

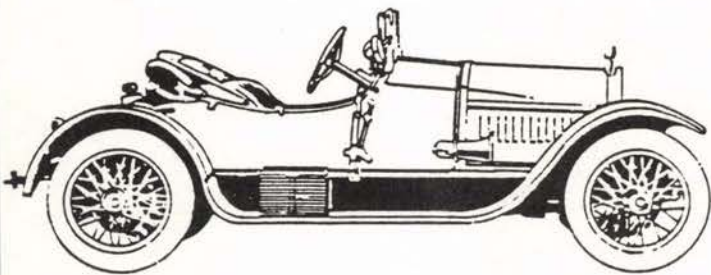
Jan - 9 Mar 89



The STUTZ CLUB, 7400 Lantern Road
Indianapolis, IN 46256
Bill Greer, Editor

TO:

5073
James F. Foy
1775 Merwood Drive
Madelia, OH 45243



STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

TIME DATED MATERIAL

Dear Members: The above caption was intended solely to grab your eye. We hope it did, because -- Now Is The Time -- to sign up for the 2nd Annual "GRAND STUTZ" to be held June 16-18, 1989. Don't miss the forthcoming Stutz activities planned for you in Kalamazoo and at the Gilmore-CCCA Museums. Decide now, just complete the convenient form on the flip side, forward it with your check and you're ready to go Stutzing.

The museum is truly delightful and the fabulous grounds offer the perfect setting to enjoy Stutz fully. Let's have a record turnout of Stutz to see in action at this great event!

A Reminder -- A number of you have failed to renew your membership. 1989 dues were overdue as of January 1, 1989. Your membership and support is appreciated.

THE 2ND ANNUAL "GRAND STUTZ"
 June 16-18, 1989
 Kalamazoo, Michigan

AGENDA

Friday, June 16
 5:30 - 7:00 PM

"Early Birder" Get-together
 Sheraton Inn, 3600 East Cork Street
 Kalamazoo, MI 49001 (I-94 at Sprinkle Road)
 (616)385-3922. Special room rate \$53.00
 Make your own reservation before June 1st.
 Mention you are with the Stutz Club (see page 31).

Saturday, June 17

Tour to Gilmore-Classic Car Club Museum for a day of viewing. Special invitation to MERCER owners to join with us. A Stutz-Mercer contest will be staged early afternoon. Don't miss this. All Stutz and Mercer cars welcome.

7:30 PM

Banquet. Arrangements pending and will be announced at the hotel and the museum.

9:00 PM

Annual business meeting (short and sweet)

10:00 PM

Hospitality room at Sheraton open for late nighters to relax and talk Stutz vs. Mercer.

Sunday, June 18

9:00 AM

Breakfast together.

10:30 AM

Kalamazoo Direct to You, optional tour?

12:00 NOON

Farewell, 'til we meet again.

=====

5/5/89

Yes, I will attend the 2nd Annual "Grand Stutz" and will participate in the following:

	COST	NUMBER	TOTAL
Registration (mandatory for each person attending)	\$10.00	<u>2</u>	\$ <u>20.00</u>
"Early Birder" (Friday Eve)	\$10.00	<u>2</u>	<u>20.00</u>
Lawn Buffet at Museum (Saturday afternoon)	\$ 5.00	<u>2</u>	<u>10.00</u>
Banquet (Saturday Eve)	\$25.00	<u>2</u>	<u>50.00</u>

Enclosed is my check for:

TOTAL \$ 100.00

Please make your check payable to the Stutz Club and mail it and this registration form to: Dale Wells (616) 375-4844, 7906 South Tenth Street, Kalamazoo, MI 49009.

Your Name: JAMES F. PETRIK #0073

Your Address: 7275 BERWOOD DRIVE,
MADEIRA, OHIO 45243

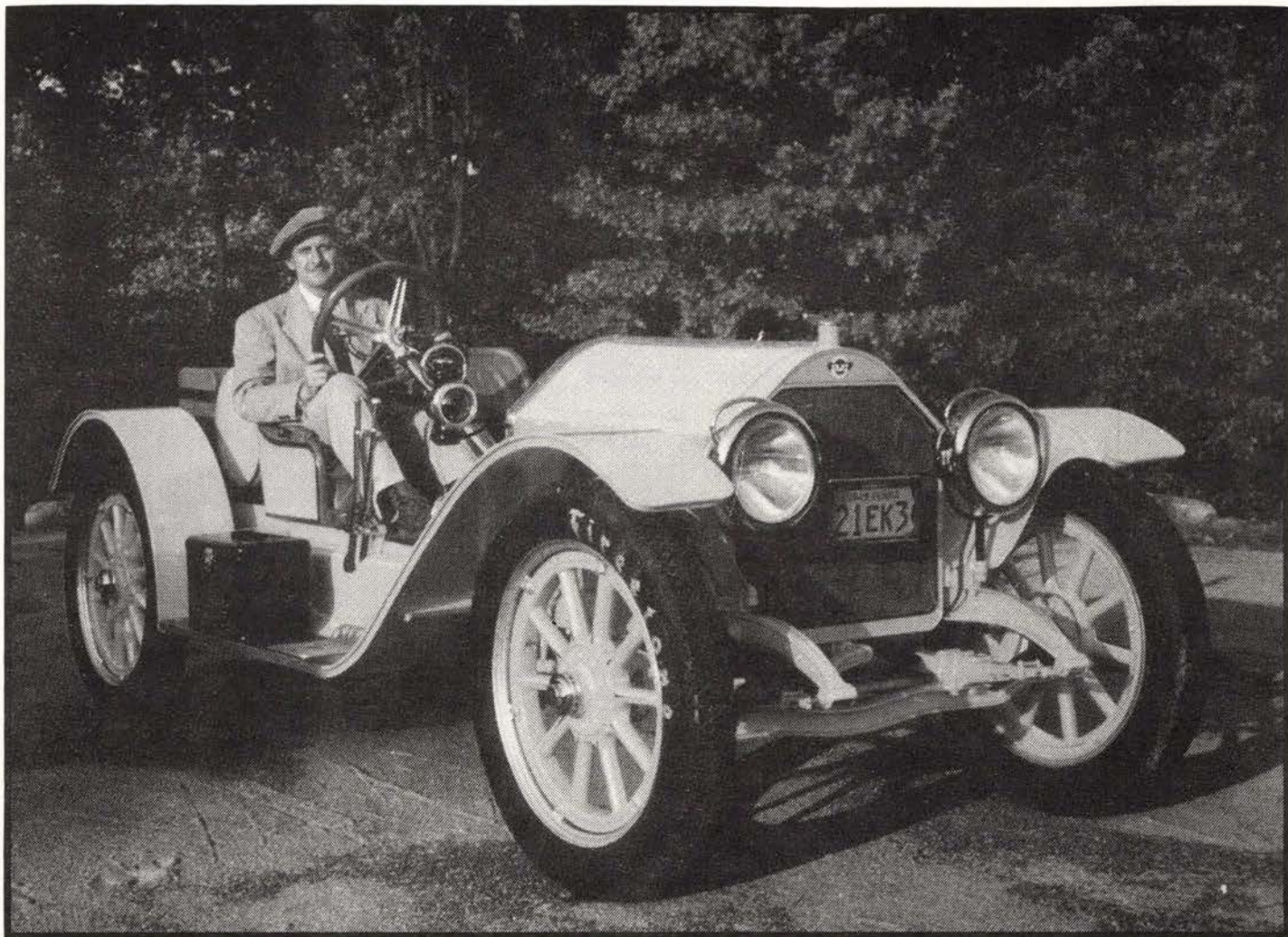
Interested in a drive-yourself or caravan tour of Kalamazoo on Sunday morning?

YES

NO

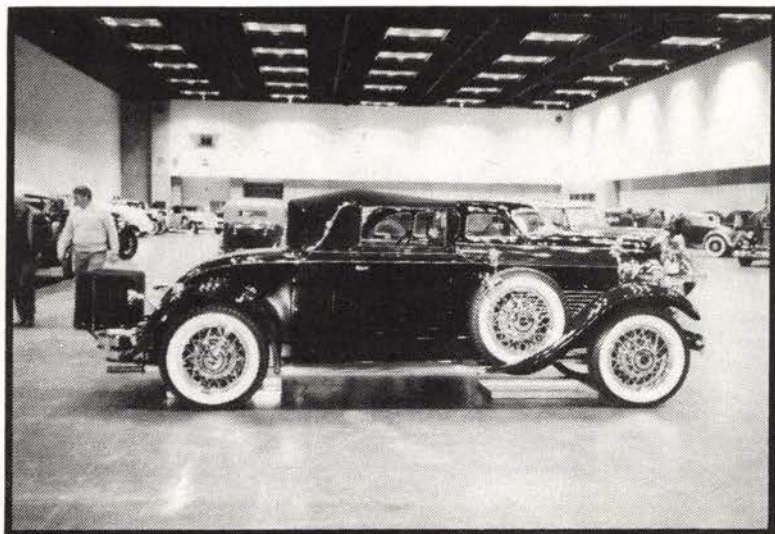
IN THIS ISSUE

TONY AND THE BEARCAT



The above photo taken in 1949 shows proud owner Anthony J. (Tony) Koveleski in his 1914 Stutz Bearcat following its initial complete restoration. In 1918, as a boy 8-years old, Tony got to ride in a similar Bearcat and became determined to own one. He found and bought this great example in 1948. Tony has enjoyed the Bearcat in about every way possible, i.e., hill climbing, road racing, on Glidden Tours, in Rallies, in Shows and even made and sold models of it. Photos and stories of this Stutz have appeared in numerous publications over the years going back to Tom McCahill's article on page 80 of the Sept. 1951 issue of Mechanix Illustrated wherein he related after test-driving Tony's Bearcat, "This is a man's car!"

STUTZ MEMBERS PARTICIPATE BIG ----- at
CCCA Annual Meeting, Indianapolis, IN
January 11th-15th, 1989



This list of club members attending/participating in the recently held annual meeting of the Classic Car Club of America is impressive. We have listed below those who attended with comments regarding their participation.

° Ray and Lou Bowersox -- The 1931 Duesenberg, 8, J convertible Town car, Hibbard & Darrin scored 97.5 pts. for 2nd place in Primary Custom 1930-1932.

° Dick and Fanny Chapman -- Dick served as Head Judge for the event. The 1931 Lincoln 8, K Limousine scored 95 pts. for 3rd place in Senior Production, 1930-1932.

- ° Irving Davis -- National Director, Head Judge.
- ° Jim and Ruth Dougherty -- Jim judged and exhibited a 1934 Packard 12,1107 Seven Passenger Touring and his son, Walter, a 1929 Duesenberg 8, J Town Car, Barker.
- ° Joe and Jane Folladori -- Joe judged and was elected a Trustee of the CCCA Museum. The 1925 Stutz 6, 695 Sportster scored 98.5 pts. for 1st place in Primary Production 1925-1929. The 1930 Duesenberg 8, J Berline Convertible Sedan, Murphy (ex Tyrone Power) was exhibited.
- ° Paul and Ann Freehill -- Paul helped Joe's 1925 Stutz to win.
- ° Bill and Carolyn Greer -- National Director, V.P. for Publications and a Trustee, CCCA Museum.
- ° Louis Groen -- The 1930 Stutz, 8, M-27 Convertible Coupe scored 98.5 pts. for 1st place in Primary Production 1925-1929. See above photo.
- ° Jim and Norma Hoggatt -- We saw Jim taking photos, etc.
- ° George and Mary Jane Holman -- George judged and is Past Director, Northeast Region, CCCA.
- ° Knox Kershaw -- Knox judged too!
- ° Norman and Kay Knight -- Norm is Director, Gilmore-CCCA Museums at Hickory Corners, Michigan.
- ° Bill and Aneice Lassiter -- National Director, Advertising.
- ° Skip and Cathy Marketti -- Skip is Director, A-C-D Museum.

