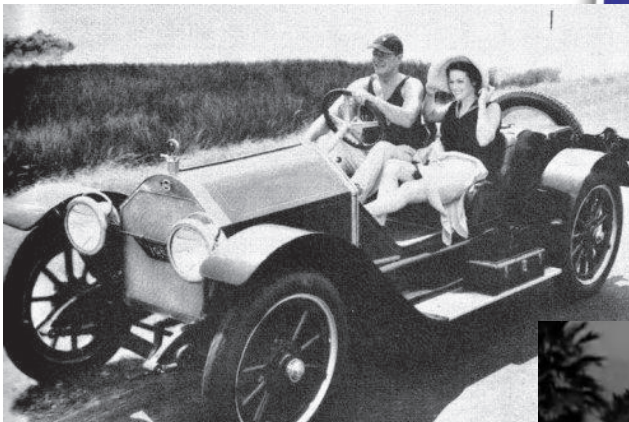


Hooray for Hollywood



Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)



Hurray for Hollywood!

by Carl Jensen

As all Stutz owners know, the layman thinks all our cars are “Stutz Bearcats.” I don’t mind that, because I tie that to the fact that the Stutz name is such a recognized part of history. Most non-car people don’t know the names any old car, but they recognize the name “Stutz Bearcat.” This name recognition may be partially due to the use of Stutz cars in cinema decades after Stutz racing cars were out of the headlines.

If you ever wondered if a specific car make or model was used in a film or TV series, there is a very interesting website Internet Movie Car Database (www.imcdb.org) where you can search this information. According to this site and some additional help from mem-

ber John Boyle, it was possible to compile a list of 49 TV shows and movies with Stutz cars. This is split between 31 early Stutz models and 18 modern Stutz models.

Of course the most famous of these movies is probably the movie “Powder Keg,” which was then followed by the short lived series that actually used the name of the car, “Bearcats!” From research done by John Boyle, the original movie used a 1914 Bearcat belonging to club member Marshall Mathews. If you have not read John’s article “Hollywood Bearcat” in the Stutz News (Vol. XXI, No.83, January-March 2008) I suggest taking a look at it. John outlines the history of this car that was part of Pacific Auto Rentals (a company that marketed

Announcements

- **Invoices for 2014 membership dues were sent in January. Dues are \$40 and can be paid by check, money order or PayPal (with a \$2 processing fee).**
- **Mark your calendar for 2014 Grand Stutz - July 30 to August 2 at Stillwater, Minnesota in conjunction with the Upper Midwest Region Classic Car Club of America’s “Grand Classic.”**
- **A room block has been set aside for the Stutz Club members attending the Hershey Flea Market in October. Just call the hotel at 717-939-7841 and ask for the Stutz Club rate.**

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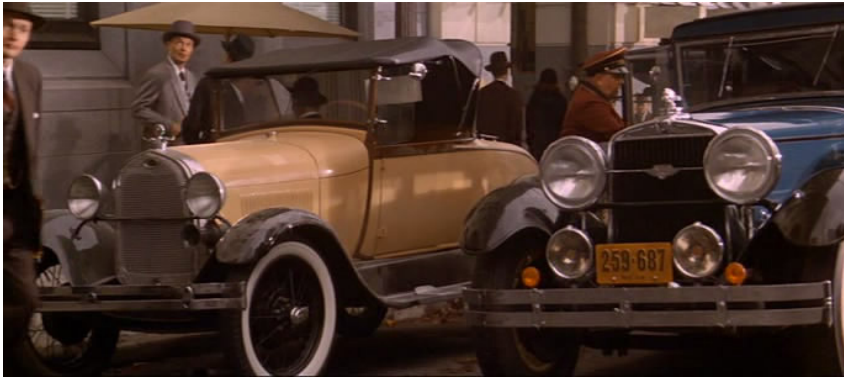


cars for cinema) and while painted a few different a few different colors during this time, was featured in “The Wings of Eagles,” “Summer Magic,” “My Mother the Car,” “Green Acres,” “The Donna Reed Show,” “The Great White Hope” and others.

For the series “Bearcats,” George Barris built three replicas. They remain in our club with John Boyle caring for car #1, Mark Sasaki is looking after car #2 (which was at the Keels & Wheels Grand Stutz) and Ernie Tuff is the keeper of car #3.



“Rascal” 1969
 “Timecop” 1994



believe is his big Fiat GP car and Barney Oldfield joins the group. Interesting how race cars were viewed then; Cooper and Tetzlaff each drove their race cars over to visit a lady, just like they were normal cars! I suspect there is not much chatting with your date when you pick her up in a Grand Prix car.

In the days of Stutz and the White Squadron, these early race cars were used in a number of period films. Although these were silent, in many cases, there is very good footage of these cars. Driving ace, Earl Cooper even starred in one of them (possibly more). “Speed Kings” shows Cooper with his White Squadron Stutz and the famed “Terrible” Teddy Tezloff with what I

The “The Non-Skid Kid” (what a great name!) is a movie that revolves around comical antics with a 1918 Bearcat. If you want to see a lot of film of an old Stutz, this is the movie for you.

The Non-Skid Kid” 1922

“Compulsion” 1959





The follow is a list of movies that feature Stutz cars with comments on some of them. If any members note that any are missing, we can update this list and publish

it for everyone at a later date. While it is now the time of year to be driving our cars, you might find it fun to look at some of these on a cold winter day.

Movie	Year Produced	Car	Notes
The Speed Kings	1913	1913 White Squadron Car	Includes Earl Cooper, Teddy Tezlaff and Barney Oldfield with extensive driving scenes. Also Fatty Arbuckle and Mabel Normand
Mable at the Wheel	1914	1913 Race Car	Staring Mabel Normand and Charlie Chaplin. On YouTube.
Mabel's Busy Day	1914	1913 Race Car	Staring Mabel Normand and Charlie Chaplin. On You Tube.
Gentlemen of Nerve	1914	1913 Race Car	Staring Mabel Normand and Charlie Chaplin. On You Tube.
Daddy Long Legs	1919	Bearcat	I could only find a trailer on this movie which did not show the car, so I cannot identify it for sure.
The Roaring Road	1919	Bearcat	This entire film is on YouTube and there is a lot of old race car footage in it. The Stutz cars have badges covered to become the fictionary car brand "Darco Motor Company".
Number Please	1920	Bearcat	Claimed to be shown limited in the background.
The Non-Skid Kid	1922	1918 Bearcat	I have not seen the entire movie, but there is a clip of it on YouTube. The clip shows the car A LOT.
My Stars	1926	Late Teens Touring	
Should Men Walk Home	1927		Rather blurry shots at the beginning of the movie.
The Wings of Eagles	1957	1914 Bearcat	John Wayne and Maureen O'Hara star in a movie about the start of Naval aviation.
Lafayette Escadrille	1958	Bearcat	
Compulsion	1959	1920 Bearcat	Movie about a crime cover up, said to use the car quite a bit in the movie.
Summer of Magic	1963	1914 Bearcat	Disney musical.
Rascal	1969	Bearcat	This a Disney movie about a mischevious Racoon that also has a gorgeous yellow Bearcat in it. A good one to watch with your kids or grandchildren.
The Great White Hope	1970	1914 Bearcat	Based on the story of boxer Jack Johnson, the "Galvaston Giant".



Powerkeg	1971	1914 Bearcat	Movie about two adventurers who are hired to retrieve a hijacked train.
Bearcats!	1971	George Barris Bearcats	TV series spin off from Powderkeg
Gone in 60 Seconds	1974	Modern Stutz	Note, this is the original version.
Chinatown	1974	Model AA Coupe	Shown in the background scenes.
Friday Foster	1975	Modern Stutz	
The Human Tornado	1976	Modern Stutz	
Viva Knievel!	1977	Modern Stutz	
Corvette Summer	1978	Modern Stutz	
Night Shift	1982	Modern Stutz	
The Junkman	1982	Modern Stutz	
Deadline Auto Theft	1983	Modern Stutz	
Penthouse: Fast Cars and Fantasy Women	1987	Modern Stutz	I didn't watch this because I was not sure if I would notice the car.
Timecop	1994	1929 Blackhawk Sedan	
Tiger Heart	1996	Modern Stutz	
8MM	1999	Modern Stutz	
Charlie's Angels	2000	Modern Stutz	
Never Die Alone	2004	Modern Stutz	
Chasing Classic Cars	2013	1931 DV32	Host brings finds a convertible sedan and brings it back to mechanical life for a client.
Donna Reed Show	1958-1966	Bearcat	
Green Acres	1965-1971	1914 Bearcat	Great shot, but not sure which episode!
My Mother the Car	1965-66	1914 Bearcat	Shown in two episodes, one of which was #24.
Wonder Woman	1976-79	Modern Stutz	
Quincy M.E.	1976-83	Modern Stutz	
CHiPs	1977-83	Modern Stutz	
Dallas	1978-91	Modern Stutz	
Grace Under Fire	1993-98	Modern Stutz	
Auto Esporte	2000-13	Modern Stutz	
Car Crazy	2001 - 2013	1913 Bearcat	Coverage of the National Auto Museum in Reno
Car Crazy	2001-13	1918 Bearcat	With Jay Leno
Car Crazy	2002 - 2013	Many	Coverage of the Indy 100 Anniversary.
It's a Gift		1921 Bearcat	Comedy with WC Fields. The web site rates it as shown minimally.
The Untouchables		1931 DV32 Sedan	Rebodied as a boatail and part of LeMay museum. 2006 Great Race participant.



