



Your editor's wife, Carrol Jensen, actually found this photo on Ebay. The clarity on it is amazing, and one can only imagine what the circumstances were for the photo to be taken together. It does however show that when you drive a Stutz, you can pick up more girls than one can carry!



From the President



It is hard to believe that it is almost time to travel to Hershey for the annual AACA Fall Meet. I have been attending this activity for nearly 15 years, had to miss a few because of other commitments, but always look forward to the event. Not only is there a lot to see at the swap meet, but it is also an opportunity to see friends I might see once a year. The Stutz Dinner is always an opportunity to renew old acquaintances. The RM Auction always has something of interest. Although my garage is full and I am not looking for anything, you never know what you might come home with. I purchased my 1931 Stutz DV-32 at this auction several years ago. I also purchased my 1947 Diamond T pickup at the Hershey auction. Hope to see all of you at Hershey.

This has been a busy summer with many car activities. After the Grand Stutz in Dublin, Ohio in early June, I have had several CCCA activities locally including our "Classic Reveal". This is an annual brunch where members bring a "new" to the club, classic vehicle. We also had our club picnic in August. Recently I attended the Des Moines Concourse, showing my 1905 Stevens Duryea. This has become an important show for the Midwest with many classes of cars and a large turnout. The event is held in downtown Des Moines on a Sunday and is free to the public. My next activity is the "Red Flag Tour" in southeastern Iowa. This, like the Minnesota "New London to New Brighton Run", is a take off from the "London to Brighton Run" done each year in Great Britain. In Iowa we travel from New London to Brighton, Iowa on a Saturday, a distance of about 60 miles. This year I am going to drive my 1923 Brewster-Knight town car.

During the summer we have a car show every other Wednesday afternoon here in downtown Stillwater. Everything is invited and we often get 150 to 200 cars. Lucky for me, it is held in the parking lot right outside of my parking garage. I usually get 6 to 7 cars out to show. I find it interesting to explain to "non-car" people about the history of my various cars. Muscle car enthusiasts are blown away by the Stutz engines. A young person that shows an interest in one of my cars may get a ride around the parking lot. I enjoy taking kids for a ride and explaining how the car works. Maybe some day they will be Stutz Club members? We need some young ones to continue the hobby.

As fall arrives, it is time to start preparing to put the toys away for the winter. I have a bucket list of things that need to be done to each car before winter. The jobs will start as soon as I get back from Hershey. Hope you have been able to drive your Stutz this year and I will see you at the next car activity.

Mark Desch

Mark Desch

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Stutz Club Membership Report

1004

Craig Ekberg
Hanna Ekberg
 35 Crest Road East
 Rolling hills, CA 90274
 310-990-1111
craigte@msn.com
 1915 Stutz bearcat
 VIN: 4F-2807
 Eng: A1-1424
 Purchased 2/2000

1005

Kenneth Kelly
Jane Kelly
 2000 W. Simms Way
 Port Townsend, WA 98368
 360-379-9030
vhprs@earthlink.net
 1929 Stutz Coupe Roadster
 VIN: BB-02-BB264
 Eng: 91443
 Purchased June 17, 2023

Announcements

Notice of 2024 Election of Club Officers

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 ballot will be included in the January 2024 mailing of the dues renewal form. See page 18 for details

Stutz Club website login restored

If you attempted to log into the website recently you would have experienced a page load error. Fortunately that has been fixed and online access to the Stutz News archive and directory is working again. If you have any web issues please email support@stutzclub.org.

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From the Editor

by Carl Jensen

I can't tell you how much Carol and I wish we could have been with all of you at Hershey. Ironically, I am in a hotel room on a business trip and writing this column the night of our annual meeting. It was a treat to get an email from my friend Jim Nicholson...live from the meeting! I have asked a few friends to shop for me so hopefully Bob and Brian will find good stuff for me! Ernie Toth called the night before and I know all of you are together. What a great organization we have with the Stutz Club! Who would have thought, 100 years ago when these cars were built, it would bring so many friends together. I think we owe Bill Greer a thanks for that.

In this issue I thought it would be fun to look at some of the suppliers to Stutz automobiles. We forget sometimes how important these components are. These parts are critical to both authenticity and operation. The supply base changed over time as the cars evolved, but often changed due to the evolution of the suppliers themselves. In a previous issue I noted that the change from Dorian to

Baker wheels happened in early 1912 when Dorian went bankrupt, not just at the model year when Baker wheels were listed in the 1913 brochure. But these suppliers provide the new technology that allowed for the evolution of the automobile. These were functional improvements such as electric starters and luxuries with heaters and radios. I hope you enjoy this overview of a few of these key vendors to Stutz.

While doing some investigation for a future article, I found some interesting tidbits on Stutz number 8 (the second number 8) and have included that in this issue as well.

Soon winter will be coming up here in the north and those of us who are prisoners to the cold and snow will be in our garages for winter projects. I have a few, on a few different cars. If you have a project, I would love to hear about it and so would everyone else. Just send me some pictures and a few notes, or give me a call. It is a lot of fun for the rest of us to hear about other Stutz activities!



From our Members...

Thanks to **Dan DiThomas** sending emails blasts that keep us all connected! Recently he sent one out that read, “Our member **Henri van Woerkum**, located in The Netherlands, is looking for information on adjusting the valves...”. Since I have copies of manual, I reached out to Henri to send him a *Series M Information Book*, which he did not have. I was thrilled that a day later, Henri sent me a video of the car running!