- S. Ray and Linda Miller -- The 1931 Studebaker, 8, 80-R Four Season Roadster scored 99.5 pts. for 1st place in Senior Production 1930-1932. Wish he had brought the Stutz, too.
- Armin (Mitty) Mittermaier -- Came down on Saturday to see the classics.
- C. McCord (Cordy) and Ruth Purdy -- Committee work, photographer, etc., etc. and etc.
- Joe Sexton -- Exhibited the 1929 Blackhawk, 6, Four Passenger Speedster, LeBaron.
- Ernest and Ruth Marie Toth -- Having loads of fun.
- Dale and Bonnie Wells -- Dale judged. He also was elected President, CCCA Museum. Congratulations, Dale!
- Joseph & Joan Virostek -- Joe is Assistant Director and Joan is Treasurer, Northern Ohio Region, CCCA.

Bill Greer, Secretary

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W O R L D

ATLANTIC CITY EDITION

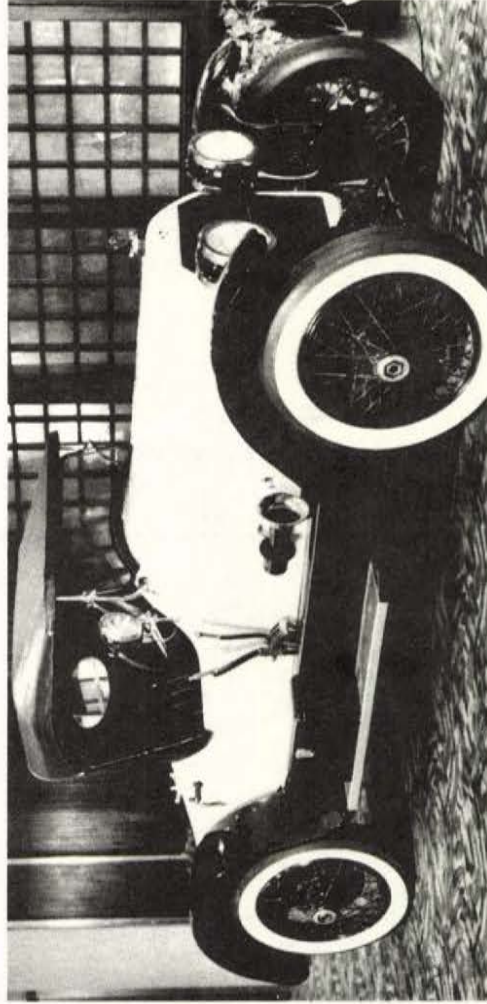
VOL. 2 NO. 5

They're Nuts About That Stutz

It sits in the lobby just across from the elevators leading to the atrium suites. One look and you're hypnotized by the grandeur, majesty and place of greatness this outstanding vintage automobile commands. No one walks by without stopping to look at the magnificent 1920 Stutz Model H Bearcat.

One of the last of the famous Harrah's auto collection, this beautiful piece of a bygone era was once owned by the late Winthrop Rockefeller, Governor of Arkansas, before it was purchased by Harrah's in 1975.

A quick reading of the sign that stands before this proud wonder reveals it to be a 4-cylinder, 80 hp little beauty with a T-Head engine. In its day, it was available for purchase by the few who could afford the then incredible sum of \$3,250.



The one-of-a-kind 1920 Stutz Bearcat, on display in the lobby, was a fabulous machine from the first day it was introduced. The original purchase price was a then-staggering \$3,250.

Forever Classic

What many people who admire the Stutz in the lobby never realize is that from its very beginnings, the name Stutz was classic. The company was originally called the Ideal

Motor Car Company of Indianapolis and built its first racing car in 1911. It was the year just before he brought out the first *Bearcat* that Harry C. Stutz changed the company name.

The first *Bearcats* had what was

then regarded as a powerful high-performance engine boasting 60 hp at 1,500 rpm. They were designed with a racing-car panache with a minimal body hung on a strong yet simple chassis. The trend continued on until about 1926, when the penchant for building great luxury automobiles on a sporting chassis became the *cause celebre* at Stutz.

There's a lot more to the fascinating history of this extraordinary car company. Any fine classic antique auto book is filled with thrilling tales of its development, conquests and love affair with the American driving public. For now, we can just report how proud we are to have this Stutz here at Harrah's Marina.

Look again. And let your mind ride back to 1920.

ONCE UPON A STUTZ --
"We planned another time together."

by Dale Wells, Membership Chairman

Yes, it's already time to begin planning for the 2nd Annual "Grand Stutz." At our first meeting, we were invited to the Gilmore-Classic Car Club Museum for our 1989 gathering, and those present unanimously accepted. Elsewhere in this issue, you will see the registration form. Now is the time to put this on your calendar and plan to join us on June 16, 17 & 18 in Kalamazoo, Michigan.

The Gilmore-Classic Car Club Museum is about twenty miles from our headquarters hotel, the Sheraton Inn at I-94 and Sprinkle Road in Kalamazoo. Unfortunately, there are no significant accommodations any closer, but the short run is well worth it to spend the day at the beautiful estate type setting of restored 19th century barns now filled with an outstanding collection of classic and antique cars (see back page 32).

We will have a Friday night "Early Bird" hospitality room to get acquainted and renew old friendships, with dinner on your own at the hotel, or any of several nearby excellent restaurants. Saturday we will tour or trailer to the museum for a full day of looking, talking, and picture taking. In mid afternoon, the highlight of the day will be a Stutz vs. Mercer contest. Yes, all Mercer owners are invited to be guests of the Stutz Club at the museum this year, so pass the word to any Mercer owners you know, or ask our Paul Freehill to contact them. He is liaison with the Mercers to see how many will respond to the challenge. All in fun of course -- we want no rollovers or smashed fenders. But each owner can decide for himself how best to show his stuff on the museum's oval. Paul will come up with some rules and criteria for the day's run.

Saturday night we will return to Kalamazoo for a banquet and a short annual membership meeting to plan for the next year. After dinner the hospitality room will be open for Stutz talk and late night socializing. Sunday we will have a farewell brunch, and perhaps an optional tour of Kalamazoo highlights and automotive history. Yes, there were a handful of auto manufacturers in Kalamazoo over the years, ending with the famous Checker cab in which I'll bet almost every one of you have ridden in Chicago or New York many times.

June is one of our most pleasant months in Michigan -- very little chance of snow or frost, and usually too early for the hottest, most humid days of July and August. Send in your reservations now, plan to be with us and bring your Stutz. It is welcome driving, trailered, or towed -- restored or unrestored. We just want to see as many of these great cars as possible, and share in technical knowledge, inspections, and restoration tips. We will have dash plaques for all cars in attendance, and a few popularity and long distance awards as last year. We will be looking forward to seeing you in June.

MEMBERSHIP NOTES

We are tallying your choices of a permanent name for the newsletter, so it's not too late to get in your vote. Send them along as soon as possible before you forget to help in the selection. You will find a full report on status in the next issue.

Renewals are coming in rapidly now, so don't forget, this will be your last newsletter on your membership if you don't pay your 1989 dues now. In case you have forgotten, do it now while you are thinking about it. You don't want to miss any issues of this newsletter. Editor Bill Greer amazes and overwhelms me with the increasing content and variety of each issue. He assures me we have tons of material on hand yet to publish -- we just need your money and more members to help pay for the costs of printing and mailing all this great stuff to you. Let's keep these Stutz rolling!

Speaking of renewals, a special thank you is in order for those of you sending along contributions above and beyond the prescribed dues. Every little bit helps, so if you think the club is worth another dollar or two, or ten or twenty, send it along. None of your volunteer officers receive any pay or fees for this -- we just love to hear about Stutz. Every dollar goes to the printers, the paper makers, the U.S. Postal Service and to a few miscellaneous suppliers. Treasurer Joe Folladori carefully watches every penny and invests any temporary excess to get us the best interest until needed for the next issue. So, a special thank you this time to the donor members listed in Joe's financial report.

However, a few of you apparently paid your dues TWICE! Now I know you are all excited about this Stutz Club, but we really don't want you to pay all your bills twice, so just let us know, and we will credit you for two years dues if that was your intent. Also thank you members for the many fine pictures we are receiving of your cars. We will keep these on file, and hope to run many of them in future issues. Please also send along some stories about those cars and let us know some of the problems you encountered and solved in restoring, maintaining, and driving the cars. You don't have to be a fancy writer, speller, or typist. Just send us whatever you can, and we will get it into shape for the telling.

Thanks to all of you sending in names for prospective members. We are contacting all of them, and hope to have about another half dozen new members next month. And, yes, we do have membership cards. They will be mailed next month after the majority of renewals are in so I can do it from one label run from my computer. This is a lot quicker and easier than piece-mailing them out a few at a time. If your dues are paid, this newsletter will keep on coming, and your card will be along shortly. We are on a calendar year basis, so dues were really due January 1st. This is last call for your renewal!

The Club is pleased to recognize and to welcome two additional Life Members. They are Mr. Anthony J. (Tony) Koveleski (#124L) and Mr. Carl R. Leonard (#54L).

Please note the following address changes:

Dr. Raymond A. Katzell (#62)
Dr. Mildred E. Katzell (#62A)
672 Medford Leas
Medford, NJ 08055
Home: (609) 654-3672

Robert M. Nauman (#142)
317 Clear Spring Road
Dillsburg, PA 17019

WELCOME NEW MEMBERS

- #245 Jeffrey H. Strohm Home: 317/253-4150
469 Pennridge Drive
Indianapolis, IN 46240
- #246 Robert D. Baker
6152 Erb Road
St. Louis, MO 63129
- #247 Gary Hendrickson Home: 818/762-0550
5235 Satsuma Ave.
No. Hollywood, CA 91601
- #248 Richard H. Rush
P.O. Box 17
Darien, CT 06820
- #249 James M. Hulbert Home: 203/496-0900
335 E. Litchfield Rd.
Litchfield, CT 06759
- #250 Robert S. Fisher
7111 Park Heights Ave.
Apartment 908
Baltimore, MD 21215-1647
- #251 Sam Del Russo Home: 203/342-0097
Penfield Hill Road Bus: 203/342-3100
Portland, CT 06480
1931 Stutz, 8, SV-16 Conv. Cpe, Durham
(on LWB w/side entrance to R.S.)

AND NEW ASSOCIATE CHARTER MEMBERS:

- | | |
|---------------------|------------------------|
| #151A Frances Chase | #5A Florence Haner |
| #29A Jane Folladori | #3A Norma Hoggatt |
| #148A Ann Freehill | #64A Catherine Postier |
| #93A Carolyn Greer | #8A Ruth Purdy |

Welcome to all of the above new members -- we are happy to have you with us, and hope to hear your Stutz stories in the near future.

A PLUG! Your spouse can be a charter member during 1989 if you are one. Just send \$5.00 for her/him and be forever listed as such! All members with numbers 244 and below are charter members!

° Jim Petrik sent in the following poem which can be sung to the tune of "The Yellow Rose of Texas".

Bought a yellow Rolls in Texas,
and a Jaguar that was green,
And a shiny black Mercedes,
the finest ever seen.
Drove a Packard eight from Boston,
that was about to die,
But I like the Rolls the best because,
my asking price is high.

When you see a car you fancy,
and others think it's nice,
If you really want to own one,
you pay the going price.
And my one life-long ambition,
though most folks think I'm nuts,
Is to be the first to sell someone,
a million dollar Stutz.

PERFORMANCE CARS OF ALL TIME

The speeding bullets of automotive history.

BY CSABA CSERE

The prestigious Car & Driver (1,189,706 circulation) chose the 1914 Stutz Bearcat as one of the Top Ten Performance Cars of all time. Club member A.J. Koveleski's (Scranton, PA) original Bearcat was featured.

