

Vol. XIII No. 51 (January - March 2000)
 The Stutz Club, Inc.
 William J. Greer, Editor
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 Indianapolis, IN 46256

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TO:

Announcements



Membership Dues

Please remember to return the 2000 Membership Form with your check for dues (\$35.00 payable to Stutz Club) to Mike Barry, VP Membership, 3773 Mayflower Oval, Brunswick Hills, OH 44212 so that he can include you in the new 2000 Directory.



Grand Stutz

The agenda for the upcoming Annual Meeting scheduled for September 7 - 9, 2000 and hosted by Ray and Lou Bowersox is enclosed for your attention.

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Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)

A STUTZ RESTORED - PART TWO

By Jerry Hanauska

Early in 1992 Bill Greer and I were corresponding and he asked me to write an article for The Stutz News on my recently restored 1928 Stutz, BB, Cabriolet Coupe. I am definitely not a writer but I did put together a story of how I acquired the car and spent the next three years doing the restoration (Vol. V, No. 20). I ended the article by saying the Stutz was now ready for the show circuit and that would be another story, perhaps for a future article for the Stutz News.

Then in January of this year, at the CCCA Annual Meeting in Indianapolis, I met Bill again and he reminded me that it was about time that I submitted the show circuit part of the earlier article. I told him it would not be easy for me to write about the accomplishments of the Stutz but he prevailed so here is "the rest of the story".

The first time the Stutz was shown in public was in 1993 and was not at a car show but rather at a "Coming Out Party". This is an annual event, held in March, that is organized by the Pacific Northwest Region of The Classic Car Club of America. The cars that are invited to be shown are from the Northwest and are freshly restored or new to the area.

There is no judging but rather an unveiling of sorts. It was at this event that the late Loren Tryon saw the car and invited me to enter it in the Pebble Beach Concours d'Elegance in August. I was thrilled indeed and promptly submitted the required entry forms. The wait to find out if the car was accepted was agonizing and when it finally arrived I was very excited to say the least.

Prior to Pebble Beach I had entered the Stutz in the Forest Grove, Oregon Concours d'Elegance and Port Gardner Bay Classic Car Show at Everett, Washington, both to be held in July. The Forest Grove show was to be the first competition for the car and it performed beautifully, being awarded Grand Sweepstakes. The car also won its class at Port Gardner Bay. Next stop Pebble Beach Concours d'Elegance.

The Pebble Beach experience is fantastic and we made the most of the long weekend. Thursday morning we were at Laguna Seca watching the historic automobile races and that afternoon we visited the Italfest at Quail Lodge in

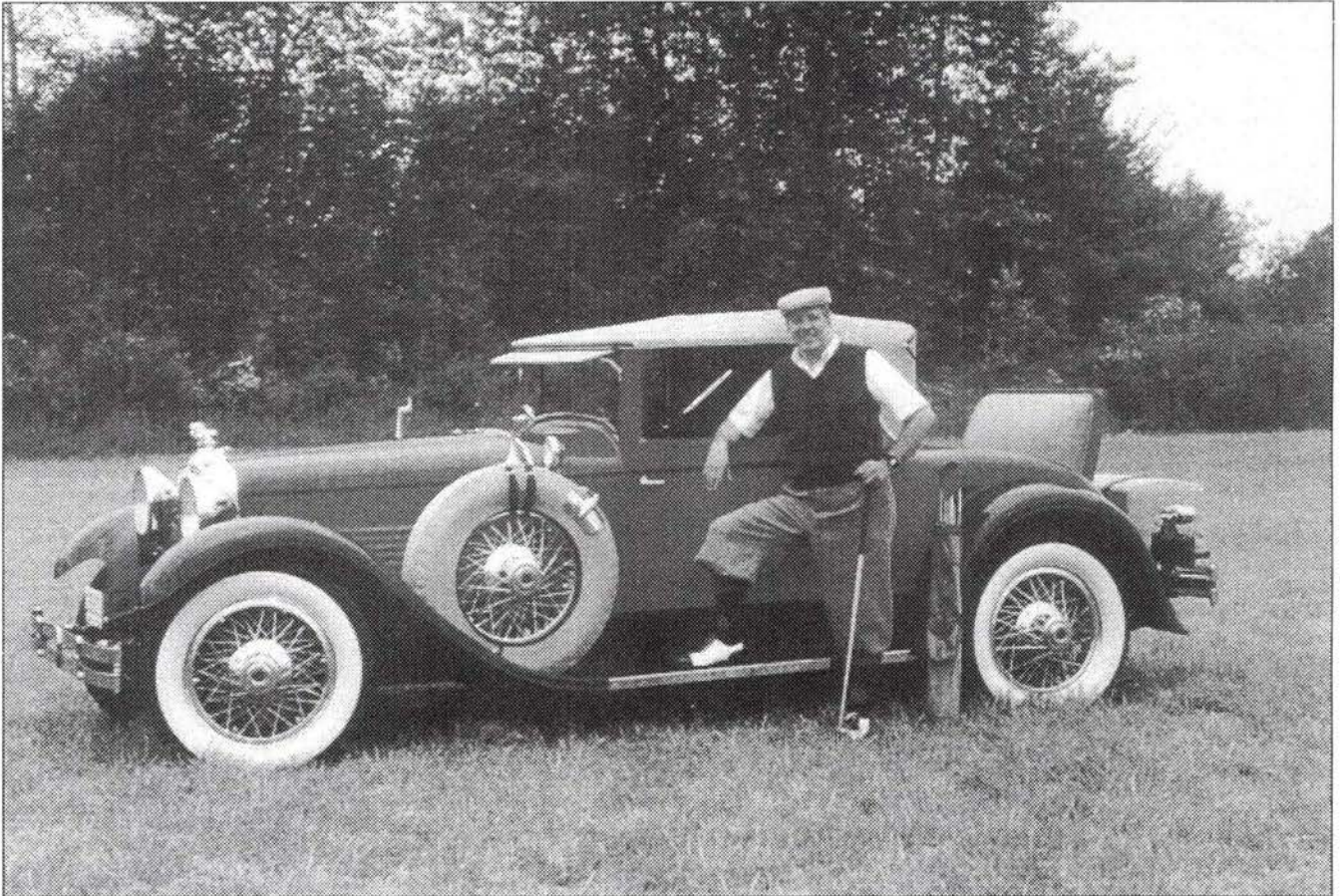
Carmel Valley. Saturday morning we unloaded the Stutz from the enclosed trailer and gave it a final wipedown and checkout. We fired up the engine and made sure the battery was fully charged. After loading the car back into the trailer we spent several hours watching the big 60' semi trucks come onto the field and offload their beautiful cargoes. Just the sight of 25 or 30 of these monsters lined up in several rows is magnificent. What is even better is seeing all the show cars being final detailed on the field. What a sight.

Sunday, the big day, we drove the Stutz onto the field and were guided to our proper spot in the American Classic '25-'32 Open class. The competition in this class was awesome and I resigned myself to not expect a trophy. After judging came the long and tense wait for the results, about two hours, I was surprised when asked to start the car and along with two others in the class to proceed to staging area. A 1930 Ruxton Roadster won third place, The Stutz won second and a 1930 Cord I-29 Convertible Sedan won the class. What a thrill it was and a grand experience indeed.

The following year more shows in Oregon and Washington with the highlight being a best of show at the Concours d'Elegance at Hilliwack, B.C., Canada. Also this year the car won a first at the CCCA Grand Classic at Bellevue, Washington, qualifying it for a Primary Badge.

The Stutz was subsequently entered for CCCA judging in 1995 and 1997, winning a first in class at both events and qualifying it for the Premier Badge.

It was at this time that I decided to retire the car from any more competition. An occasional display at a show was enough for me and the Stutz. It now has a prominent space in the car barn and is driven only on rare occasions. The barn is temperature and humidity controlled and the Stutz is still in show condition. Now the question is when do I tour the car. Maybe this year.



