand Stutz the year before in the UK. Gloria and I were planning a trip to the UK and Norman provided us with a great deal of information on where to stay and what to see. We were both impressed how he went out of his way to help us enjoy our trip. Norman also has contributed to the club by creating the Alison Barrs Memorial Trophy,

Special Announcement

The VP of Programs position is unfilled at this time. Please reach out to any board member if you would like to help the club with this.

See page 13 for details

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Treasurer: Dan DiThomas, 614-336-2739

Secretary: Jason Gehring, 330-668-3803

Archivist: Ernie Toth, 440-338-3565



in memory of his daughter-in-law. The trophy is given to the person that hosts the Grand Stutz each year. He has researched and written “Stutz A Very British History”. As the owner of various Stutz automobiles, he has had particular interest and is very knowledgeable of Stutz racing in Europe. I only hope I can continue to provide the leadership Norman has brought the club.

Gloria and I first became interested in Stutz after I purchased my 1932 SV-16 in 2000. I found the car with the help of my friend Charlie Didier in northern Minnesota. When I purchased the car, I had no idea what this car would bring as to my interest in the antique car hobby. We joined the club in 2001 and our first Grand Stutz was in Kalamazoo, Michigan in 2002. I

think we have attended every Grand Stutz since then and have become good friends with many club members. No doubt, Bill Greer was one of the driving forces that piqued my interest in the club and the Stutz

automobile. In addition to the Stutz Club I have also become active in many other car clubs and especially the Classic Car Club of America. I am currently the Director of the Upper Midwest Region of the CCCA. In addition to four Stutz’s, we also own Auburn, Cord, Packard, Peerless, and other antique cars and trucks. I continue to work, having developed an insurance business over the past 45 years.

The 2018 Grand Stutz is coming up in May at Gettysburg, Pennsylvania. This looks to be another great experience thanks to the efforts of Rob Praetorius and Dan and Mary DiThomas. Those of you that have not attended a club activity, I encourage you to become active members. Not only does the club have a lot of members with expertise in the marque, we have a fun time with our cars. I hope to see many of you at our club events in coming months.



**Editor’s Note:
Correction to the article in the last issue,
“STUTZ & MERCER – The Race Record”**

Often when I write articles, I do the research, assemble my notes and then write the articles while traveling on business trips. So there is my excuse for why I incorrectly referenced my notes and wrote, “Both cars

were on the lead lap and less than a minute between them” when referencing the position of the Stutz and the Mercer in the 1911 500. While less than a minute separated them, they were not on the lead lap, though they were of the 12 cars to finish the full 200 laps. Better wording would have been, “ Both cars finished the full 200 laps with less than a minute between them.”



Questions about the Cannonball Car

by Carl Jensen

It is well known how Erwin "Cannonball" Baker set the cross-continental record in May of 1915. Fortunately for us, journalist William Sturm filled the passenger seat for the 11 day, 7 hours and 15 minute run. Having a journalist along provided great documentation both in the form of text and photography. The result is not only a great appreciation for what they accomplished, but also details as to what and how it was done. In addition to what the Stutz factory put out for promotion, this was covered very well in newspapers across the country. In an interview with Sturm in the May 3, 1915 edition of the Arizona Republican, he states that the Bearcat is owned by Baker, who decided in January to acquire in the car following Oldfield's win in the Cactus Derby. The Derby win on wire wheels, was the deciding factor in Baker getting wires on his car. Later when Baker and Sturm went through Arizona with the car, we have a vivid account of their departure, which also tells us the car was bright red in color.

moment, while the last hand-shakes were exchanged and then Erwin sent the **Stutz** out into Van Buren street. He made high speed at First street, rounded the corner at Central, and went storming down the deserted thoroughfare to the Central avenue bridge not a whit less than 70 miles an hour.

He took the southern route through Tempe on the advice of the management of the Fike auto stage line, who had been consulted early in the evening on the condition of the roads. Long after the bright red car had disappeared under the farthest street lamp, the watchers on the corner could hear the racket of its exhaust, as it sped south, then eastward on the second leg of its journey.





Recently while doing some other Stutz research I found some very good digital photos of the Cannonball car with the Detroit Public Library. Friend and probably the greatest automotive historian, Bev Kimes, frequented the Detroit Library for research with their extensive archives, and with her advice, I have found the same.

Upon reviewing the photographs in detail, I started finding features on the car that raised a number of questions. In the booklet published by Stutz Motor Car Co. covering the event, it is documented that the car was a Series F Bearcat number 2746. Upon first glance, one can see the louvered hood that would be on a 1914 or 15 (Series E or F). The Stutz booklet goes on to list a few documented modifications that were made to the car which included:

Removal of electric start and lights, which are replaced by oil sidelights and gas headlights.

This last point is one of the more peculiar points. In the following photo, you can see that the car did in fact have gas lights and the Prest-O-Lite tank is evident on the left side of the car (opposite side of stock). The booklet also references that a bracket on the tank was replaced in route.