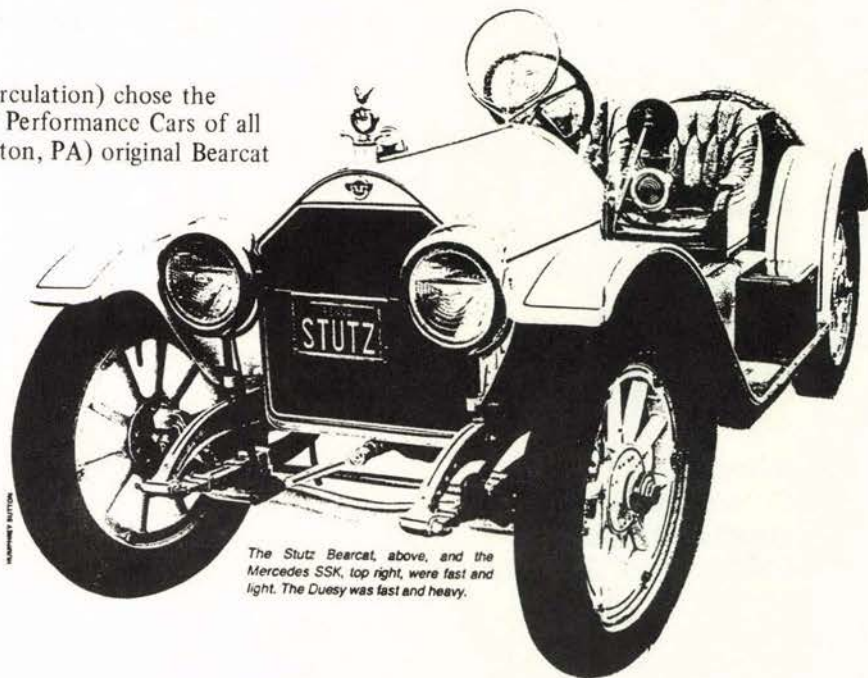
• The criteria that define performance cars—like the cars themselves—have changed radically during the automobile's initial century, but the best performance cars have always had one thing in common: they were speeding, streaking bullets compared with their spitball contemporaries. Pick a genuine performance car from any period in the past and you'll find a machine that stopped more surely, cornered more quickly, and accelerated far more forcefully than its workaday peers.

Performance cars have always been single-minded machines, tightly focused on the pursuit of speed. Utility, reliability, and cost were secondary considerations in their design. As they evolved, performance cars tended to share certain features. The combination of a large, powerful engine in a small car has held a nearly universal appeal. The cornering and aerodynamic advantages offered by a low-slung chassis were also irresistible. Most enticing of all, of course, have been the benefits of new technology. Any trick that improved performance was welcome—no matter what the cost in money, complexity, or reliability.

In this context, we've picked the Ten Best Performance Cars of All Time. We've avoided pure racing cars and one-offs. Although many of the cars on the list served well in competition, they were all built to some degree in series production and were designed for street use. Had there been a *Car and Driver* magazine throughout this century, these ten cars undoubtedly would have graced our hot-test-selling covers.

1914 Stutz Bearcat

In the early years of this century, driving any kind of automobile was a sport, and all drivers were enthusiasts. By 1910, however, cars were sufficiently well developed to have begun filtering into mainstream use. Once deliverymen and clerks could operate ordinary cars as easily as they could run mundane appli-



The Stutz Bearcat, above, and the Mercedes SSK, top right, were fast and light. The Duesy was fast and heavy.

★ SEVENTH ANNUAL TEN BEST ISSUE ★

CAR AND DRIVER

TEN BEST

JANUARY 1989 • UK £ 2.40 \$2.95

ances, enthusiasts searched for something more. That something was speed.

One of the first cars designed purely for speed and fun was the Stutz Bearcat. Even from a modern perspective, the Bearcat, with its low-slung, two-passenger body unencumbered by doors or a top, was clearly a sporting conveyance—particularly when compared with, say, a Ford Model T, the transportation appliance of the day.

The 3000-pound Bearcat was powered by a 6.3-liter T-head four-cylinder engine that developed 60 hp at 1500 rpm, quite something compared with the Model T's 20 hp. This 60 hp could push the Bearcat to a heart-stopping top speed of about 75 mph. The car had leaf-sprung rigid axles front and rear; wooden spoked wheels fitted with 4.5-inch-wide, 34-inch diameter tires; and two—

and only two—mechanically actuated drum brakes (on the rear axle). If the speed itself did not induce coronaries, this combination of primitive components, pressed into action, might.

Although primarily a street car, the Bearcat's speed and durability did it proud in competition. Bearcats finished well at Indianapolis several times, and E.G. "Cannon Ball" Baker drove one in 1915 when he set the New York to San Diego record (eleven days, seven hours, fifteen minutes). If you wanted to be the mid-1910 styling and profiling peer of a Sonny Crockett, the machine of choice was the Stutz Bearcat.



TONY AND THE BEARCAT by Bill Greer

Numerous articles have been written over the years about A.J. (Tony) Koveleski, his noted hobby business, the great 1914 Stutz Bearcat and even his music. Allow me the pleasure to extract excerpts from these many articles and to combine them with some of Tony's own words into the condensed and chronological profile -- "Tony and The Bearcat."

Some facts about Tony's early years were found in a couple of articles written by Rich Blewitt(1) for the Scranton Sunday Times around 20 years ago. The first article leads off with the question, "Who is Grandpa Smith?" and then proceeds to tell us that Tony was one of six children born into a coal mining family in Kingston, PA. Read on for the answer!

Tony recalls clearly the day in 1918 when, as an 8-year-old, he had his first ride in a Bearcat and became determined to own one. Here's how Patrick Bedard(2) recorded Tony's reflections in 1979. "A man named Morgan Byrd was a fight promoter in Wilkes-Barre. He had a mouth full of gold teeth and wore two-tone shoes with pearl buttons on the side. We were two kids standing by his garage door when he roars out and puts the brakes on. He waved his hand and said 'Come on.' We didn't understand what he meant the first time, but we did the second. What a ride it was. We were just hanging on for dear life. I never forgot that."

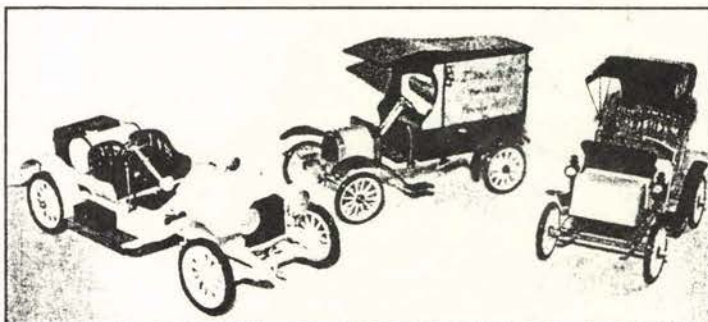
Let's go back to Blewitt(1). "Tony moved to Scranton in 1929 at which time he started playing music with a popular local trio, 'Bill, Jim and Tony.' Tony purchased his first ukulele in 1922 and is a self-taught musician. Some of his other employment activities have been: farm hand, shoeshine boy, newsboy, bus boy, slate picker, weaver, dishwasher, sailor, waiter, machinist, vacuum cleaner salesman, butcher, commercial pilot, instructor, race driver, manufacturer, wholesaler and retail merchant." The



Local band that played during the late '20's and early '30's, 'Bill, Jim and Tony,' as they appeared in 1931. From left are Bill Walsh, deceased; his brother Jim, who both hailed from Moosic, and A. J. (Tony) Koveleski, now "Grandpa Smith," who recently "cut" Ukulele album.

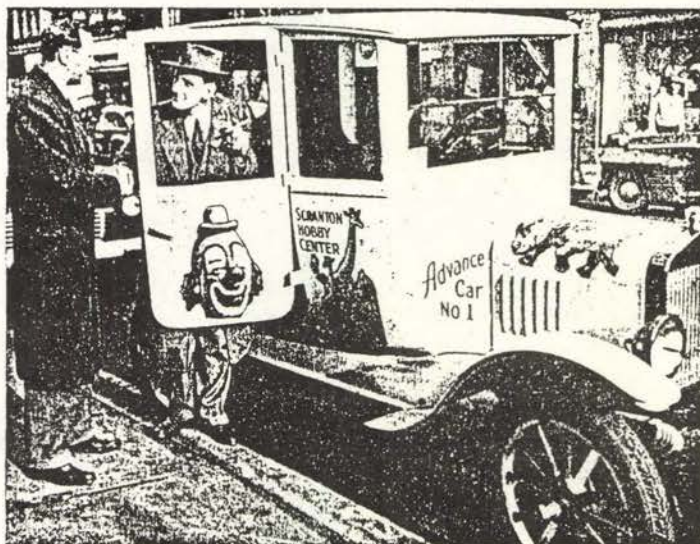
earliest photo we could find of Tony was circa 1931 as part of the trio who appeared over several radio stations until they disbanded in 1933. It was then that Tony pursued the model kit business which led to the noted Scranton Hobby Center. Tony served as a pilot in the Ferry Command and later as an instructor in World War II. By his discharge in 1945, he was tired of airplanes and turned his energy toward automobile interests. Now back to Bedard(2) and a story on how Tony acquired the 1914 Stutz Bearcat. "So when he discovered a Bearcat in Charlie Stich's shop in New York in 1948, he immediately set about trying to buy it. Stich was in the restoration business and had horn-swaggled some rich man -- the original owner, no less -- out of the car. Now he was dangling it in front of the collectors -- about eight of them, Koveleski thinks. 'I didn't let the man rest. I called him twice a day. He got so mad he wouldn't come to the phone anymore, so I'd give different names like Smith and Jones. Finally, he broke down and sold me the car. The price? Three Thousand Dollars. The car was grey with black fenders when he bought it, but the color was changed to yellow in a 1949 restoration. Why yellow? That was the color of the Bearcat he rode in when eight."

 hudson miniatures
OLD TIMERS
 Sold by
SCRANTON HOBBY CENTER
 Department CC2
 315 Adams Avenue, Scranton, Pa.



Three of the models from the Hudson Miniature "Old Timer" kits are the 1914 Stutz, 1911 Brush delivery van and the 1906 Columbia.

1947 was also about the time that Tony's Hudson Miniatures, Inc. started producing the famous "Old Timers" for sale by the Scranton Hobby Center. The photo shown below was included with a great story entitled "Old Timers" on Godfrey's Television Show.(4) According to this article 1950 was the first year the Hudson Miniatures were shown at the great American Toy Fair in New York City." While Tony was talking with a number of potential customers, a young fellow eased up to him and introduced himself as Andy Rooney from CBS. He said he was associated with the Arthur Godfrey TV show, and that Arthur is an old Stutz "Bearcat" driver. He asked Tony if he would like to make a headline appearance with Godfrey that night (March 8, 1950), exhibiting the little miniatures of old-time autos. And Tony, having a great dislike for publicity, accepted." The article goes on to say that Tony was on the program for 12 minutes. I wish space permitted reprinting Tony's great account of this experience and the resulting increase in business it brought him. (Don't miss a fine recent article by Parker Little(5) about the Hudson Miniatures.)

