



Member Trevor Hudson's stunning 1929 Black Hawk Speedster was a winner at the Australian International Concours d'Elegance & Classic Motor Show.



From the President



This Winter edition of The Stutz News is full of anticipation for the coming year. The club has been invited to several venues and your board is trying to determine those that would best fit our schedule. No doubt, the Stutz automobile is of interest to many antique car enthusiast and owning a Stutz offers many opportunities to show you cars.

In trying to think of what to say in this edition, I thought of how I got involved with Stutz. It truly was by chance. My friend, Charlie Didier, had come across a car that had been made into a speedster from a sedan sometime in the early '80s. The body was a fiber glass Auburn boat tail body and it was an imposing car to look at. The owner had won many trophies at shows in northern Minnesota. Charlie found the car in a barn in Pine River, Minnesota. The owner was anxious to sell the car in order to get enough money to attend school. I made him an offer and apparently it was enough to pay his tuition.

When Gloria and I showed up with our trailer to take the car home, I knew immediately this car was well

built. My trailer wench could hardly get the car in the trailer. After I got the car home, I put it in storage not knowing what to do with it since the engine had not been started in many years. The car sat in storage for over five years before I decided to restore it – but that is another story.

After purchasing the car, we joined the Stutz Club. I knew this must be a special group of people when I received a hand-written letter from the editor, Bill Greer, welcoming me to the club. That is when my interest in Stutz began. Our first introduction to the club and its members was at the Grand Stutz at Hickory Corners in Kalamazoo, Michigan in 2002. I remember seeing Ernie Toth, Sr. driving in from Cleveland with his '33 Stutz. I was impressed. We have not missed a Grand Stutz since then. I don't know if it is Stutz cars or the members, that draws such interesting people to the club. We have made many good friends and unfortunately some have gone on to drive their Stutz's in the next world. Gloria and I have been blessed to become a part of the club and look forward to the upcoming activities. See you at the Grand Stutz in August if not before.

Mark Desch

Announcement

Grand STUTZ 2019

Plans are underway for our 2019 Grand Stutz on August 22 – 25 in the cities of Chicago, Elgin and Geneva, Illinois. See page 24 for details.

Table of Contents

Vol. XXXI No. 126 (October - December 2018)

From the President	2	Club Correspondence	20
Elgin National Road Races	3	Do You Know This Stutz?	22
Hershey 2018.....	16	Grand Stutz 2019	24
Membership Report December 2018	16	A Secure Future for the Harry C. Stutz Home	25
The Museum of American Speed	17	Classifieds.....	28
Tech Notes	18		



Elgin National Road Races

by Carl Jensen

It was 1835 when the city of Elgin was founded as a crossing point over the Fox River between Chicago and the mining boomtown of Galena, IL. Forty miles northwest from Chicago, Elgin quickly grew on its own, becoming a major supplier of dairy products which included the Gail Borden company building a condensed milk factory there.

In 1864, the Elgin National Watch Company was founded, putting Elgin on the fast track. They became the largest producer of fine watches in the US. Although production ceased in 1965 and factory was torn down a year later, the Elgin National Watch Company Observatory built in 1910 still stands at 312 Watch Street, which provided scientific data accurate to a tenth of a second. With concrete going 60 feet into the ground, the chronograph room records timed movement of stars. Light bulbs were used to maintain room temperature at a constant 81 degrees within half a degree.

Being a center of technology, it is easy to see how the city of Elgin was the perfect place to hold international road races. Soon the Elgin event grew to be a premier, if not THE premier road race in the country. Each year the spectator count rose from the original 75,000 that attended the first year in 1910. In some cases, a field of over thirty cars started the race and included major factory teams from US and Europe, as well as



privateers. Over 50 manufacturers competed for the glory of a win at one of the Elgin races. The following list covers many of them:

Stutz, National, Mercedes, Lozier, Maxwell, Mercer, Duesenberg, Peugeot, Marmon, Fiat, Simplex, Keeton, Falcar, Cole, Sunbeam, Chadwick, White, Gray Fox, Roamer, Abbott-Detroit, Tahis, Braender, Ford, Burman, Great Western, Rae, Delage, Ogreen, Du Dhesneau, Cornelian, Mason, Deltal, Ballot, Warren-Detroit, Chevrolet, Pope Hartford, Kissel Kar, Case, Benz, Chandler, Herrishoff, Staver, Colby, Valie, Keeton, Isotta

The course was just over 8 miles long with the start only about a mile from the city center. It would have slight modifications over time, but would generally stay the same and ranged between 8.1 and 8.5 miles. Starting in 1910, the race weekend would take place in late August every year through 1915. The first years, four and five events were run, but in 1913 through 1915 the program was restructured to hold two large events. Racing was then stopped for WWI, and while it restarted in 1919 with a single event, it stopped again after 1920. Over a decade later, it was run again in 1933 as part of the Chicago World's Fair, however these were not the major factory teams of the early races.

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1910

Four races were run over the weekend. The Elgin Watch Company provided a magnificent silver Tiffany's trophy nearly four feet tall for the Elgin National Watch Company Trophy Race. Grand stands were built and 75,000 spectators attended on the day of main event. Marmon and National had the most podium visits.

1911

This was the first year of tragedy at the races. During practice, Ralph Ireland died in a rollover driving a Staver-Chicago. During the races, Dave Buck who won the Kane County Cup in Elgin in 1910, was killed along with his mechanic Samuel Jacobs in a Pope-Hartford. But injuries and tragedy were not on the track; the news-