What you cant see in this view is the big smile on Henri’s face! His email to me read:

Here the first test drive.

I bought the Stutz from an old collector who bought the Stutz 20 years earlier from a Swedish museum. They bought it from a Danish museum.



The story is that it is restored in England after the war, but further no history.

The car drives amazing.



Bobby Green has finished the restoration on his 1927 Stutz Blackhawk and it looks amazing. He sent me this video with the car pulling out of his “Old Crow” speed shop...WOW!



Friend **Stan Smith** always find some of the most interesting photos. A couple of these include, this picture is actor Douglas Fairbanks in a 1918 Bearcat.



Mabel Normand in Stutz, December 5, 1915 in *Los Angeles Times*

...and Mabel Normand in a Stutz touring car.

She was in “Mabel behind the Wheel” in 1914 with Charlie Chaplin.

Dan DiThomas also received this great picture of Earl Cooper and Gil Anderson from a non-member.

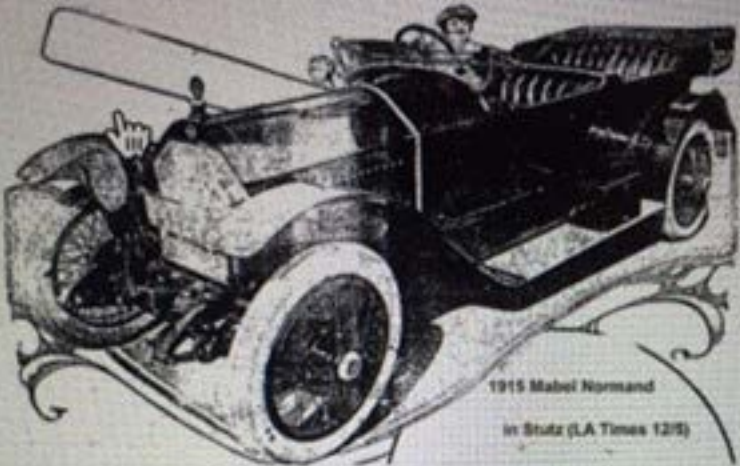




These are also a Stutz!

POLO PONY HAS NAME OF AUTO.
Los Angeles Times
 pg. 7th


Dec 5, 1915



1915 Mabel Normand
 in Stutz (LA Times 12/5)

Stutz the horse; Stutz the car.

Mabel Normand at wheel of sturdy Stutz, and Stutz, the blooded polo pony
 Owned by James G. Carwile, now stabled at the Baldwin race track at Arcadia



Stutz
 the horse

STUTZ IS KNOWN AMONG SPORT FOLLOWERS FROM MEXICO TO CANADA

It is only fitting that the brown gelding polo pony, known from Canada to Mexico, should carry the names of Stutz. Foaled in May 1909, weighing 1070 pounds and standing 14 3/4 hands high, this wonderful pony has already gained a reputation for his energy at play and expert knowledge of the game of polo. He is quick and surefooted, will wheel and follow the ball without guiding, knows the game, and

POLO PONY HAS NAME OF AUTO.

638 x 9



1958 ad for Mallory Hats. Note, the small Bearcat pin on the band of his hat.

THE TRADITIONAL TOUCH *for the man who likes classic lines that are always in style. The all new Mallory Bearcat, with its authentic metal replica pin of the grand old Stutz Bearcat, will set you apart as a man of distinction. The ideal hat for Spring-Summer wear. Expertly fitted . . . wherever Mallory Hats are sold.*

Only \$8.50

THE BEARCAT BY **Mallory**
MALLORY HATS, FIFTH AVENUE, NEW YORK



Back Home Again in Indiana

By Carl Jensen

Every year, the Harry Miller Club hosts our single event of the year at the Milwaukee Mile, the oldest continuously running race track in the world. This event is quite special to Carrol and me for a number of reasons. First it is one of the few places where we see pre-war (specifically pre-WW1) race cars. Next, is that Carrol grew up across the street from the Milwaukee Mile. Despite Carrol being on the Board of Directors at Road America, the Milwaukee Mile will always hold a very dear spot in her heart. In fact, Carrol runs this weekend event!

It is important to keep in mind that this is an event to bring history alive, and not a race. Cars are held to a 60 mph speed limit and every 30 minutes the track runs at even slower speeds where the oldest cars go out and rides are frequently given to each other. It is an amazing way to experience the machines that really made history. We shut down each day for an hour at lunch where our members, who truly come from coast to coast, have time to visit and catch up on each other's projects.

But this year, we had an unexpected twist. The Milwaukee Mile was going through some upgrades and we lost our track! After a lot of scrambling, we were able to have two days at Indianapolis Raceway Park. Of course, being in Indy with these cars was absolutely amazing. Spectators were so excited to see them come to life. In fact, the Indianapolis Motor Speedway Museum brought three cars and ran them all! Thanks guys! To add to this, we were able to have some additional experiences that were off the charts, such as a BBQ at an Indy car restorer with past drivers, dinner at Dallara and a tour of the Ray Skillman collection.

Next year we are back in Milwaukee again and we are looking forward to that, but the warm welcome we had in Indy will always be remembered with smiles.