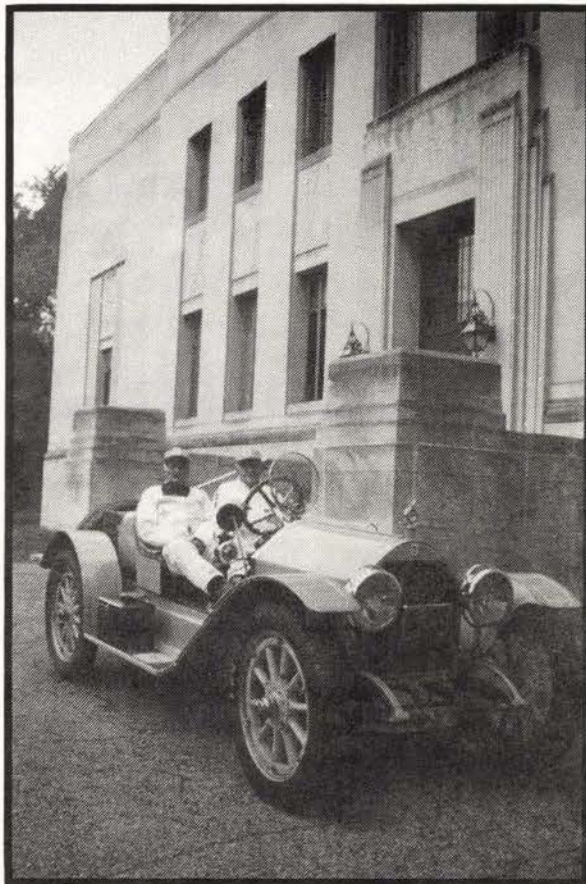


Here is "Tony" of Hudson Miniatures in antique car used when out after new customers, talking with Ed. B. Miller, factory representative, 41 E. 42nd St., New York City

It was just a couple of years later when Marvin Persky(6) featured A. J. Koveleski in an article, "Model-Making Hobby Brings in \$50 Million A Year to Kit Makers." (Can you believe the Wall Street Journal was only 10¢ then?).

Now, here's what Tony related recently when he sent the photo copied on page 3. "The color photo was taken in 1949 after it won Best of Show on the 1949 "Glidden Tour", also the Best of Show at "Watkins Glen", they called it the 'Concours d'Elegance.' I did race the Stutz at 'Bridgehampton', 'Watkins Glen', 'Giants Despair', 'Brookline', 'Duryea Hill Climb', also in England and Scotland and many other places over the years but I have retired from all that excitement, I'm now 78 years old. I have had a lot of fun and have some wonderful memories of all the places I've been with my Stutz. I'm sorry to tell you my mechanic, George Parsons, passed away August 24, 1988 (age 94). He's in the small color picture with me in our white racing uniforms."

Certainly, one of Tony's fond memories goes back to 1954 when, after having restored the Bearcat again in 1952, he participated in a joint VMCCA/BVSCC event, the first Anglo American Vintage Car Rally that involved an 850-mile run over the back roads from Edinburgh to Chichester. An article entitled, "Genevieve Rides Again"(7) features a delightful photo of Tony driving the Bearcat wearing a Navy foul-weather suit and a flight helmet. (Wish we could show it too.)



Perhaps by now you have noticed the photo reprint in the centerfold of this issue. Only Tony can properly speak to this Peter Helck painting and we have fully reprinted his recent letter of February 22, 1989 to tell you about it. To appreciate the full charm and effect of this delightful work of art you need to see it in full color.



A. J. (Tony) KOVELESKI

Before we leave this era I want to mention another item from the Bedard(2) article. "At one time he (Tony) even had an antique car museum, which was fun, but when his accountant told him the IRS would no longer allow a tax write-off, he sold off 28 cars within two weeks. Finally, they all went -- all except for the Stutz, that is."

Blewitt(1) tells us that in 1966 Tony began playing the Ukulele again after 33 years of abstinence. He eventually got six other musicians to join him in playing his favorite grand tunes of the 20's and 30's and they cut a recording entitled "Grandpa Smith's Ukulele Concert". Tony intended the album as a gift to his family and grandchildren but after musicians and music lovers heard it he was advised to put it on the market. Since Tony's wife died of cancer in 1965 and he also battled the disease, Tony donated the rights for the

album to the Pennsylvania Division, American Cancer Society. According to Blewitt(1) Kovel translates Smith in Slavonic and eski/esky means son of --now we know the why of "Grandpa Smith".

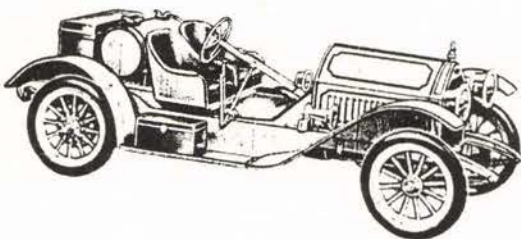
Thanks to Tony's son Oscar Koveleski we were able to share with you a composed portion of Csaba Csere's(8) recent article, "Ten Best Performance Cars of All Times." Many of us know Oscar Koveleski for his publication, Auto World. Others know him for his promotion of races all over the U.S.A. as President, Auto Sports Associates, Ltd. or as the President, Polish Racing Drivers of America.

We wish space had permitted us to share more of "Tony and the Bearcat" with you in this issue. May we see both of them soon! And, Tony, thanks again for sharing the Stutz "Cerfriticate" and 4-color patches with us.

You must attend the 2nd Stutz Meet at the Gilmore-CCCA Museums, June 16-18. The great color print of the Peter Helck painting will be displayed and "Grandpa Smith's Ukulele Concert" will be played. Don't miss it!

References

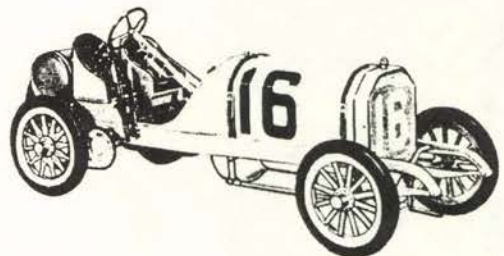
- (1) Rich Blewitt's 'Uke' Player Koveleski -- City Man Records Album, The Sunday Times, Scranton, PA, August 27, 1967 and 'Grandpa Smith Donates Release -- Unique Ukulele Recording to Benefit Cancer Society', The Sunday Times, May 12, 1968.
- (2) Patrick Bedard, 1914 Stutz Bearcat, Car and Driver, October 1979.
- (3) Joseph X. Flannery, Good News for Tony Koveleski: Stutz on 'Best Performance' List, The Sunday Times, Scranton, PA, February 5, 1989. Also Flannery, "Koveleski's Bearcat Stops at Nay Aug", August 24, 1986.
- (4) Toys and Novelties, May 1950, p. 88.
- (5) Parker Little, "Where It All Began," pages 52 and 53, Car Collector, April 1989.
- (6) Marvin Persky, Chicago, Staff Correspondent, The Wall Street Journal, February 11, 1952.
- (7) Weekly Sports Illustrated, November 29, 1954.
- (8) Csaba Csere, "Ten Best Performance Cars of All Time", Car and Driver, January 1989, page 38-43.



1914 STUTZ BEARCAT

The most fabulous sports car in history. Known as "the car that made good in a day." The Stutz has become a legend in fact and fiction. Admired by millions, yet actually owned and driven by few.

Length 10 1/2" Price \$3.95



1906 "OLD 16" LOCOMOBILE

Winner of the historic Vanderbilt Cup and the most famous old racing car existent. Modeled from the original "Old 16" now owned by Peter Helck, the famous artist.

Length 10" Price \$3.95

736 Moosic Street
Scranton, PA 18505
Phone 717/343-7332
February 22, 1989

Mr. William J. Greer
7400 Lantern Road
Indianapolis, Indiana 46256

Dear Bill:

Am enclosing a photo color copy of the original painting of my 1914 Stutz Bearcat that Peter Helck gave me as a gift in 1954. The original painting was 28 inches wide by 18 inches high. The original hung in my office from 1954 'til 1968 when a disastrous fire destroyed the entire building, including another painting of Peters that he gave me of the French Grand Prix showing the tri-color flag, it was a 24 hour race I believe. This painting was also destroyed. The only reason why I have this copy... Peter called me after he sent me the painting and asked me to have a color photo made of it and send him a small 3½ x 5½, or whatever for his files. He forgot to take the photo himself. I had a photographer friend of mine take a photo of the Stutz painting and sent it to him and the Scranton Photo Shop never gave me back the transparencies, so after the fire I went there and asked if they still had it. They said yes, so I had a dozen copies made to give to my family. The transparency was left at the Scranton Photo Shop and lo and behold a year later the Scranton Photo Shop was completely destroyed in a fire that destroyed three buildings in midtown Scranton, so my transparency is lost forever but fortunately from a copy color photo that I had a new process came out whereby they could do a great job of copying in beautiful color absolutely the same as what you see and they can blow them up to any size that a person wants.

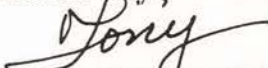
The reason Peter gave me this picture of my Stutz as a gift was because we did such a beautiful job of producing a hobby kit so absolutely authentic of his car "Old 16" Locomobile. After he saw the finished pilot model he said Tony, it's perfection, I'm very thrilled about what you did, I am going to do something for you but he never told me what until 1954 when the painting arrived at my house, specially crated. Bill, I assure you that was a thrill I shall never forget.

I want to give you this copy as a gift for you to hang in your office or home, and also to give you permission at this time to use it in conjunction with a story on how and why I got it in the Stutz News. I am the sole owner of this painting and I do not want anyone else to do anything with it without my permission. I am sending a photo copy, same as yours, to Hemp Oliver, the historian whose knowledge of the Stutz story has no equal. He also wants to do a story and have it published in the "Bulb Horn". I'm enclosing one of our four color folders of Hudson Miniatures "Old Timers" for you, I can't remember whether I sent you a copy with my last package.

Note, the painting background was the road at Boston Corners where Peter lived. It shows me at the wheel with Peter as my mechanic and his son, Jerry way behind in the race in his dad's "Old 16" Locomobile.

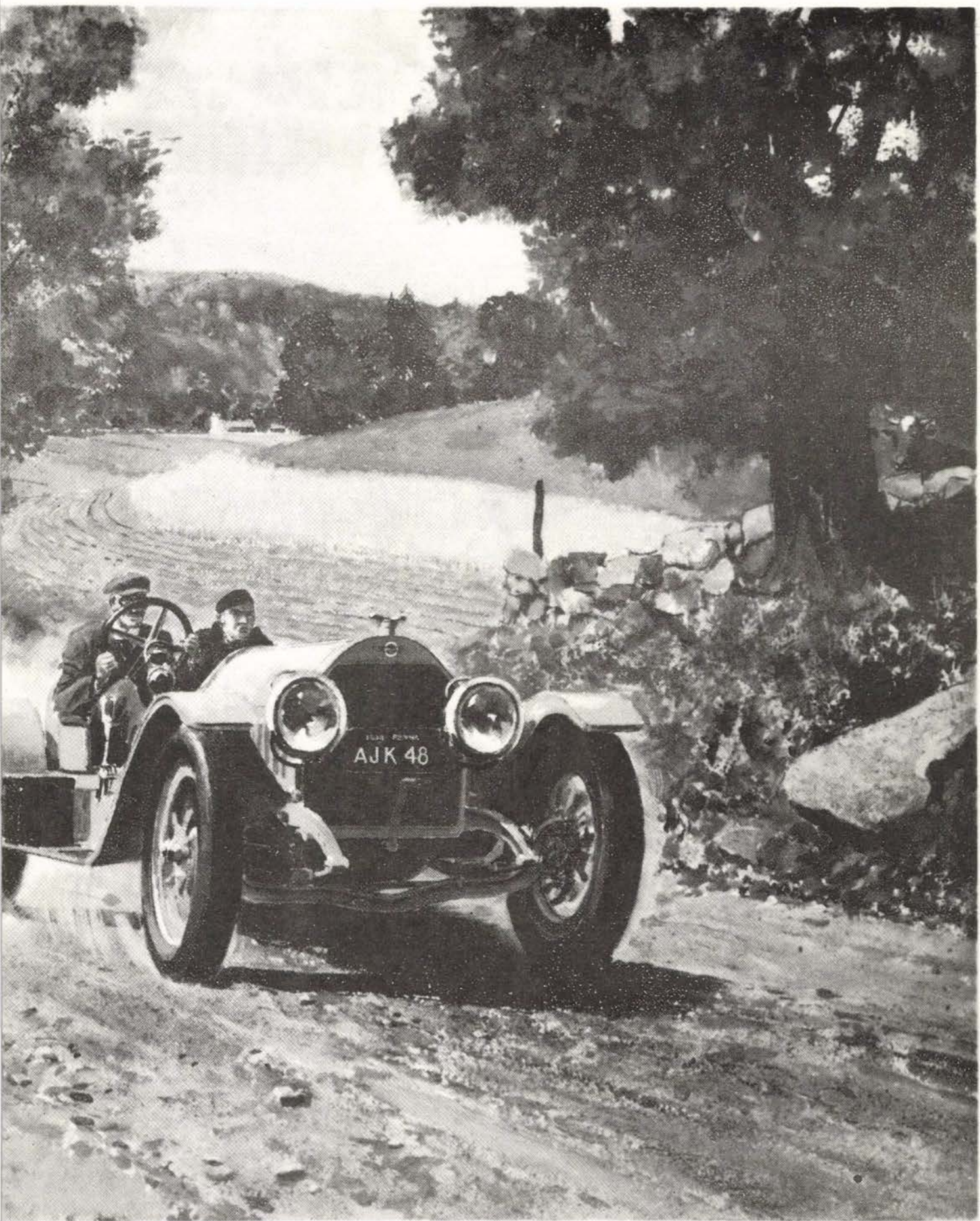
So much for now Bill... with best of wishes -