Jerry in period attire with his 1928 Stutz Model BB Cabriolet Coupe, Phillips

In Part One, Jerry Hanauska told us that in late summer of 1987 he saw this Stutz tucked away in the back corner of his friend Dave's car storage building in Hillsboro. It was a genuine classic (Full Classic™), very complete but needing everything redone. A full blown, body-off, frame-up restoration was then undertaken culminating in a Stutz, ready for the Concours Show Circuit.

The Stutz's colors are red body, deep maroon fenders, tan top and tan interior leather.



A.J. Koveleski

December 20, 1999

A.J. "Tony" Koveleski, 89, Scranton, died Monday, Dec. 20, at the Abington Manor Nursing Facility after a lengthy illness. His first wife, the former Anna Chisdock, died in 1968. His second wife, the former Doris Hudson, died in 1998.

Born in Kingston, son of the late Anthony and Eva Radsavich Koveleski, he founded the Scranton Hobby Center in 1939, which he owned until the late 1960s. He manufactured and sold the Hudson Miniature line of tiny metal die cast cars and trucks and the original Old Timer's antique "build it yourself" model car kits of the 1940s and 50s. Many of the works have been on display at Don Clark's Model Railroad Museum at the Gertrude Hawk Candy Factory, Dunmore.

As the Scranton Hobby Center expanded, he began buying, selling and restoring antique automobiles and antique toys and banks. He served on the board of directors of such organizations as the Hobby Industry Association of America, the Antique Automobile Club of America, the Classic Car Club, the Sports Car Club of America, the Antique Toy Collectors Club of America, the Still Bank Collectors Club, the Mechanical Bank Collectors Club and the Toy Train Collectors Club.

An accomplished musician, he was a member of the Ukelele Hall of Fame, Duxbury, Mass., and the Ukulele Museum, Hawaii. He once played a duet with Arthur Godfrey on television. He often entertained at nursing homes under the stage name of "Grandpa Smith." During these performances, he was renown for telling his "Uncle Louie" jokes and passing out small cards which had the saying, "Happiness is the Art of Making Someone Else Happy!" printed on them.

He was one of the earliest aircraft pilots in the area and during World War II served as a flight instructor at Shultzville Airport, training hundreds of pilots for the Army and Navy before being transferred to the Air Transport Command Center, Memphis, Tenn. Battling cancer for many years, he sold off his antique cars and then auctioned off his toy and bank collection at Sotheby's, New York City.

Surviving are two sons, Anthony (Oscar), Clarks Summit, and Ronald J., Boxford, Mass.; a daughter, Ann Marie Bielik, Palm Desert, Calif.; nine grandchildren; 10 great-grandchildren; nieces and nephews.

He was preceded in death by a brother, Albert; a sister, Anne McCormack; and a granddaughter;

The funeral will be private at the convenience of the family from the Lawrence E. Young Funeral Home, 418 S. State St., Clarks Summit, with services by the Rev. James Belt, pastor, First Baptist Church of Abington, Waverly. Interment, Clarks Green Cemetery.

There will be no public calling hours.

Memorial contributions may be made to the Paul Newman Charity for Children with Terminal Illness, the Hole in the Wall Gang Camp, 555 Long Wharf Drive, New Haven, Conn., 06511.

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The Scranton Times

Tooling Life's Highway in a Stutz

Tony Koveleski, 89, who died a few days before Christmas, was one of the most interesting people I've known.

A former pilot, teacher of wartime aviators and an international racing car driver, he operated a hobby shop and manufactured toy cars. Tony was a musician, a songwriter, an entertainer, a collector of antiques and the proud owner of a 1914 Stutz Bearcat.

I knew Tony by that name but perhaps some would recognize him only as "Uncle Louie," the guy who entertained the sick, senior citizens, hospitalized veterans and civic groups.

Tony could play a ukulele with the best of them. And, as "Uncle Louie," he could tell jokes and weave them in between songs he sang while plucking on his ukulele.

As a matter of fact, he put on his last such program for fellow guests at Abington Manor Nursing Home on his 89th birthday on Oct. 22. And the guests loved it.

There was another side to Tony's musical talents. He wrote songs. Back in 1986, when the centennial of the Statue of Liberty was being observed, he recalled a story his parents told him about sailing into New York harbor as immigrants and seeing the statue. They and other immigrants were so jubilant, they started to sing and dance.

Inspired by that tale, Tony sat down and composed "The Statue of Liberty Polka." He then sang and played the tune and sent tapes to then-President Ronald Reagan and then-U.S. Rep. Joseph M. McDade. To his delight, both sent him friendly "thank-you" letters.

I became a good friend of Tony in his later years. That opened the door to several adventures I cherish.

For instance, on a summer day in 1986, Tony took me for a ride in his Stutz Bearcat.

When Tony was a boy in Kingston, he and a friend were



JOSEPH X. FLANNERY

outside a garage when the doors opened and a yellow Bearcat emerged. The driver asked if they wanted to go for a ride and they scrambled aboard. That was the day Tony decided that someday, he would own such a car.

By 1948, Tony was a successful businessman who collected antique cars. He learned that Charles Manville, a millionaire from Nyack, N.Y., had a Bearcat for sale. Tony bought it for about \$3,000 and the first thing he had done was to paint it yellow, just like the one he rode in as a boy.

When Tony asked me if I wanted to ride in the Bearcat, I jumped at the chance. I went to Nay Aug Park, where he was about to give it one of its periodic test drives.

Tony gave me goggles, which drivers and passengers always wore in open-air vehicles. The engine roared and we drove on the lanes that curl through the park and on nearby city streets.

The car, still in Tony's family, is one of the most famous antiques in the world and riding in it was a thrill.

On another occasion, my retired colleague, photographer Ike Refice, said he had to see Tony so I went with him to the Koveleski home on Moosic Street. It was a modest dwelling that was loaded with thousands of antique toys and equally old banks — all of which fascinated me.

A few years after that, Tony sold off most of his toys at an auction at Sotheby's, the famous auction house in New York.

Tony never wanted to say how much the toys sold for but I said in a story that it topped \$500,000 and he never complained.

Around the same period, Tony's creative instinct caused him to invent what he called "trail mix." The ingredients were a pound of salted peanuts, a pound of walnut meats, two pounds of raisins and a pound of M&M candies.

He mixed them, put them in canning jars and gave them to his friends — myself included. I knew the mix was high in calories but I ate it with delight.

I also have at home a 2-inch-high tricycle that Tony made out of pieces of copper wire. I will keep it in his memory.

Tony was plagued for years with a variety of ailments, including cancer, but refused to surrender. He was hospitalized scores of times but it was his style to go out and socialize within days after his release.

I had lunch with him at Smith's Restaurant in South Side maybe a year ago. He stopped at virtually every table and told

"Uncle Louie" jokes and gave out his personal card that bore the message: "Happiness is the art of making someone else happy."

More recently, I saw Tony at Allied Services and he was in a wheelchair. He was friendly and I called him "Uncle Louie." He smiled and told me he had his ukulele with him. But his usual exuberance was missing. Maybe it was the medication. Or maybe he sensed that his time was running out.

Now I can conjure up a picture of Tony driving around heaven in a Bearcat and giving out his homemade trail mix to his new friends.

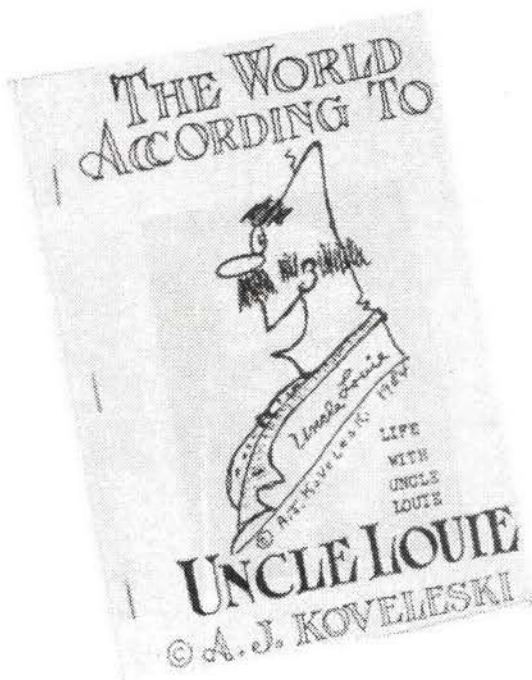
JOSEPH X. FLANNERY is a columnist for The Scranton Times.