*Member **Bobby Green** and his
1930 Ralph DePalma Miller Special*



Member **Bob Lederer** in his 1915 Bearcat

1923 HCS Special Miller, Dana Mecum

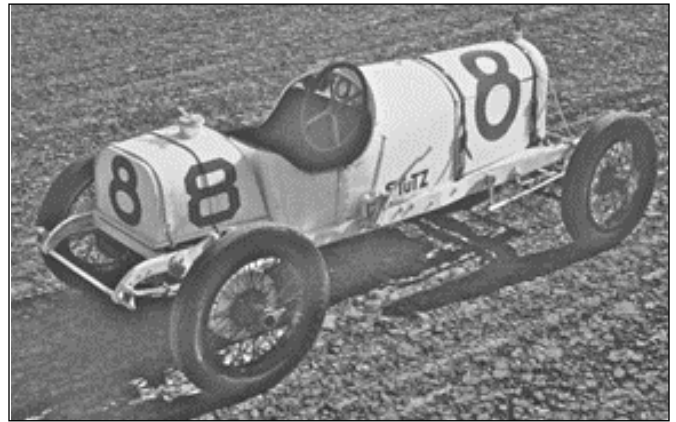




Number 8

By Carl Jensen

Yes, those are two different Stutz cars with number 8, and both were driven to championships by Earl Cooper. The car on the left was the 1913 championship winner, while the car on the right, known as a White Squadron car, powered Cooper to the 1915 championship. When Stutz pulled out of factory racing, Earl Cooper won the championship again in 1917 with this car and another Stutz as a privateer.



The latter car currently remains part of the Natural History Museum of Los Angeles County, but while doing some research on other Stutz items, I stumbled onto some tidbits on Number 8. Of course we know that Earl Cooper purchased the car, along with two other White Squadron cars from Harry Stutz in 1916. One of these was Gil Anderson's regular car, number 5, the other was car number 7. Joe Freeman's comprehensive article, "In the Wake of the White Squadron" in Vol. 28, No. 2 of *Automobile Quarterly* provides some details on the life of number 8 after Cooper used it to win the championship in 1917:

"After winning Ascot in March, the three-year-old Stutz sat idle for almost two years while Cooper switched to Anderson's Number 5. But in 1919 he dusted off his old favorite to run the Santa Monica Road Race and for Reeves Dutton to Drive occasionally. In November, Dutton crashed the car at Ascot, and by early 1920, Eddie Hearne was Number 8's regular pilot taking three first place finishes and a second before the season closed."

The photo taken at the 1919 Indy 500 and shows the car modified with the aero tail on it. Cooper would finish 12th in the 500 that year but Eddie Hearne would take another one of the old White Squadron cars, (now owned by Cliff Durant and camouflaged as a Chevrolet) to second place! Outstanding for a 1915 race car.



1919 Indianapolis 500



As Joe Freeman noted, Reeves Dutton had a crash in November 1919 at Ascot. The account was miraculously captured in a photo taken at that very split second and printed in the November 28, 1919 edition of the Los Angeles Times.



According to the article that accompanied this photo, Reeves Dutton (Stutz) and Ira Vail (Philburn Special) made contact when the Stutz skidded in front of the Philburn Special when the two cars were making the bend by the grandstands. Bystanders said they were at such speeds it was questionable if they could make the turn. When the Stutz skidded, the front wheels of Vail locked into the rear wheels of Dutton. While both cars rolled over the rail, the car in the air is Vail's Philburn Special. Note the Stutz already has its wheels off the ground. Four spectators were injured (not life threatening) and amazingly, the drivers and riding mechanics of both cars had only scratches and bruises.



At the end of the end of 1920, Number 8 had either been sold or on loan, as it was now sponsored by Ozol as seen here in the Medesto Morning Herald on December 8th.



Ensuring the car's fame, it also hit Hollywood as it was featured in the 1920 Tom Mix film, *The Road Demon*, as well as *Are All Men Alike?*

ARE ALL MEN ALIKE

MAY ALLISON as "Teddy" drives Earl Cooper's Stutz racer in a way that makes even the joy riders of Hollywood studio hold their breath

ARE ALL MEN ALIKE? Teddy thought they were. She thought they were all like Gerry Rhineland West her boyhood playmate

BUT—when she tired of fast cars and sports and tried life in the Bohemian Quarter of New York—she learned some things. She turned "bobbed hair artist." She hired "Gunboat" Dorgan for a model. And Raoul Uhlan for teacher of art.

AND—In the "Village" she found out that all is not gold that glitters and that, Gunboat could fight if he couldn't pose. And that both Raoul Uhlan and G. R. W. were

—ARE ALL MEN ALIKE

2-REEL
BUSTER KEATON
COMEDY

AUDITORIUM
MAY 7, 1921
ADMISSION: 10 and 25 Cents

?



The earliest listing I have found with the car for sale is in the November 24, 1921 of the San Francisco Examiner:

RACING car (Earl Cooper's Stutz) at a bargain. See car at 214 Van Ness av.

November 24, 1921

This address was the location of an auto dealer. One could question if this may be one of the other two cars Cooper purchased, but those cars were already sold and likely not referred to as "Earl Cooper's Stutz." But there is little doubt that the Number 8 was very heavily marketed the following June.

OLD RACING STUTZ SEES LAST DAYS
Old Stutz No. 8, made famous by Earl Cooper a decade and a half ago, given a final workout before being consigned to the scrapheap. Cooper is shown at the wheel as he stopped before a Union gasoline pump. The engine from No. 8 is to be put into a roadster and the chassis dismantled.