Sincerely,

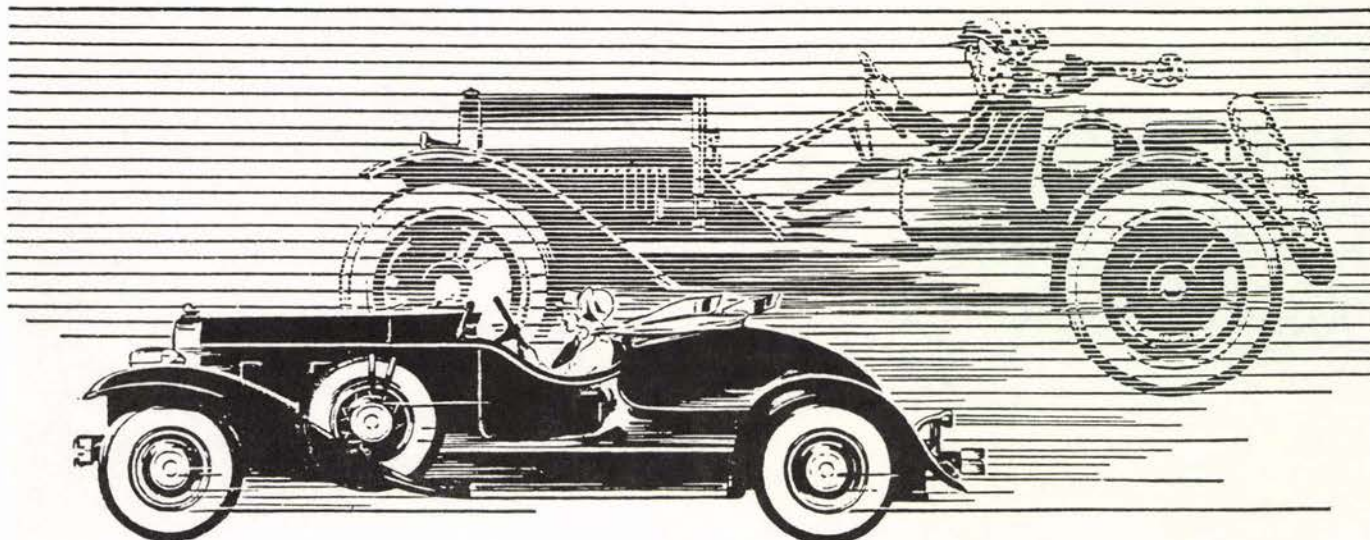

A. J. Kovelleski



54



THE STUTZ "BEARCAT" *returns!*



Remember when the first Stutz Bearcat roamed the road? . . . big, red and rakish . . . sporty, distinctive, sturdy and fast . . . you could spot it blocks off . . . a roaring red streak, then a cloud of dust 'way up the road . . . the first automobile to win a personality and leave a tradition . . . That was the car to want . . . That was the car to drive. . . . That was the car to thrill one's heart!

—now there's a "Bearcat the Second"! It's just as original in its automotive generation as "Bearcat the First" was in its—fifteen years ago. It bears the same famous name—Stutz.

But it's a "Bearcat" of 1931!

It will do 100 miles per hour. Maybe more. Actually. Flatly. A guaranteed speed.

The new Stutz Bearcat makes use of the double overhead camshaft with dual-valve principle for the first time in any stock car under \$10,000.

The engine is the new Stutz DV-32. "DV" stands for "Dual-Valve." "32" is the number of valves—four for each cylinder.

Without adding the complication of extra cylinders or making them larger, the new DV-32 straight-eight engine delivers the super-power and smoothness of twice as many conventionally valved cylinders. Eight cylinders do the work of sixteen!

Stream-lined and low, top down and throttle open, the new Stutz "Bearcat" can show a clean pair of wheels to 'most any car on the road.

But the faster a car, the safer it must be. The "Bearcat" makes use of all the famous Safety Stutz principles. The lowest center of gravity found in any production car. Rigid steel running boards integral with the heavy frame, acting as side bumpers. Safety glass, of course. The finest kind of four-wheel brakes. These and many more.

The traditional "Bearcat's" rugged, powerful looks translated to '31. Traditional "Bearcat" verve and spirit reincarnated in the present. Fast. Smart. Safe. Dependable.

If you owned a "Bearcat" of the past—if you, as a youth, longed to own one, you'll again be thrilled that this glamorous name has been brought to life in an automobile that is as sparkingly modern among the cars of today as was America's original sports automobile.

Guaranteed 100 Miles Per Hour

Tested by professional racing drivers. An affidavit that the "Bearcat" you buy has been driven at the rate of 100 m.p.h. comes with your car.

THE NEW DV-32—This Stutz development employed in the "Bearcat" has also been adopted for the Stutz DV-32 line. Complete range of body styles (the "Bearcat" is the DV-32 sports model).

PROVED PRINCIPLE—Auto Topics says: "The dual-valve and double overhead camshaft principle as a means of stepping up power and gaining smoothness has been demonstrated for years on speedways. While its advantages have been freely admitted, it has not hitherto been adopted by any but the most costly stock cars, because cost was prohibitive. Stutz, working for years on the problem, has found the answer in the super-powered car now offered.

Stutz DV-32 Prices
\$4895 and upwards

**20th Anniversary
Safety Stutz**

FINANCIAL REPORT

by Joseph Folladori, Treasurer

On January 17, 1989 Acct. #100-0530079 with Bank One, Indianapolis was closed and the Club's funds were transferred to a new Money Market Acct. #044845149 with the National Bank of Greenwood, IN under the name of "The Stutz Club" c/o Joseph B. Folladori. The Club's tax liability on the \$386.00 of interest earned in 1988 was assumed by Bill Greer which took care of the IRS issue. To facilitate the purchase of the CD noted below the Treasurer made an advance of funds to cover expenses pending receipt of additional income.

BALANCE as of December 31, 1988: \$ 9,319.18

INCOME

From Life Members*:	\$ 600.00	
1989 Membership Dues	1,750.00	
Donations (see listing below)	374.50	
Interest Earned	115.90	
Advertising Fees	100.00	
Advance (by Treasurer)	1,000.00	
	<u>\$3,940.40</u>	
TOTAL		\$13,259.58

EXPENSE

Stutz News Vol. I, No. 6	\$ 835.22
Membership/Directory	52.75
Stationery, Supplies, Misc.	103.43
Checks, Bank charges	51.15
	<u>\$1,042.55</u>
TOTAL	

BALANCE as of March 17, 1989 \$12,217.03

Funds are held in Treasury as follows:

1 year CD @ 8.80% maturing 1/17/90:	\$10,000.00
Money Market Acct. #044845149:	\$ 2,217.03

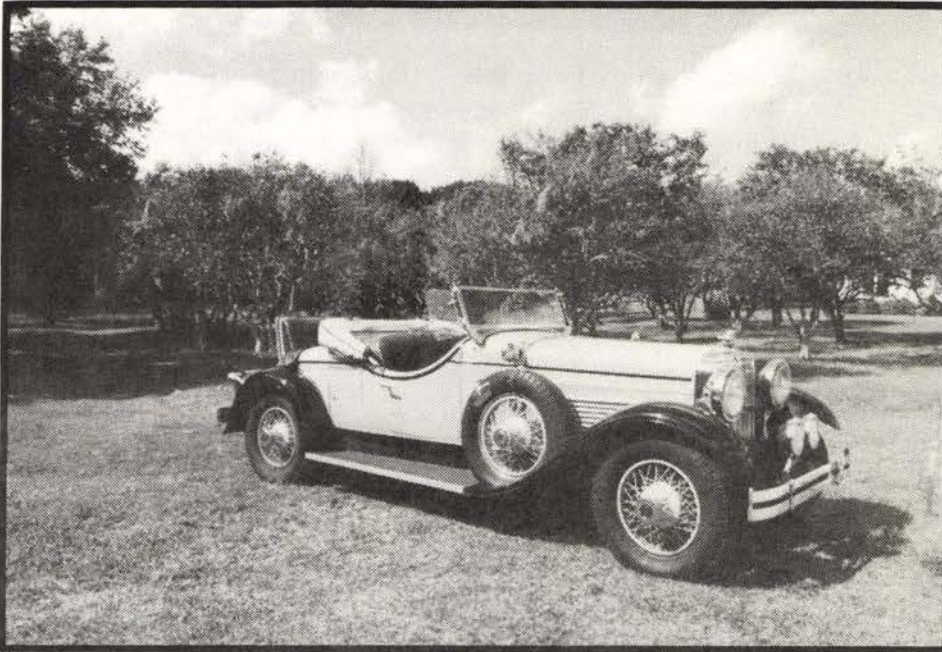
The Treasury is most pleased to acknowledge receipt of the following donations. Many thanks!

Robert D. Baker	\$ 3.50	Robert J. Haner	\$75.00
Matt S. Browning	\$20.00	James Hoggatt, Jr.	\$25.00
Roger S. Chase	\$10.00	Raymond A. Katzell	\$ 5.00
Paul Cosmi	\$30.00	Lyle E. Patterson	\$80.00
Samuel F. Flohr	\$20.00	Arnie C. Postier	\$ 5.00
Joseph B. Folladori	\$95.00	M. B. Tidmore	\$ 6.00

*We welcome two Life Members, A. J. (Tony) Koveleski and Carl R. Leonard, who bring the total to 22 (5 of which are Founding Life).

MYSTERY PHOTOGRAPHS

On page 12 of the last issue we sought to identify two cars -- a 1929-30 vintage Stutz "M" Roadster and a DV-32 Speedster. We got one-of-um! Now, here's the story that unfolds due to the superlative communicative ability of Stutz News. (If this sounds like an editor's plug -- it is!)



Member Giles J. Heuer is the proud owner of this 1930 Stutz "M" Roadster & has been for the past 32 years. His "Garage Queen" sure looks great here and we hope to be seeing it again.

Hemp Oliver, who recently stated that he had an unforgettable memory, forgot that Elliott Kahn had taken the photo of this Model "M" used in the last issue. In turn, Elliott who never forgot anything he ever saw did forget the name of the owner of the Stutz he shot, but remembered it can't remember a thing

was in Sarasota about 6 years ago. (At this point the editor he saw or did last week!) Reprinted below is the letter we received from Member Heuer.