1910, Building the Track, 50000 gal oil

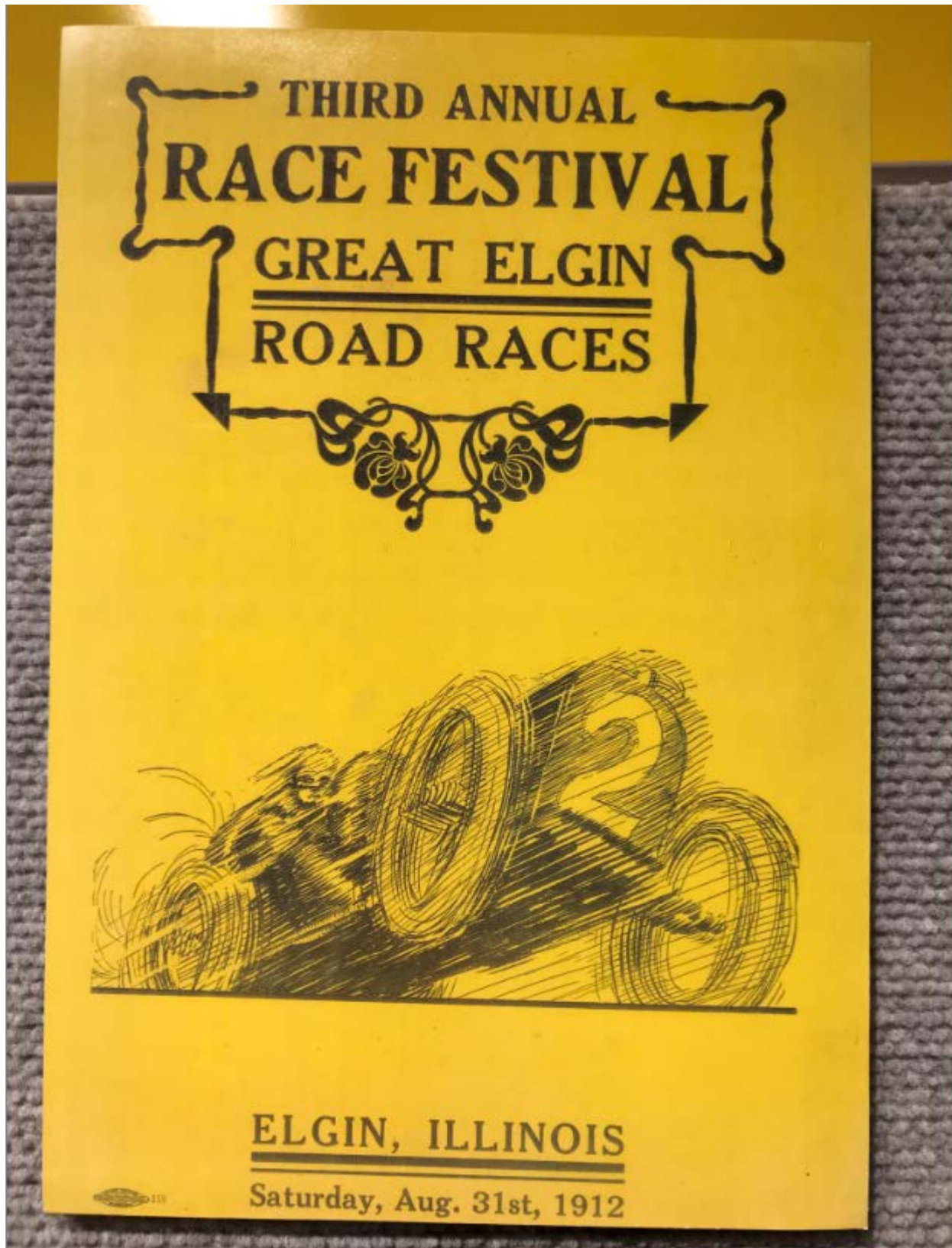
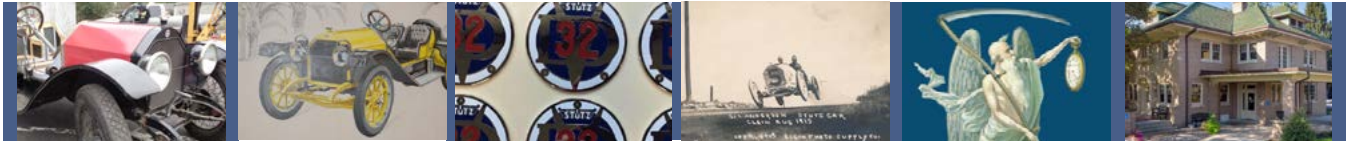
Elgin Historical Museum



Elgin Historical Museum

1911 Start-Finish

Press/Timer's Stand - Track - Pits - Grandstand



1912 program. (Elgin Historical Museum)

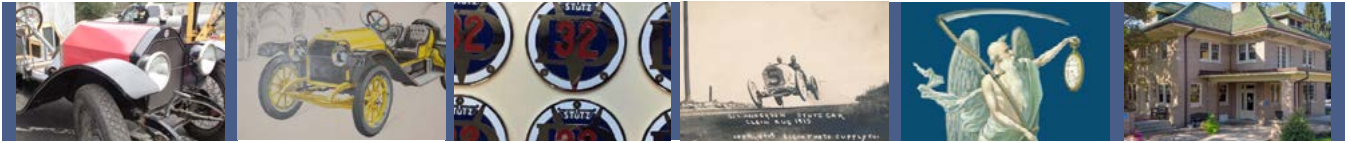


Possibly 1911 at "Graveyard Bend". Sliding at speed on the gravel circuit with dust and flying debris to the cars behind. (Elgin Historical Museum)

These next three photos hang in the Elgin Historical Museum and show the crowds that attended this premier event.







papers all talked about the collapse of the grand stands which held over 2,000 people! Fortunately nobody was killed, but there were several severe injuries.

Just as they dominated the entire race series in 1911, National was the big winner at Elgin taking victories in two of the four races. In fact, in this one year they had four podium finishes. 1911 was a very good year to be a National driver.

1912

This year the event expanded from stock cars to modified machines. It grew in size with an entry list of cars 34 cars made up of 12 different manufacturers from US and Europe (To put this in perspective, today Formula 1 has 10 teams). In total, the event ran over two days with five different race events.

It was also the first year for Stutz at Elgin and they took home a first and second place in the Illinois Cup race. Charles Merz was the winner, followed by Gil Anderson.

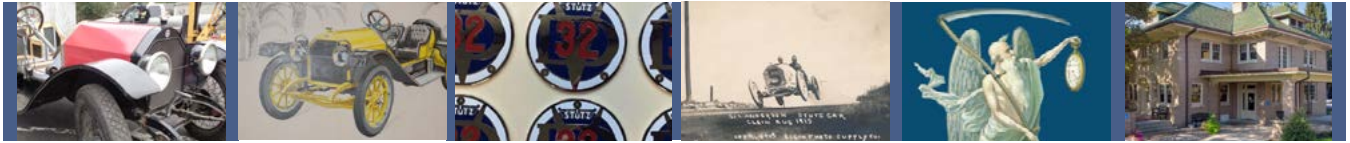
DePalma in the Mercedes crossed the finish line first in the Elgin National Watch Company Trophy, but the real story was the second place car of Mulford and mechanic Billy Chandler. In the August heat, Mulford suffered heat stroke and Chandler piloted their Knox across the finish line for an impressive second place finish.

Charles Merz in 1912, the first Stutz victory.



The Illinois Cup engraved for winner Charles Merz in a Stutz car. It is on display in the Elgin Historical Museum with Merz's cloth helmet and goggles.





s (Mercer) and Merz (Stutz), Two of the
ners in the Elgin Road Races Yesterday



STUTZ TEAM STAR PERFORMERS IN ELGIN RACES

Merz and Anderson in Spec-
tacular Duel in a Trophy
Race of 203 Miles.

ELGIN (Ill.), August 30.—Charles Merz and Gill Anderson, both members of the Stutz automobile racing team, and both driving Stutz cars, furnished the high lights in the opening day's programme of the annual Elgin automobile race meet this

August 31, 1912
San Francisco Chronicle.

"THE STURDY STUTZ"

Still again demonstrates its strong, durable and wonderful construction.

Friday, August 30th, 1912
In the Illinois Trophy Race of 203 Miles
FIRST STUTZ
SECOND STUTZ

Finished within two minutes of each other (wonderfully consistent)

Saturday, August 31st, 1912
In the Elgin National Trophy Race of 254 Miles
3rd STUTZ
5th STUTZ

Finishing within about three minutes of each other

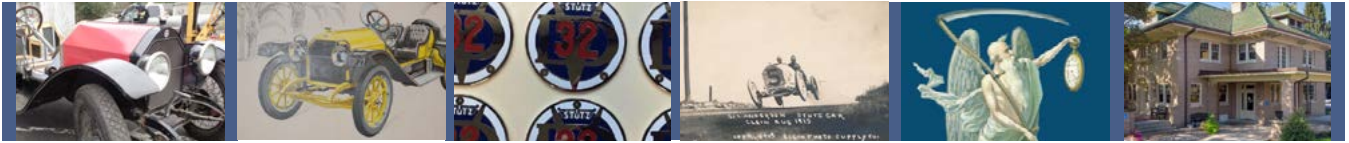
They ran a perfect race without mechanical adjustment of any kind and competed against the high powered cars of Europe and America.

Labor Day, September 2d, 1912
In the Five Mile Race at Brighton Beach
1st STUTZ

The steady, consistent winnings of the Stutz cars in the races throughout the country in the past year and a half prove them to be sturdily and perfectly built.