Indianapolis 2014

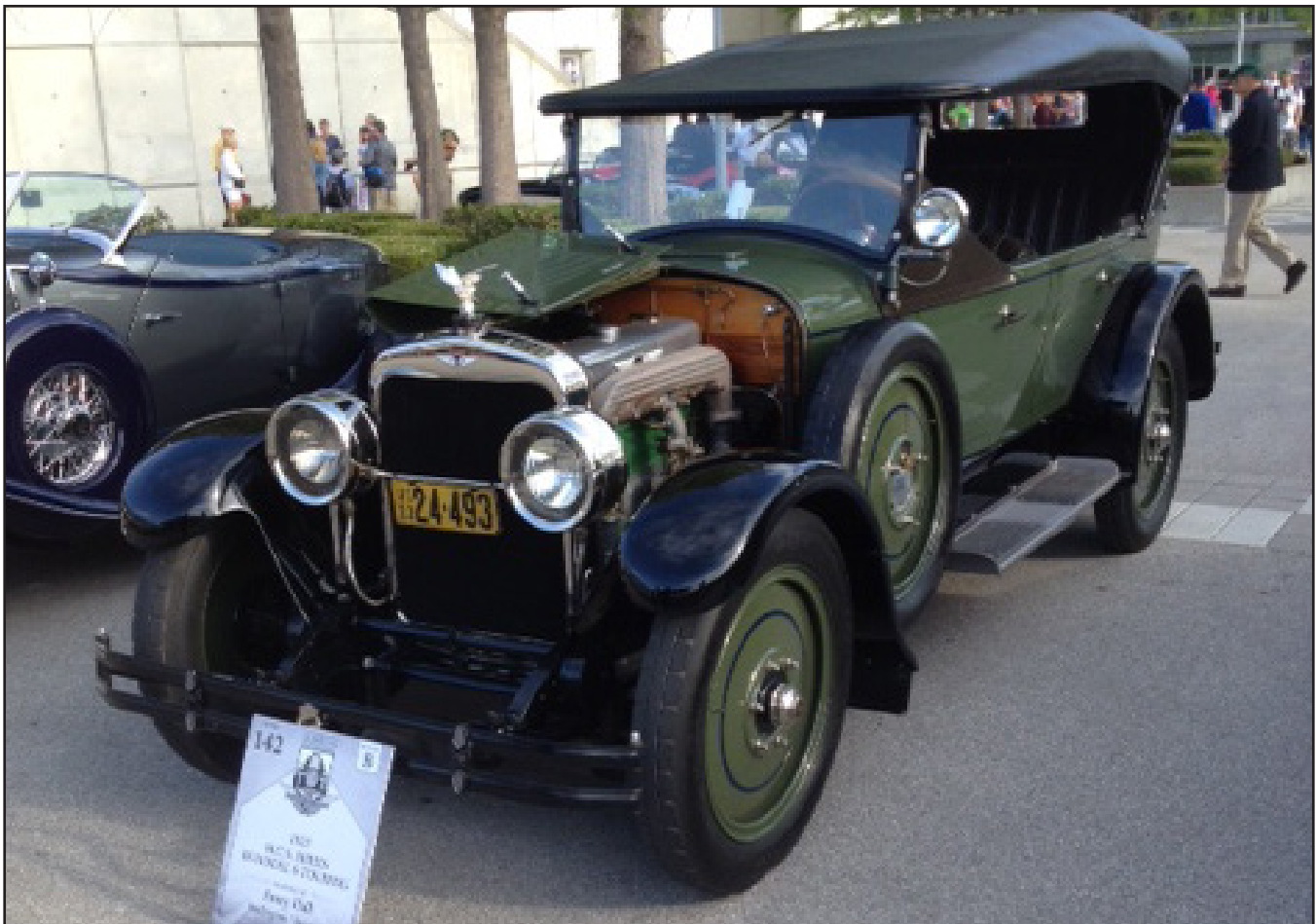
Another great event at IMS! This year we had the additional thrill of the race run on the road circuit! It is always so exciting to be down there with all the activity of racing in the month of May, but even more so this year with the activities for the road race.

Regrettably, your editor and his wife had to return home for a family function which did not allow us to attend the dinner. For those of you who have never attended this awards banquet, it is THE BEST one to attend. Every year during dessert, they have guest speakers that include past driving greats. The stories these guys

have are amazing...and hilarious. Last year we enjoyed Mario Andretti and in the past have had others such as Danny Sullivan and Johnny Rutherford. This year's guest was Al Unser Sr. who I was told, despite his reserved and quite domineer, was really funny.

The concours, which takes place right on Gasoline Alley, included three cars of Harry Stutz this year.

1923 HCS Series IV – Model 6 Touring, Avery Hall





*1930 Stutz
SV16,
Charlie
LaMatrie*



*1933 Stutz
DV32
Hollywood
Sedan, Turner
Woodward*

PREWARCAR

Established July, 2001 Edition 4792
Tuesday 17th of June 2014
The daily Magazine & Marketplace
dedicated to the pre 1940 car

CONCOURS BARNFINDS VETERAN BRASS VINTAGE BRITISH FRENCH GERMAN ITALIAN



Home Magazine Classics for Sale Parts & Stuff Featured

The News

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NEW BOOKS!



PreWar Press

- £3 million for Banfield Collection
- Rain unable to dampen spirits
- A feast of pre-war classic racing