2702 13th Ave. W.
Bradenton, Fla. 34205
6 March 1989

Editor, Stutz News:

Dear Mr. Greer,

The Series M 1930 roadster pictured on page 12 of the latest Stutz News is my car. (Mystery photographs)

The photo published was taken at a car meet in Sarasota some years ago -- I cannot recall the date or who took the photo, I'm afraid.

I have owned this car for 32 years. It is not restored in the sense the word is used today. Always a good runner, and with 49,000 miles showing, it has been kept in good mechanical repair, and repainted. Once. I am enclosing a somewhat later photo, which you may keep, whether you care to publish it or not.

In recent years I'm afraid this car has become something of a 'garage queen', as I don't seem to get around to meets, shows, etc. as I once did. Hence its appearance as your mystery car, I suppose.

May I say that I think you are doing an excellent job as editor of the newsletter, I am sure it is difficult getting a new enterprise 'off the ground.' Best of luck to you and the Stutz Club.

Yours sincerely,

Giles V. Heuer

20 Thanks, Giles, for solving one mystery. Now, who owns that DV-32 Bearcat Speedster shown on page 12 of the last issue? Sure hope it's still kicking too!

EDITORIAL COMMENTS



My first comments must relate to the 2nd Annual "Grand Stutz" to be held June 16-18, 1989 at Kalamazoo and at the renowned Gilmore - CCCA Museums in Hickory Corners, MI (See last page 32). It's truly the place to be on Father's Day weekend! Yes, if you love Stutz like all members do, you must join with us and go Stutz on these 90 acres of fabulous grounds. Members may never again have the opportunity to experience such a great Stutz Occasion.

In the last issue, did you solve all the mysteries we put to you?! Here are a few of the challenges you encountered:

1. Page 1 implied that the issue was November/December 1988 whereas Page 3 stated 1989. Did it take a year to publish it?
2. See page 7 under Seen In Print! What is a Mintz? It a Muntz! While there, note that Karl S. Zahmo is none other than member Karl Z. Zahm (#140). Hi, Karl.
3. Unforgivable: The last paragraph on page 10 is the final paragraph of Hemp Oliver's comments on page 9 and not part of Mark Howell's letter of 3/23/72 pages 10 and 11. Ugh!
4. Who owns the "Bearcat Speedster" on page 12? Please, if you have it, tell us about it!
5. Were you fortunate enough to find the last half of "The Two Americas Stutz" article which began on page 14? It's in there on page 18 in case you didn't.
6. Page 15 was planned to be page 18. Why?
7. Now, don't you agree to fire the editor? Please!

Onward! The Pony Express Rides Again! The last issue was expressed to you on February 8th at the Bulk Mail Rate of 16.7¢ versus the 85¢ it would have cost for 1st Class. The editor asked some members to let him know how long it took for them to get their copy of the News. Jim Petrik replied, "The Pony Express made it from St. Joe, MO to the west coast in 9 days. It only took 10 days for "Stutz News" to reach me in Cincinnati. That's an average of about 12 miles per day."

From Florida, Hemp Oliver reported that it only took 13 days for his copy to reach Tarpon Springs. Do hope you folks on the East and West Coasts finally received No. 6. If you didn't, we will have to give up playing the ponies!

Volunteers Needed: -- Several members have requested that we publish the Serial and Engine numbers for the Stutz owned by the membership. Dale Wells has entered all data received to date in his computer but the file is only about 50% complete. He needs help to obtain missing and correct data from members so that a viable file can be established.

Indiana museum features quality cars

By Richard E. Osborne

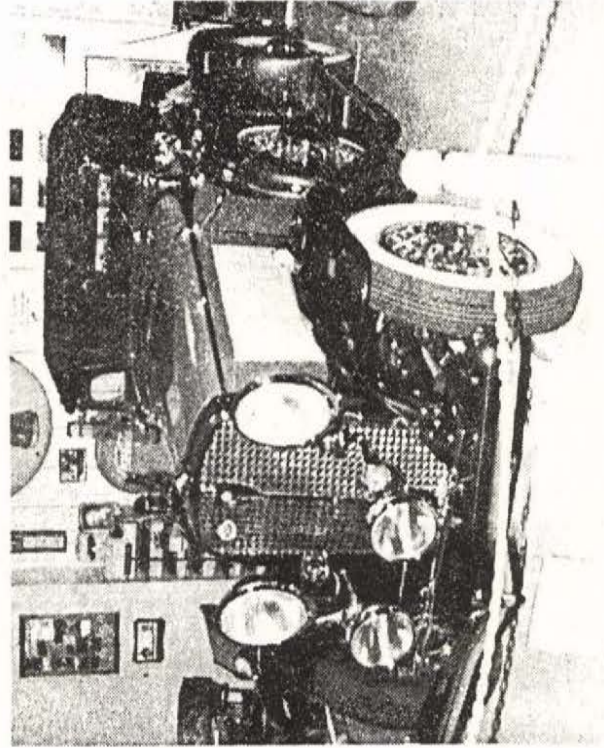
The new S. Ray Miller Foundation Inc. Antique Car Museum of Elkhart, Ind. is the fulfillment of one man's dream and holds antique automobiles that most of us dream of owning.

S. Ray Miller, founder and president of the museum, has collected, restored and put on display some of the nation's finest examples of Classic cars. Within his walls are some three dozen meticulously preserved beauties of the road. One can view a 1928 Rolls-Royce phaeton town car, a 1934 Packard 1104 Super 8 phaeton, a 1931 Cadillac 355 roadster, a 1937 Cord 812 V-8 phaeton and a 1930 Duesenberg convertible coupe once owned by Chicago mobster Jake "the barber" Factor.

About one-third of Miller's collection have been judged as 100 point cars at various prestigious meets around the country. And Miller isn't finished yet. "I don't know why, but I'd like to own a Tucker," he says with a gleam in his eye.

Upon entering the spotless, well-lit museum, one's heart skips a beat at the sight of such great automobiles. It's difficult to decide which one to study first.

One of the most interesting cars of the collection commands attention — a 1931 Studebaker four-seasons roadster. Sporting classic lines, attractive oval headlight, large dual fog lights, sidemounts, an egg-crate grill and winged radiator ornament, this pride of South Bend, Ind. (Elkhart's close neighbor to the west) fits right in with its aristocratic companions. Being a



Made in nearby South Bend, Ind., this 1931 Studebaker four-seasons roadster is a favorite of many local residents, who have fond memories of the automaker.



S. Ray Miller, founder and president of his own Elkhart, Ind. museum, stands beside 1931 Stutz SV-16 convertible.

"local" car, it's a favorite of Miller's and many of his friends, including Lillian Studebaker, a member of the original Studebaker family.

Another delightful surprise in the collection is a 1932 Reo Royale convertible coupe. In those days Reo was known more for automobiles than trucks. It shows clearly that the marque produced handsome machines in its heyday.

When Mr. Miller is asked to name his favorite, there's a pause . . . After some serious deliberation he pronounces the 1931 Stutz his favorite, but then quickly qualifies his answer by saying that he sure is proud of that four-seasons roadster. His entire family worked at Studebaker at one time or other, and

it's obvious that he has a soft spot in his heart for the former automaker.

The S. Ray Miller Foundation Antique Auto Museum is truly a delight to see and is easily accessible for anyone traveling the Indiana Toll Road. Located at 2130 Middlebury St., just east of its intersection with U.S. Highway 20 (Industrial Parkway) on the east side of Elkhart, the museum is open from 1 p.m. to 4 p.m. each Tuesday and Wednesday, or by appointment by calling (219) 522-0539.

Car buffs who enjoy feasting their eyes on the best won't be disappointed. This is one of the finest antique auto collections in America.

S. Ray Miller Foundation, Inc.
Antique Car Museum



2130 Middlebury Street
Elkhart, Indiana 46516
(219) 522-0539

The museum is open on:
Tuesdays and Wednesdays
1:00 p.m. to 4:00 p.m.

(or by calling for appointment)

members on the move

How can your editor capture or report fully what fellow members are doing? He can't!! All he can do is try to relate what he sees, reads or hears about.

Hemp Oliver sent the clipping reprinted below from Florida. It was also a delight to note that Member Miles C. Collier of Naples, FL was chosen by Old Cars Weekly as one of the top 10 "movers and shakers" in 1988 (O.C.W. Jan. 5, 1989).

Car enthusiasts delight in new Collier Auto Museum

A lover of automotive delights should truly have a field day at the Collier Automotive Museum.

"We feel we have one of the finest collections of classic, sports and racing cars in the world," said museum director Dale Miller, adding that 78 cars are now on loan to the museum.

The museum represents five theme areas:

1. The history of sports and sports racing cars.
2. The history of Grand Prix racing cars.
3. The history of Porsche racing cars.
4. The history of American racing cars.
5. Cars of conspicuous consumption.

The museum contains approximately 25,000 feet of display space. There are two galleries connected by a large lobby.

Noting that the auto displays are very open and viewable, Miller said the museum portrays the cars as kinetic art, rather than just lining them up in a row.

The technology and history of the cars are emphasized. Vehicle components are also on display.

Narrative texts and photographs are found with each vehicle, showing it in its period environment (such as a racing car in its glory days).

"We were chartered to educate the public and the next generation on these classic cars," Miller said.

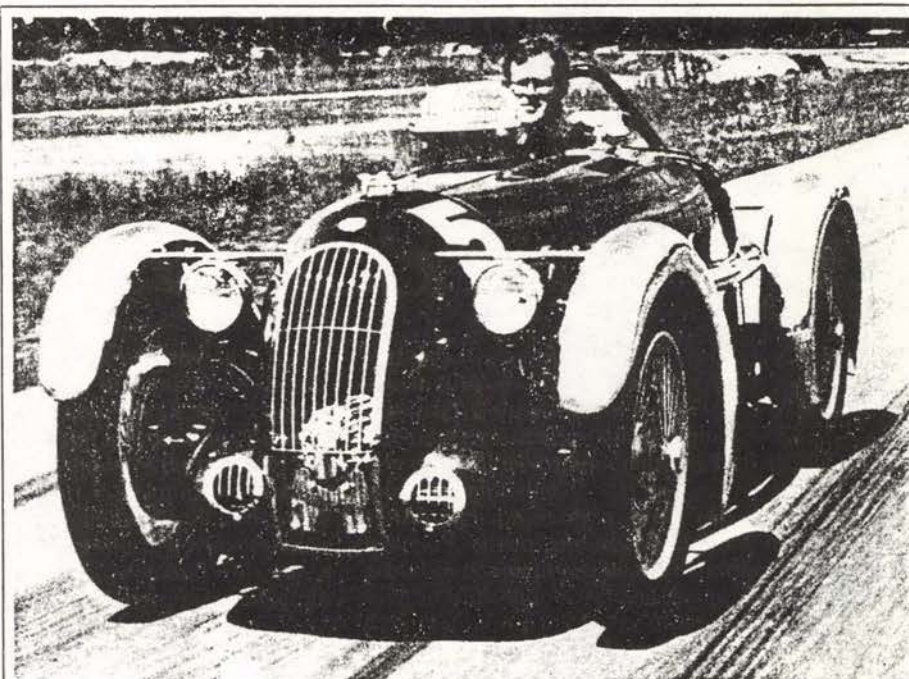
In addition to being displayed, the cars are maintained mechanically and cosmetically at all times. They are also exercised on a regular basis.

"We feel this is very important to see that the cars continue to be utilized as intend-

ed," Miller said.

He added the museum has a program that allows local interested persons to become volunteers. They can enroll in a 16-week program (meeting one night a week) to train to become tour guides.

The museum at 2500 S. Horseshoe Dr. is open Friday, Saturday and Sunday from 10 a.m. to 6 p.m. each day.



Top 10 mover and shaker...