The New Six Cylinder, Six Passenger STUTZ Car
can now be seen at our showroom.

STUTZ MOTOR CAR CO.
1804 Broadway New York City
Telephone 6181 Columbus



One of the most famous Elgin photos, Anderson in his Stutz flying over Aviation Hill.

1913

This year the Elgin race weekend went from five events in 1912, to two big events. They were the Chicago Auto Club Trophy and the Elgin National Watch Company Trophy. This format would remain through 1915. Stutz did not run in the Saturday event, but the line-up of eight cars included three yellow Mercers. Only one of the Mercers crossed the finish line, but it was the most important one...it was the first place car driven by DePalma.

The main event was the next day, the Elgin National Watch Company Trophy. Twelve starters lined up, which included the Mercers of Wishart and previous day's winner of DePalma. Anderson led from the fourth lap with his Stutz scorched the circuit breaking the course record and taking victory seven minutes ahead of the second place car!

1914

This may have been the year of disappointments. For Stutz, the White Squadron team had a rough year, particularly having just won the championship in 1913. Here again, Anderson in his Stutz looked like he was going to take a victory in the Chicago Auto Club Trophy. But he lost a tire that sent him in the pits, handing the victory to DePalma and Mercedes. Of the 23 cars that started, only 9 finished. DePalma would in fact win both races that weekend.

While this was a tough loss for Stutz, Mercer suffered far worse when they lost one of their great factory drivers, Spencer Wishart and riding mechanic, John Jenter. It happened when Wishart was passing his slower teammate's car at about 100 mph and his rear wheel touched the front wheel of the other Mercer. They were nothing more than passengers after that. The 24 year old newlywed had a promising career ahead of him, having



CIRCULATION Over 500,000 Sunday Over 300,000 Daily

The Chicago Sunday Tribune

THE WORLD'S GREATEST NEWSPAPER

III. * * * * A AUGUST 22, 1915.

ANDERSON RACE VICTOR; SETS A 77 MILE RECORD

De Palma, Who Took Elgin Trophy Last Year, Finishes Fourth.

EARL COOPER SECOND.

AUTO RACE TOLD IN A FEW WORDS.

THE FINISH.
 Fin. Car and driver. Time. Ave. Speed. (Anderson) 3:02.05 77.25
 2—Stutz (Cooper) 3:07.05 74.25
 3—Duesenberg (Duesenberg) 3:10.05 72.75
 4—De Palma 3:15.05 70.25

THE START.
 1—Duesenberg (Duesenberg) 1:00.00
 2—Stutz (Cooper) 1:01.00
 3—Anderson (Anderson) 1:02.00
 4—De Palma 1:03.00
 5—Duesenberg (Duesenberg) 1:04.00
 6—Cooper (Cooper) 1:05.00
 7—Duesenberg (Duesenberg) 1:06.00
 8—Duesenberg (Duesenberg) 1:07.00
 9—Duesenberg (Duesenberg) 1:08.00
 10—Duesenberg (Duesenberg) 1:09.00

THE PRIZES.
 Winner—Single national trophy for one year and \$2,000 in cash.
 Second—\$500 in cash.
 Third—\$250 in cash.
 Fourth—\$100 in cash.

OTHER FACTS.
 Place—Elgin road course.
 Distance—201 miles (thirty-six laps of track).
 Fastest lap—De Palma, 4:07.
 Slowest lap—Duesenberg, 4:15.
 Fastest lap—Duesenberg, 4:15.
 Slowest lap—Duesenberg, 4:15.

Records Enabled Throughout.
 During the entire progress of the race records for the Elgin course were established.

STUTZ DOUBLE WIN AMERICAN TRIUMPH

NET FANS' EYES

HEINNING
in Anderson taking a lap

BARNETT OLDFIELD
up State for Clark

Winner Gil Anderson Getting Finish Flag from Starter Wagner at Elgin.

August 22, 1915 Chicago Tribune. Stutz takes first and second in both Elgin events and sets course record!

taken a second at Indy one year earlier. Born to extreme wealth, he was known to always be a gentleman and got along with everyone in the racing community from team owners to mechanics.

1915

Just as Mercedes won both races in 1914, Stutz did the same in 1915. Cooper and his Stutz took the checkered flag to win the Chicago Auto Club Trophy, with Anderson in his Stutz taking second. Then on a badly damaged road surface from heavy overnight rains, Anderson won the Elgin National Watch Company Trophy with Cooper taking second. As a hint of the future, third place was taken by a Duesenberg, a company that was soon to go on to much more racing success.

1919

With WWI behind us, the Elgin races started again, but now it was one single event. Duesenberg's were becoming a mighty force and took victory with Tommy Milton at the wheel.

A favorite for a win was Cliff Durant, who was just coming off his big victory at Santa Monica. Unfortunately Durant went off track at 110 mph, rolled three times tearing down four telegraph poles. Amazingly Durant and mechanic Fred Comer had only minor bruising. It is well known that Cliff Durant purchased two of the factory Stutz race cars, then made some styling changes and labeled them as Chevrolets. (Recall his father, Billy Durant was running General Motors.) Presumably, the car that Cliff rolled was the same converted Stutz that gave him victory in Santa Monica. (Your editor will now be searching every junk yard and old barn in the Elgin area.)



Gilbert Anderson's Stutz getting the flag at the finish line on the winning lap of the Elgin national trophy race

Stutz Cars Triumph at Elgin Road Races

Cooper and Anderson Take First and Second in Both Races—Elgin Trophy Won at 77.256 M.P.H.—C. A. C. Cup at 74.979

ELGIN, ILL., ROAD RACE COURSE, Aug. 21—Stutz racing cars came into their own in road racing to-day and yesterday when the new sixteen-valve racing cars took first and second places in the 301-mile race Friday for the Chicago Automobile Club trophy; and to-day, Saturday, when Stutz finished first and second in the Elgin national trophy for the same distance, both races being run over the classic 8.38 mile road race course lying on the outskirts of Elgin.

Friday Earl Cooper won from a field of nine starters averaging 74.979 m.p.h. with his team mate Gilbert Anderson second averaging 73.859 m.p.h., the two defeating such road racing masters as Barney Oldfield, who was third in his new Delage and De Palma who had trouble with his Mercedes that captured both races a year ago and who broke a valve rocker arm, covering but little over 100 miles.

To-day, Saturday, Stutz more than

The Winners at Elgin Elgin National Trophy

Car	Driver	M.P.H.
Stutz.....	Anderson.....	77.256
Stutz.....	Cooper.....	76.258
Duesenberg...	O'Donnell.....	75.769
Mercedes.....	De Palma.....	75.690

C. A. C. Trophy

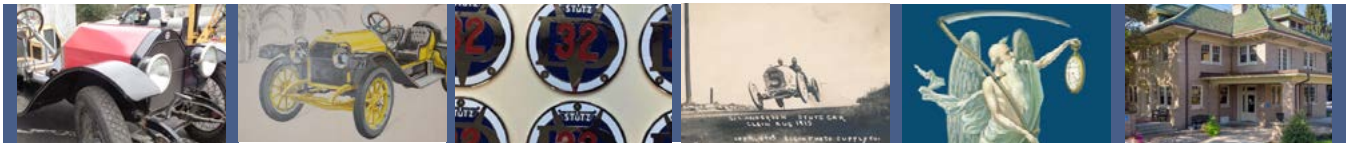
Car	Driver	M.P.H.
Stutz.....	Cooper.....	74.979
Stutz.....	Anderson.....	73.859
Delage.....	Oldfield.....	72.467
Ogren.....	Alley.....	71.163
Duesenberg...	O'Donnell.....	70.836

duplicated its Friday performance, Anderson and Cooper again finishing one, two, with a Duesenberg driven by O'Donnell third and De Palma's Mercedes fourth.