To change from electric to gas and oil lighting would appear to be very unusual. Electric lights and starter were standard on Stutz already for two years. Knowing

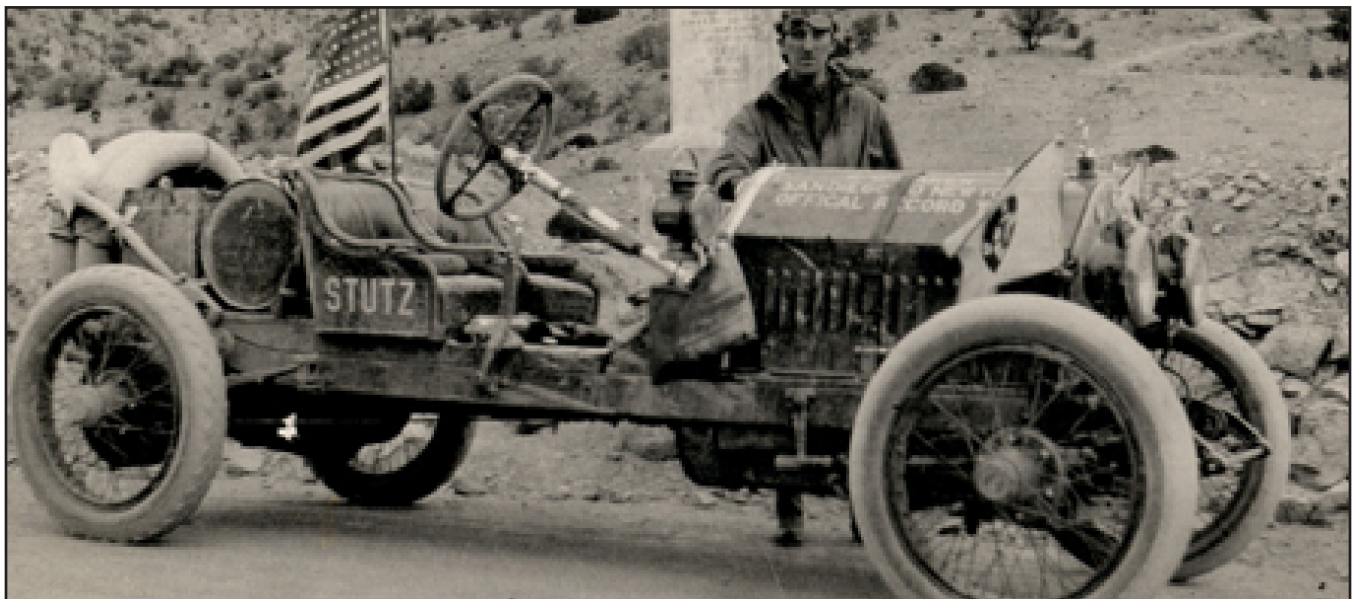
that they would be running at night and that there could be limits on finding gas or oil for lights, why the change? Furthermore what would be the reason to remove the electric starter?

More peculiar are all the features that would appear to be 1912. The following photo shows a flat sided tank used on 1912 models as well as a square edge trunk used in 1912. One of the more thought provoking features is the bar between the front ends of the frame. Some photos show this on a few early 1912 Bearcat models, but not used after.

The front bar was also used in one other application, the White Squadron race cars that ran through 1914 when they were replaced by the smaller race cars with newly designed engines for 1915. This bar does not exist in production Series B, E or F Bearcats.

Now, follow me a bit on this speculation...If the 1914 race cars were replaced with the completely new models, could it be that one of these old race cars was used for the Baker run? There are some other clues. The weakest clue is that it appears that the Cannonball car has a grill guard similar to what was used on the race cars, but that could have been a modification. More interesting is the rivet pattern on the chassis.

The Cannonball car has no running boards. Of course the race car needed no running boards for a bat-

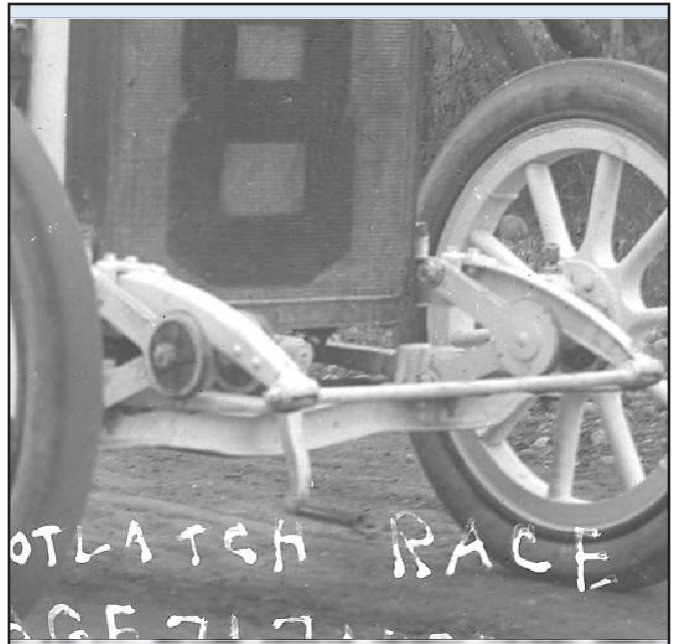




tery box or Prest-O-Lite tank, which might explain why the Prest-O-Lite tank on the Cannonball car was mounted where it was. But not requiring running boards meant that was no reason to put holes in the frames of the race cars to rivet brackets. This can be seen in the detail photo of the race car.