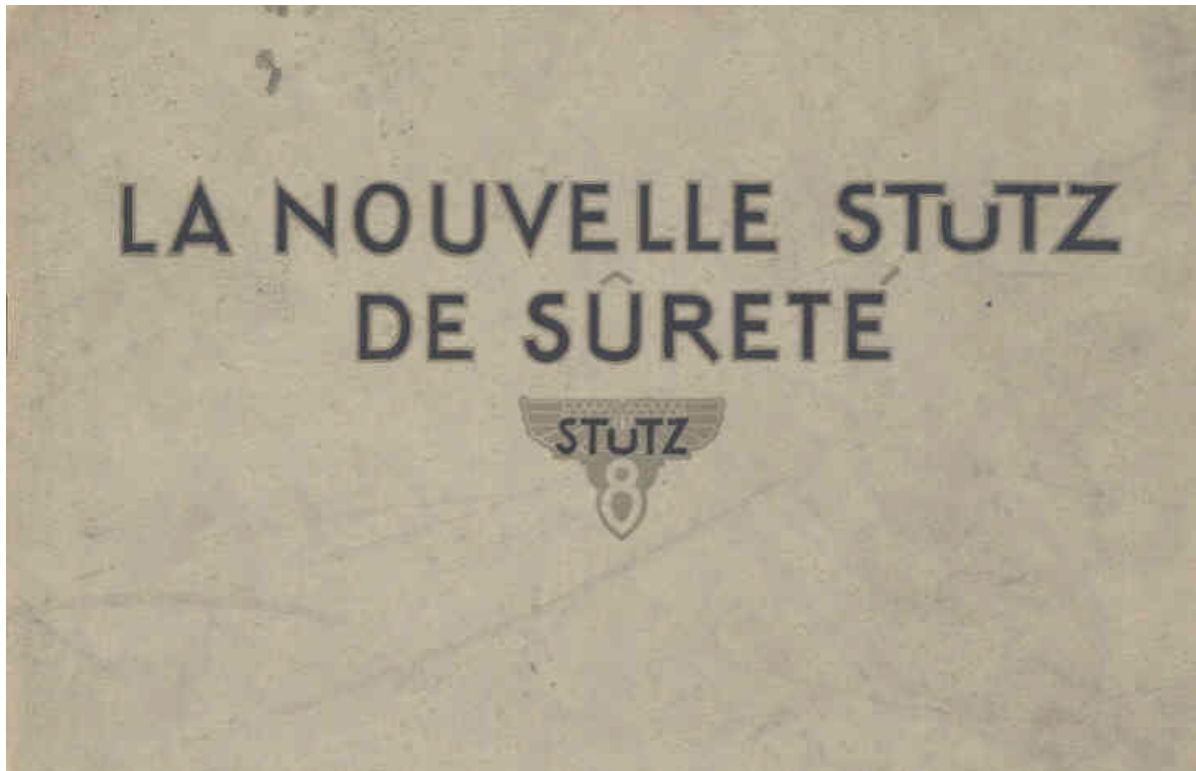


The Magazine

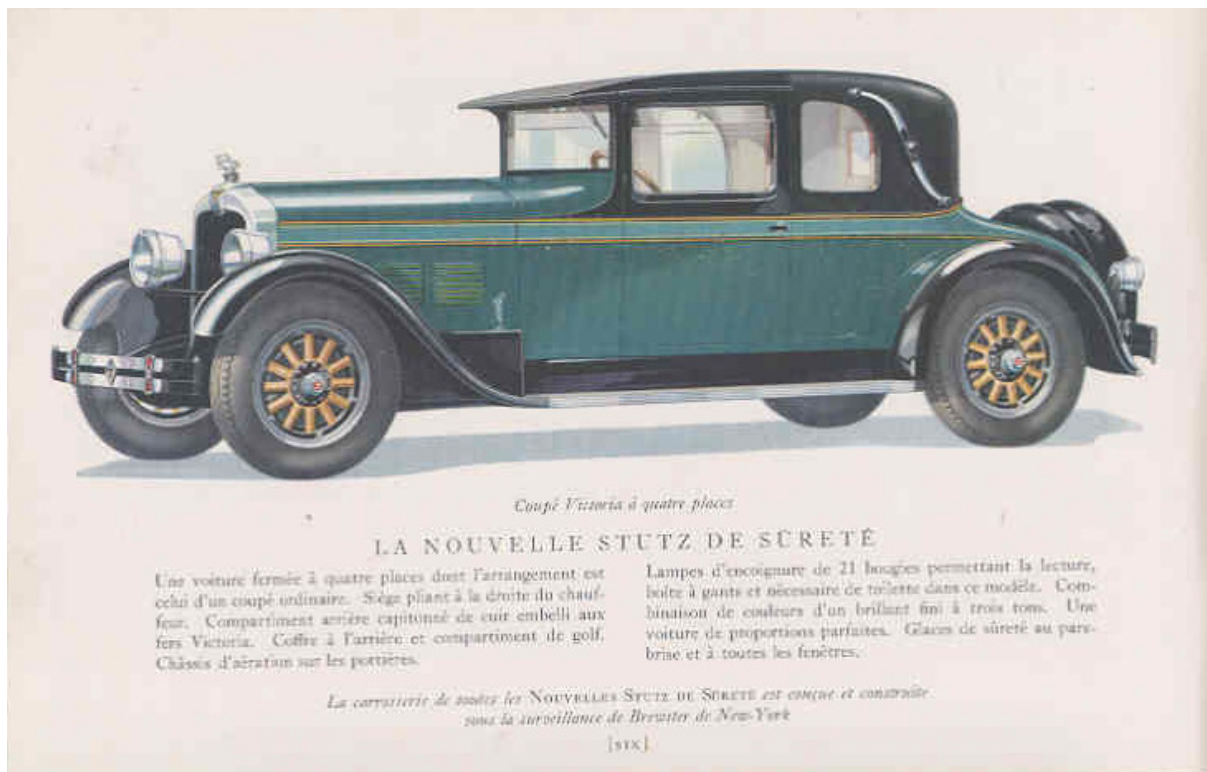
Finding a Stutz and more in France



Maybe [Aguttes](#) isn't one of the most well-known French auction houses for automobiles, yet this week they certainly have some very interesting stuff to offer. When looking at auctions in France, you would expect mostly French cars, but we never thought to see this [1926 Stutz Vertical Eight AA Victoria Coupé](#) on offer. Imported from the USA in the 1980s, this Stutz only has a total mileage of some 27.000 miles. Furthermore it has not been restored, except for a new paint job a few years ago. Another non-French rarity is this completely restored [1938 Wanderer W25 K](#) that during its lifetime went from the Chemnitz factory in Germany to Argentina, then to Italy and from there to France. But French cars haven't been forgotten, for example we saw a very nice [1923 Salmson VAL 3 Torpedo](#) and of course several Renault's, a [1914 type EK](#) and a [1924 chauffeur driven type OS](#). And there's even more to enjoy: among an abundance of automobilia even a [miniature steam locomotive](#) that should prove some fun for the true enthusiast! This auction by Aguttes will be held on June 21st at the Hôtel des ventes de Lyon Brotteaux - in Lyon.



...A little digging on the internet turned up a Stutz brochure for France with nearly the same car that sold at "Aguttes" Auction House and shown on Prewarcar.com.





Technical Notes

by Bryan White

Beauty: a noun, combination of qualities such as shape, color, or form that pleases the aesthetic senses, especially the sight.

Beauty is what I saw in 2007 when I opened the auction information from Worldwide for their last auction in Hilton Head, SC. I showed it to Trish and said “look at that 1929 Stutz Blackhawk roadster, ain’t that the most beautiful car you have ever seen”? I will not tell you her reply, but I will say that beauty is in the eye of the beholder.

Now I have to confess, it did need a little work, but I believe that men (at least when it comes to old cars) have a better skill of looking at an object and seeing it’s potential. A little paint on the fenders and a little upholstery and now Trish thinks it’s the most gorgeous car we own.

When I first saw the car, not only did I see the potential in beauty, but also pleasure in driving the Stutz. The problem was it ran awful worst than it looked. It had been sitting for a number of years and someone had screwed up the wiring. As most of you know most Stutz’s have dual ignition systems. Someone replaced the plug wires and four of the plug wires were installed incorrectly so it ran but was miss firing about 30 percent of the time. I was having trouble getting it to run good enough to load it on the trailer to take it home. I finally unplugged one of the coils and switch two wires on the one coil and it started running good enough to get it loaded. By this time Trish was really questioning my judgement.

After getting it home and working on the ignition adjusting the points, cleaning the cap and connecting the correct wires to the correct plugs, it ran pretty good. Then I moved on to the cosmetics, I painted the fenders and upholstered the front seats. I even talked Carl into letting me use his side curtains as a pattern to make a set for my car because I didn’t have any part of the side curtains. Now the car was ready for the “pleasure” of

driving. Trish and I drove it on an AACA tour as well as to local events. My vision was materializing.

Last October we were showing the ‘23 Speedway Four at Hilton Head Concours and Carl was showing his Stutz so we decided to take the Blackhawk to do some local touring with Carl and Carrol. After touring one day Carl let me drive his Stutz. That is when I realized how bad mine was running again. I know his is a freshly rebuilt eight cylinder but I had work to do as soon as I got home. Although my little six cylinder ran ok on the highway it was pitiful on the low end torque.

When I got home I cleaned the plugs, adjusted the points, checked everything including compression. It still did not run like it should. Now you remember that when I bought it seven years ago it had plug wires running to the wrong plugs. Someone in trying to get it to run had installed a “new” set of wires. Now I was wondering? Sure enough when I pulled one off and looked it was a modern set of graphite wires. I made a set of copper wires and it runs like a top now. It may not run as good as Carl’s eight cylinder hot rod, but I’m back to enjoying driving.

One of the most fun concours events we attend is the weekend after Pebble Beach in the charming city of Geneva, Illinois just west of Chicago. The entire downtown is blocked off for the cars to be on display, but all the shops and restaurants are open. With all the activity, it is just as much fun rain or shine. If you happen to be in the area, I highly recommend a stop. If you are interested in submitting an application for a car, you can contact your editor.



Correspondence to the Club



English Stutz club member Steve Watson (on the left) invited Dutch member Henk Noteboom and his wife Adrianna to join him on the UK Ford Model A club rally that Steve organised in England this May. The weather was warm and sunny for the whole of the tour and every body had a great time.

STuTZ News from Around the World

(Mike's email)

Hi Dan and Mary,

We are finally adjusting to weather,time change and driving on the left in the UK.

Michael Bengtsson from Sweden and his wife are also visiting Pete Neville and I have attached a picture of all of us (including Norman Barrs) at the Enfield show. Mix of sun and rain and very cold...in the 50's today. Off to London for a ride on the London Eye.

Hope all is well

Mike and Judy

(Steve's email)

Hi Dan, Steve Watson calling from England,

I organized this years Ford Model A Club annual tour around the county of Lincolnshire in England. The picture shows me on the left in the dark shirt, the person

opposite is fellow Stutz club member Henk Noteboom from Holland, I invited him and his wife to join us on the tour in his Stutz, the weather was sunny and warm for the whole of the tour and every body had a great time, there were 20 Model A's on the tour.





Correspondence to the Club

Hi John,

Just checking in to see if you need to have your request for KDH Information and Parts Ad run in the upcoming issue of the STuTZ News?

Best regards, Dan DiThomas

Dan,

Thank you for your kind reminder.. Yes please do.... Did I mention Brian White did respond and was very helpful, and was not shocked to be talking to someone from 'the Lucky Country'.. unlike most who I have contacted for parts/info.... in the past..

Now, a special thank you for the last addition, especially so for the 1913 Corona Road Race.. page after page.. what great reading for any Stutz owner.. NOT TO FORGET the inclusion.... of the two photos of the KLEIN-KING.

This is the same model as my KING V8 which was raced as a test bed..my crankcase has June 1914 cast in it and thus followed on from this car.. (NB) the canterlever rear springs which are identical, the front end using a slide block rather than the normal swinging link which followed in 1916 model E.. in its initial race, andmaybe it was Corona, it was flagged off for "excessive smoke" I have read.. what happened was the separation plate between the fuel and the oil supply within the fuel tank came loose and thus mixed with the fuel... and smoke... the V8 was later replaced with a ????. and continued to race as the Klein-King for some time...

Klein made enough at racing to set himself up in a garage/workshop as reported in a magazine of the day I have somewhere (The Motor or the like) got married had 10 kids and lived ever after with his nose to the grind stone..Last sentence is sheer fabrication, yet having willingly jumped on the tread mill myself as us mere males use'to.. that is about how it went....I'm sure I've mentioned my famous racing car the PAN AMERICAN (what a great name) thought up by TOM ALLEY of Duesenberg fame.. who had Harry MILLER (the skirt

chaser) build him the totally new SOHC MILLER 4cyl. which I so desperately need.

(HELP !. HELP!. I know there's one out there somewhere)(and to prove the point I recently FOUND a MILLER crankshaft in the US that is used as a leg on a work bench.... shudder, shudder..) so back on track, the Pan Am did quiet well, and as always the accountant cleared out with the funds (financed by an elderly lady I heard) and sad to say Decatur ILL. lost a great make... my front axle is the most delightful thing made with a full floating Tapered Timkin taking the load... and there on carries the/its ID.... # J- 05... strange to say the bore etc are ALL METRIC.....! in the US of A.. and can only guess they had a mechanist from Europe do the detail on the front end.. the front end is restored and painted the original Golden Yellow..... as was EVERYTHING on the chassis/wheels/diff/and said front end.. it was particularly obvious in about the steering box on the inside of the chassis as well as the box itself....

Thus I wonder if this was the car raced and known as "The Banana Car"..(can ANYONE help with info re same or anything to do with the Pan American.... some years ago Kit Foster helped in this area (in return I sent him info/dope on the giant Land Speed Record car the 'ENDEVOUR' built down here that few know of.)... many years ago I subscribed to the large ' OLD CAR ' paper.. remember!. which gave me a kickstart into this habit..... the only other thing of interest I can report is that after something like 40 years my F. I.A.T. chain drive S76 chassis etc stolen by Victorians , and has NOW appeared in the UK restored with an giant engine from a museum..... painted red and shortly will be displayed, to amaze the unwashed...

I have written Duncan several times asking him for details of WHO DOWN here he bought it off..... the silence is deafening other than his first response... my!!.. how the mills of God grind slow yet infinitely small. (as Dad always said)..... so I hope I haven't bored you..... you may print the above if you wish for general interest, and kindest regards to Bill who I know is watching..

John Ryder..



Correspondence to the Club

Hello Branislav,

That is wonderful.