A. J. "Tony" Koveleski, Life Member No. 124

by your editor

Not mentioned in the preceding tribute by Joseph X. Flannery or the obituary is the fact that Tony, a charter member of The Stutz Club, was one of the club's most ardent supporters. In 1989 Tony established that club's prestigious "Peter Helck Stutz Memorial Trophy" which has been awarded to nine (9) outstanding members including Tony himself in 1994. Tony made significant donations to the Stutz Book Fund and donated hundreds of Blazer patches to the club which have been sold over the years to benefit the Club's treasury. These embroidered Stutz patches were produced during the 1950s in France and are still available from the Club Stores at \$10.00 each.

Tony liked to create "Verbal Gems" and he often called the editor to pass on a few new ones, some funny and some profound, i.e.. "How do you drive a baby buggy? You tickle his feet" and "The past is history, the future a mystery. Today is a gift. That's why its called 'the present'." In 1996 Tony requested a set of labels covering addresses of all 300 or so members. He hand assembled a booklet of his gems entitled "The World According to Uncle Louie" and mailed a booklet to each member.



In our files is a wonderful record cut by Tony entitled "Grandpa Smith's Ukulele Concert." This cheerful record contains 16 hit songs of the '20s and '30s featuring Tony and his Uke. Another recording on hand is Tony's wonderful ditty, "My Million Dollar Stutz," naturally a favorite of your editor. Tony's son and member Oscar Koveleski informs that his father was a "Trooper" and was buried with his "Ukulele."

Our many thanks to Oscar of Clarks Summit, Pennsylvania for providing photographs and articles used in this coverage. The back cover of this issue is dedicated to one of Tony's exploits. We quote from Oscar's letter to the editor dated January 14, 2000:

"Tony started business in 1929 and moved to Scranton in 1939 where he opened the Scranton Hobby Center. To open the 1951 Model Hobby Exposition in Chicago, IL March 30 - April 8, Tony challenged all his friends to a cross country race from Scranton, PA to Chicago, IL. Since it snowed almost everywhere in the Northeast during those years, Tony won the race hands down. Nobody else wanted to drive in a snowstorm, Al Rung, a photographer and writer rode with Tony. 'Riding 900 miles in an open car without a windshield in icy, snowy weather is not easily forgotten.' This statement almost made the Jack Daniels ad for 1952. Someone said they opted for Admiral Byrd and the North Pole quote instead."

Oscar relates that Tony's later years were filled with various activities involving his many hobbies. He entertained at nursing homes, senior citizen homes, singing songs, playing his Ukelele and telling "Uncle Louie" jokes while passing out happiness cards. He hand colored every card which say "Happiness Is the Art of Making Someone Else Happy."

Oscar, a former race driver who raced from the '50s through '70s in SCCA races and the International "Can Am Series" says it was Dad's wish to keep the 1914 Stutz Bearcat in the Koveleski family and show it, run it, so people know there was a time when people, not robots, built cars and the Stutz is the best damned example. Oscar's son, Bob Koveleski (San Diego) will be the "custodian."

Oscar further says that anyone interested in a 1913-1915 Stutz, Mercer, Locomobile, Fiat, Mercedes Benz, etc. racer-sports car challenge event at "Torrey Pines, CA" or similar area contact Bob Koveleski in San Diego at 858-558-0568. The "Ancient Racers" challenge exhibition runs may begin as early as 2001! World Champion Phi Hill is polishing his goggles, already! Oscar's "truing" the Stutz tires. Jay Leno may drag out his Mercer for this one. The prize? Who cares. It's the "game" that makes life interesting. "Life is better when it's interesting." All Stutz's should be painted yellow?



'Uncle Louie' Triumphs With Wit

Bits and pieces.

I admire the pluck of Scrantonian Tony Koveleski, who recently mailed out to friends nearly 300 copies of a tiny booklet titled, "The World According to Uncle Louie."

Tony, an 84-year-old retired businessman and antique collector who has been fighting cancer for 36 years, created "Uncle Louie" when he was 12 and just starting his lifetime avocation of entertaining people with his ukelele, homemade songs and kind and gentle jokes.

In Tony's booklet, "Uncle Louie" is his usual droll self. Some of his verbal gems are:

- How do you keep a dog off the street? Put him in a barking lot.
- How do you drive a baby buggy? You tickle his feet.
- When do the leaves begin to turn? The night before exams.
- When is a dollar not a dollar? When it is spent.

"Uncle Louie" can also be profound. For instance:

- "The past is history, the future a mystery. Today is a gift. That's why it's called 'the present.'"
- "There is no patent on happiness. Anyone can use it free."
- Horses are smarter than people. They don't bet.

Tony believes that humor is



JOSEPH X. FLANNERY

good medicine for fighting cancer. He has been in hospitals — for hours or days — a total of 176 times in 36 years, but he doesn't let it get him down. Having outlived four physicians who treated him, he is philosophical about his ailment.

Meanwhile, he has put "Uncle Louie" into a book to amuse his friends.

He explained why: "If I make someone happy, I get goose bumps. It gives me a boost."

Good for you, Tony!



RESTORING A TV STAR

How I found my dream car...or at least the next best thing!

by John Boyle

My interest in old cars began innocently enough. I watched a TV show. On Thursday, September 16, 1971, I happened across a CBS-series "Bearcats!" It told the story of a couple of soldiers of fortune and their adventures in the southwest circa 1914. What caught my eye was their car. A Stutz Bearcat. It was beautiful, a balanced designed combining the suggestion of speed and sturdiness. I was hooked. The next week, *TV Guide* printed a photo feature on the car. It noted that since the real Bearcat used in the TV movie pilot episode was so valuable that noted Hollywood car builder George Barris (the TV Batmobile designer) was hired to make two replicas for the series.

I fell in love with Stutz cars...especially the early Bearcats. I bought plastic model kits and read every book on antique cars that mentioned the Stutz. I soon learned that Bearcats were very desirable...and therefore expensive.

When I read a Bearcat was worth about \$35,000 it made me wonder if I'd ever own one. After all, in 1971 that amount of money could buy a fancy new house or seven corvettes. The show unfortunately was cancelled after a few months, but the memory of the car remained. Every time I picked up a copy of *Hemmings II* I looked for Stutzes in the listings. With the collector car boom of the '80s, the value of an authentic car continued to outpace my income. So I began to check the back pages of the magazine under "Replicas". I knew that if a Barris TV car were listed, I'd *have* to buy it. Every month nervousness would give way to disappointment when the car never appeared.

Finally on the last workday of 1997, I called George Barris' office. I asked the man who answered if he had any information on the TV Bearcats. He said that they had made three - the two TV cars and a show car that Barris kept --

from Ford truck components. And no, he did not know what happened to them.

I found William Greer's address and phone number for the club on the internet. I called it and apprehensively told him I was looking for one of the TV cars. Let's face it, there are a lot of people in the antique car world who would have slammed down the phone when some unknown guy asked about a mere replica of his beloved marque. Instead, Bill was very nice and answered many questions. No, he did not know of the whereabouts of the Barris cars, but he was a very helpful. The next day I sent him a thank you note and a copy of the old *TV Guide* article that was later reprinted in the *Stutz News* (Jan-Mar 1998).

A year later I bought the December 1998 issue of *Hemmings*. Listed in a display ad was:



The Barris Bearcat car immediately after delivery, March 1999. The car is full-sized and fabricated from heavy gauge steel. Note the front brakes deemed necessary for the rigors of television work. The brass radiator shell is interchangeable to a genuine Stutz unit. The previous owner painted the spotlight and sidelamps black; both have since been re-plated in brass. The Model T headlight lens seen here have also been replaced and new headlight reflectors fitted.

"1913 Stutz Bearcat replica. Star driven." As related in the April-June 1999 *Stutz News* it turned out not to be a Barris car, but it did get me into the hunt again.