The Tribune
 21 Jun 1922, Wed · Page 4

be found at Fourth and Olive streets, Los Angeles.

Famous Cooper Stutz For Sale By L. A. Company

Announcement of interest to the sportsmen is made by Shafer-Harrington & Cleveland of 2900 South Figueroa street, Los Angeles, that they have for sale the famous "8" Stutz racer driven so successfully by Earl Cooper, the racing driver wonder of the century. Firm has the Duesenberg distributing agency.

Engine is 300 cubic inches and its performance is well known to those who followed the racing game of a few years ago and know the Cooper record and the Cooper discrimination in motors.

Car is advertised as ideal for a dirt track and this fact should be of interest to local sportsman with the opening of the new dirt track at Exposition Park to have its christening race on July Fourth.



The San Francisco Examiner
12 Sep 1926, Sun · Page 99



I found this lone ad in 1926 on the now 11 year old race car. Then nothing again until 1932...

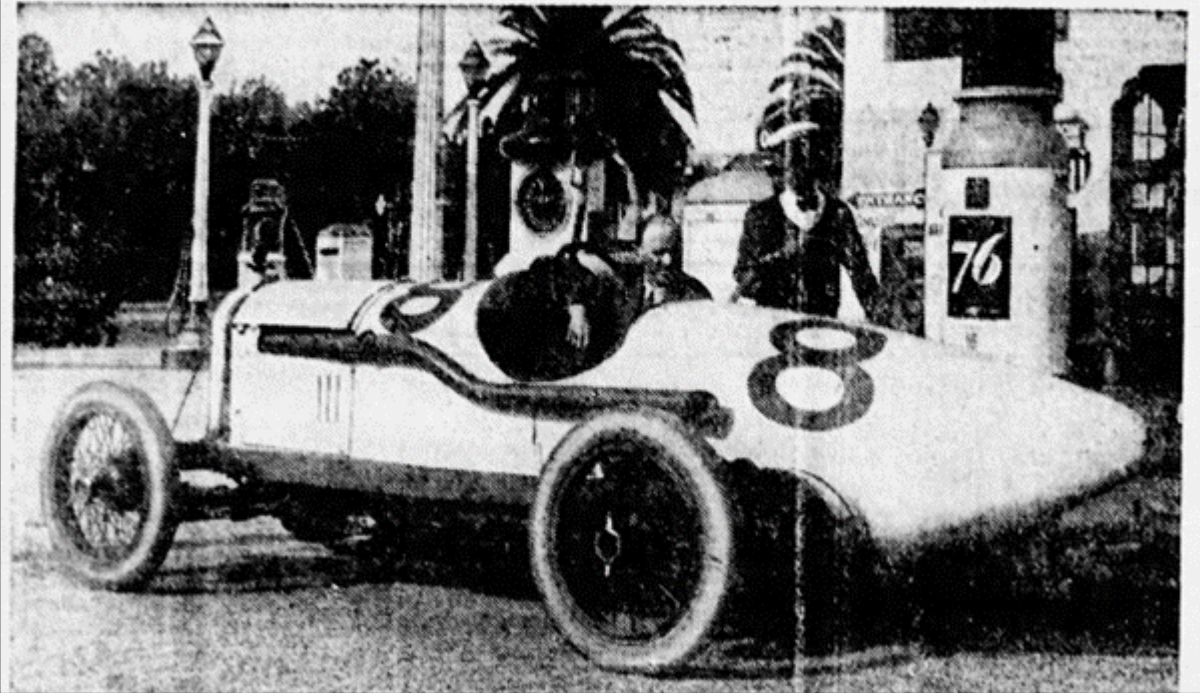
The February 24, 1932 edition of the Fresno Bee was the first of several stories that mention the White Squadron Number 8 was going to the scrap yard! Earl Cooper had retired from racing and was working for Union 76. He was photographed in the car in front of a Union 76 pump. The article that accompanied the photo outlines that the original carburetors had already been removed and were on display at the museum at Exposition Park. The plan for the car was to remove the engine to be saved by the current owner to go into a special roadster, but the rest of car was to be scrapped.

Earl Cooper's
FAMOUS
NUMBER 8
Stutz Racer
 300 Cubic Inch Motor
 and Many Extras
 Ideal For Dirt Tracks
 ADDRESS INQUIRIES
SHAFFER-HARRIGAN-
CLEVELAND
 2900 So. Figueroa
 Los Angeles
Duesenberg Distributors.



OLD RACING STUTZ SEES LAST DAYS

Old Stutz No. 8, made famous by Earl Cooper a decade and a half ago, given a final workout before being consigned to the scrapheap. Cooper is shown at the wheel as he stopped before a Union gasoline pump. The engine from No. 8 is to be put into a roadster and the chassis dismantled.