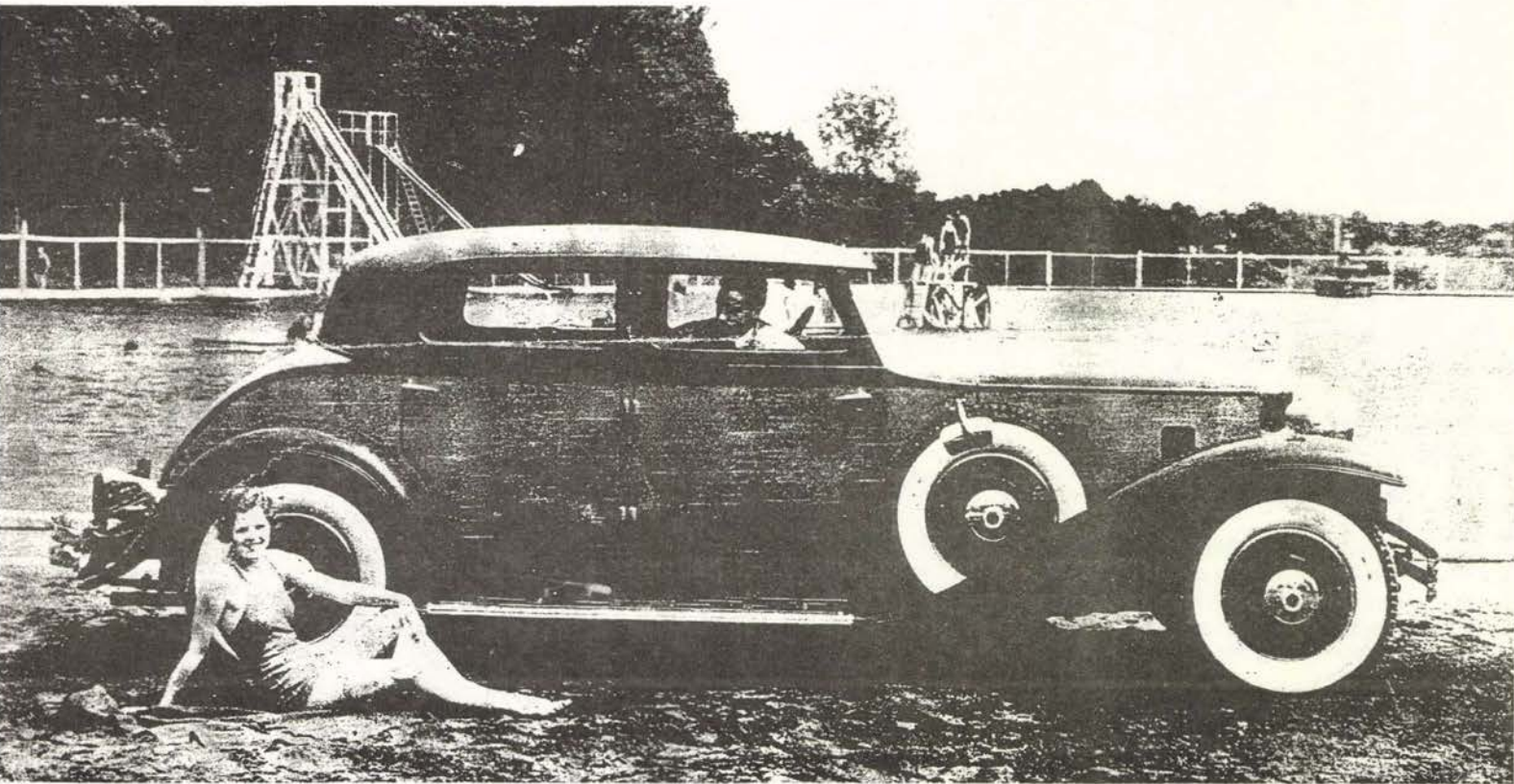
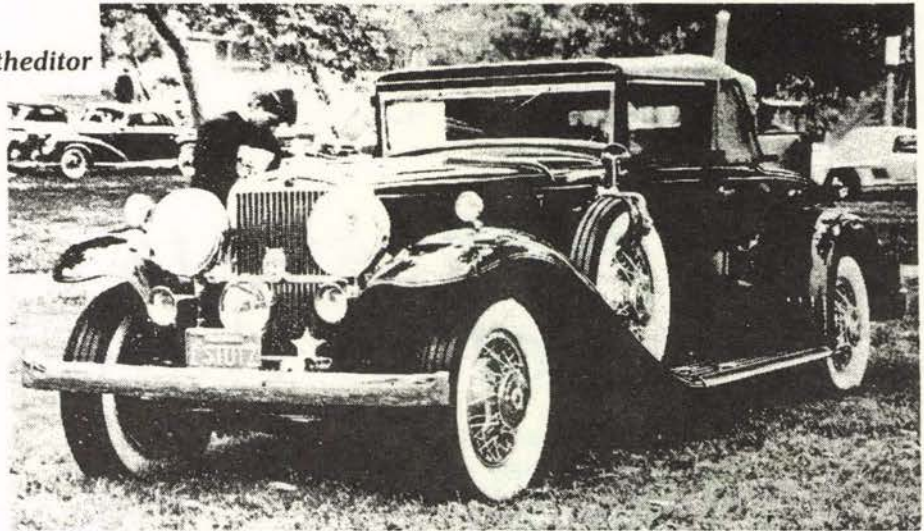
Miles Collier, owner of the Collier Automotive Museum in Naples, Fla., was one of the top 10 "movers and shakers" in 1988, according to our polls. Look inside this issue for more "top 10" news and features. (Photo courtesy Collier Enterprises.)

WOW!

Newport Beach Concours d'Elegance

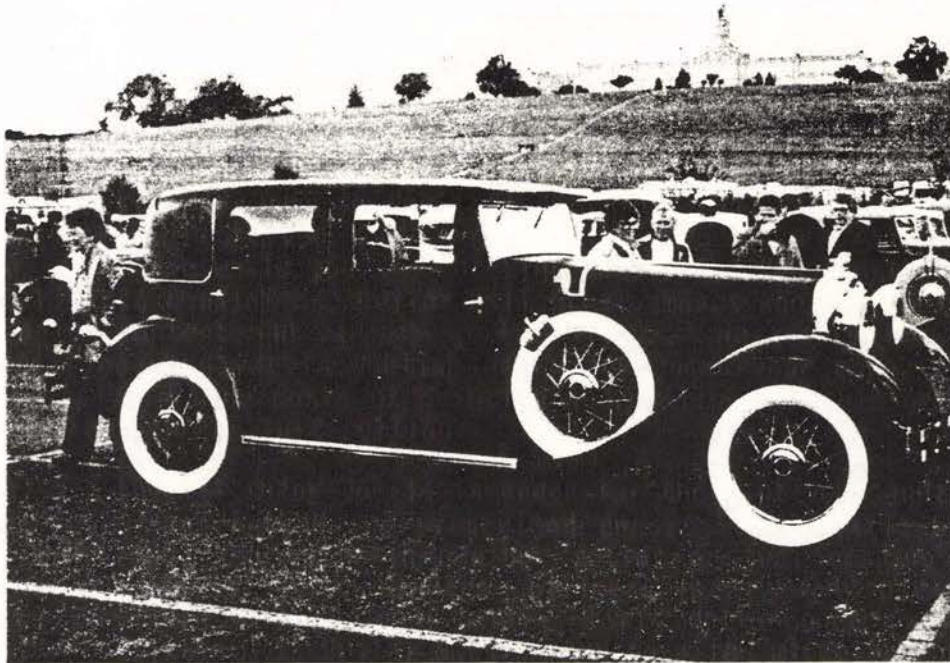
By Bobbie'dine Rodda
Photos by Rick Landy, Jared Meyer and the editor

This caption and photo of Kathie and Bruce McBroom's 1932 Stutz DV-32 Cabriolet Convertible appeared in the November/December 1988 issue of the Side Mount Mirror published by the Southern California Region -- CCCA (Byron Tarnutzer had his 1927 Stutz Sedan at the Concours but he's not a member.)



DV-54 Weymann Monte Carlo (Aluminum Paneled)

° Jim Petrik has submitted the above entry for our "Swimsuit Issue" which may be published depending upon your interests and inputs. Let's have them!



Next Stop: Pebble Beach

For the first time, a Classic Car owned by a member of the Automobilitists of the Upper Hudson Valley has won a National First Place in the Classic Car Class of the Antique Automobile Club of America's Fall Meet at Hershey. Roger Chase's 1930 Stutz "Versailles" Weymann-bodied sedan, shown above, has been chosen as one of the 120 cars invited to attend the 1989 Concours d'Elegance at Newport Beach, California, in August.

The picture was taken on the Judging Field at Hershey on October 8th. Hotel Hershey may be seen in the background.

This exceedingly rare car was a rarity in the days it was available to the public and Roger has noted that the Versailles, one of Stutz's "Chateau Series" had a price which fluctuated considerably depending upon where it was purchased and other prevailing conditions, its top figure being about \$5,200, a formidable sum in Depression days. The car has been under restoration for the last eight years.

The Versailles is mounted on a 134½-inch chassis, its roof and quarter being covered in Zapon in contrast with the darker lower body. Wheels and exterior metalwork are chromium-plated. The model was initially shown in 1929 as a part of the Stutz exhibit at Saratoga.

Roger Chase has been a member of the AUHV since July 1955. He served as Club President in 1968 and 1969 and as First Vice President in 1979 as well as a member of the Board of Directors from 1968 through 1973 and again from 1981 through 1988. In addition, he served for several years as Chairman of the Activities Committee and for many years since the mid-1950s has hosted the outings at Broadalbin. His wife, Fran, also a longtime Club member, served as Club secretary in 1979 and 1980.

Roger, Fran and their stable of Fords plus the Stutz, live in Broadalbin, N. Y.

The Club extends its congratulations to Roger on his recent achievement.

-by Keith Marvin-

by Alan Conant, Researcher (317) 236-4406
Indianapolis Historic Preservation Commission

Introduction

Mr. Conant encourages the reader to add information or correct the contents of this collection of references pertaining to the early life of Harry Clayton Stutz. A desirable endeavor would be to trace all the Stutz notes back to the original source, i.e., to find a newspaper article that covers Harry's trip to Europe in 1910 to visit automotive plants. This "Timeline" is the first attempt by the author to assemble dates found in the short list of sources given at the end. This article is meant to jog your memory in the hopes that you will write in a correction or send a personal anecdote related to the material. Please include, as best you can, the source for your information. (Parenthesis on dates indicate conjecture by author from source text.)

- | | | |
|--------------|--|----------|
| 9/12/1876 | Harry Clayton Stutz born in Ansonia, Darke County, Ohio to Henry J. and Elizabeth [Spitler (8) Schneider (10)] Stutz. H. J. had been born near Dayton, Ohio 6/1/1848; E. (S) had been born in Montgomery County, Ohio of the old Spitler family of this county. H. J. retired from farming, to New Carlisle, Ohio. | |
| | HCS's parents were members of the Dunkard sect (now United Brethren). HCS had two older sisters, and a brother who died at an early age. | [8,9,10] |
| | HCS attended grade schools of Clark and Montgomery Counties, Ohio | [8] |
| 1894-96 | HCS remained on the family farm until 18 years old. HCS goes to work for Davis Sewing Machine Co. and National Cash Register Co. of Dayton; for two years. | [8,9,10] |
| 1896 | HCS opens machine shop/equipment repair business. | [10] |
| 1897 | HCS begins experimenting in automotive field, out of his machine shop. | [1] |
| 1897 or 1898 | HCS builds his first motorcar ("Old Hickory") | [9,10] |
| 1898 | HCS meets Clara Deitz, at Dayton. | [9] |
| 1898 | HCS marries Clara Deitz. | [8,9] |
| 1899 | HCS begins building gasoline engines. Markets a \$150 engine: 150 lbs., 4.5 HP, 200-1,000 RPM. | [10] |
| 1900 | Emma Belle Stutz born. | [9] |
| 1900 | HCS builds another vehicle. | [10] |

- late 1902 The Stutz Manufacturing Co. of Dayton, is sold to Lindsay Automobile Parts Co. of Indianapolis. (Lindsay sold parts for electric cars, and was located at 404 South Senate Ave; building probably demolished for an Illinois Central Freight building, later demolished for parking lot. Sanborn Insurance Atlas, 1915, corrected to 1954. Vol. 2, p. 102) [10]
- Nov. 1902 According to the Cycle and Automobile Trade Journal, "The purchase includes the right o manufacture and all patterns, etc., and Mr. Stutz has been engaged to superintend the manufacture of the engines at the Lindsay plant at Indianapolis whence the Stutz plant has been removed. [10]
- 1903 HCS moves to Indianapolis, works for Lindsay Automobile Parts Co. According to the Cycle and Automobile Trade Journal, plans on the part of Lindsay to manufacture an automobile with the purchase of the Stutz company dissolve when a merger creates the Lindsay-Russel Axle Co. in 1904. [1,6,9,10]
- 1903-04 HCS in charge of a local garage. [10]
- 1904 HCS works in the experimental department of the G. & J. Tire Co. [8,9,10]
- before end of 1904 HCS joins the Schebler Carburetor Co., as Sales Engineer after introducing the founders to each other. [1,8,9,10]
- 1905 HCS takes part in the founding, and becomes Chief Engineer and Factory Manager of the American Motor Car Co. Company is founded also by V.A. Longaker and D.S. Menasco.