Again I called Mr. Greer. He referred me to a man he thought might help me, early Stutz expert and restorer Paul Freehill. Paul patiently listened as I explained what I was after. Then he said that a few months earlier, a man who was looking to sell one of the Barris cars had called him and asked if he knew of anyone who wanted one? He told the caller that he didn't, but took his number anyhow.

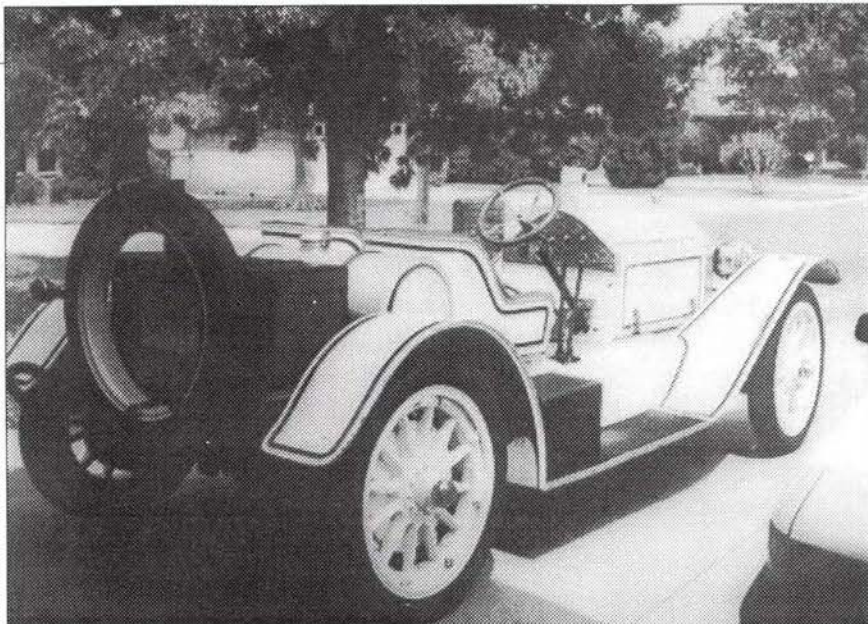
For a brief moment I thought I had finally struck gold. Then Paul said, "The trouble is I'm not sure if I still have his number. It might still be at my shop, but we've just had a blizzard and my daughter just had a baby so I won't be able to look for it for awhile. Call me back in a week."

I didn't sleep much that week. When I called back he said he'd still been unable to make it to his shop but he'd call me if he found the number. A week later he called. He told me that the seller was Roy Fuiman, a Philadelphia attorney.

Yes, Roy said he still had the car. Yes, it was for sale. And yes his price was what Paul had quoted me. I received the photos and the car looked good. It matched the photos I had of the Barris cars. I sent copies to California and Barris confirmed it was one of his cars Roy said that he had purchased the car in the mid-1980s from a friend who kept it at his winter home in Florida. He didn't know when his friend had purchased it, but he believed he had had it for at least ten years – possibly spending part of the time as an attraction at his friend's restaurant in Orlando.

Since buying it, Roy hadn't driven it much. Its stiff clutch didn't agree with an old Korean War leg injury, so it had spent most of the last 15 years parked in a heated garage with the rest of his collection. He warned me it wasn't mint. The photos showed some paint flaking from the front fender and the old wood dash was cracked from age. Still, it looked good. Since only three cars of its type existed, I couldn't very well wait for another one to appear. After all, it had taken me 28 years to find this one.

I mailed him a check.



Rear view of the car shows the non-authentic brushed stainless fuel tank with single racing-style filler. (The monacle windshield was removed for transport. The steering column and side mounted brake levers have since been nickel-plated. The late '30s Chevrolet taillight fitted by previous owner to replace correct pedestal-style light originally fitted to the car. It, along with the Rubes horn and Motometer had disappeared from the car since its television days. The running boards have since been refaced with units featuring correct linoleum and trim. Wooden battery box has also been replaced.

The delivery day was a major event. It was a cold day in March but I proudly drove the car around the neighborhood. Everyone stared. Other drivers waved or just looked dumbfounded.

After all that time I finally had a Bearcat. Maybe it didn't come from Harry Stutz's factory, but it was mine. After my first few drives it was obvious that Barris knows how to build a car. The 223 c.i. straight six Ford runs strong and the four speed is well matched to the engine. It easily cruises at 60-65 and the four-wheel brakes are more than adequate. A worn steering box and old wooden wheels made high speed handling a bit problematic. When he built the car Barris used newly rebuilt engine and transmission and they were like new. The odometer read just 390 miles. But the years had taken their toll.

After some initial maintenance (a carburetor rebuild, replacing the valve cover gasket and fuel line) I had to start thinking about restoration. I asked Paul Freehill if he was interested but he said he had a new full time job. Mechanically the car was basically sound; the restoration would mainly consist of new paint, woodwork:

dash, floor and running boards, and wheels, and a lot of details.

Finally, my friend Charlie said he'd do it. He had just restored my 1977 Jeep CJ-5 and since his retirement from the Air Force, he had gained quite a reputation throughout this area for his Jeep restorations. He has a well equipped shop, and we figured since the running gear was mid-50's truck, it wouldn't be a stretch from his Jeep experience. Besides Charlie knows everyone in town. If he couldn't do a job, he would know of someone who could.

I became the general contractor. After deciding what needed to be done I found the parts and engineered the changes I wanted. Though I didn't want to stray too far from Barris' work, some detail changes were in order.

The main change would be replacing the brushed aluminum fuel tank – with its very incorrect single racing-style quick release filler – with a custom made tank with original-style dual brass fuel cap fittings (the twin fuel fillers are so much a part of the Bearcat's design, I couldn't resist making the change). Also, a new dash would feature a set of new "classic-style" VDO gauges with antique white faces and brass bezels, instead of the cheap-looking units that were probably the only style available to Barris in 1971. Finally, I replaced the quilted aluminum floor covering with correct imported English "Battle-ship" linoleum). I've kept the old fuel tank and dash for future historians, archeologists, or junk dealers.

Fortunately, most of the parts I needed were readily available. Paul Freehill sold me twin brass fuel fillers and the taillight assembly. A local

company that makes tanks for the oil industry made the new fuel tank. A firm in California (recommended by club member and collector Marshall Matthews) overhauled the radiator. I found a restored Rubes horn and replica Motometer to replace the missing originals. The car being a replica paid off in some areas, as I found new brake cylinders at a local auto parts store and had the steering box rebuilt by a specialty company in Minnesota.

Now it's February and the car sits in the garage. Not quite complete but close enough to make me see the end of the road. In the next couple of weeks we'll hang the dash and rewire the car. Mainly I'm waiting for wheels and tires. The tire company said the currently out of stock rubber would be in by January. Now they say April. The wheel maker says his work will be done in March. But since wheels aren't much good without tires, it's kind of academic. We'll see what happens.

Future plans abound. Car show and parade season is coming. I'm even looking for an enclosed trailer. In the meantime, I work on the car: detailing the engine, fitting trim and picking up bolts and newly made trim pieces (such as replica Stutz-style clutch and brake pedals).

Every time I go into the garage I smile. After all, how many guys get to own the car they fell in love with? Maybe it's not a real Bearcat. . .but I have the car I used to watch on Thursday nights all those years ago. Even the plastic model I made back then survived and sits on my desk. I'm living my modest dream.

And until I can get the genuine article, I'm satisfied.

Stutz at "Indy 2000" CCCA Annual Meeting

The 48th Annual Meeting of the Classic Car Club was hosted by the Indiana Region on January 5 - 9, 2000. The Stutz Ad by member Turner Woodard (reprinted herein) was featured in the INDY 2000 Program brochure.

Many Stutz Club members participated in CCCA activities and we are pleased to list those members who signed up for the event in Indianapolis.