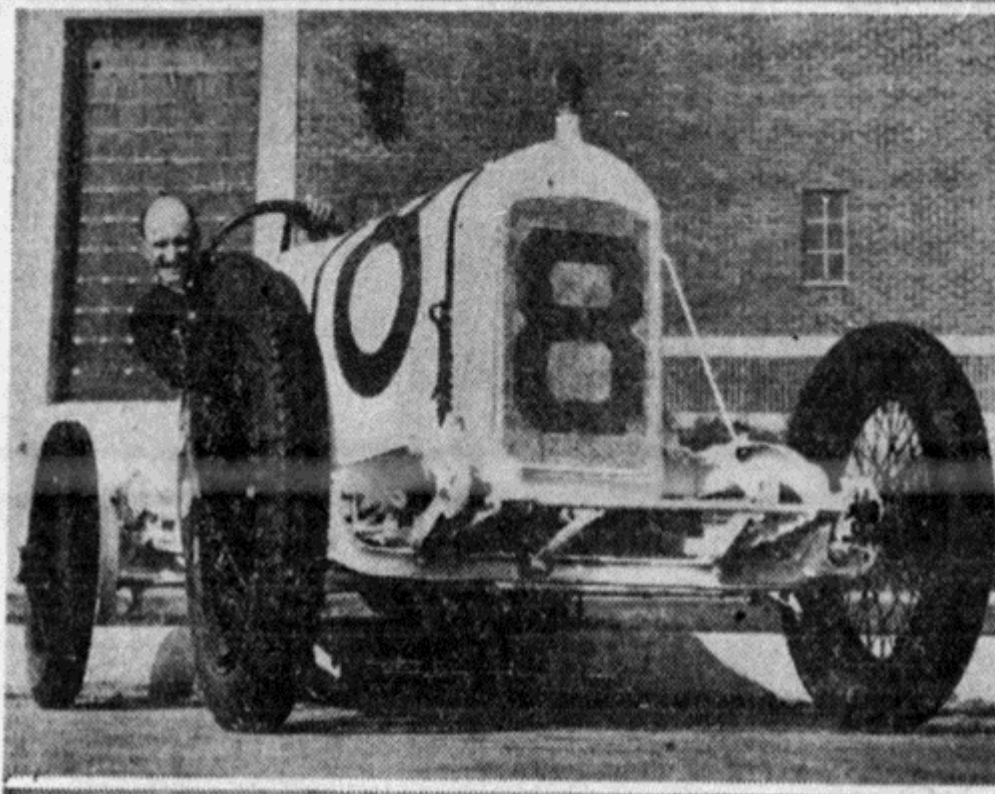


It is unknown what conversations or how the events transpired to save Number 8, but the February 4, 1934 edition of the *Los Angeles Times* had the following story:



VETERAN RACE CAR DISPLAYED

Speedy Stutz No. 8 Arouses Attention at Show



RESCUED FROM JUNK PILE IN LOCAL GARAGE

America's most famous racing car of two decades ago—old Stutz No. 8, with Earl Cooper, who drove it to national championships in 1915 and 1917, at the wheel.

Stutz No. 8, the veteran of the American race track of two decades ago—possibly the most famous racing car in the history of racing—is the center of attraction at the Union Oil Company's booth at the Los Angeles Automobile Show.

Rescued recently from a Los Angeles garage where it had been junked, it has been restored to its former condition and is again the property of Earl Cooper, its original owner and driver, who is now

chief test engineer for the Union Oil Company. It is one of two Stutz racing cars, both carrying the number 8, driven to national championships by Cooper in 1913, 1915 and 1917. This particular car was used by Cooper in the latter two years and was the first car in the history of the American track to average more than 100 miles an hour in competition. This speed was established on the Chicago board track during the 1917 race, won by Cooper at an average of 103 miles an hour.

In April 1934, Cooper ran the car with his past riding mechanic for some exhibition laps prior to a race in Los Angeles.

By the end of 1935, the future of this great piece of history was secured!



Following the donation, the car occasionally came out with Earl Cooper for a few special events. I believe the last time he drove it was before the start of the Indy 500 in 1961.



Of course, we all got to see this car at the Stutz feature at the Pebble Beach Concours d'Elegance in 2011 and had the thrill of hearing it run. I have confirmed this past week that the car is still the property of the Natural History Museum of Los Angeles County.

A Call for Nominees for the 2024 Election of Club Officers:

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 ballot will be included in the January 2024 mailing of the dues renewal form.

Request for Candidates:

If you are interested in having your name placed on the 2024 ballot, please contact Dan DiThomas to indicate the position you are interested in no later than December 31, 2023. We encourage members from all countries to have their name placed on the 2024 ballot. Present officers must also express their interest in having their name placed on the 2024 ballot by contacting Dan DiThomas by the stated date.

Position Current Position Holder

President	Mark Desch
Membership	John Boyle
Publication	Carl Jensen
Technical Services	John Grunder
Programs & Publicity	Open
Secretary	Rob Praetorius
Treasurer	Dan DiThomas
Archivist	Ernie Toth Jr.

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.



Suppliers

By Carl Jensen

As many of you know I work in the auto industry. Our company is a supplier to several OEMs, including Ford, Mercedes, GM, Stellantis, VW as well as several tier 1s. Without the supply chain, the industry would be dead in its tracks. Throughout history different car companies have taken aggressive vertical integration approaches as well as extensive sourcing strategies to where cars are assembled of mostly purchased parts. But regardless of the strategies, there are always some level of purchased parts. Stutz was no different. In this article we will dig into a few of these suppliers.