While yesterday saw Elgin road records fall, to-day's race toppled existing records like the proverbial house of cards. Anderson averaged 77.256 m.p.h., over 2 miles higher than the Friday pace, and Cooper at 76.258 m.p.h. was also well ahead of all previous marks; in fact, to-day was record-breaking day as all four cars finishing averaged over 75 m.p.h. This speed is best realized when compared with the 1914 mark of 73.5 and yesterday's mark of 74.97.

A Spectacular Finish

To-day's race for the Elgin National trophy with the \$4,200 cash divided among the winners was not only the fastest ever held on the course but one of the most spectacular finishes in the



STUTZ DRIVERS BREAK ELGIN MOTOR RECORD

**Earl Cooper Averages 74.9
Miles an Hour, With Gil
Anderson, Second.**

Race Today Certainty.

ELGIN, ILL., Aug. 21.—According to an official announcement the national trophy race will be held today, "rain or shine." Arrangements are such that postponement would be impossible, declare officials.

FINISH OF ELGIN RACE.

Cooper, Stutz	4:01:32	74.97
Anderson, Stutz	4:05:04	73.85
Offield, Delage	4:09:55	73.46
Alley, Ogren	4:14:29	71.16
O'Donnell, Duesenberg	4:15:40	70.83
Brown, Du Chesneau	Out at 217 miles.	
Henderson, Duesenberg	Flagged at 184 miles.	
DePalma, Mercedes	Withdrew at 176 miles.	
Justen, Cornelian	Stripped gear at 92 miles.	

the course were both made by Ralph De Palma in a German Mercedes in 1914, when the Italian-American driver won the race for the Chicago Automobile club trophy with an average speed of 73.6 miles per hour and the Elgin National trophy with an average of 73.5 miles per hour.

Official Road Race Champion

WINS AGAIN!

STUTZ FINISHES ONE, TWO—

—COOPER, First

—ANDERSON, Second

ELGIN RACES

Average better than seventy-five miles per hour, establishing a new record for the course.

Stutz, always and everywhere, leads in consistent performance. Prices \$1,475 to \$3,800. Ask for Demonstration.

THE CINCINNATI AUTOMOBILE COMPANY

112-14-16 WEST COURT STREET



1920

In its final year (for a 13 year hiatus) the event was postponed one week due to rain. Finishes were almost predictable with another win by DePalma, and second and third places taken by Duesenbergs.

Summing up the wins, we see a tie between Mercedes and Stutz, however Stutz also had four second place finishes and a total of ten times on the podium!

- Stutz..... 4
(Stutz taking 1st and 2nd in three of the four)
- Mercedes..... 4
- National..... 3
- Mercer 3
- Ballot 1
- Mason Spcl..... 1
- Lozier 1
- Marmon 1
- Abbot Detroit..... 1
- Benz..... 1
- Duesenberg 1

This table shows the races and podium finishes from 1910 through 1920.

While it is true Stutz had an incredible record at these premier road races, possibly the most impressive record wasn't a car at all; but instead a driver. The great Ralph DePalma scored a total of six victories for three different auto manufacturers. Now that's impressive.

Year	Race	1st Place		2nd Place		3rd Place	
		Car	Driver	Car	Driver	Car	Driver
1910	Illinois Cup	National	Livingstone	Falcar	Pearce	Marmon	Dawson
1910	Kane County Cup	Marmon	Buck	Marion	Monson	Marmon	Heinemann
1910	Fox River Trophy	Benz	Hearne	Warren-Detroit	Miller	Staver	Monckmeir
1910	Elgin National Watch Company Trophy	Lozier	Mulford	Marmon	Livingston	National	Greiner
1911	Kane County Cup	Mercer	Hughes	Mercer	Barnes	Colby	Pierce
1911	Illinois Cup	National	Herr	National	Merz	Velie	Jeffkins
1911	Elgin National Watch Company Trophy	National	Zengel	Alco	Grant	Mercer	Hughes
1911	Aurora Trophy	Abbott-Detroit	Roberts	Ford	Kulick	Abbott-Detroit	Robbins
1912	Aurora Trophy	Mercer	Hughes	Mercer	Pullen	Falcar	Trussel
1912	Illinois Cup	Stutz	Merz	Stutz	Anderson	National*	Whalen
1912	Elgin National Watch Company Trophy	Mercedes	DePalma	Knox	Mulford/Chandler	Stutz	Merz
1912	Free for All	Mercedes	DePalma	Benz	Bergdoll	Knox	Mulford
1912	Jenks Trophy	Mason	Endicott	Ford*	Henn	Herrishoff*	Wordrighm
1913	Elgin National Watch Company Trophy	Stutz	Anderson	Mason	Mulford	Mercer	Wishart
1913	Chicago Auto Club Trophy	Mercer	DePalma	Deltal	Dawson	Chandler	Mason
1914	Elgin National Watch Company Trophy	Mercedes	DePalma	Mercer	Pullen	Stutz	Oldfield
1914	Chicago Auto Club Trophy	Mercedes	DePalma	Stutz	Anderson	Peugeot	Mulford
1915	Chicago Auto Club Trophy	Stutz	Cooper	Stutz	Anderson	Delage	Oldfield
1915	Elgin National Watch Company Trophy	Stutz	Anderson	Stutz	Cooper	Duesenberg	O'Donnell
1919	Elgin National Watch Company Trophy	Duesenberg	Milton	Peugeot	Starle	Roamer Special	Hitke
1920	Elgin National Watch Company Trophy	Ballot	DePalma	Duesenberg	Milton	Duesenberg	Murphy
						* DNF	



Elgin Historical Museum



Hershey 2018

It is not often that your editor can get to Hershey. Although it is a favorite event at the Jensen house, it is at a very difficult time for me to escape from work. However, with Carrol being the current President of the CCCA, she was attending to run their annual membership meeting. So I manipulated my schedule to join her and many friends.

To add to the variety, we had every possible weather scenario this year. Hot and sunny one day, wind storms that did extensive damage and a very cold rain. None of that stopped us from hunting for treasures, but it did give

an excuse to warm up and have some of Trish's award winning pies!

In 2018, we had 20 new members and have a strong membership of nearly 300. We reviewed the 2018 Grand Stutz in Gettysburg and discussed the upcoming 2019 Grand Stutz in Geneva, IL. We also had a very interesting presentation from Jonathan Sierakowski on historical research of prewar cars.

We held our annual dinner meeting which was attended by:

Mark Galvin (Vancouver) with brother & nephew (UK)

Mary and Dan DiThomas

Jonathan Sierakowski

A.J. San Clemente

John and Barb Mackichan

Jim Aldrich

Rob Praetorius

Carl Jensen

John Grunder

James Lockwood and his son

Jason and Bill Gehring

Ernie and Nancy Toth

Steve Pugh and Maria

Mark Huelsebusch

Dave Deppe and his son

Chris Hicks

Membership Report December 2018

#936

Nigel Atherstone

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Towcester, Northamptonshire

UK NN12 7BA

Tele: 00447587436299

Email: 2Nigelatherstone@gmail.com

1918 Bearcat

Vin:2306, Eng. S2346

Oct.2018

(Car: ex-C. Miller)



The Museum of American Speed



SPEEDWAY MOTORS
MUSEUM
OF AMERICAN SPEED

World's Largest Collection of Unique Racing Engines and Vintage Speed Equipment

- 150,000 square feet
- 600 vintage engines
- 100's of race cars and historic automobiles
- Many one-of-a-kind artifacts

MAY - SEPTEMBER

Monday - Friday: Noon - 4:30
Saturday: 9:00 - 1:00

OCTOBER - APRIL

Monday & Friday: Noon - 4:30
Saturday: 9:00 - 1:00

Closed all major holidays









Excelsior and three of the six STuTZ engines on display or in storage







MuseumOfAmericanSpeed.com • Lincoln, Nebraska

The Museum of American Speed, located in Lincoln, Nebraska, is unique in the world of automobile museums and collections. Their focus is on the wonderful oval track race cars that competed on oval tracks across rural America. Of interest to the STuTZ Club is the Museum has joined the club and their performance engine collection includes one Excelsior engine and six STuTZ engines.