According to The Horseless Age, June 14, 1911: "In the original American car can we find his [Stutz's] first culmination of ideas." Also see: The Horseless Age, Sept. 20, 1905 for more information on American. [1,8,9,10]
- c. 1903-29 HCS belongs to the following organizations:
Masonic Order
Mystic Shrine
Highland Gold and Country Club
Indianapolis Athletic Club - Chairman of Building & House Committees
Detroit Athletic Club
Detroit Yacht Club
Chicago Yacht Club [8]
- 1906 Charles E. Stutz, cousin of HCS, comes to Indianapolis to join HCS in work at the old plant that produced the "Mohawk." Also associated with the founding of Central Motor Car Co., Marion Motor Car Co., and the American Motor Car Co. [2]

- 1906-10 HCS becomes Engineer and Factory Manager for Marion Motor Car Co. HCS still working for American as consultant? [1,8,9,10]
- 1909 HCS organized Stutz Motor Car Company in the upstairs shops of a building at Michigan and Capitol Avenue. [2]
- 1909 HCS finalizes design of a Transaxle. [10]
- 1909 "Stutz started in 1909 in a small shop on Capitol Avenue, manufacturing rear axles, but soon branched into car production." [7]
- 1909-10? Harry C. Stutz, Pres. Stutz Auto Parts Co. (home) 1140 N. Capitol Avenue (demolished) Stutz Auto Parts Co., H.C. Stutz Pres., H.C. Campbell, Secretary and Treasurer. Industrial Building, (10th and the Canal) (demolished, except for raised basement) *
- 1910 HCS leaves Marion Motor Car Co. [10]
- 1910 HCS tours European car factories in Germany, France, England, Holland and Belgium. [9]
- 1910 HCS organizes Stutz Auto Parts Co., financed by Henry Campbell, formerly with Marion. [6,8,9,10]
- 1910 HCS learns of announcement that Indianapolis Motor Speedway will be holding a 500 mile race in 1911. [9]



"Auto Row" (circa 1914) at 400 Block on Capitol Avenue, Indianapolis, IN. The Ideal Motor Car Co. was located on the left side just north of alley at 430-432. Photo courtesy Bass Photo Collection (#5385), I.H.S. Library.

- early 1911 HCS appointed designer and factory manager of the Empire Motor Car Co. May have worked as a consultant. "Empire" Model 20 is introduced in June 1911, using Stutz trans-axle. [10]
- May, 1911 HCS enters car in Indianapolis 500 of Tuesday, May 30, 1911. #10, driven by Gilbert Anderson, finishes in 11th place. Construction had begun on this car about April 23rd, 1911. [6,8,9,10]
- mid-June, 1911 HCS announces production of cars identical to #11 in 3-story factory leased on "Motor Row" on North Capitol Avenue. Promises delivery by August 1st, 1911. [10]
- 1911 New Stutz plant being constructed at 10th and Capitol with capacity to build 500 cars per year. [9]
- by Oct. 30, 1911 Ideal Motor Car Co. is organized, for manufacture, with assistance of Henry Campbell. Located at 430-432 North Capitol Avenue. W.D. Myers, Sales Manager, formerly with Empire. H.C. Stutz, President, Stutz Parts Co., and Chief Designer with Ideal [1,3,4,6,10]
- 1912 Ideal Motor Car Co., 430 North Capitol Avenue
Henry F. Campbell, President
Edward G. Sourbier, Treasurer ***



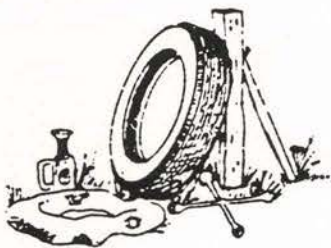
Ideal Motor Car Co. building at 221 W. 10th St., Indianapolis, IN. Original factory of 1911 consisted of the first 2 bays on left side of the 3-story section. Photo #22 taken by Alan Conant, I.H.P.C., 1984.

- 1912 Stutz Auto Parts Co.
H.C. Stutz, President and General Manager
H.F. Campbell, Secretary and Treasurer
Manufacturers Automobile rear axles.
221 West 10th Street ***
- 1913 Stutz Auto Parts Co. and Ideal are merged after
reorganization of Ideal in 1912. [1,10]
- To at least HCS has very successful racing program. Stutz cars in
July 7, 1913 at least 39 races including 1912 and 1913 Indy 500,
winning 29 of them. [9,10]

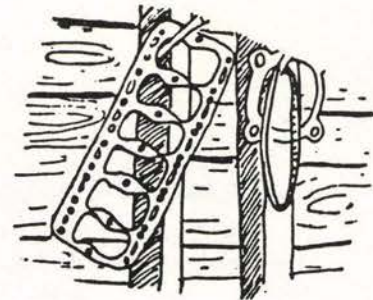
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- *** Indianapolis City Directory, 1912, Polk Pub. Co.

It is interesting to note that part of the Wheeler-Schebler Carburetor Co. complex
still stands, the Marion Motor Car Co. plant and other early buildings wherein Mr.
H.C.S. gained his expertise. Wish we had space to show them! Ed.



Classifieds



LET'S PUT STUTZ ON THE ROAD

- Colin J. Buckmaster (#65) Ryece Hall, Brettenham, Ipswich IP7 7QT, England is looking for a 1929-30-31 or 32 Model "M" Stutz two-door, close-coupled sedan with integral trunk as was found on Weymann or LeBaron types. Please help member Buckmaster locate a good example.
- Elliott E. Atkins (#222), 1415 Briarwood Way, Stockton, CA 95209, telephone (209/473-4333) Needs a horn button for his 1923 Stutz KLDH Roadster. He has for sale: Ryan headlight with designed bezel, DV-32 hubcap with emblem, Stutz-8 Buffalo No. 5 wire wheel hubcaps, Series KLDH windshield for touring or roadster, 23" Houk wire wheel with proper lock ring, early rectangular gas tank and hexagonal gas cap, taillight, plus miscellaneous other parts.
- William J. Greer (your editor) still needs the proper Remy Model O-F generator for his 1922 KLDH Bearcat. Help!
- Stig Nyberg (#179), Box 8035, 421 08 V. Frolunda 8, Sweden, wants for his 1921 Stutz Model K (KDH?) 2-23" Buffalo wire wheels (33x5 tires), an extra tail light to comply with regulations in Sweden, and cable with worm gear to drive the Warner, magnetic type M-7 speedometer. (Thanks for the photos, Stig! Ed.)

Lead: Jack Passey, Jr., 425 Hecker Pass Road, Watsonville, CA 95076, telephone 408/728-4738, can get for you any make of Head or Manifold gasket in copper/asbestos or steel.

KEEPING CHROME TRIM CLEAN AND BRIGHT

A contribution from Robert Mennell, Mechanicsville, Maryland

It takes a lot of effort to clean and polish the chrome parts of cars to protect them from deterioration. I found that the job can be eliminated by coating the trim with DuPont Clear Coat. It is made up of two parts, 580 Enamel Clear Coat and 582S Activator. On old chrome that has started to pit, I first clean off the surface with steel wool and then spray on a light coat of aluminum Rustoleum and wipe it off before it dries using a little solvent and a rag. This may help fill the pits and retard further corrosion of the chrome. I then spray on two coats of the Clear Coat. Properly done, the resulting surface is smooth and clear. After four years the chrome on my old car is clean and bright and shows no sign of yellowing. All I have to do is wash it occasionally.

PAGE 37 - SKINNED KNUCKLES

FORGOT TO SIGN UP FOR THE GRAND STUTZ? Still need a room? In case you cannot get into the Sheraton Inn, our headquarters hotel, the following nearby facilities may still have rooms for you. Check 'em out, and try to be with us.

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616/381-7070

Fairfield Inn
I-94 at Sprinkle Road
Kalamazoo, MI 49001
616/344-8300

Red Roof Inn East
3701 E. Cork St.
Kalamazoo, MI 49002
616/382-6350

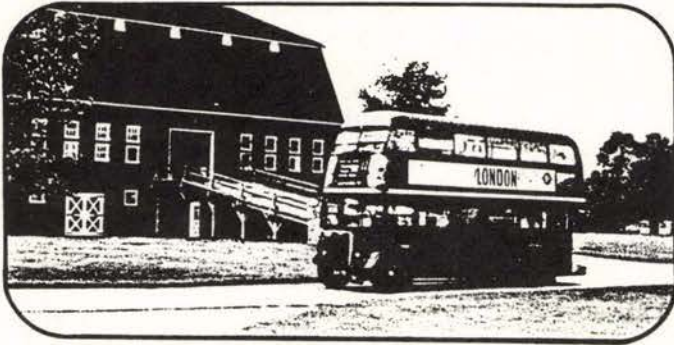
Knights Inn
3704 Vanrick Drive
(off S. Sprinkle Road)
Kalamazoo, MI 49002
616/344-9255

La Quinta Inn
3750 Easy St.
(off S. Sprinkle Road)
Kalamazoo, MI 49002
616/388-3551

Howard Johnson
1912 E. Kilgore Rd.
Kalamazoo, MI 49002
616/382-2303

GILMORE-CCCA CAR MUSEUMS

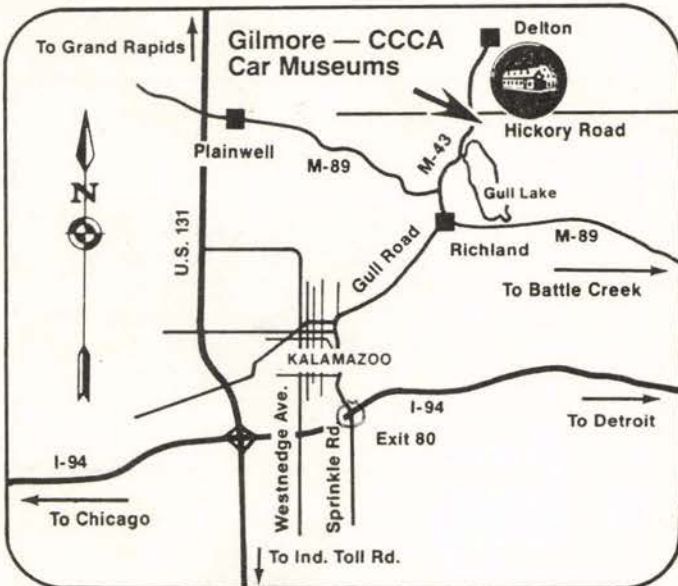
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