One of the larger trunk manufacturers of the day was The Kamlee Co. In our garage we have two cars with Kamlee trunks, one of which is our 1912 Bearcat which has this logo on it:



Being from the Milwaukee area, I was particularly interested in investigating this. I learned that James P. McKane was the secretary, treasurer and partner of the McKane-Lins Company a producer of travel trunks in Milwaukee. After graduating from McDonald's Business College, McKane went to work for Romadka Brothers, a trunk and traveling goods manufacturers, as a salesman for about four years, before taking over the business with Christian J. Lins in 1911. The following year they incorporated as the McKane-Lins Company. McKane-Lins produced trunks and other leather travel products. With automobiles becoming popular, they began production of a line of automobile trunks under the name, "Kamlee". Interest-

The KAMLEE AUTO TRUNK

meets every demand of the winter motorist--is made for motorists especially--and is the only touring trunk that is built by trunk makers who are autoists. It fits snugly and closely under the tonneau of any make or type of car--some being specially constructed to fit cars with cut-in backs. The patent drop front permits you to obtain the two or three or more standard sized suit cases, the equipment of every Kamlee, without taking the trunk from the car. You can get articles in the bottom without disturbing the things on top. The Kamlee is the only trunk with these features. Is most compact and convenient and without question the most durable auto trunk made. Its perfect construction makes it

Absolutely Rain, Snow and Dust Proof

It looks best--and is best--and adds to the appearance of any car. Every Kamlee is guaranteed and we will gladly ship you one on approval. Further details on request

The Kamlee Co.
331 Milwaukee St.
Milwaukee, Wis.

ingly, they had their own retail stores as well. Kamlee became one of largest producer of automobile trunks. As a personal side fact, I found it particularly interesting that Mr. McKane had a vacation house west of Milwaukee on Lake Beulah, which is minutes from where I live.



In 1896, William Gray and Albert Davis formed a new company in Amesbury, Massachusetts to build lamps for carriages and the new market to be expected with automobiles. These early lamps were kerosene or acetylene gas. The photo above is the right hand kerosene lantern on your editor's 1912 Stutz. But Gray & Davis did not rest with kerosene and gas, they grabbed the transition to electric lights and by 1913 had the largest factory in the world for automotive lighting and starting systems located in Boston. They advertised that their starter spun so fast, you could start your car on magneto. They also claimed the first practical electric lighting generator. In 1920 American Bosch took over the sales and distribution for Gray & Davis, and 1924 Gray & Davis consolidated with the American Bosch Magneto Co.



The Indiana Lamp Company of Connersville provided superior lighting for Stutz for 1929. But lets back up to 1906 when the Sargent glass company sold its assets in a receivership sale. This resulted in the newly formed Indiana Lamp Company, where 250 people came to work for their opening on Monday, August 6 of the at same year. In November of 1926, the following announcement was made:

“The Ryan-Lite, a new automobile headlight developed by Walter D’Arcy Ryan, director of illuminating engineering laboratory of the General Electric Company, will be manufactured by the Indiana Lamp Corporation of Connersville, Ind, and marketed by the Stover Signal Engineering company of Racine, Wis. The new lamp will be in production the latter part of November.”

Those familiar with the Ryan-Lite know that one feature is that the lense projects past the headlight bucket. This resulted in 200 degrees of lighting range (100 degrees each side of center). The light also provided exceptional range at 300 feet and was famous for minimizing glare. Clearly the light for a Safety-Stutz! The light also had the be ability to be produced such that its total thickness from back of the bucket to the front of the lense would only be 4 ½ inches.



STEINHART NAMED DISTRIBUTOR FOR ILCO-RYAN-LITE

The E. W. Steinhart Company, 538 North Capitol avenue, has been named distributor in the Indianapolis territory for the Ilco-Ryan-Lite, a new type of headlamp made by the Indiana Lamp Company of Connersville.

The new Ryan-Lite is constructed to give unusual range and spread, eliminating the dangerous glare without sacrificing long range. It has a 200-degree spread of illumination with maximum light straight ahead of the car. This means an illumination of curbing, culverts, ditches, poles and road signs at a 100-degree angle on both sides of the driver's seat. In addition, the manufacturer claims for the new light an unusual fog penetrating ability. The Ryan-Lite is legal in all states.

Standard on Stutz.

Although great progress has been made in recent years in eliminating much of the glare of oncoming headlights, there can be no denying that room for improvement has been left. Mr. Steinhart says, "I have never seen a light which gives such complete illumination and at the same time so effectively destroys all glare. One of the best recommendations which the Ryan-Lite could have is that the Stutz organization has adopted it as standard equipment. This, another step in perfecting the Safety Stutz, is proof that the Ryan-Lite is recognized by automotive engineers as a genuine stride forward."

No Car is modern without



ILCO-RYAN-LITE

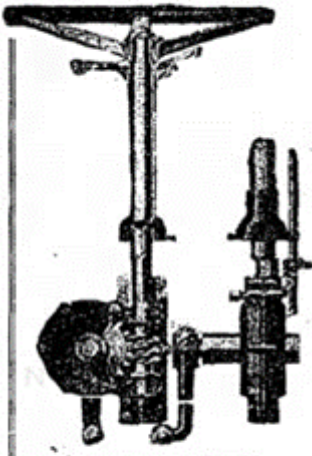
-the Headlight that Floodlights the Road

To help promote their product, the new lights were installed as the only modification on a Chrysler that ran, and broke the record, of a cross country dash in 1927. It was picked up by several OEMs such as Kissel, Franklin and Stutz. Additionally, these were heavily marketed as an aftermarket accessory with an organized dealer and distribution network. So the next time you see Ryan-Lites on a car which did not offer them from the factory, they may have well been a change made in period.