Jim Cox and Beverly RaeKimes, New York, NY
(could not attend due to illness)

Jim & Ruth Dougherty, Indianapolis, IN

Bill & Carolyn Greer, Indianapolis, IN

Phil & Patti Grisham, Seattle, WA

Fred Guyton, St. Louis, MO

Jerry Hanauska & June Fezler, Portland, OR

John Haydon, Fox Point, WI

George & Pat Holman, Wilbraham, MA

Tom Kayser, Director, Gilmore-CCCA Museum, Kalamazoo, MI

John & Elaine Klein, Indianapolis, IN

Bill Lurvey, Indianapolis, IN

Piers MacDonald, Bedford, NY

George & BJ Malely, Indianapolis, IN

Jim & Pam Ray, Indianapolis, IN

Bobbie'dine Rodda, Glendale, CA

Fred Roe, Holliston, MA

Robert Sbarga, Director, A-C-D Museum, Auburn, IN

Bill & Chris Snyder, Hudson, OH

Max & Sue Triplett, San Marco, TX

Dale & Bonnie Wells, Kalamazoo, MI

Turner & Dianne Woodard, Indianapolis, IN

Cancelled due to illness:

Ray & Kitty Katzell, Medford, NJ

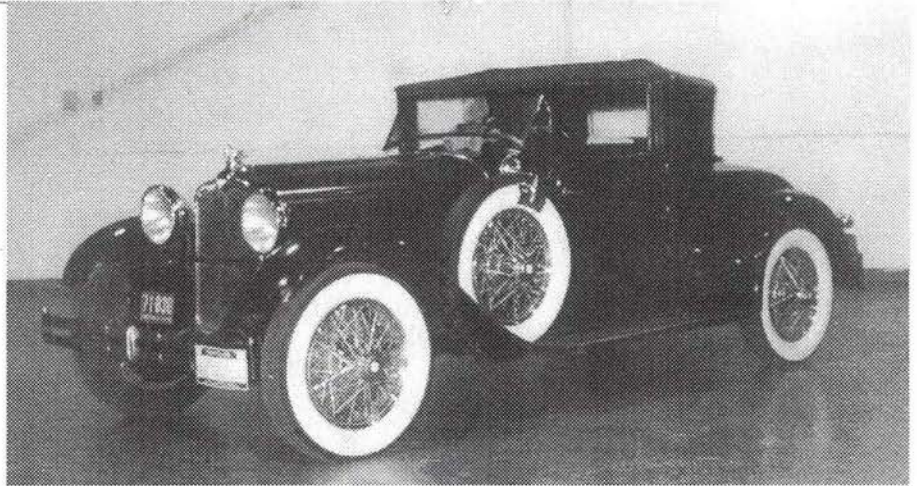
Ernie & Roth Toth, Chagrin Falls, OH

Former Stutz members in attendance were:

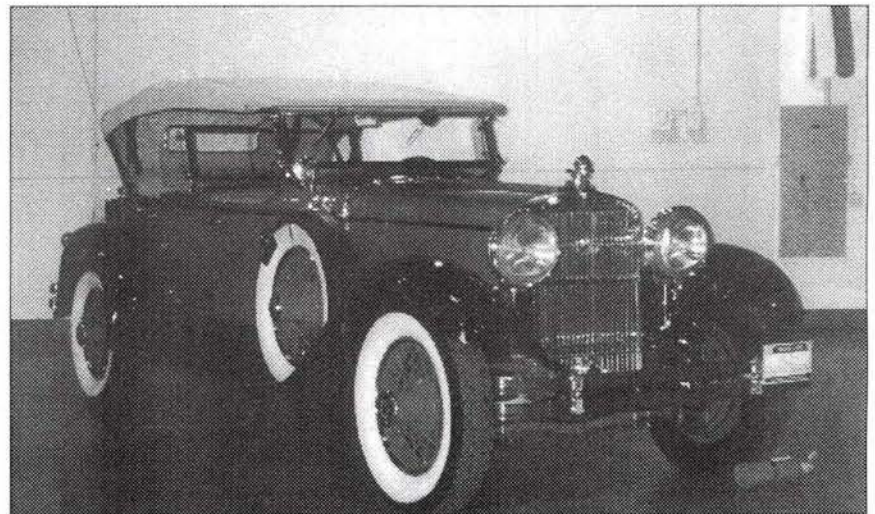
Dick Chapman, St. Petersburg, FL

Sam & Jane Oliphant, Marble Falls, TX

Joan Virostek, Hudson, OH



Exhibition, 1928 Stutz BB Convertible coupe, Jim Ray, Indianapolis, IN photo by Bobbie'dine Rodda



Senior Custom 1925-29, 1929 Stutz M LeBaron, dual-cowl phaeton, Turner Woodard, Indianapolis, IN third place - 86.5 points, Photo by Bobbie'dine Rodda

As you can see, there were enough Stutz enthusiasts on hand for a great Stutz Meet!

Jim and Pam Ray exhibited their 1928 Stutz BB Cabriolet, Phillips. Turner & Dainne Woodard entered their 1929 Suttz M Dul Cowl Speedster, Le Baron in Senior Custom and it scored 86 points for 3rd place trophy. This Dual Cowl Speedster carries a CCCA Senior Badge earned before Badge members were assigned and was owned many years by former member Ralph Scott of Fort Wayne, IN (deceased.)

Member Bobbie'dine Rodda of Glendale, CA, Official Photographer of the INDY 2000 CCCA Annual Meeting, with her Stutz sweatshirt from the Stutz Business Center. Standing is Helen Vogel, Meeting Coordinator.



*On behalf of the Stutz Building,
Turner Woodard and family,
we are happy to support the
Classic Car Club of America Annual Meeting*

*We feel Harry Stutz would be proud of
The Stutz today.*

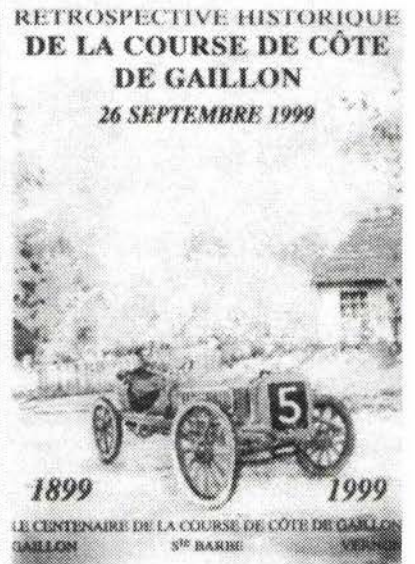
*Today, the Stutz Building is home to a growing
community of over 100 entrepreneurs,
manufacturers and artists within the
400,000 square feet of the historic
Stutz motorcar manufacturing plant.*

The
Stutz
INDIANAPOLIS
A TURNER WOODARD DEVELOPMENT

Where To Make it!

Gaillon Hill Climb

by Francis DePrins



100 ANS PLUS TARD...

GAILLON

Gaillon verra revivre, dimanche, sa course de côte

Gaillon se prépare à nouveau, dimanche, son événement exceptionnel, qui devrait attirer la foule des amateurs de voitures historiques. Le siècle après sa création, la course de Côte de Gaillon se reprendra sur...



Le centenaire de la course de Côte de Gaillon
 Le 26 septembre 1999, à Gaillon, se déroulera la 100^{ème} édition de la course de Côte de Gaillon. Cette épreuve, créée en 1899, est l'un des événements les plus importants de la région. Elle attire chaque année de nombreux amateurs de voitures historiques et de spectateurs. Cette année-là, l'occasion sera donnée de célébrer le centenaire de cette épreuve prestigieuse.

Le programme du week-end
 Samedi 25 septembre :
 10h00 : Arrivée des participants et des spectateurs à Gaillon.
 11h00 : Défilé des voitures historiques.
 12h00 : Déjeuner.
 14h00 : Départ de la course de Côte de Gaillon.
 16h00 : Arrivée à destination.
 Dimanche 26 septembre :
 10h00 : Arrivée des participants et des spectateurs à Gaillon.
 11h00 : Défilé des voitures historiques.
 12h00 : Déjeuner.
 14h00 : Départ de la course de Côte de Gaillon.
 16h00 : Arrivée à destination.

Règlement
 La course de Côte de Gaillon est ouverte à tous les amateurs de voitures historiques. Les participants doivent être âgés de 18 ans ou plus. Les voitures doivent être immatriculées en France. Les participants doivent être munis d'un permis de conduire valide. Les participants doivent être munis d'un certificat d'assurance. Les participants doivent être munis d'un certificat de participation. Les participants doivent être munis d'un certificat de destination. Les participants doivent être munis d'un certificat de retour.