Please let me know how we can help you with your adventure this year to drive your 1914 STuTZ Speedster across the USA from Washington DC to Los Angeles.



There may be club members that could join you on portions of your trip in there STuTZ car.

Best regards, Dan DiThomas

Yes indeed! Arranging insurance proved a nightmare, eventually a good friend in California put me on the right track. Matters should be finalized within a week and then I will book the car onto a ship. This proved much easier, there are weekly sailings to Baltimore. Will let you know when I have the dates.

Best wishes, Branislav

Hello Branislav,

Are you still planning your STuTZ driving tour of the USA?

Best regards, Dan

Hi there,

Yes that is the plan!

Regards, Branislav

Hello Branislav,

Glad to help. Please let me know your schedule as soon as you have it planned. I will want to try and meet

up with you and I am sure there will be other club members that will want to meet you also.

Am I correct that you plan to drive from Washington DC to Los Angeles?

Best regards, Dan DiThomas

Hello Dan,

Sorry not to have replied sooner, I was unwell but better now. Thanks for the insurance information, most helpful. As yet no schedule, will let you know as soon as I have worked it out.

Yours aye Branislav

Hello Branislav,

I can suggest the major Antique Car Insurance Companies that insure cars like ours on the USA. Let me know if you need any other assistance

<http://www.heacockclassic.com/>

<http://www.jctaylor.com/>

<http://www.hagerty.com/>

<http://condonskelly.com/>

<http://www.grundy.com/>

Do you have your schedule and route planned out yet?

Best regards, Dan DiThomas

Hello there,

I think I mentioned a while ago that I was planning to bring my 1914 Speedster across this year and then drive it from Washington to Los Angeles. My Scottish insurers don't seem able to provide me with appreciate cover and I wondered if you could direct me to a suitable US company.

Kind regards, Branislav Sudjic



Molding Restoration

by Carl Jensen



Cracked pot metal molding

One of the smaller projects I have done on our Stutz was refinish the two wooden strips located just in front of the luggage rack, each of which include a chrome plated molding. Upon removal, the first challenge I faced was that the moldings had cracked at the screw holes. These are a half oval cross section in shape with a bent over bullet nose on each end. Presumably a



Two views showing the bullet ends that could be reproduced with the new brass moldings.

couple of the screws were a little tight when assembled at the factory flexing the brittle material which put in small cracks. Due to the unique shape, I struggled with finding an alternative solution.

New molding back in place on car.



After doing some searching on the internet, I learned that people who restore old wooden boats use every possible brass molding shape available. There are a number of different suppliers out there with different selections, I found matches for what I needed from Hamilton Marine. Their internet sites shows a very complete selection. The soft brass material allowed me to easily file down and bend the ends to get the bent over bullet shape exactly. All that was left then was to line up the holes, drill and counter sink for the heads. Then off to the chrome plater. There has been many times over the years we have looked for specialized moldings for vintage cars and I had never thought to investigate marine restoration suppliers, but certainly will in the future!



As for the wood, I had some experience with a product from refinishing the walnut interior in our old

Jaguar. The product I used was Minwax – Indoor/Outdoor, Helmsman Spar Urethane, Clear Gloss. I like this product as it is weather resistant and UV resistant, making ideal for automotive applications. It comes in spray cans making it extremely easy to use. It also sands and polishes very nicely resulting in a very nice finish. Although the instrument panel in our Stutz is aluminum covered, I suspect this would be a very good product for the wooden ones on many of our cars, as well as top bows.



2015 Grand STuTZ Amelia Island, Florida
 ----- Mark this date on your calendar -----
 March 11th through March 11th 2015



Name: _____

No. of people: _____ Phone: _____ Email: _____

I plan to attend: I might attend: I will bring a STuTZ or HCS

I need trailer parking My car will be displayed only I want my car to be judged?

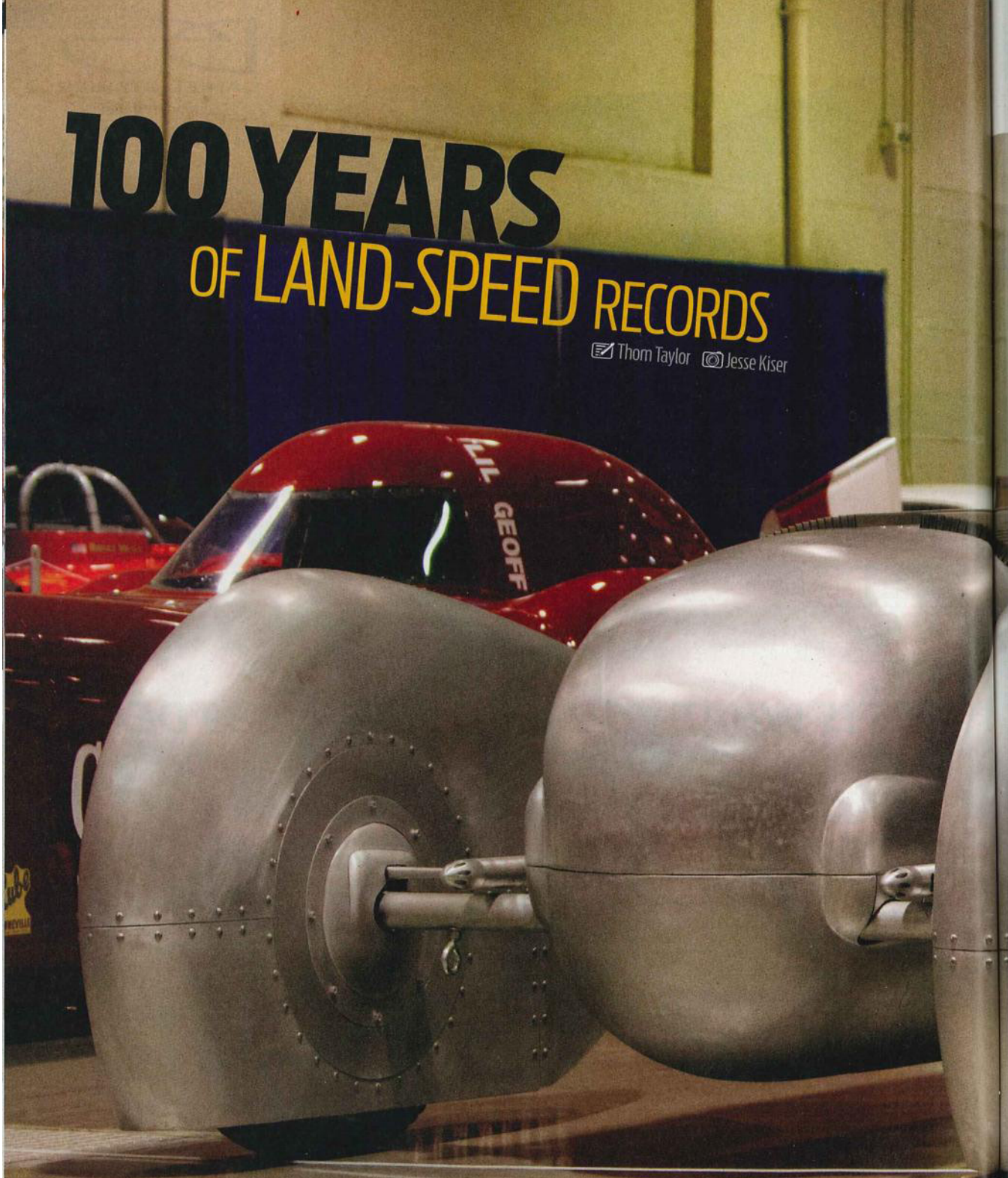
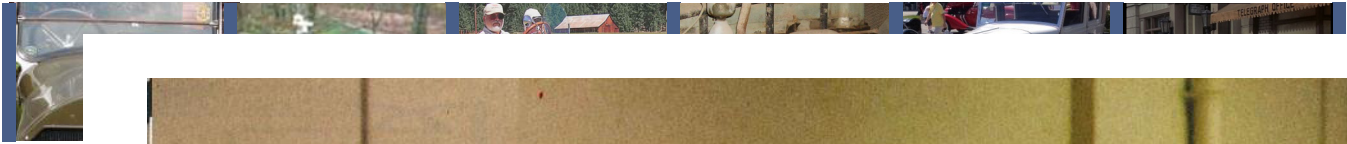
Comment: _____

That's right; our Grand Stutz next year will be held in conjunction with the fabulous Amelia Island Concours, where the feature car will be Stutz! If you have not been to this event, it is fantastic. If you are north of the Mason-Dixon Line, you will appreciate escaping to Florida in March!

More info will be coming on our activities, but if you plan to submit your car for the Amelia Island Concours, we are urged by the Concours Committee to do this as soon as possible. Go to www.ameliaconcours.org and select "Entrant Information" in the upper right hand corner of the page.

Grand STuTZ registration and hotel details will be available as more details are worked out. It would be very helpful with planning if you can send the information requested below to Dan DiThomas as soon as possible.