One supplier that was with Stutz from the beginning and was there for the Vertical 8s, was Gemmer Manufacturing Company of Detroit. In 1907, the Gemmer Engine Co of Wabash, Indiana reorganized and moved to Detroit as the Gemmer Manufacturing Company with a focus on steering gears and transmissions. Gemmer Engine had been in business since the turn of the century. At the time they reorganized in Detroit, Gemmer already had sufficient orders to hire 200 workers. Gemmer took off with great success, supplying the auto industry as well as trucks and tractors. Marles Steering Gear Company was a wholly owned subsidiary of Gemmer. George A Gemmer graduated in engineering cum laude from Purdue in 1899 and was the inventor of the Gemmer steering gear and credited with inventing the original steering gear. In 1925 Gemmer went public, then in 1956 Gemmer became part of Ross Gear and Tool Co., and Ross later became part of TRW.



Gemmer Steering Gears



No other part of a motor truck needs to be as dependable as the steering gear, and Gemmer steering gears are known the world over for their unflinching reliability under all sorts of road conditions.

The name Gemmer has won its distinction through the ability of the makers to turn out thousands of steering gears which are equally dependable. The testing department plays a most important part at the Gemmer plant, and each part must undergo the most rigid inspection.

Thousands of Gemmer gears will be used on high grade cars and trucks this year, and the manufacturers of those cars are able to place absolute confidence in this steering device, for it has deservedly earned a splendid reputation.

The adoption of Gemmer gears by the Standard Motor Truck Co. is another high tribute to Gemmer construction and reliability.

Gemmer Manufacturing Co.
DETROIT, MICHIGAN.

Just for fun, ask your children or grandchildren about “Magneto”. I will bet that they will tell you about a Marvel comic hero whose superpower is the ability to generate and control magnetic fields.



Well at least they are learning “something” from Marvel comics! But in reality, the superhero should look more like Michael Faraday on the right, who demonstrated that an electrical current could be generated by moving a magnetic field in 1831.

When Stutz started production, the parts book for 1912 lists an Eisemann magneto. By 1913, they included Splitdorf as well. It is interesting that the 1913 brochure lists the Eisemann as “latest improved”...that doesn’t leave one with a lot of confidence. For 1914, Bosch was added to the mix. In the brochure, this was denoted at “Bosch Waterproof”, which might be a clue to the Eisemann and Splitdorf issues. I would suspect it was the challenging times of WWI in full swing that resulted in the 1918 Stutz brochure stating, “Stutz cars will be equipped with the very best and highest grade of ignition that is possible to obtain under the existing conditions.” But with the war behind us, the 1919 brochure lists the Delco Dual Head or Delco “D-H”.

One would think that a company like Eisemann Magneto Corporation would have a limited life as ignition systems evolved, but it was quite the opposite. Eisemann got involved with other electronics, including



MANAGEMENT: Mr. E. H. Schwab, for twelve years, President of the Bethlehem Spark Plug Company, will be Chairman of the Board of the Splittdorf-Bethlehem Electrical Company and will give his entire time and thought to the business of the Company. Mr. M. W. Bartlett, for a number of years with the Splittdorf Electrical Company, in the capacity of General Manager, and for the last year, President, will be President of the Splittdorf-Bethlehem Electrical Company.

Upon the completion of the merger of the Splittdorf Electrical Company and the Splittdorf-Bethlehem Electrical Company, the following have agreed to act as directors:

Mr. E. H. Schwab, Chairman.
 Mr. M. W. Bartlett, President.
 Mr. C. M. Schwab, Chairman of the Board of Bethlehem Steel Corporation.
 Mr. Charles Splittdorf.
 Mr. G. B. Alvord, Capitalist.
 Mr. H. P. Ingels, of Theo. Schulze & Co.
 Mr. Joseph Remick, of Pillsbury, Remick & Co.
 Mr. T. S. Watson, Watson & White.
 Mr. J. H. Ward, Vice-President Bethlehem Steel Co.

radios and starters. In fact they beat out GM's Delco-Remy on a government contract for starters in 1942. In 1943 they had changed their name to Eisemann Corporation and became part of Airward Corporation. Splittdorf followed this same path and entered into the growing radio market. In 1925, they became part of Bethlehem to become Splittdorf-Bethlehem Electrical Company. The summary below shows how involved the Schwab family was in this merger.

Of course we know that Bosch still exists and is currently the largest automotive supplier in the world.

EISEMANN

Eleven of the nineteen cars that made the "Indiana to the Pacific" tour carried Eisemann Ignition systems. Every one of those Eisemann equipped cars went through this severest of all tours without even a suggestion of ignition trouble.

It was tribute enough to have eleven cars out of nineteen show their confidence in Eisemann efficiency and durability by equipping with Eisemann products. But the wonderful feat of going through such an awful grind as this without any semblance of trouble completely justifies us in saying that Eisemann ignition systems are the most efficient and dependable on the market.

We reproduce herewith seven of the eleven telegrams received from entrants, which speak for themselves. Originals are in our possession and will gladly be shown. Read them. And then remember that this was no race over macadam tracks under steady and unvarying conditions of speed, temperature, altitude, etc. This was an arduous tour of grief through sand and mud, dust and alkali, over and through streams, in valleys and over hills. And even at the high altitudes where the mixture becomes very difficult of igniting, the eleven Eisemann systems went right on methodically hitting every shot.