They are interested in adding more STuTZ engines to their collection. If any one has an engine not current in their collection you can contact John Mackichan (jmackichan@speedwaymotors.com) to discuss either selling, loaning, or donating an engine.

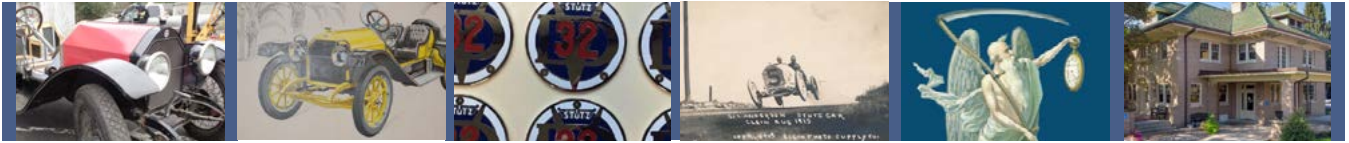
Their current STuTZ engine collection includes the following engines:

- Excelsior/Greuter SOHC Four
- Stutz G-Series T-Head Four
- Stutz Special OHV Six (displayed)

- Stutz Special OHV Six (storage)
- Stutz Speedway OHV Six
- Stutz Blackhawk SOHC Six
- Stutz Vertical SOHC Eight (storage).

Founded in 1992 by “Speedy” Bill and Joyce Smith, the Speedway Motors Museum of American Speed is dedicated to preserving, interpreting and displaying physical items significant in racing and automotive history.

The museum is a federally recognized 501 (c) (3) private foundation and currently encompasses more than 150,000 sq. ft. over three levels. The vast collection resulted from the Smiths’ personal involvement in racing and hot rodding for more than six decades, and their lifelong passion for collecting and preserving historic automotive artifacts.



Tech Notes

By Brian White

As I start to write this it is Christmas Eve and I hope ya'll have had a Merry Christmas. I just received a gift that will hang in my shop in the near future. The prices must be from back in the days our Stutz cars were new. My experience tells me if you add another zero to the listed prices you may still come up short.



The Pierce-Arrow I am restoring was ready for the Hilton Head Concours show and it won Best in Class. Trish won a fashion award for her dress matching the 1915 car. Jim, Becky, Carl and Carrol helped prepare the car for the judges to see. I understand there is a national magazine that has a picture of Carrol cleaning the Pierce Arrow, you know you rank when the president of the CCCA helps you shine your car.

Well, with the Pierce-Arrow almost completed (not sure they are ever complete) it was time to start on my next project. Back in October, I purchased a 1931 Stutz SV16 Phaeton with a bad transmission. It just made

sense to pull the transmission out so I could evaluate, find parts to repair and install it back in the car. I had the transmission out in short order. When I started disassembling it I found the output shaft broken in several pieces along with everything inside badly worn out. I heard a rumor that George Holman had some transmission parts so I called him to see what we could come up with. After a short conversation it was decided I would send my transmission parts to him.

I spent the afternoon building a one by one by two foot long box out of 3/4" plywood. The transmission and all the parts were packed tightly with the whole box screwed together. The box and transmission weighed 141 pounds. Trish and I took it straight to the UPS store. The friendly face at UPS said it was scheduled to be delivered on Friday, the day after Thanksgiving. Great!

After talking to George I figured I needed to keep looking just in case someone knew where there were more parts. I called John Grunder and he had some parts and a long output shaft. Bingo! The next weekend was Thanksgivings and Trish and I were planning to visit her family in CT about 60 miles from John's place in Torrington, CT. Friday I planned a road trip to see John (anyone that gets a chance needs to visit John's shop).

John showed me two rebuilt transmissions, one with a short shaft or a car without no-back and one long shaft for his car. Yes, I drooled over the ready to use transmissions but was happy to return home with the long out-put shaft that I knew was trash in my transmission.

Monday I called George to confirm he had received my box and let him know I had purchased a long out-put shaft I would be sending to go with the transmission I had sent the week before. George's daughter, Jackie, told me they had not received my box. Let the panic begin! Between November 26th and December 7th Jackie, Trish and I learned everything we ever want to know about UPS shipping, over goods, logical tracking, insurance claims and the four locations where lost packages get sent.



Trish's input:

LOST, what do you mean lost! How can you lose a box weighing 141 pounds, made of wood that was stained reddish AND in case the label fell off we had put, using black marker, Brian's name and telephone number.

I immediately contacted the UPS store manager and his response was "would you like to file a claim?" After explaining that no amount of money could replace this part the manager said he would make some calls. Not good enough. Brian, myself and Jackie in Springfield Mass starting calling every UPS Hub where the tracking number said it should be. Here's where it gets interesting.

When your package first leaves the UPS store, an actual barcode scan and your package goes on a truck. After that everything you see when you pull up the tracking number is considered a "logical scan" which means that's where the computer THINKS it should be, really???

It was only through many phone calls that someone at UPS said that it "probably" had gotten sent to the Greensboro, NC hub without a label and it was immediately sent to one of four warehouses that UPS refers to as the "Overgoods Warehouse". They are located in Atlanta, Missouri, Arkansas and Utah.

If you call the UPS hubs at different hours of the day and night you are very fortunately get different people. During one of the evening calls I told the Raleigh, NC hub manager my dilemma and that I had received a very blurry picture of what could be our package, but had no way to trace the email address as it was in "UPS Code" for don't respond to this email.

This very kind and patient gentleman, went into his system and found a name of someone in Atlanta, GA Overgoods that might be able to help. Now from earlier emails that I had been copied on from my local UPS store (I believe I was copied in error) I had the manager's name and number for the Georgia Overgoods Warehouse. I called Georgia the next morning and asked the manager (yes he actually answered the phone) if I could speak with the woman whose name I have gotten the evening before and sure enough bingo I was transferred.

Now thinking I had located the box in Atlanta, I figured mission accomplished, not so fast.....After

explaining my dilemma to now the 40th person, she indicated that she had access to the manifests for all four locations and together we started an advanced search and sure enough, there sat our box, in Arkansas! It should be noted that any package that loses a label and ends up in an Over Goods Warehouse, must be opened and inventoried.



I'll let Brian finish this story.....

.During the time we were trying to find the red box with my name and phone number written on it in black marker, John calls me. He did not know what we were going through but had a idea. I could buy his rebuilt transmission with the short shaft and switch the short output shaft with the long shaft. Then I could use my no-back and have a complete unite. Only problem is my no-back is in the lost box.

Thank goodness for Trish and Jackie. The box is found. One lesson learned is to over insure the package, UPS offered more than once for us to file a claim and they would pay us \$361.00, we told them no. They had to find our red box with my name and number in black marker. I'm sure if they could have settled they would have been better off, they have since offered Trish a job locating packages, lol!