Mail: Dan DiThomas, PO Box 2031, Dublin, Ohio 43017
 Email: thestutzclub@aol.com
 Phone: 614-832-0066



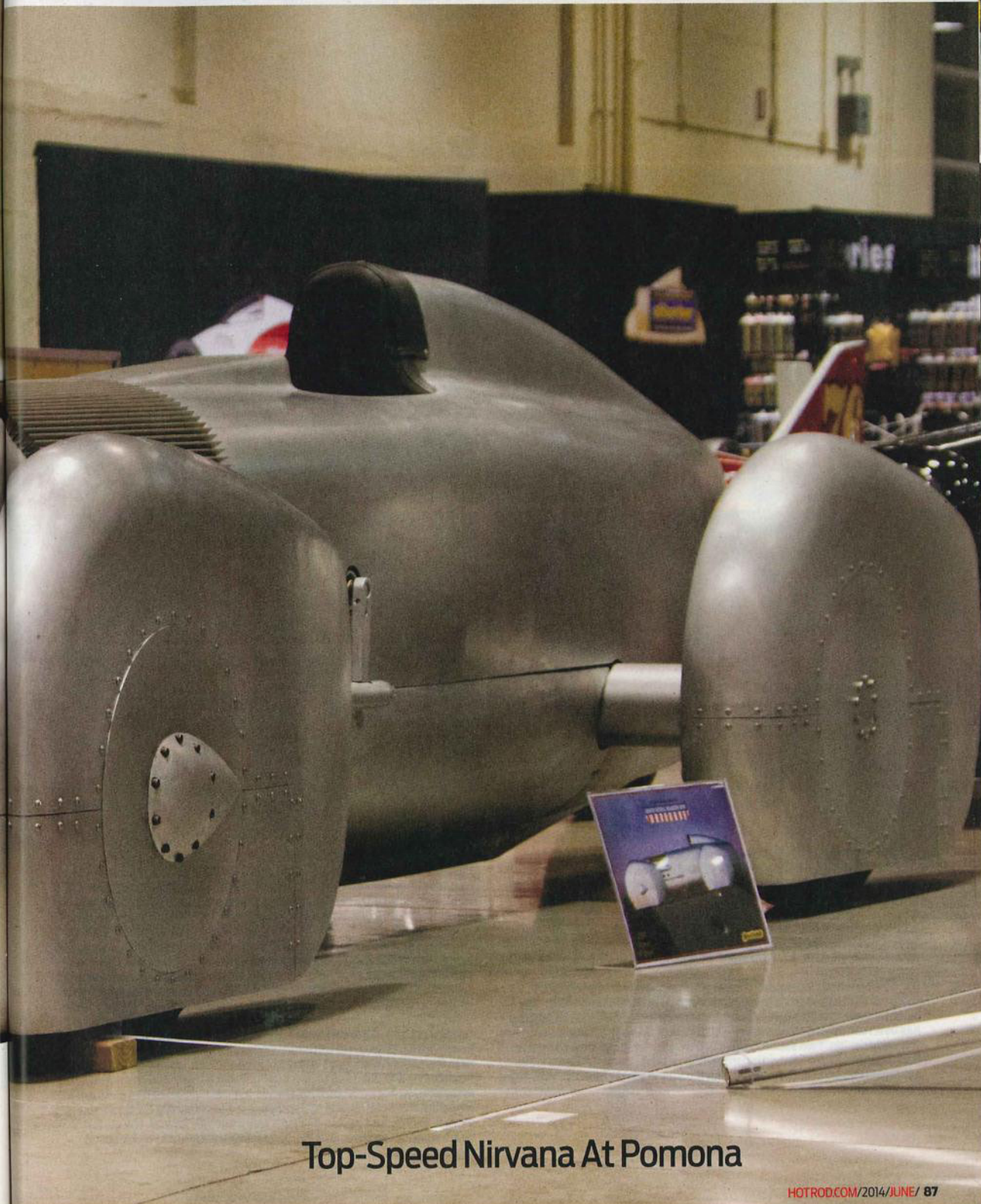
› One of the largest gatherings of land-speed-record vehicles took place in January, but not at Bonneville. The occasion for this unprecedented assemblage was the 65th Grand National Roadster Show (RodShows.com) and its celebration of 100 years of the pursuit of land-speed records. More than 100 vehicles were on

display in building 9 of the L.A. County Fairplex (Fairplex.com) in Pomona, California. From early attempts to cars just now ready for Bonneville, there was a vast and impressive array of failed and successful LSR cars, and here are some of the highlights from this once-in-a-lifetime event.



[This is a recreation of the car Frank Lockhart drove over 222 mph at Daytona Beach in 1928. As you can see it's as impressive today as it must have been to thrill seekers in 1928. Sponsored by the Stutz Motor Company, the LSR car was powered by two 91ci Miller race engines mounted on a common crankcase, creating a V16. Lockhart reached more than 222 mph on a return pass trying to beat a 207.552-mph record when the streamliner careened out of control and was destroyed, killing the popular 25-year old. The recreation is a feat accomplished by owner Jim Lattin and metalman Jeb Scolman of Jeb's Metal and Speed in Long Beach, California.

Clippings of Note



Top-Speed Nirvana At Pomona

HOTROD.COM/2014/JUNE/ 87



2014 Grand STuTZ Stillwater Registration Form
 Stillwater, Minnesota, July 30 – August 2, 2014
The DEADLINE for registration is May 15, 2014

Name 1 _____
 Name 2 _____
 Address _____
 City _____ State _____ Zip _____
 Phone _____ Cell _____
 Email _____

I will bring a STuTZ or HCS car _____ I need trailer parking _____ I will ship my car _____
 Date my car will arrive _____ Date I will arrive _____
 Car Information: Year _____ Make _____ Model _____
 My car is to be: Judged _____ For Display Only _____ at the CCCA Grand Classic
 Liability Insurance Carrier: _____ Policy No: _____

2014 Grand STuTZ & CCCA Grand Classic Registration
 Number of people _____ X \$40.00 = _____
 Thursday transportation for the STuTZ Motorcoach Tour
 Number of people _____ X \$30.00 = _____
 Friday Driving Tour, Tour & Lunch at the Dancing Dragonfly
 Winery, & Gammelgarten Tour
 Number of people _____ X \$35.00 = _____
 Friday STuTZ & CCCA Dinner Cruise
 Number of people _____ X \$45.00 = _____
 Saturday Grand STuTZ & Grand Classic Banquet
 Number of people _____ X \$70.00 = _____
 Stillwater Trolley to Saturday joint banquet
 Number of people _____ X \$10.00 = _____

My check for the Grand STuTZ Stillwater is enclosed for the total amount of _____

Make your check payable to the STuTZ Club and mail to:
 The STuTZ Club, PO Box 2031, Dublin, Ohio 43017

The STuTZ Club members that plan to enter their STuTZ car in the CCCA Saturday show must complete a CCCA Registration Form for each car being entered. The form, along with your check must be mailed to the CCCA prior to the deadline date. The form to the right is only a sample. The actual form will be mailed to you.

REGISTRATION FORM
SAMPLE

(DO NOT USE THESE BOXES)
 Entry No. _____ Div. _____ Class _____

Owner _____ Street _____
 City _____ State _____ Zip _____ Phone _____
 Incomplete Entries Will Be Returned to Owner for Missing Information
 Year _____ Make of Car _____ Cyl. _____ Model or Series _____
 Body Style _____ Body Maker _____ (only if custom)
 Serial or Chassis No. _____ Engine No. _____ Body No. _____
 Is this an authentic bodied Classic? Yes No
 (If New Coachwork or Major Changes, see number 12 above.) If Senior, give Badge No. _____ (badge must be displayed)
 Liability Insurance Carrier _____ Policy No. _____

Mail To: CLASSIC CAR CLUB OF AMERICA
 350 S. NORTHWEST HIGHWAY, SUITE 300
 PARK RIDGE, IL 60068
 (847) 390-0443

Check Division	Regular Fee	Late Fee
<input type="checkbox"/> Premier	\$50	\$70
<input type="checkbox"/> Senior	\$50	\$70
<input type="checkbox"/> Primary	\$50	\$70
<input type="checkbox"/> Touring	\$50	\$70
<input type="checkbox"/> Senior Emeritus Judging	\$50	\$70
<input type="checkbox"/> Senior Emeritus Exhibit	\$15	Non-judging
<input type="checkbox"/> Exhibition	\$15	Non-judging
<input type="checkbox"/> Modified	\$15	Non-judging

Deadline: Regular Fee.
 Late entries must be postmarked by
 Yes, I would be available for judging.
 Yes, I am bringing an unrestored original car.
 (Make checks payable to CCCA - U.S. Funds)

If you have any questions, please feel free to contact Mark Desch or Dan DiThomas either by email or phone.
 Mark Desch Email: markd@sas-mn.com Phone: 651-439-7098
 Dan DiThomas Email: thestutzclub@aol.com Phone: 614 832-0066



Combined Grand STuTZ Stillwater & CCCA Grand Classic Agenda

Our 2014 Grand STuTZ will begin on July 30, 2014 and be held in conjunction with the Upper Midwest Region CCCA in Stillwater, Minnesota. All of the STuTZ cars will be displayed as a group on the show field on Saturday. You may enter your STuTZ for judging or display in the Grand Classic show on Saturday.

The Water Street Inn is the headquarters hotel for the Grand STuTZ. When contacting the Water Street Inn, mention "The STuTZ Club". Rooms are blocked until May 15, 2014.

Please make your reservations early.

The Water Street Inn is the host hotel Mention the "STuTZ Club" 101 Water Street S. Stillwater, MN 55082 (651) 439-6000 http://waterstreetinn.us/	The Lowell Inn Mention the "STuTZ Club" 102 North 2 nd Street Stillwater, MN 55083 (651) 439-1100 (888) 569-3554 http://www.lowellinn.com/
AmericInn Lodge & Suites 13025 60th St N, Stillwater, MN 55082 (651) 275-0980 http://www.americinn.com/Hotels/MN/Stillwater	Crossing by GrandStay Inn 7 Suites Stillwater 2200 West Frontage Road Stillwater, MN 55082 (651) 430-2699 http://www.grandstayhospitality.com

STuTZ Club schedule of activities:

Wednesday, July 30, 2014:

- 10:00am – 5:30pm Registration. Our registration table will be in the Water Street Inn lobby. There are no formal club activities scheduled. Registration provisions will be made for members arriving on Thursday.
- Enjoy Stillwater and lunch on your own. A list of recommended restaurants will be in your arrival package.
- 6:30pm Dinner. The Dinner is hosted by Mark and Gloria Desch at Mark's Garage.
- There will be a Hospitality Room at the Water Street Inn open after dinner.