Similarly, here is the Cannonball car. If the Cannonball car was a stripped Bearcat, it would have three sets of three holes (nine in total) for the running board brackets. This would be on both sides and photos of the other side of the Cannonball car are also absent of these nine holes.





In the list of modifications the journalist called out also included double Hartford shock absorbers which can be seen in this photo of the Cannonball car. Again, a match for the White Squadron Car.



The following photo, really shows the pain that these guys must have gone through. Every time I looked at it, I shook my head and laughed, somewhat in amaze-

ment. But then I noticed the steering wheel. That is not the standard production steering wheel.

The shape looks a lot like this taped up wheel.





It may be hard to see in the following photo, but the second car (#3) has the standard Stutz production wheel. The taped up wheel seen on the previous photo (and the #8 car) has a curve to the spokes which are much thinner in cross section like the Cannonball car. The number 3 race car as the thicker aluminum spokes which are not curved.

The Cannonball car sported wire wheels, but we know that White Squadron cars had successfully competed with wires as early as 1912 at the Milwaukee Vanderbilt Cup, and as stated earlier, the Cactus Derby. It is hard to know anything for sure but if Stutz was going for a cross-continental record and he had the old White Squadron cars which were well proven, why not give one a current production number and use it? With the absence of electric starters and lights on the race cars, then the use of gas and oil lighting would be the perfect solution. Why the 1912 tank and trunk?...could it be that they simply came from the same donor car that supplied the head lights, Prest-O-Lite tank and oil lamps? Though I feel the strongest evidence is the missing holes in the frame and added cross bar at the front of the frame.

However, we should be careful here and not think that if this was in fact one of the earlier White Squadron cars, Harry Stutz used a “ringer”. Stutz was very careful to state that it was a stock car and had it inspected by The Automobile Club of America immediately following the event before it went to a Stutz agency or the factory. The early White Squadron cars were likely similar an actual stock Bearcat. But Harry Stutz knew how to win and if had a proven chassis with possible upgrades to it, the transaxle or any other small tricks from racing these cars, it would be logical to use one for this cross country dash. Of course the real question is...what happened to the car and is it sitting in a barn somewhere!



Stutz Hydraulic Brakes and the Bleeding Challenge

by Carl Jensen

Recently a member inquired about bleeding brakes on his Stutz and it reminded me about the challenges that I also had with this processes. Fortunately for me, I was able to get coaching on my brake rebuild from George Holman and his ace Dean Rymer. The problem is that the rear brakes, for whatever reason, has the wheel cylinder mounted vertically. The result is that regardless of how much you bleed, air remains trapped in the wheel cylinder above the bleed screw.

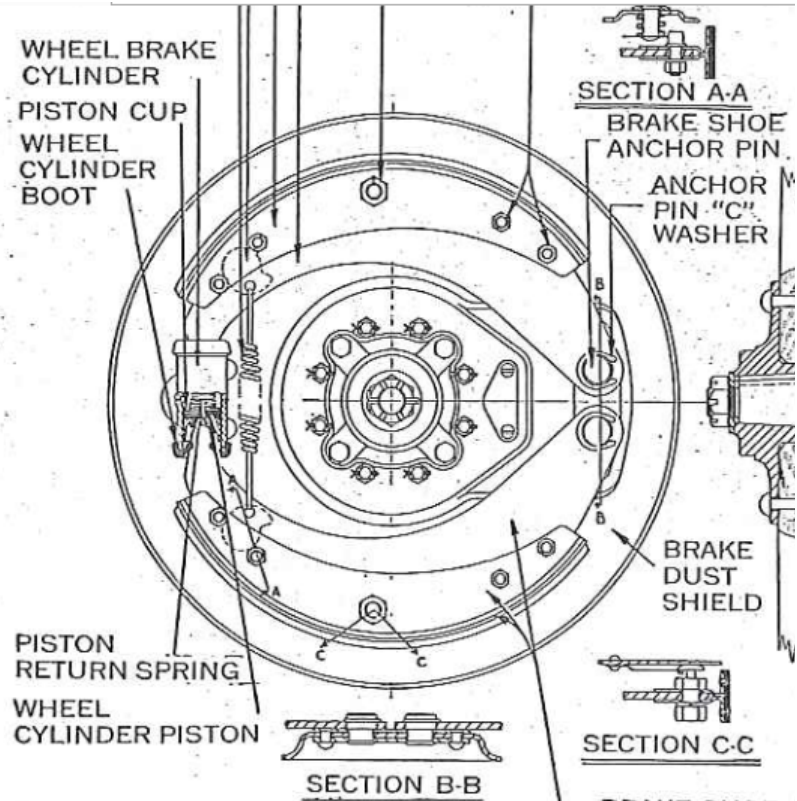
The processes that George and Dean passed on to me is as follows:

1. Bleed the entire system. Start with the closest wheel to the master (front left) and do all four wheels.
2. Remove the upper shoe on each of the rear wheels. Then remove the dust cover and plunger with oil seal. I was able to remove these by just pushing them down and letting them snap up.
3. Pour brake fluid directly in to the open wheel cylinder filling each wheel cylinder to the top with the fluid.
4. Now comes the tricky part...push the oil seal sideways (vertically) back into the cylinder. AFTER IT IS BELOW THE FLUID LEVEL, flip the seal over and into position (horizontally). Yes, this is a bit messy. But if you turn it into position below the fluid level, you will not have any air in there.
5. Now reassemble.