In the end UPS overnight air freighted our box to Springfield, Mass but duck taped the lid back rather than reattaching with the screws as I had, because Jackie said it was opened when it arrived.

Moral to the story, take pictures, over insure and don't put too much faith in that tracking number.

All the best to everyone for a Happy, Healthy 2019!



Club Correspondence

To all members:

I received an interesting email this week from a man in France. He has acquired a car he thought was a 1922 STuTZ Bearcat and was ordering a Splendid STuTZ book.

I asked for photos and more info on the car and it turns out to be what appears as a re-bodied 1920 HCS. The new body is a speedster style body. He said he bought it with some other cars from a man who inherited the HCS 10 years ago from a relative in the UK.

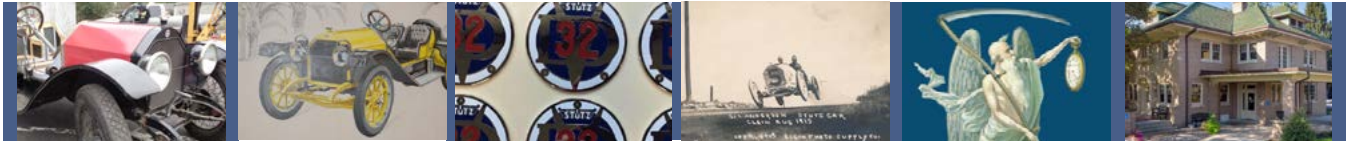
Please look at the attached photos and let me know if you recognize or know about the HCS.

Dan DiThomas, Treasurer

I heard from Shawn Miller and he told me that Bill Greer owned that HCS Fire chief for a while and sold it to Jean Garjat. Jean's member number was 0075. Shawn remembered Bill telling him the HCS may have been converted and rebodied by a fire department for it's chief but he does not remember knowing where or when it was done. Shawn thinks it looks like maybe in the 30's. I found Garjat in the 1998 directory as well as the 2001, 2005, and 2007. Garjat was born in France and had a home in Harrisburg but also one in the UK. The directories indicate Garjat also has an AA and BB. The 1998, 2001, and 2005 list the Harrisburg address but the 2007 lists an address in the UK. In May of 2007 Garjat died in the UK.

Dan DiThomas, Treasurer





Does anyone know this 1926 AA?

I am a private person and I bought the car on December 05 '18 at a judicial auction, I have no document of the car but I have only the purchase invoice, so the car must be registered here in Italy.

Regarding the story I learned from the previous owner who owned it for about 40 years (late 70s to today) that perhaps the car was bought and belonged to the royal family of ROMANIA.

The car from a summary exam seems almost perfect, the last time it was put in motion should date back about 2 years ago, I have not tried yet. I am attaching some photos including those of the chassis number and the engine number.

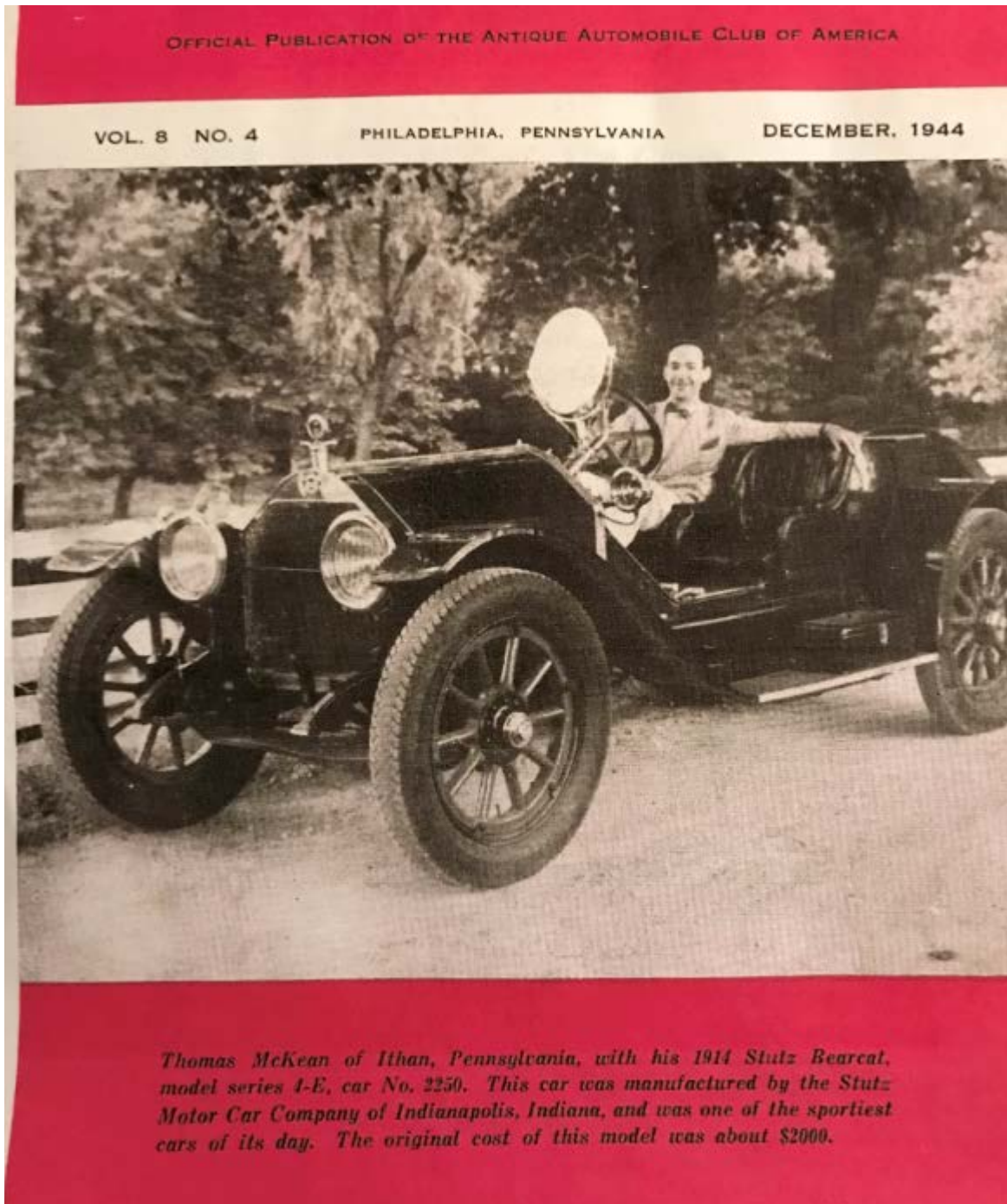
Waiting for your answer, I greet Michele

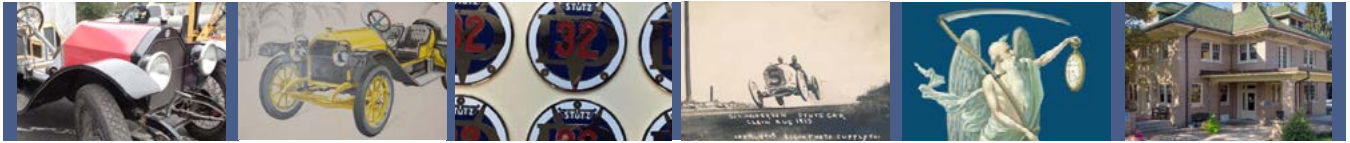




Do You Know This Stutz?

Your editor received this from friend and old car lover, Dave LeFeber. This December 1944 cover of “The Antique Automobile” shows Thomas McKean in his 1914 Bearcat. It is always fun to think that the AACA now accepts cars 50 years newer than this! Does anybody in our group have the history of this car? Know where it is now? Did anybody know Mr. McKean?