On September 25-26, 1999 the 100th Anniversary of the Hill Climb of Gaillon was celebrated and I enjoyed participating with my Stutz Bearcat.

The climb is one (1) kilometer long. A few thousand people attended and stood along the road which was (of course) closed off that day.

In the photo below my Stutz is on the starting line next to the Fiat which had already warmed up by running a mile or so. The fellow with the trumpet was the starter as per original custom. The Fiat took the advantage in the first 200 meters but I overtook him and arrived at the top with a very good advantage. See newspaper coverage.



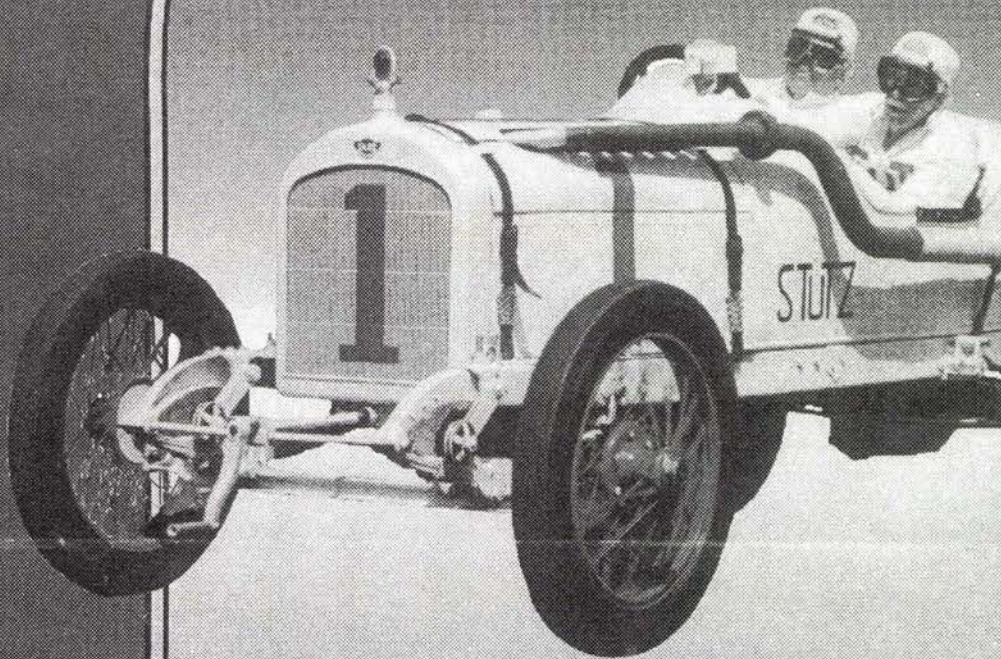
Thanks to Honorary Member Gene Branson of San Diego for sending this item.



presents a Celebration of the

1913

PANAMA-PACIFIC ROAD RACE



Los Angeles to Visalia

May 24-25, 2000

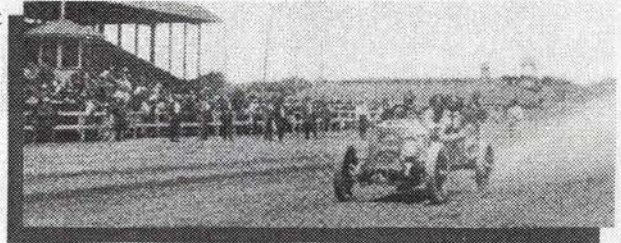


1913 PANAMA - PACIFIC ROAD RACE

In the history of motorsports, few races have equaled the excitement and accomplishments of the 1913 Panama-Pacific Road Race.

Organized by Leon Shettler, and promoted by race driver Teddy Tetzlaff and Bert C. Smith, editor of the Los Angeles Daily Times, the race offered a purse of \$50,000 to attract the most famous racers of that period.

Towns along the route from Los Angeles to Sacramento contributed to the purse to ensure that the route passed through their area. The city of Bakersfield was one of the first and largest contributors, donating \$5,000 to be designated as the official pit stop.



Pan-Pacific winners Frank Verbeck and his mechanic Harry Ham crossing the finish line at Agricultural Park in Sacramento.

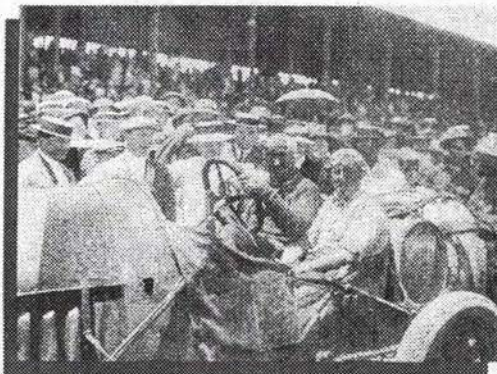
Fifty-one cars started the 444 mile race from downtown Los Angeles at **midnight, July 4th, 1913**. They included the fastest cars of that time: Fiat, Cadillac, National, Stutz, Pope Hartford, Simplex, Overland, Ford, Mercer, Buick, Reo, Pullman and more.

Thousands of spectators watched and wagered in darkness as drivers adjusted their searchlights and tuned their engines for the long race ahead. In a festival atmosphere that included food vendors and even a band, the cars departed at two minute intervals down 11th street to Vermont and then to Los Feliz road. The route continued to San Fernando and then up the treacherous San Francisquito Canyon.

This was an all-out speed contest after reaching the town of San Fernando, prior to which speed limits were observed in the streets of Los Angeles. Motorists traveling to the San Joaquin Valley to watch the race in daylight were diverted to Mojave and Tehachapi to avoid the race cars.

In total darkness, with very crude search lights, the drivers with their "mechanician" worked their way up the canyon, fording the river in over 40 different locations as the dirt road wound its way up to Elizabeth Lake.

The first cars started arriving in Bakersfield in a little over four hours, breaking the L.A. to Bakersfield speed record repeatedly. The race had already started to take its toll, with two drivers on their way to the hospital and several



Barney Oldfield and mechanic George Hill finished third in a Fiat after starting seventh.

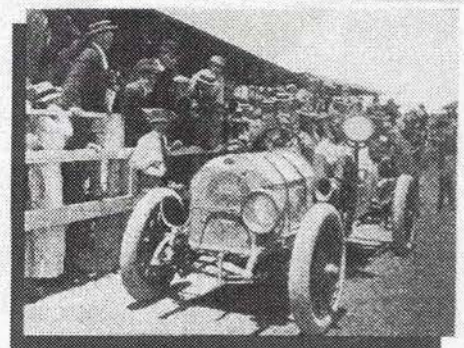
cars broken down along the course. The cars left Bakersfield in the emerging daylight to drive flat-out through the towns of Porterville, Lindsay, Tulare and Visalia before the straight shot to Stockton and Sacramento. The route was lined with thousands of spectators, several of whom still remember the excitement of watching the race as young kids.

In Sacramento, the drivers arrived at Agricultural Park to packed grandstands, as practically the entire town had turned out for the event. Spectators had arrived all morning on the "Howdy" special train from Los Angeles as well as on other trains, autos and buggies from San Francisco. Although 51 cars started the race, only 19 finished, completing the 444 mile race in a little over 11 hours, with many of the dirt roads driven in darkness.

Barney Oldfield, favored to win, could only muster a third-place finish behind Ed Waterman in a Buick, and winner Frank Verbeck in a Fiat. Waterman, who passed 27 cars on his way to Bakersfield, was the crowd favorite as he charged over the course in his lightweight Buick, which had only been hitting on three cylinders for 50 miles. Waterman, whose family marketed Buicks back in Visalia, was exhausted.

The winner, Frank Verbeck, was inundated by reporters who asked him what he was going to do with the \$5,000 fortune he had just won. The shy young man, who had honed his driving skills as a chauffeur in Visalia, replied, "I am going to get married, that is - well, I hope to get married soon" as he blushed for the cameras.

So ended one of the greatest races of all time, never to be repeated. In 1917, the state of California passed a law prohibiting the use of public roads for racing, ending an era of our motorsports heritage never to be forgotten.