This process worked for me on the very first time through and completely solved my air problem.

Here are some additional tips for brake systems on these cars...

After reassembly and adjusting the brakes, I drove the car couple miles. There was still some pulling, a little pulsing and a bit more pedal travel than I liked. I pulled it back in the garage, took off all four drums and made detailed notes on a drawing to the location of wear on each shoe. (Some old manuals suggest chalking the shoes



to do this, but with new shoes, the wear marks were very evident with only a few miles.) I reinstalled the drums and readjusted each set of shoes, driving it down the block between each wheel adjustment. The reason I did a short drive between each wheel adjustment was to determine if I did something on that wheel that impacted it in a negative way, which would prevent me from trying to figure out which wheel it was later. The pedal stroke did not get to where I wanted it until the very last wheel was complete...and it was immediately noticeable.

While the car would have been OK without doing this extra adjustment work, it is EXCEPTIONAL after the fine tuning. The cars stops fast and straight. A few years ago on a tour a deer jumped out in front of me while I was moving along "briskly". I hit the brakes hard and its stopping distance amazed both me and my passenger. It did that with no pulling to either side.

Also, nearly every part for these brake systems, including all the vacuum system components, can be purchased from Classic and Exotic Services in Troy.



Technical Report

by Brian White, Technical Editor

Well, two days ago Spring sprung and yesterday it snowed. I guess the weather is as confused as I am. I'm right in the middle of restoring a 1915 Pierce Arrow Landau Limo. As most know I purchased it one year ago in twenty boxes from two garages and scattered through out a 3500 square foot house. So now you know the source of my confusion.

Fortunately my last restoration was the 1914 Bearcat. It is amazing the number of similarities in the two engines in these cars. Although the Pierce Arrow has two more cylinders and a few more cubic inches it has about half the horse power. That's about the only place you can see any similarities in these two mid teen cars. The Pierce is as fine a luxury car as the Stutz Bearcat is a brute of a race car.

My Pierce Arrow was originally owned by Mrs. Hellen Campbell. It was her New York car. She spent a lot of time in Washington state and Paris, I wonder what car she had in Paris? Her father lived in Seattle, Washington and was a mining executive, their house is now a state museum. Hellen was a only child but I bet if she had a brother he would have driven a Bearcat.

Ms. Campbell passed away in 1966 and the car was placed in a Museum on Long Island for a while and then sold at a Kruse auction to Bob Arnold of Ohio. Mr. Arnold, who passed away in 2016, worked for IBM and for years I have been told IBM means "I've Been Moved". That is what happened to Mr. Arnold, he was moved by IBM to their headquarters in Research Triangle Park, NC. Mr. Arnold moved into a neighborhood three miles from my



house around 1978, so for roughly forty years the car was within three miles of where I lived. I passed by it within a few hundred yards and never knew it was there.



Mr. Arnold disassembled the car and was in the process of putting the chassis back together when he ran into problems. Somehow he lost the oil pan. After reading letters he had in a file it appears he thinks his ex-wife had stolen it. There was a lot of nice stuff in that house I would think an ex-wife would have wanted something more than a 1915 Pierce Arrow oil pan? You can't make this stuff up.

Somewhere along the way he found a piece of oil pan that had barely survived a fire but was in good enough shape to have a pattern made. He had a pattern made and poured a pan, that was not a pleasant experience for him or the pattern maker and they parted ways with Mr. Arnold having a pan but needing it to be machined. The pattern maker was through and refused to machine any more work for Mr. Arnold. Like a lot of old engines this one does not have seals but uses a slinger

to keep most of the oil in the case. As of today all the machine work is done and hopefully by the time you read this I will have the engine in the chassis. Just for your knowledge if you need an early Stutz pan you don't have to go through Mr. Arnold's frustrations, I have the pan pattern. Thank you Mr. and Ms. Arnold for this challenge.

My next challenge on the Pierce Arrow will be wiring the cast aluminum body with all the wires in flex medal conduits. Then I have to put the copper gas tank back together where we had to take it apart because of a dent right at a baffle in the center of the rear of the tank. I wonder if Ms. Arnold was mad enough to kick the gas tank?

As seen here, the Pierce T-Head has a strong resemblance to the Stutz Wisconsin engine.





2018 Election Results

The 2018 election is over and we received a record number 66 ballots.