The Auto on the Cover

The photo on the cover of this issue of the *Antique Automobile* will bring back, with touches of nostalgia, memories of bygone days to most of our readers. The car is the once-famous, still-beloved Stutz Bearcat, of which, in the halcyon days of pre-World War I, there were no which-er!

This two-passenger speedster was built by the Stutz Motor Car Company of Indianapolis, which was organized in the Indiana capital as the Ideal Motor Car Company. This particular machine, now owned by Thomas McKean Jr. of Ithaca, Pennsylvania, was one of the famous Model Series 4-E, and is car No. 2250 of the famous Stutz breed. It sold for around \$2000.

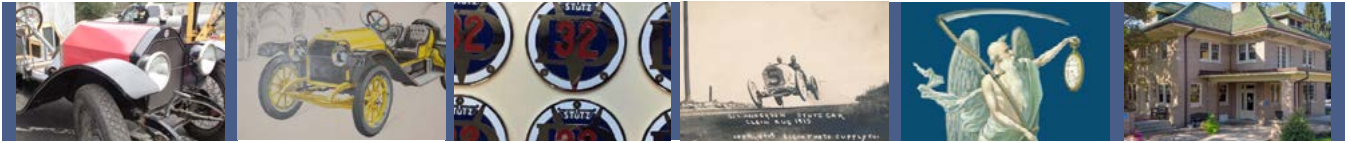
The Bearcat was powered with a Wisconsin T-head motor, which had the following specifications: Bore and stroke, $4\frac{3}{4} \times 5\frac{1}{2}$ inches; displacement, 389.9 cubic inches; 36.1 horsepower, N.A.C.C. rating; Remy starter and generator; Stromberg carburetor; 2-point Bosch magneto; intake manifold water jacketed; lubrication, pressure by gear pump through hollow crankshaft.

This Stutz has a Remy lighting system. It has a wheelbase of 120 inches, and a gauge of 56 inches. Its tires are $34 \times 4\frac{1}{4}$ front and rear. Its wheels are 25-inch artillery type. Its front axle is Timken I beam. It is a right-hand drive, with right-hand controls. The steering assembly is a Grade A Gemmer.

Other specifications for this car are: Radiator—Fedders, cellular type; clutch—cone; shaft drive; final drive—bevel gear, through torque tube; gearset—Stutz, located integral with rear axle; three forward speeds; ratio in high—3.50-1; rear axle—semi floating; springs—semi-elliptic front and rear.

The slogan of the Stutz was "The Car That Made Good in a Day."

Mr. McKean has thoroughly reconditioned this machine, which handles beautifully today, over 30 years since it was built. This Bearcat, one of the most beautiful of the few in the country, is painted a Mercedes red.



Grand STuTZ 2019

Plans are underway for our 2019 Grand Stutz August 22 – 25.

Our event will start on Thursday with a private tour in downtown Chicago of “Motor Row”, the largest remaining area of historic auto dealerships in the country. Starting in 1901, at its peak 116 marques were sold there through the 1920s. We will view the more than 50 remaining buildings (inside and out), some of those include Marmon, Mercer, Locomobile, Auburn and Thomas-Flyer.



There will be a driving tour north to the city of Elgin (about 45 miles) located on the Fox River and dating back to 1835. Elgin is the home of the great Elgin Road Races where Stutz dominated with four wins between 1912 and 1915. While there, we will drive the roads of the old circuit!

Members Bob and Jackie Lederer will host our annual dinner at their collection, which includes some spectacular restored and original pre-WWI cars. The collection also includes a Bearcat and the restoration of a Black Hawk Speedster.

On Saturday, we will attend a hanger event and on Sunday, Stutz will be the feature marque at the Geneva Concours. This event is held in the streets of downtown Geneva, a historic suburb west of Chicago on the Fox River, with rows of shops and restaurants to enjoy.



2019 marks the 100 year anniversary of HCS. Owners of these cars are encouraged bring them out. We would like to have the largest HCS gathering on record for this milestone event.

Watch your mail for registration later this month!



A Secure Future for the Harry C. Stutz Home

Thank you to member Keith Sparks for sending a link to his interesting article. During our 2011 Grand Stutz and 100 year anniversary, we toured past the original home of Harry Stutz, which has current owners, as well as this later house which was not in use. There was concern for its ultimate fate.

In addition to the work done to save the Stutz home and publishing this article, this organization: <https://www.indianalandmarks.org/about/indiana-automotive/> is very involved with Indiana's rich automotive history. I would encourage you to check out their website and organization.

Long-Vacant Landmark Preserved

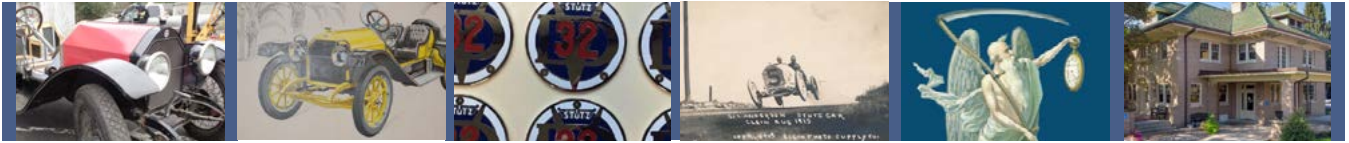
If the buff brick masonry and green clay tile roof of the house at 3190 N. Meridian Street in Indianapolis remind you of The Stutz Business and Arts Center at 10th and Capitol, the similarities are no coincidence. Completed in 1923, the eclectic Craftsman home was built for automotive engineer and industrialist Harry C. Stutz to mimic the look of his 1911 factory where the Stutz Bearcat, Blackhawk, and other famed Indiana-made automobiles were created.

Considering the home's connection to this early automotive giant, Indiana Landmarks and our affinity group Indiana Automotive urged The Children's Museum of Indianapolis, which owns the Stutz home, to preserve the long-vacant site in 2017. We awarded a grant to Mapleton-Fall Creek Development Corporation (MFCDC) to assess the cost of rehabbing the house as its offices, a strategically well-placed location for the organization's work revitalizing six historic mid-north neighborhoods.

Last year, MFCDC officially made the move after completing a \$300,000 renovation that updated mechanical systems, made the first floor accessible, and refurbished the home's historic interior, including its glossy walnut woodwork. Back in Stutz's day, the extensive use of walnut earned the home a featured spot in a 1923 American Walnut advertisement, describing its "quiet beauty" and use of the wood above fire place mantels and in doors as comparable to the "rippled, wavy-grained wood found in rare old violins."

Last year, Mapleton-Fall Creek Development Corporation officially made the move to the 1923 Stutz house in Indianapolis after completing a \$300,000 renovation.





Though Harry Stutz lived in the Meridian Street house only briefly before retiring to Florida in 1925, it remained a private residence until the mid-1950s. In the decades after, the home was converted to office space for various agencies and then used as an annex to Winona Hospital during the 1980s. MFCDC's dedication to restoring and maintaining the automotive landmark secures the foreseeable future for this bit of Stutz history.