Frank Verbeck and Harry Ham in the winning Fiat.

Join us as we re-create the legend...

PAN-PACIFIC ROAD RACE 2000

a Celebration of our Motorsports Heritage

On May 24th, 2000, we will celebrate the historic Pan-Pacific Road race of 1913 as part of the Visalia Motorsports Festival. Two years in the making, the original 1913 route has been located. The 2000 race will generally follow all but 30 miles of the original course from the Los Angeles area to Visalia, the destination of the 2000 Pan-Pacific Road Race. The total distance of approximately 250 miles will be covered in 2-1/2 days at a comfortable pace, as this is not a competitive race, but more of an endurance run.

Do you ever wonder what it was really like to race cars back in the glory days, when men were men, and race cars were untamed? Well, this is as close as it gets. When we discovered that most of the original route still existed, was paved, and only required driving on 10 miles of freeway, the temptation was just too much.

In addition to the original route, we have located a number of the original Pan-Pacific race cars. These cars, along with the families of some the original drivers, will be part of the event. What started as a crazy idea has really taken off. Cities and towns along the route are planning various activities, parades and receptions for us, and the media is excited about what we are planning also.

This is a fun event - no fancy black tie dinners or expensive wine tastings. We are a non-profit, volunteer group with only two goals: celebrate our motorsports heritage, and raise money for the Boys & Girls Club of Tulare County. This event will provide you with more bang for your buck than you can imagine, and the proceeds benefit a great group of appreciative kids.

You will enjoy a part of California's heartland that few visitors have seen, and participate in a once-in-a-lifetime re-creation of the longest road race in California history.

Here is what we dreamed up:

What ?

The Pan-Pacific race is an endurance run for 51 pre-war vintage race cars and a limited number of newer race, sports, and touring cars. It takes place over three days, beginning Wednesday afternoon, May 24th, in the Los Angeles area and finishing Friday, May 26th in Visalia at the start of the Visalia Motorsports Festival, which continues on Saturday and Sunday. In total, five days of fun. All Pan-Pacific entrants will be included in the Festival's Race Exhibitions and Car Shows on Saturday and Sunday.

Race ?

Not really. All traffic laws will be obeyed. Special arrangements have been made allowing non-licensed pre-war race cars to participate in this event. We will stay together as a group, with frequent pit-stops for fuel and refreshments. The total distance will be approximately 250 miles, with the longest day covering less than 120 miles. The roads are all paved, with minimal stop signs and city streets. Participants will drive on everything from winding mountain roads to straight, flat valley sections. None of the grades are severe--a much easier journey than it was in 1913.

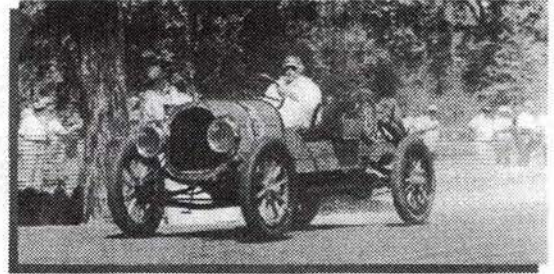
1913 PANAMA-PACIFIC ROAD RACE



PAN-PACIFIC ROAD RACE 2000

Where?

The start will occur with plenty of fanfare in the Los Angeles area, and proceed to the Saugus area for the first night, (Six Flags Magic Mountain country, if you are so inclined). On day two we will proceed up San Francisquito Canyon to the small towns of Elizabeth Lake, Lake Hughes and the sites of towns long abandoned. After a visit to historic Fort Tejon, it's on to Bakersfield for Thursday night's festivities. As in 1913, Bakersfield has some surprises for us that you will really enjoy. Friday, we will follow the foothills through California's heartland to Porterville, Lindsay, Exeter and then to Visalia for a huge finish-line celebration like you've never seen before.



When?

We leave the Los Angeles area Wednesday afternoon, May 24th, arriving in Visalia Friday afternoon, May 26th. The Visalia Motorsports Festival will take place Saturday and Sunday, May 27 & 28.

Cars?

Limited to 51 cars, preference will be given to pre-war race cars. Pre-war race cars do not need to be currently registered or titled, but are required to have two rear view mirrors and a stop lamp (a temporary light is permitted). Post-war sports and race cars must be registered in your state or country. A limited number of street legal sports and touring cars will be accepted.

Insurance?

All cars driven on California roads require proof of liability insurance with documentation carried in the car at all times, even if it is a non-registered race car. If you do not have coverage, we can help you locate an inexpensive short term policy.



Services?

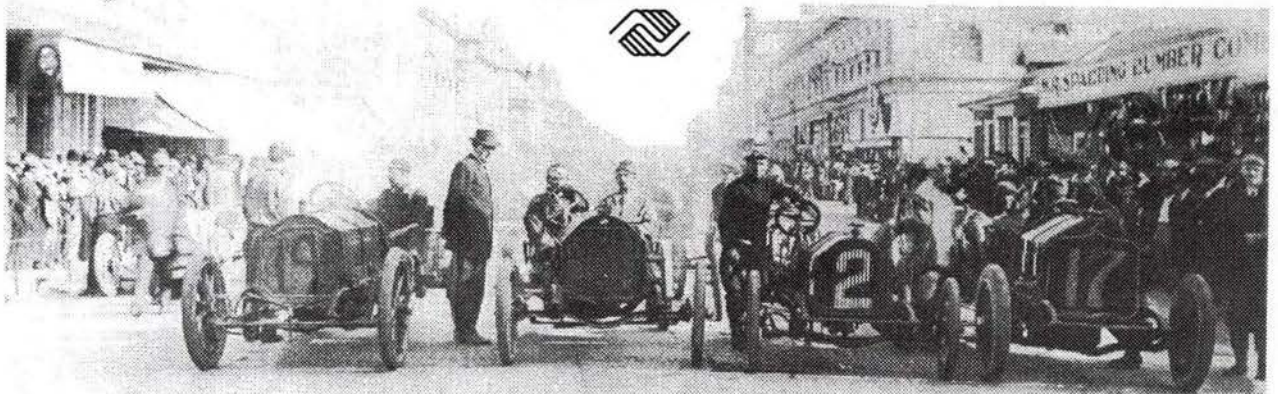
The Automobile Club of Southern California will be providing service vehicles, including some from its vintage collection. The Visalia Motorsports Council will also have a service trailer equipped with repair tools and equipment, emergency gas, oil, race fuel and methanol. Security for cars and support vehicles will be provided.

Prizes?

What race would be complete without them? We don't care who finishes first, but we have awards for just about everything else. And goodies? You won't go home empty handed -- remember, we're country and you've heard about country hospitality, haven't you?

Proceeds will benefit Boys and Girls Club of Tulare County

The Positive Place for Kids



for more information



Race Director
Brian Blain
(559) 732-5365

or

Visalia Motorsports Council, P. O. Box 1253, Visalia, CA 93279-1253
(559) 651-5025 Fax: (559) 651-2862
www.visaliamotorsports.org

Editorial Comments:

In the last issue, page 18, the editor promised to tell you more about the origins of the Stutz Bearcat poster featured on the rear cover of the Stutz News, No. 50.