Your Stutz Club executive board is as follows:

- President: Mark Desch
- VP Technical Services: John Grunder
- VP Membership: John Boyle
- VP Publications: Carl Jensen
- VP Programs: unfilled

- Treasurer: Dan DiThomas
- Secretary: Jason Gehring
- Archivist: Ernie Toth

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

Jason Gehring, Stutz Club secretary

In Memoriam - Virgil Marple

Probably best worded in his obituary, “Virgil Alan Marple, age 78, of Independence, Minnesota, entered heaven on December 24, 2017, to celebrate Christmas with His Lord Jesus Christ.”

Virgil’s professional life was quite impressive, achieving a Bachelors, Masters and Ph.D in Mechanical Engineering. During his career he worked at Ford, Fluidyne and became a professor at the University of Minnesota where he lead and set up several programs for the school. His many awards and patents resulted in technologies that are continued to be used today.

But his passions outside of work may have been the most important to him. Virgil was survived by his wife of 55 years and adored his five grandchildren. Together, Virgil and his wife Theresa, helped the poverty stricken people of Peru with housing, health care and education.

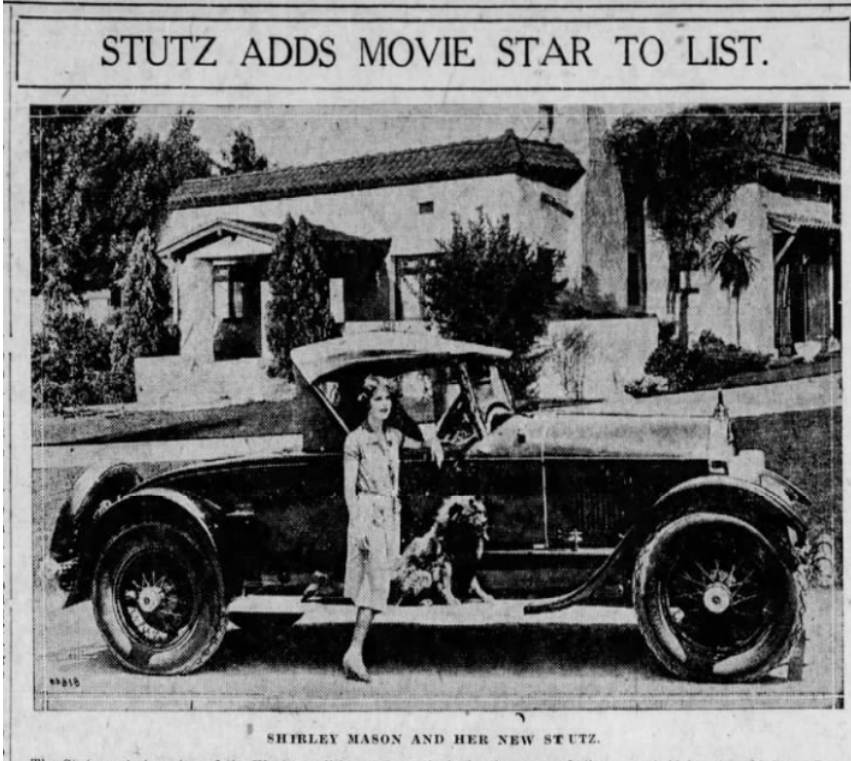
In addition to all this, he still pursued his love of vintage cars, including his Blackhawk, and a strong passion for Studebakers.

Gloria and Mark Desch with Virgil when he invited the club for a stop on one of the tours for our 2014 Grand Stutz in Stillwater.





Clippings of Note



From the Indianapolis Star in December 1928.
Anybody seen a converted Stutz??

**1917 MODEL TRADED
ON 1928 ROADSTER**

When Dr. Owen J. Bready of Cleveland, O., purchased a new Stutz roadster recently from the Ohio Stutz Company, he traded in the Ohio Stutz Company, he traded in a Stutz of the 1917 vintage, a "classy" motor car in its day and still able to do active duty.

The transaction was really a remarkable tribute to Stutz efficiency. Dr. Bready said that he has driven his old car more than two hundred thousand miles and that the only parts replaced have been new valves and guides, spark plugs and rings.

The differential and transmission have never been touched, except for lubrication. After completing the transaction, the doctor decided to buy back the old Stutz and convert it into a truck.

This article was from the September 13, 1925 edition of the "Indianapolis Star". It might be interesting to publish other famous Stutz owners. Call, write or email your editor.

May, the busiest month in Indianapolis for the owner of a racing team. While Harry Stutz may have been focused on the upcoming 500, according to the Friday, May 14, 1915 edition of the Indianapolis Star, he was able to escape for at least a couple hours...

Trap Shooting at Night Is Success

Indianapolis Men Try It Out at Gun Club for the First Time.

BY DICK FARRINGTON.

TRAP SHOOTING at night is the latest sporting innovation in Indiana. A number of well known Indianapolis marksmen tried out the latest fad at the Indianapolis Gun Club range last night and they were quick to place their stamp of approval on it.

Three powerful lights were installed with reflectors facing the traps, and the 16-yard range which was used, was illuminated so well that remarkably high scores were registered. A light was also placed behind the shooters so that they could use the sights on their guns accurately. The sport proved so popular that night shooting will become a fixture at the local gun club. The sport has been in vogue in the East for some time, but it was the first opportunity local enthusiasts had a chance to try it out.