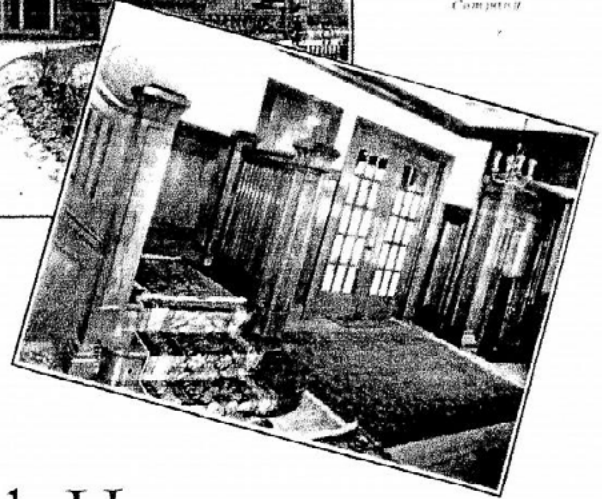
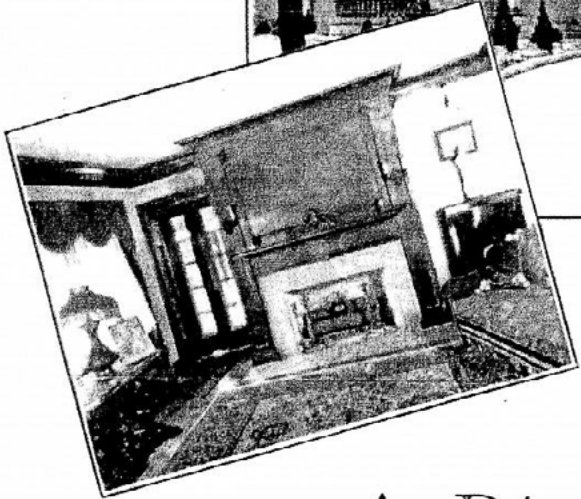


The Stutz House provides Mapleton-Fall Creek Development Corporation a strategically well-placed location for the organization's work revitalizing six historic mid-north neighborhoods.

Indiana Landmarks and Indiana Automotive members recently enjoyed a look inside the restored Stutz House as part of Indiana Landmarks' annual Holiday Open House in Indianapolis.



Harry C. Stutz, Resident
Indianapolis
Woodwork by
Mason-Neumann Lumber
Company



A Dignified Home in American Walnut

The modern tendency among American architects is to dignify the unstudied charm of the home by a liberal use of American Walnut.

There is a growing sentiment that the wood which typifies solidity and elegance in so many buildings is equally suited for the embellishment of fine residences.

An example is found in the new residence of Harry C. Stutz in Indianapolis.

One is immediately impressed upon entering the house by the manner in which walnut has been made to carry the entire burden of decoration. In the vestibule the paneling reaches almost to the ceiling, while in the main hall the living, glowing brown of the wood is effectively set off by heavy blue and gold rugs.

The living room is entered through a columned doorway. The fireplace and mantel are flanked by paneled pilasters reaching to the cornice, surmounted by one large panel of highly figured and perfectly matched walnut veneer, the

quiet beauty of the wood dominating the decorative scheme of the whole room.

An interesting feature of the house, utilizing the excellence of walnut in its every detail, are the stiles and rails of the doors, which are faced with a fiddle-back walnut veneer, almost identical with the rippled, wavy-grained wood found in rare old violins.

Leading architects of today, like the old masters, find in walnut the ideal medium for the expression of their decorative genius, combining the advantages of lightness and stability with beauty of figure and adaptability to carving and molding.

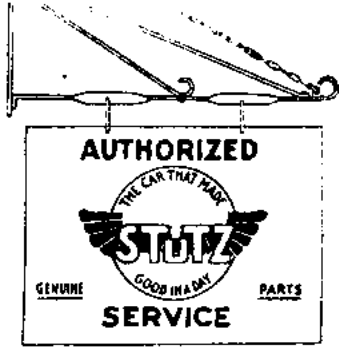
Upon Request

"The Story of American Walnut," a new edition of a general treatise on the development of walnut through the ages; "Real Walnut Furniture," an educational folder for the public; and "American Walnut Specification Notes for Interior Woodwork," a technical pamphlet for the architect and builder.

AMERICAN WALNUT MANUFACTURERS' ASSOCIATION
Room 1302 176 North Michigan Boulevard Chicago, Ill.

American Walnut
Manufacturers'
Association Ad,
The Architectural
Forum, July 1923

AMERICAN
WALNUT



Manual Wanted

Club member is looking for an original, 'Series L Information Book' (Blackhawk) in good condition.

Chris Hicks
845-421-5852
chrisrhicks@gmail.com

Wanted Magneto Strap



Carl Jensen
262-662-0287
cajensen2@aol.com

Parts Needed!

1929 Series M Speedster

Stutz 8 emblem - the one that is used on the round bar in front of the grille? The one that is on the car looks like it fell off and got damaged.

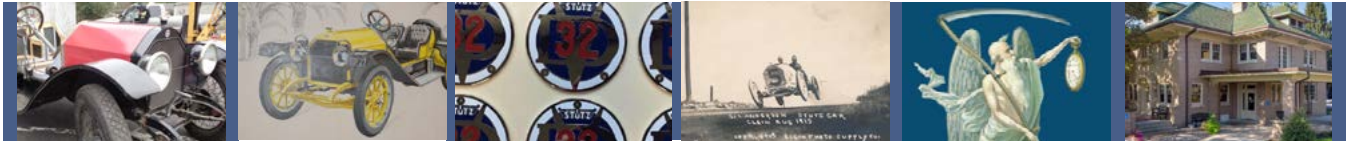
I also need a driver's side door handle which broke off.

Mark Huelsebusch
Cincinnati
513-403-2142
mdhuelsebusch@aol.com

Instruments Wanted

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

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



For Sale.

STUTZ DV32 Hubcap Emblems. Exact Reproduction from originals. Enameled with Red, White and Blue Porcelain. Fits 1931-33 cars.

\$50.00 each, or a set of 6 for \$250.00. Plus shipping

Robert Praetorius
609-231-8347
rjpraetorius@gmail.com

Artwork for Sale

Brian Carlson, an automotive writer/collector in St. Paul, MN, is selling this original drawing of a 1912 Bearcat. \$250 Contact Brian at bmitchellc@juno.com





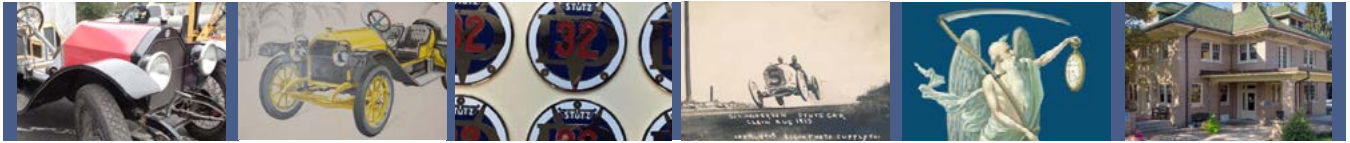
For Sale - Stutz Bearcat 1915

Solid authentic and complete Stutz. Replacement gas tank and bucket seats restored by Fred Hoch.

Has correct authentic Wisconsin T-Head motor. 390 cubic inch engine with original green paint. The engine ran when it was parked. I don't know why it wouldn't run now. Nice wire wheels with original Stutz hub caps. Car comes with all it's proper and correct original instrumentation. Easy car to finish.

Bob Sullivan
360 754-4676
stanleysteamman@comcast.net





Wanted

1928 BB - Brown
manufactured tail
light and bracket
assembly and side
mount tire bracket
and clamp.

Bob Parker
rkp5555@yahoo.com



For Sale

1927 AA Convertible Coupe with Locke
coachwork. This car has been a reliable
and powerful tour participant.

Steve Snyder
714-401-1047
steve@vaultcars.com



Vol. XXXI No. 126 (October - December 2018)

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ond in Elgin National Trophy
Race again yesterday.

EXTRA—EXTRA

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