Thursday, July 31, 2014:

- Breakfast on your own.
- 9:00am Motorcoach Tour. We will take a motorcoach tour to view private car collections and restoration shop
- We will make a lunch stop during the tour. We will order from the menu with separate checks.
- We will make a dinner stop on our way back to Stillwater after our final tour stop at Odyssey Restoration. We will order from the menu with separate checks.
- There will be a Hospitality Room at the Water Street Inn open at 9:00pm

STuTZ Club and CCCA activities:

Friday August 1, 2014

- 9:00am Driving tour. Driving tour along the St. Croix River with multiple stops.
- Noon lunch at the Dancing Dragonfly Winery. We will enjoy wine tasting and wood-fired pizza.
- 2:30pm tour the Gammelgarden Old Small Farm Museum to learn about the Swedish immigrant heritage and history in the area.
- 6:00 to 9:00pm. We will join the Grand Classic folks and gather for dinner on a river boat for a cruise on the St. Croix River.
- There will be a Hospitality Room at the Water Street Inn open after dinner.

Saturday, August 2, 2014

- 9:00am to 4:00pm The CCCA Grand Classic will judge and display cars in downtown Stillwater. The cars of Harry C. Stutz will be displayed as a group
- Lunch on your own in Stillwater while enjoying downtown Stillwater and the Grand Classic.
- Catch the Stillwater Trolley at the Water Street Inn and enjoy the ride to the Lake Elmo Inn Event Center. The trolley will be available for the return trip back to the water Street Inn.
- 6:30pm Awards Banquet. We will join the CCCA Grand Classic for the Awards Banquet. The attire for the evening will be business casual. Jacket and tie are not required.
- There will be a Hospitality Room at the Water Street Inn

Sunday, August 3, 2014

- Breakfast send off for those leaving on Sunday at the Water Street Inn.

If you have any questions, please feel free to contact Mark Desch or Dan DiThomas either by email or phone.

Mark Desch

Email: markd@sas-mn.com

Phone: 651-439-7098

Dan DiThomas

Email: thestutzclub@aol.com

Phone: 614 832-0066



My Spring TuneUp

By *Bill Greer*

Over the past 40+ plus years I have looked forward to the beauty of each spring when our surrounding forest burst forth in cheerful bloom. Spring also brings the excitement of tuning up one of the old cars in the barn, particularly a Stutz.

March 2014 was different! Carolyn and I had escaped two weeks of the hard weather with a cruise through the Panama Canal which was celebrating its 100th year of operation. The worst snow storm in years hit Indianapolis just an hour or two after our departure for Miami on January 5th, my 89th birthday.

It was a delightful cruise with the best of weather prevailing on the whole cruise to Los Angeles. We began to suspect that something was not going too well at home as we had not heard any news from daughter Janice. On the way home from the Indianapolis International Airport, our son-in-law Mick told us the bad news – pipes frozen in the master bath located in the north wall. Upon arriving we found shoes, clothes, etc. from the adjoining closet covering the living room floor in the process of drying out. We were very fortunate that good help came to our rescue and renovations were made not only to the damaged areas but also to bedroom and den which we decided to upgrade. Around March 22nd we moved into our nicely refurbished facilities with renewed enthusiasm and scheduled Carolyn in for a gallbladder operation to be performed on March 26.

On March 25, I crashed, not the Stutz, but me. It was simple and quick. Allow me to present the following “ditty” to tell you the rest.

“Ditty”

Early in the morning I stepped down
from the bed

My right leg (rear wheel) folded and
I pitched to the floor

Fully dazed I felt numb from toe to
my head

911 was called and soon knocked on
the door.

At emergency I experienced a battery
of tests

To assess the damage and make
experts aware

Of what was required to repair me
the best.

My carb needed a lot of adjustment

The old radiator needed to be flushed

My rear end would need some
welding

To repair those painful cracks.

I needed more than just a tuneup

An overhaul would need to be done

It would take weeks of therapy

To clean out those rusty pipes!

On May 22 Drs. Robertson and
Bloom

Showed me faces full of smiles

When they came into the room

And said, I was ready for more miles!

At that moment I felt the Lord
announce;

‘Old Bill’ take another five!

Both Carolyn and I are receiving great care at the Clearvista Lake Health Campus. When fully fit to travel we’ll see you down the road.



Come Celebrate the Art of the Automobile

The GENEVA CONCOURS *d'Elegance*

Celebrating the Italian designed and built Automobiles

The 100th Anniversary of Maserati / Presented by Continental AutoSports

The Extraordinary V12's - V16's built before 1948

And the 50th Anniversary of the Ford Mustang

Sunday, August 24, 2014

On Third Street in the historic downtown business district of Geneva, Illinois

For more information: www.genevaconcours.net



Geneva Concours

One of the most fun concours events we attend is the weekend after Pebble Beach in the charming city of Geneva, Illinois just west of Chicago. The entire downtown is blocked off for the cars to be on display, but all the shops and restaurants are open. With all the activity, it is just as much fun rain or shine. If you happen to be in the area, I highly recommend a stop. If you are interested in submitting an application for a car, you can contact your editor.



Membership Report

by Mike Barry VP Membership

Please join me in welcoming the following new members:

0872

Thomas Lee

Spouse: Jill Lee

3211 Sawmill Rd

Newtown Square PA 19073

Primary Phone: (610) 359-0395

Cell Phone: (610) 212-5047

E-mail: tomlee72@mac.com

1929 Stutz

4 Pass Speedster

Eng:DV86281HC

Vin:SC 32220

0873

Brian Blain

3008 S Burke St

Visalia CA 93292

Primary Phone: (559)732-2814

Fax: (559) 733-2140

E-mail: BrianBlain@BlainFarms.com

Mark Your Calendar - Stutz Club at Hershey Flea Market

The club has secured a block of rooms at the Holiday Inn Harrisburg East 4751 Lindle Rd, Harrisburg PA during Hershey week at a rate of \$115 per night (Tuesday Oct 7 thru Sat Oct 11 2014). This is a special rate for Stutz Club members. Just call the hotel at 717-939-7841 and ask for the Stutz Club rate.

From the Treasurer

by Dan DiThomas, Treasurer

2014 Renewal Notice

There are a few members that have not sent in their 2014 renewal. We value their membership and hope that they plan to renew this year.

Unfortunately, if we do not receive a renewal soon, this issue of the STuTZ News will be their last issue.

If anyone has misplaced their renewal form, please let Dan DiThomas know and he will send you one. It is important to us that you review the form and correct any wrong or missing information.

Please contact Dan either by phone (614 832-0066) or by email at thestutzclub@aol.com.

The Only Ones.....

As the keeper of the membership and car lists, I am wondering if I should start a project to find and record which of our cars are known to be or thought to be the Only One remaining of a certain year, body type, etc..

My thought is to add that information as an asterisk to the car information in the 2015 Directory.

I would appreciate hearing from anyone that can provide that information or has a idea as to how I can go about obtaining it.

For example, my 1925 STuTZ 693 Roadster is thought to be the only surviving 693 Roadster with dual side mounted 24" wire wheels and the STuTZ in-house built Type 691 six cylinder engine.



Stutz and Me!

John Manifer photographed Anthony Gonzales behind the wheel of Bob Randolph's 1913 Stutz.

by Bob Randolph

Riding at 40 mph or more, the passenger needs goggles. Flying insects don't taste good. A small missile-type of rock certainly would not be enjoyed either.

My 1913 Stutz #911 with engine #5855 has a Wisconsin 390 cid 4-cl engine that is geared to "run"! When we pass modern iron on a freeway at 80 mph (with Anthony Gonzales driving), the occupants of the car being passed "gawk" and wonder what was that?

Here's how it all started:

About 25 years ago I read in Hemmings that a Stutz Bearcat was for sale.

I called a man in Pennsylvania who said he lacked the capital to restore it. He had a price that I thought was too high so he asked me to make an offer.

My offer had two provisions: (1) he had to deliver the parts to Ft. Wayne, Indiana and (2) Paul Freehill in Ft. Wayne was to take inventory of the parts making sure the parts were Stutz. The seller agreed and so did Paul, the Stutz expert.

When everything was set, I flew to Ft. Wayne and met Paul for the first time. In his shop the floor was covered with car parts, my Stutz parts. We spent a day taking inventory.

The fenders were so rusty that they were only usable for patterns. There was no body and the clutch was not correct.

My offer was quickly adjusted which the seller accepted.

After he left, Paul said that he had numerous parts that I needed. To purchase them at a fair price, Paul wanted to assemble the Stutz.

Since I knew nothing about a Stutz, this sounded good to me. We agreed on a wage and a monthly billing schedule before I flew back to Colorado.

When my car was up and running I ran into a bit of good luck.

A friend was going to Ft. Wayne to pick up a new box trailer. If he could use my Suburban to pull his new trailer (and I paid for the gasoline), he would get my Stutz to Colorado.

At this time I had another restoration underway so I hired a local restoration shop to complete the Stutz. It took two years to disassemble, paint and re-assemble it.

The Bearcat offers little comfort to the driver or passenger/mechanic. There are no seat-belts, no doors and no windows except a monocle windshield protecting the driver's face. The passenger sits and hangs on.

I learned to hold on to the back of the driver's seat giving me a small feeling of safety. Going around a corner I learned to lean into the turn and push on the floorboard with my foot in the direction opposite the turn. Speeds of 30-40 mph will dry out your mouth if you don't keep it closed.

When I drove it I decided that the steering was a bit "truck-like" so I removed the steering-gear box and a new gear ratio was installed.

Paul Freehill had installed "Kevlar" on the cone clutch. After fighting a bad clutch for several years, I removed the clutch and had a new brake-shoe facing installed.