Jenkins and Tobin tied for first place in last night's shooting, each breaking 89 birds out of a possible hundred. Harry Stutz and Little were next with 86 each, and Charlie Stutz got a score of 85. Kline broke 83 of the clay traps.



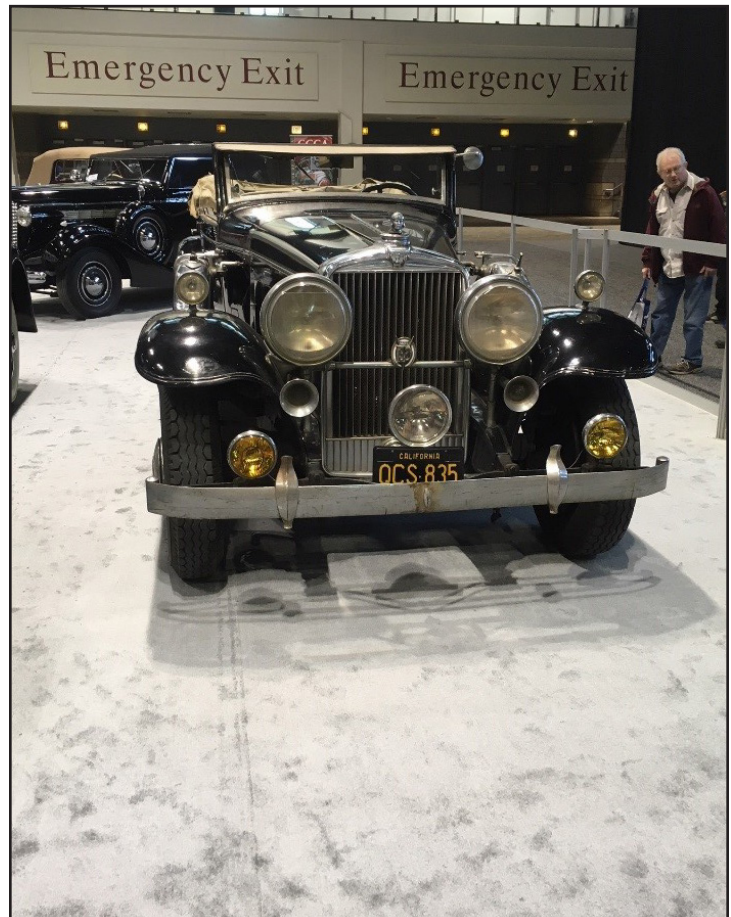
Club Correspondence

Below is a note from member Bruce McBroom:

My grandfather A. N. Powers', 1932 Stutz DV-32 4 door Convertible Sedan is on display this weekend and all next week at the CCCA booth at The Chicago Auto Show. It is in completely unre-stored original condition and is now part of the Chicago Vintage Motor Carriage Collection. My Grandfather purchased the Stutz new in 1932 from the Stutz Factory Showroom at 24th and Michigan Avenue, Chicago.

The Stutz with Stephen Murphey displayed at the 2014 Grand STuTZ Stillwater MN.

Thanks to the Driehaus Collection, this car, along with another Classic from their collection, was on display at the CCCA booth at the Chicago International Auto Show earlier this year.





Membership Report March 2018

by Dan DiThomas, VP Membership

Member 919

Stan Smith and Darlene Smith
111 Lindenhall Road
Boalsburg, PA 16827
Phone: 814-466-6087
Alt phone: 814-424-3103
stan@myersmith.com

Member 472 - Reactivated*

Calvin High and Janet High
818 Willow Valley Lakes Drive
Willow Street, PA 17584
H: 717-394-8381
C: 717-951-7469
caljanethigh@comcast.net
1933 Stutz DV-32 Convertible
DV-241501

**First owned in 1996, let membership lapse after selling the car. Repurchased the car in 2017*

Member 920

Abe Lindell
Rovehaus 2901
Kagerod, Sweden 26876
Tel: 46 706 872098
Rove@telia.com
1927 AA Boattail

Member 921H

Rachel Daeger
6161 Homestead Dr.
Indianapolis, IN 46227
Primary Phone: 317-784-3894
Email: rdaeger@gmail.com

Member 922

Dwight C. Schaubach
Jane C. Schaubach
8352 Crittenden Road
Suffolk, VA 23436
Ph: 757-238-2470,
Alt: 757-852-3322, F: 852-3316
dwightschaubach@me.com
1928 Stutz 2 door Roadster
Model: 30668, eng: M824SY32

Member 923

Tom Goyne
988 S. Williams Street
Denver, CO 80209
Primary Pphone: 303-478-0068
Email: tgryphon@aol.com

Member 924

David M. Bertorelli
Lisa Bertorelli
30 Picton Avenue
Portcawl, Bridgend County
Wales, CF36 3AJ UK
Phone: 044 07876 899805
Email: bigbertieboy@aol.com