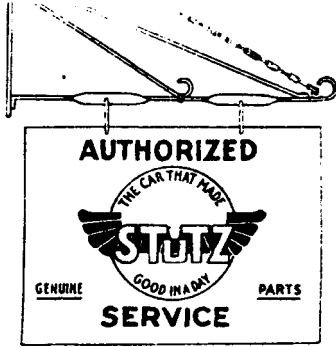
To car owners this means only that real efficient and dependable ignition is within the reach of all. What these regular stock equipments did on this tour thousands upon thousands of other regular stock Eisemann equipments are doing daily for car owners throughout the country.

To You Who Suffer Ignition Troubles!

We maintain in Indianapolis a fully equipped service station and factory branch. No matter what your troubles may be, or what make of apparatus you may be driving, come in and tell us all about it. We will make liberal allowance on your old system in exchange for the efficient and dependable Eisemann.

The Eisemann Magneto Company
 514 North Capitol Avenue
 INDIANAPOLIS
 Leo. R. Smith, Western Representative

General and Sales Offices
 225-227 West 57th St. New York City



In addition to publication in Stutz News, Classifieds are emailed to the membership upon request. Many of these ads have been previously sent by email. Cars and parts may have been sold or purchased. Contact Dan DiThomas at support@stutzclub.org to be added to the email list.



Upholstery Question

I know it's a long shot but by any chance does the club have any records of upholstery trims / options used on Model M cars of 1929 / 1930? While I acquired the car in leather trim, upon opening the seats I found the following interesting tag which mentions the car was in "duck" canvas.

Is this a material you have possibly seen in other cars at the club events?

Any guidance would be greatly appreciated.

Shivraj Anand
India
shivrajanand@gmail.com

Steering Wheel Needed

Looking for a 1929 6 cylinder Blackhawk steering wheel and steering column. Am I correct in thinking that the steering wheel would be the same as on an M but the steering column is unique to the shorter wheelbase Blackhawk?

Dan DiThomas
Dublin, Ohio
support@stutzclub.org

Carb and Manifold Needed

The Fountainhead Antique Auto Museum in Fairbanks Alaska recently acquired a 1928 Phaeton. They are in need of a correct manifold and carburetor.

Willy Vinton
907-388-8253
willyv@fountainheadhotels.com

OLSON'S

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3059 OPDAL ROAD E. • PORT ORCHARD, WA 98366
EMAIL: INFO@OLSONSGASKETS.COM

PHONE/FAX
WWW.

360.871.1207
OLSONSGASKETS.COM



Brake Springs Needed

I am looking for the return springs for the brakes on a 1932 Stutz DV32.

These are 10 inch springs with two equal hooks on each end.

Please email or call 330-605-8511 if any are available for sale.

Photo attached of bent spring.

Matt Goist
 The Singleton Collection
 California
 330-605-8511
matt.goist@gmail.com

Stutz For Sale



1925 STuTZ 694 H (the H designates 4-wheel Lockheed brakes)

- 5 Passenger Sedan
- STuTZ Six engine (this is the Weideley manufactured overhead valve in-line 6 cylinder engine)
- 120" Wheelbase

Asking Price: \$ 100,000.00 US Dollars (this price includes shipping of the STuTZ to any destination)

Location: The country of Lebanon

Photos and Videos:

https://drive.google.com/drive/folders/1SlcKojOn8AwbMUbs0_X0aNj1l6ezvOWV?usp=drive_link

https://drive.google.com/drive/folders/1SlcKojOn8AwbMUbs0_X0aNj1l6ezvOWV?usp=drive_link

William Ayoub
 Lebanon
weayoub@gmail.com

or

His daughter Cynthia at cynthiayoub@gmail.com (Cynthia is located in New York)



Ignition Wire Conduit & Support Brackets



Hot Air Tube Assembly
Attaches to exhaust manifold, ducts hot air to carb



Gear change Quadrant Support Bracket

1917 Parts Needed

Pitman Arm



Looking for the following 1917 Stutz Model S parts:

I appreciate finding these parts in any condition!

Bob Lederer
Illinois
bob@buycps.com



**1918 Bulldog
For Sale**

**Model S Bulldog
Close-Coupled
Touring**

It is an incredibly original car with less than 22,000 original miles with the factory leather upholstery from 1918. This car has never been disassembled. It is absolutely rust free and 98% of the original wood is still in excellent condition.

The only restoration work that has been completed:

- New Canvas Top Material
- Repainted 40+ Years Ago

And The Following Work Completed 2 Years Ago:

- Lifter Assemblies Completely Rebuilt
- Original Valves Cleaned and Re-Seated

- Clearances Re-Set
- New Sparkplugs
- Except for Original Heavy Starter Cables, All of the Wiring has been replaced with Correct Period Wire, Including Correct New Spark Plug Wires.
- Original Magneto Rebuilt
- Original Carburetor Rebuilt

Asking US\$ 75,000 obo.

Eldon Guay
Alberta, Canada
403-922-3370
eldonsculpt@gmail.com

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The Stutz Club, Inc.

Carl & Carrol Jensen

S110 W25415 Hunters Run

Vernon WI 53149-9267

www.stutzclub.org



TO:



Clearly the appeal of a Stutz is timeless!

Thank you to Mark Olson for sharing a photo of his original 1924 Stutz Special Six taking a group of teens to the Brebeuf Jesuit Preparatory School Homecoming in Indianapolis.