During the past 50 years, I have owned more than 20 antique and classic cars. Those I have restored myself or participated in restoring include a 1914 Model T Ford touring (my first old car), a 1911 Overland, a 1911 Mitchell, a 1911 Hupmobile, a 1911 Maxwell, a 1911 Stoddard-Dayton, a 1906 Stevens-Duryea, a 1936 Auburn convertible sedan and a 1930 Cord L29 convertible sedan.

You can't ride around on a fat bank account nor on a stock certificate. Cars are truly a great hobby! □

Clippings of Note



Barn Find in Australia

by Garry McInnes

On the 4th July (good date for the start of an American car story don't you think?) 2013, I received an email from our treasurer advising me of a possible 1929 Stutz and parts located here in Australia just north of Adelaide. Well I must tell you after having spent one of the best times of my life in America at Seabrook with fellow members and their amazing cars and Indianapolis thrown in (plus a road trip to Michigan) I could not believe it. I don't mind telling you I was feeling somewhat depressed when I got back to Australia as I was continually thinking where on earth am I going to find a Stutz - HERE????

After making contact with the person concerned here in Australia and who then me some photos, I was smitten and decided I had to purchase the car immediately. Now the race was on to get to Adelaide to check out my new toy before anybody else could get at it as it was not very secure where it was with already a few trinkets being pilfered from it.

We agreed to a price with the owner of the car. She is an elderly lady that knew of this vehicle when she was a child bouncing across the paddocks on the properties around 'Globe Derby' with just the cowl attached to the frame and a seat from some other vehicle 'attached'. The old fellow who owned it at that stage was using it to work the trotters at the nearby trotting track. This elderly fellow (in his 90's) owned the car for many years. Unfortunately, he was quite deaf and while crossing the highway outside his property he struck and killed.

She went onto to say that she could never remember the car with a body just the frame and seat and she was going back to the early 50's? However upon inspection of the car, I am sure that it may have had a 'mild' restoration in its life, as it is just too good to have been used as a hack, the body was obviously removed in the 30's or 40' but why is anyone guess. They have literally cut the body off from the base of the windscreen at the cowl and at the front doors with some of the hinges still in place. Then they just removed the body leaving nearly everything in its place, ie brake lines Bejur oil lines, wiring for lights etc. etc., are still all there.



A picture of the RHD steering, also this is how car was delivered to my lock up after travelling across Australia, notice how it looks a lot 'cleaner'? We had absolutely torrential rain the last 8hrs of its journey, saved me a lot of washing down!



The old chap actually had a shed made just for the Stutz and I think that this is what has saved it over the period of time. The car had called this home for at least 25-30 years and there was some concern about opening the doors that may not have been opened for years. But the shed did its job. Even though the car is extremely dirty and dusty, being out of the weather has preserved it for sure. Recently I was just washing the frame down

and I exposed what appears to be the original paint. Any rust is only lightly on the surface of the frame, which is very solid indeed.

The car which is a long wheelbase Model M, came with plenty of goodies too. It included extra parts, additional wheels, cowl, genuine battery box and two suitcases of old car books!

Note from the picture above the front bumper. The genuine fuel cap is still in place, even has the original muffler system from front to back with the 'FLAP' control on the dashboard obviously for 'Hyperdrive!!!'



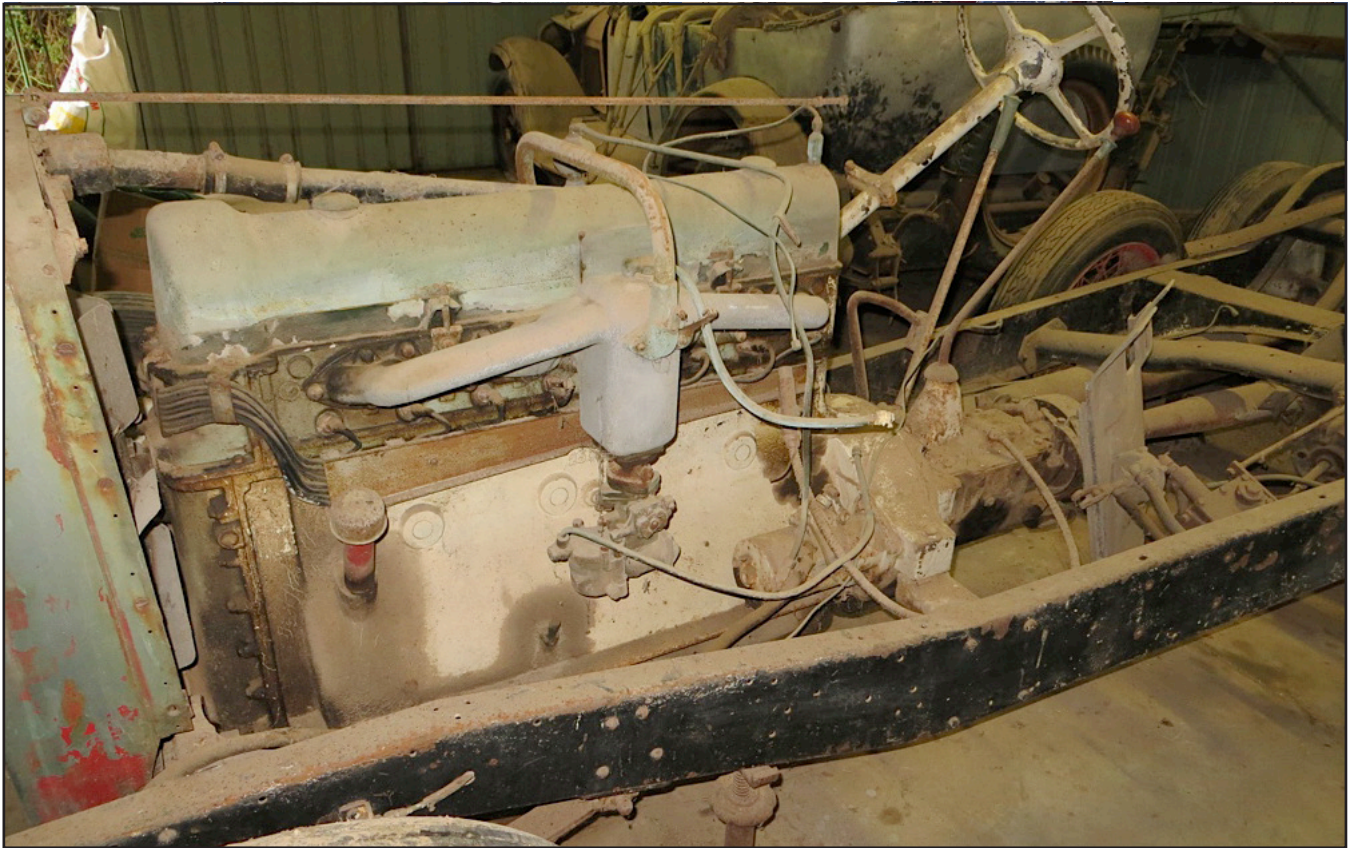
The Vertical 8 engine with everything in place.



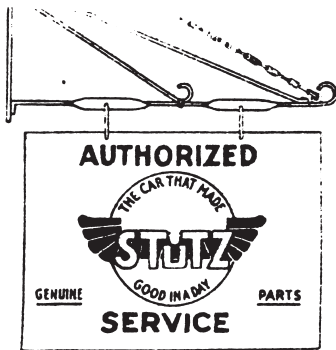


Here is an amazing find! The view above shows the instrument panel for the right hand drive Stutz. The first thing to note is the very interesting round gauges, but look closer at the decorative center panel....looking under the cowl reveals the photo below which is a factory radio!





Chassis is amazingly complete with the entire lube system in place, even the original cut-out muffler.



FOR SALE notice
added at press time!



1932 Stutz. Four passenger speedster, tonneau cowl. Commonly called a dual cowl phaeton. Aluminum body by LeBaron. DV-32 engine, double overhead cams, four valves per cylinder. Stutz only made about 160 of these engines, most going into their race cars. This car was completely restored from the frame up. This is a VERY rare car. Asking \$900,000.00. Contact Richard Orr, 3100 Terra Vista, Independence, KS. 67301 | 620-330-7218 | email rdorr35@yahoo.com



Harry Stutz and the Stutz Bearcat

By Bob Randolph

Mention the name Stutz and you are stating the most important name in automobile history and the response is invariably "Bearcat." Seldom has a car become so indelibly etched in memory via a single model.

Harry Stutz was born in Ohio where he grew up on a farm. At the age 12 he was interested in farm machinery, assisting his father repairing agricultural machinery. Engine and automobiles fascinated him! In 1897, Stutz, still a young man, built his first car from abandoned farm machinery parts and a stationary gas engine and binder chain for final drive. In 1900 he built a second car with a 2 horsepower engine of own design. He moved to Dayton opening a small machine shop. By fall of 1902 Stutz sold his company to Lindsey Auto Parts Co.

Harry moved to Indianapolis in 1903. He was instrumental in organizing the Central Motor Car Company. 1904 found him with the G&J Tire Co. and Schebler Carburetor Co.