Member 925

Adam Hartley
5 Farndon Road
Oxford, OX2 6RS UK
Phone: 44 7922 625470
Email: adam@245b.uk
1918 Stutz rebodied as Series F Bearcat S14401
Purchased Sept. 2007 from D. Wood

Member 926

Bobby Green
3720 Canyon Crest Road
Altadene, CA 91001
Phone: 310-490-2790
Email: bobby@oldcrowsspeedshop.com
1927 Speedster Bought 3-1-18

Member 927

Bob Lederer
Jackie Lederer
3 Gregory Lane
S. Berrington, IL 60010
Phone: 827-842-8449
Email: bob@buycps.com
1915 Bearcat
1928 BB Black Hawk Speedster



THE STUTZ CLUB, INC Treasurer's Report

For the Period: January 1, 2017 to December 31, 2017

Beginning Cash January 1, 2017	Huntington Bank Checking Account:	\$ 6,056.71
	Huntington Bank Money Market Account:	<u>36,280.77</u>
	Total:	\$ 42,337.48

Income:	Membership Dues 2017	\$ 10,178.97
	Book Sales, Includes Shipping	\$ 1,416.90
	Investment Interest	\$ 38.32
	Grand STuTZ Reserve Fund Gibson/Moskovics	\$ 4,000.00
	Grand STuTZ 2017 Seabrook Registration & Events	\$ 765.00
	Grand STuTZ 2018 Gettysburg Sponsors	\$ 2,900.00
	Donations, Bequests	\$ 60.00
	Club Merchandise	\$ 93.40
	2017 Hershey Dinner	945.00
	Total Income:	<u>\$ 20,397.59</u>
		\$ 62,735.07

Expenses:	Archive Room Rental (\$135 per month)	\$ 2,025.00
	Liability Insurance	\$ 1,523.00
	Stutz News, Print and Mail	\$ 8,551.00
	Treasurer/Membership/Grand STuTZ Postage	\$ 426.39
	Post Office Box	\$ 85.00
	Indiana.gov	\$ 22.00
	Bank Fees	\$ 13.00
	Grand STuTZ 2018 Gettysburg Deposits, Mailings	\$ 1,120.25
	Grand STuTZ 2017 Seabrook Expenses	\$ 3,269.21
	Hershey 2017 Dinner	\$ 921.86
	Shipping for Splendid STuTZ Books	\$ 346.00
	Shipping of Club Merchandise	\$ 14.80
	PayPal Fees (Paid by Member, Purchaser of Book)	\$ 104.81
	Website Hosting (5 Years)	\$ 625.69

	Less Total Expenses:	\$ 19,048.01
Period Ending Funds Available:		<u><u>\$ 43,687.06</u></u>


Huntington Bank Balances on December 31, 2017

	Checking:	\$ 11,367.97
Checking Account	\$ 2,315.37	
STuTZ News/Website Fund (Bill Greer 2016 Bequest)	\$ 5,000.00	
Grand STuTZ Fund	\$ 4,052.60	
Total	\$ 11,367.97	

Money Market: 32,319.09

Note: Transferred \$4,000.00 from Money Market Acct to Checking to cover expenses

Total Ending Cash Balance:	<u><u>\$ 43,687.06</u></u>
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Respectfully submitted: 
 Dan DiThomas, Treasurer



CONCOURS D'ELEGANCE AT COPSHAHOLM

The inaugural Concours d'Elegance at Copshaholm to be held Saturday, August 11, 2018, at the historic Copshaholm Mansion in South Bend's West Washington Street Historic District, and is hosted by the Studebaker National Museum.

The Studebaker National Museum announces the Concours d'Elegance at Copshaholm, an exclusive gathering celebrating automotive design, engineering and culture. The Concours at Copshaholm's inaugural theme is "Hoosier Made" and features three classes devoted to Indiana-built automobiles.

To submit your car for application, visit: www.concoursatcopshaholm.org/vehicselection/. The full class list is shown below. The submission deadline is April 15, 2018, and owners will be notified of the Selection Committee's decision by May 15, 2018.

- Hoosier Classics: Full Classic® Indiana-built automobiles
- Auburn, Cord & Duesenberg
- The Packard Motor Car Company
- Studebaker Hawks
- European Style
- European Speed
- Postwar American Convertibles
- Microcars
- Barn Finds/All Original
- One of a Kind

For more information, visit: www.concoursatcopshaholm.org.





**MILLERS**
AT MILWAUKEE
VINTAGE INDY CAR EVENT

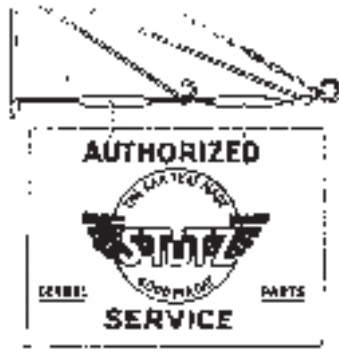
If you have a racing Stutz and have not attended the annual Miller meet, you have missed the best opportunity for a lot of fun, an unbelievable amount of track time and the chance to drive your historic car on the oldest continuously running race track in the world!