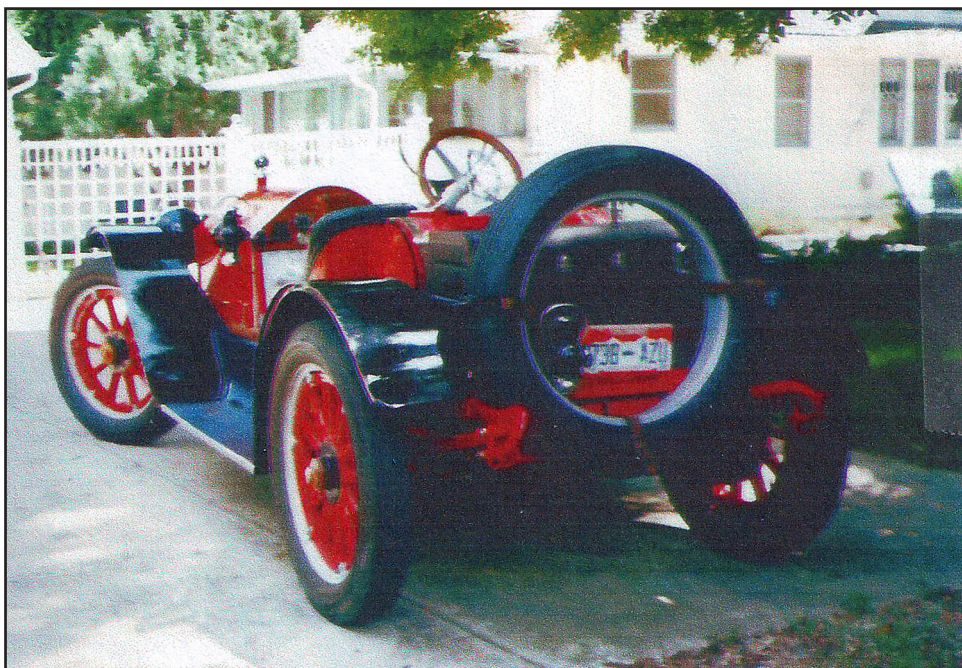
In 1905, working for American Motor Car Company using a 4-cylinder engine built by Teetor Brothers,

he assisted in designing and building American automobiles. In 1906 he left American and took the position of chief engineer and factory manager at Marion Motor Car Company. (Ironically, Fred Tone would leave Marion and go to American, who in 1907 launched the famous American Underslung.) It was at Marion that Harry got his first taste for racing.



In 1909 Harry Stutz prepared two Marions for the Indiana Trophy Race. One of these cars took 3rd place at the Indiana Trophy race at Crown Point. They would go on to race at G & J Trophy Race, Wheeler-Schebler 300 mile race, and the 24-hour Brighton Beach race in Brooklyn, New York.

In 1909 he toured European auto manufacturers in England, France, Belgium and Holland. Upon his return, he formed Stutz Auto Parts Company and began selling Stutz transaxles in 1910. It was announced that a 500 mile race was planned in Indianapolis. Stutz recognized that this would give him the opportunity to establish his company in the auto industry. He conceived the idea of a car for this race. He wanted the





car to be different than any other. Winning first place in such a race would be most difficult. He reasoned that any place in the top 10 would give him the public notice he sought. In April 1911 he began building a car for the first Indy 500 race held May 30, 1911. Building the car took only five weeks. At the Indy 500 the Stutz placed 11th with no mechanical adjustments.

Placing 11th in the Indy 500 was not first but the crowd of thousands cheered the car. The media of the day gave Harry and the car many thousands of dollars worth of free publicity. This began the slogan for the car as “The car that made good in a day.” This gave Stutz the opportunity to advertise his new concept of a car with personal style and a record in auto racing. Public interest in winning race cars was well known. Using the name “Stutz Bearcat” to the public advanced Stutz cars and the company.

In June 1911 he leased a new facility and organized Ideal Motor Car Company with partner Henry Campbell. He soon changed the name of the company to Stutz Motor Car Company.

Stutz was using a T-head Wisconsin engine with 60 horsepower. In 1912 the model known as the Bearcat was introduced. A true sports car; a hairy, masculine machine. It was not until 1917 did Stutz begin producing

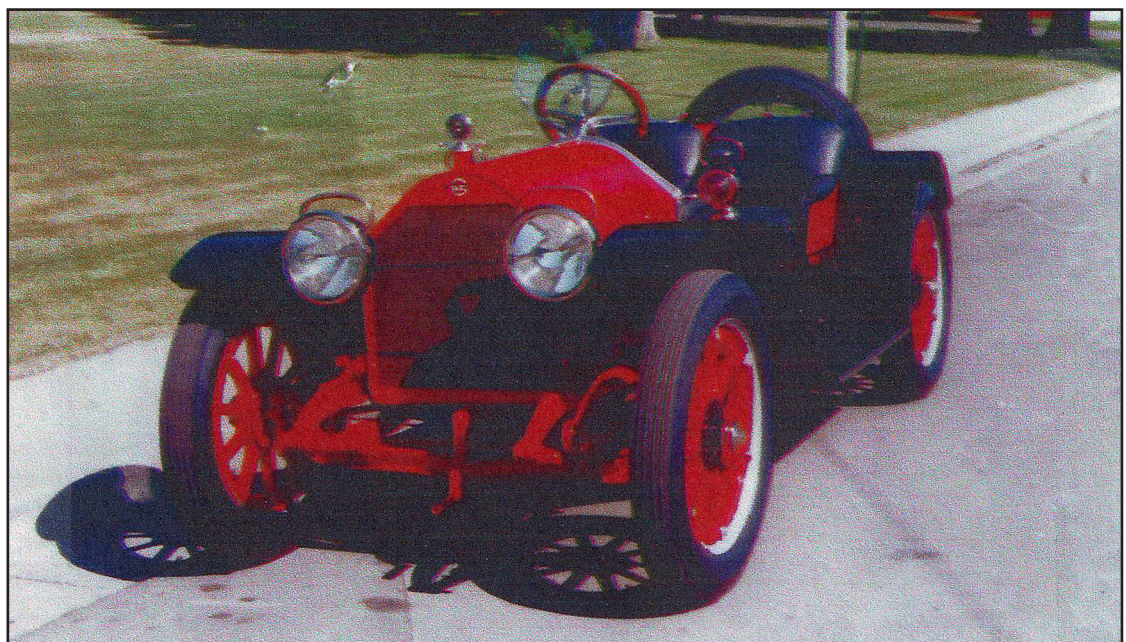
his own engines. Stutz designed engines and transaxles would endure into the 1920s.

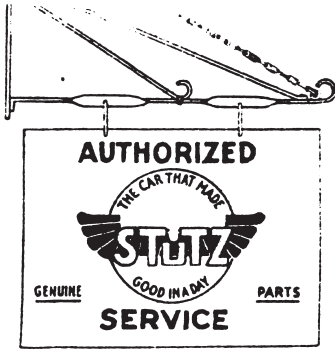
The Stutz racing team was known as the “White Squadron”, so named for cars painted white, the drivers in white helmets and mechanics in white coveralls. In these years Stutz entered 30 racing contests and won 25. (Various references document various numbers of races and wins.) In 1915 Stutz began using a 296 c.i. OHV 4 cylinder engine with 4 valves and 2 plugs per cylinder. Also in 1915 a new record was set by Stutz Bearcat driven from San Diego to New York in 11 days, 7 hours, and 15 minutes. Stutz also produced a less expensive roadster at \$1,475 for those who wanted a Stutz and could not afford a real Bearcat which was \$2,000.

In 1916 the company was organized as Stutz Motor Car Co. of America and listed on the New York Stock Exchange. Allen Ryan took over as president. Harry Stutz left and in 1919 formed the Stutz Fire Engine Company. He also went on to start the HCS Motor Car Company with automobile production starting in 1920.

After Harry Stutz’s departure, numerous changes took place in the management at Stutz Motor Car Co. The company could not dodge the Great Depression and on October 11, 1938, a final bankruptcy auction was held.

*Bob Randolph's
1913 Bearcat*





KDH INFORMATION AND PARTS

There must exist a work shop manual for stripping down a KDH engine.... do you know of anyone with same so I could hope for a copy.....??.. I have a look at STUTZ on Ebay motors to see if there is any stray parts about.... which there hasn't been for some time... there has got to be a steering wheel and controls about, somewhere.

Please contact John Ryder at kingjon8@bigpond.net.au

FOR SALE

1917 Stutz Bearcat sales flyer, very rare introductory piece. The Bearcat is not shown in the regular 1917 R sales catalog. \$275

Layden Butler
laydenandjean@comcast.net
 925-820-4742

FOR SALE

1922 Stutz KDH Bulldog touring, older restoration, but quite presentable, Recent engine upgrades with new domed Arias pistons, rings, valves. Newly cast exhaust manifold. Performs very well. \$ 75K, obo.

John McAnlis, 330-336-4511, cel 330-671,1309, mcanlis-jon@aol.com

VERTICAL 8 ENGINE FOR SALE

Vertical 8 Engine has compression with no previous sign of failure. Chip on rib of oil pan. Engine turns over. No debris found in suction screen...located in eastern Washington. Price is \$1,850 which does not include shipping costs. will move to Miami in the spring but if for sale at that time price will reflect shipping price is what I have in the engine and do not have any projects or cars that it is needed for.

Keith Sparks westair.ks@gmail.com





SPLENDID STuTZ ORDER FORM

The STuTZ Club, Inc
 PO Box 2031
 Dublin, Ohio 43017
 USA

Contact Information
 Dan DiThomas
 thestutzclub@aol.com
 614 832-0066



Please complete this order form and mail it along with your check for the Splendid STuTZ plus shipping and handling to the above address.

Pricing:	Splendid STuTZ	\$ 89.95 USD
	Splendid STuTZ Leather Bound	\$189.00 USD
	Shipping & Handling:	<i>(These S&H amounts are per book)</i>
	To a USA address	\$ 20.00 USD
	To a Canadian address	\$ 48.00 USD
	To all other country addresses	\$ 65.00 USD

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Address: _____

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Description	Price Each	Quantity	Extended Price
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Splendid STuTZ Leather Bound			
Shipping & Handling			
Grand Total			

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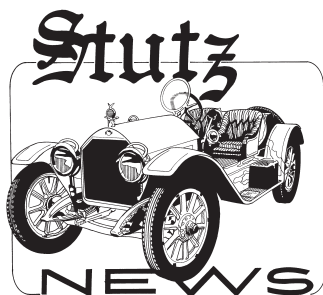
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THE combining of Economy, Comfort and Serviceability, together with unusual smartness and beauty, has caused the H. C. S. to be regarded by those who have seen it as the greatest achievement of the veteran automobile designer and builder, Harry C. Stutz.

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