For the 24th year, the Miller club hosts an event at the Milwaukee track that is open to all early race cars (front engine only!). Cars include Mercer, Miller, Cutting, Duesenberg, Kurtis, Watson, National and more. For two days, with no crowds, you have non-stop track time on the Milwaukee Mile oval...which is the oldest running track on the globe. If you have a Bearcat, you won't want to miss this chance to drive it here!

JULY 13 – 14, 2018

Contact your Editor, Carl Jensen, with any questions about the event.

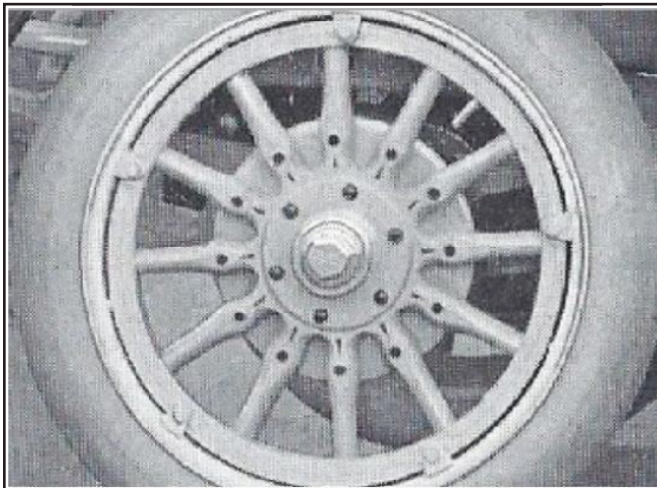




Baker Demountable Wood Wheels

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

Parts Wanted!

I am looking for Stewart Warner gauges for my 1930 Stutz M Series:

- Electric Clock
- Speedometer
- Temperature
- Ampere
- Gas and Oil Pressure gauge

Diljeet Titus

titus@titusindia.com

For Sale

Monocle Windshield



This came off a Stutz Bearcat once owned by Bill's grandfather.

Bill Miller

Frankfort, IN

765-242-8400

For Sale

Original Houk wire wheel center dust cover for the spare wheel on 1914 thru 1916 cars with optional wires and 1917-18 Tourings and Bulldogs. \$350

Layden Butler

laydenandjean@comcast.net

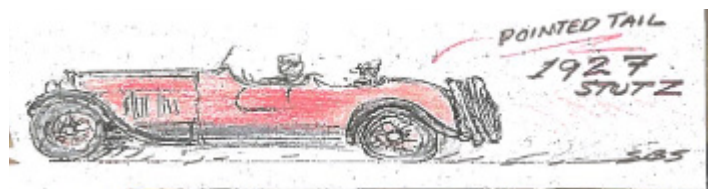


1927 Stutz For Sale

Member Stan Smith is trying to help a friend sell his Stutz project built by the late Mr. Jack Metzgar of Huntingdon, PA at age 102...his lifelong project.

It is a 4 passenger body built on a 1927 long wheelbase sedan chassis. The car is about 80% restored needing only wiring, dashboard installed, and other details.

Stan Smith
 stan@myersmith.com)
 (814-424-3103)



Instruments Wanted

Looking for a complete dash board and gauges with bezel for his 1928 M8.

Dwight Schaubach
 dwightschaubach@me.com
 757-406-4880

Transmission Needed

Looking to purchase a 1928 transmission with the shift lock cylinder located in the shift knob.

Laurence Anderson
 lma2011@hotmail.com
 701 626-1059



HCS For Sale

Long time member Joe Garbarino, located in San Rafael, California, is selling his 1923 HCS Touring car. This is a 4 cylinder HCS engine number 1729.

Joe has owned the HCS for over 20 years and it is in running condition. The asking price is \$40,000 US dollars.

(415) 860-2601

joegarbarino@marinsanitary.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





Wanted

Top saddles (pair, left=right) for 1922 KLDH sport touring (4-passenger).

9 7/8" top to bottom, 6" across (including expanding diameter friction fit collar)

#467 on backside.

Bob Jacobsen
 bobjacobsen@sbcglobal.net

650-967-9310



Hub Wrench

I am in need of a 1918 Stutz Hub wrench .Houk Detachable Wire Wheel, a Photo of one, one for sale I can buy, or I will rent one so I can duplicate it.

Dennis Mitosinka
 714 – 612 – 2893
 619 E 4th St., Santa Ana ,Ca. 92701
 mitoclassics@earthlink.net

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



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The Stutz Club, Inc.

Carl & Carrol Jensen

S110 W25415 Hunters Run

Vernon WI 53149-9267

www.stutzclub.org

FIRST CLASS
US Postage
PAID
Indianapolis, IN
Permit #418



TO:

24th Annual

Millers at Milwaukee Vintage Indy Car Event

July 13-14, 2018



Photo taken at the 2014 Miller event

Milwaukee Mile Racetrack

Wisconsin State Fair Park

Gate 5 - 84th St.

West Allis, Wisconsin

Track Times

Gates open 8 a.m. Each Day

Cars Run

10 a.m. - 4 p.m. Friday

10 a.m. - 4 p.m. Saturday