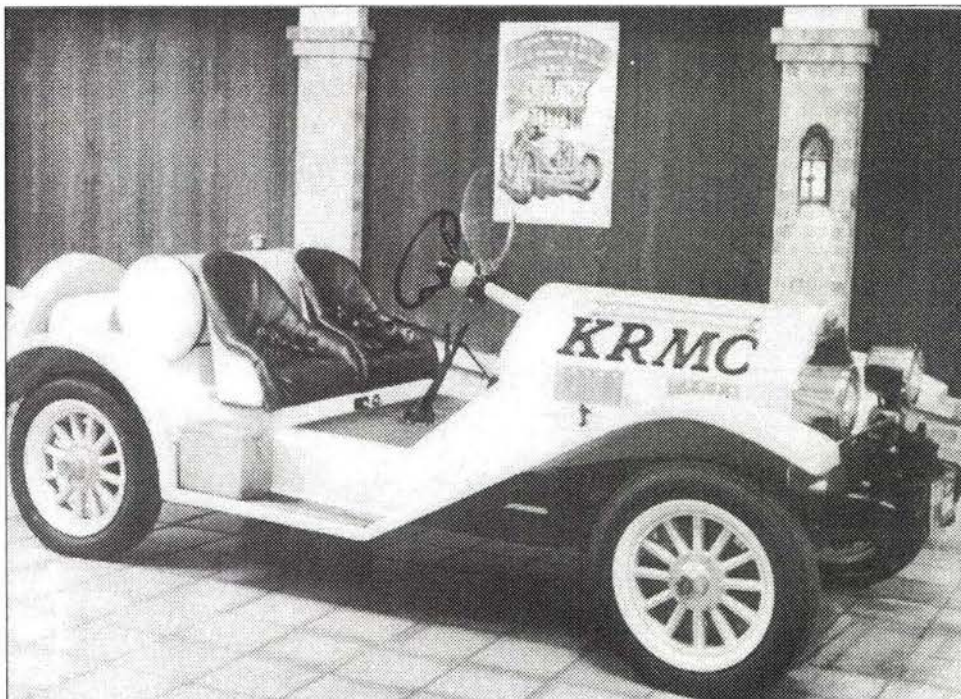
Mr. Howard D. Williams of Oklahoma City put together the Stutz Bearcat Car Co. in 1967 with Bill Landers as the production man. The Classic Car Company of Tulsa, OK produced 10 Bearcats based upon an International Harvester Scout chassis. The tooling cost \$300,000.

Member John Boyle of Abilene, TX discovered that 7 of the 1914 Bearcat replicas were purchased by a New Orleans banker by the name of Jackel. The bank gave six of the replicas away to people who made large deposits (believed to be \$60,000). As of December 1999, the son John Jackel had the seventh which he was willing to sell for \$10 - \$11,000. Note the poster hanging in the background of the photograph. Mr. Williams still had two of the replicas on hand as of December 19, 1991 at the time of our telephone conversation. The first prototype was offered in the Nieman Marcus Christmas Catalog. "For the man who has everything." In 1971 Mark Donohue sponsored by Sunoco DX drove a Bearcat replica from Tulsa to Indy.

Mr. Williams first developed a reproduction of the Stutz Bearcat while he was President of the Cord Automobile Company in the 1960s. Some 500 Cord replicas were produced and Mr. Williams still owns rights to Cord and tooling. He also served in the Oklahoma State Legislature (1964-1974) and worked for Bill Lear of the Lear Jet Co. Howard and his son Dale owned the KTLV AM 1220 station in Oklahoma City and Howard served as President of the Black Gold Record Co. there.

The posters were developed to promote "The Great All American Stutz Bearcat Race" running from New Orleans to the Indy 500, a week-long road rally. Other Stutz promotional items contemplated were a Stutz Bearcat t-shirt, a Stutz Executive toolkit, and a Stutz cologne gift set.

The Club still has three (3) of the posters left. To obtain one of three 24 x 35 inch posters contact the editor. They are \$20 each plus postage.



From the Desk of Membership VP Mike Barry

Membership renewal forms have been sent out for 2000 and we are having an excellent response this year with over a third of last year's members already renewing their 2000 dues at the time of this report. I hope the new form is user friendly and will continue to stimulate response to renew your interest in our club.

One of the most important functions of the club is communication. For those of you who have computers with a sound card and microphone and have joined the Internet revolution, I would like to bring to your attention a program available, free of charge, that will use your computer as a telephone. This will enable you to talk with anyone in the world who joins this service (has downloaded the program).

Go to firetalk.com on the internet

Download the program following instructions and learn to use the program. My program ID is STUTZMAN (what else).

Join and start a forum to talk with other Stutz Club members, or call other members directly, using the program, even send voice mail recorded message.)

Give it a try, its free and with the help of the membership 2000 will be an exciting year.

Welcome New Members

552 John W. Brotherton
337 W. Jean Street
Tampa, FL 33604

553 William A. Sims
3855 River Drive
Lincoln Park, MI 48146
Home: 313-388-0235
1920 HCS Series II Touring

554 Frederick A. Patterson
1984 Magellan Drive
Oakland, CA 94611-2636
Home: 510-339-3235

555 William L. Erskine
78 Tree Hill Road
Williston, VT 05495
Home: 802-878-5303
Bus: 802-769-7288
1919 (?) Stutz Bearcat

556 Alan Conant
Lynne A. Conant
10818 Jessie Court
Indianapolis, IN 46236-7719
Home: 317-826-4028
Bus: 317-232-2534
e-mail: aco3237163@aol.com

8020 Gerald Perschbacker
"Club Clips"
8868 Rock Forest Drive
St. Louis, MO 63123-1116
Mr. Perschbacker is a noted Writer & Historian. See his "Club Clips" in OLD CARS.

8021 Anthony S. Carroll
170 Weatherill Road
Garden City, NY 11530
Tel: 516-248-6237

Mr. Carroll is Secretary, Vintage Sports Car Club of America, Inc.

Correction:

In the last issue, No. 50, the address for Laura L. Butler was shown as 5256 Rock Place. The correct address is 5256 Roche Place, Columbus, OH 43229.

Also, Keith Sparks new address in Columbia, SA is: AMEB Bogota #5127, APO AA 34038.

Membership Statistics

Club Year	Year End	Number Assigned	New Members	Deceased/ Dropped	No. Members
I	1988	218*	218	0	218
II	1989	266*	48	0	266
III	1990	295	29	18	277
IV	1991	322	27	18	286
V	1992	356	34	26	294
VI	1993	378	22	18	298
VII	1994	400	22	24	296
VIII	1995	424	24	31	289
IX	1996	447	23	23	289
X	1997	505	58	26	321
XI	1998	529	24	24	321
XII	1999	547	20	19	322

Once Upon a Stutz - It was a Time for Miscellany

by Dale Wells

Not very much going on with the Stutz cars this time of the year unless you are a resident of the sun belt. Your prez is looking out the window on a 20 degree February day in Michigan, with snow flurries predicted for this evening. We have had a nice winter here as winters go, since there has been very little ice, and the snow on the ground came in little doses at a time so not much shoveling or plowing has been necessary at any time.

Although we are not winter sports fans or participants in our family, we do enjoy the quiet days for catching up on indoor projects and activities that get shoved aside during the busy out-of-door summer months when we can

play with our cars and attend various shows and tours. Thus, I am about caught up on correspondence with Stutz owners and would-be Stutz owners. I have had many calls from people who are trying to sell their cars and also from some wanting to buy. It is difficult to help when the question is "...what is the car worth?" We see reports of Stutz sales from time to time at auctions, and the occasional Stutz reported sold at Hershey. This sometimes gives an idea of a price range that may apply to other cars, but I am not an appraiser, and really cannot give solid advice in such matters.

One thought I use as a 'guideline' is that the various price guides do show prices on the more plentiful Cadillacs and Packards which frequently sell at auctions and car corrals. There are many more 8-cylinder models of these cars in existence

than Stutz. The rarer 12-cylinder cars are possibly more equated with Stutz cars in value because of lesser survivors. Or maybe, a mid-range price between in 8-cylinder and 12-cylinder car would be a fair value for an 8-cylinder Stutz. Anyway, if you take all these numbers into consideration, mix them gently with a liberal dose of intuition and gut feelings, you can arrive at a "value" to price your car on the market. Fun huh?

My ramblings above do not help much when it comes to early Bearcats, Bulldogs and Speedways. However, these cars are much less plentiful than the 8-cylinder Stutzes, and do not fall into the FULL CLASSIC category of the Blackhawks and Vertical Eights. I would be tempted to look for comparisons with various Packard and Cadillac models also, but in the case of Bearcats or other highly recognized sporty models, I would expect them to fetch a premium price possibly more equated with Mercers and the like.

After all this crystal-ball gazing is done, the value of a car has to include the personal attachment with the owner, the need or pressure to sell, and the appetite of the would-be future owner. The seller also has to consider the cost to replace a car being sold if there is a desire or need to replace it for continued participation in the hobby. Other factors that influence each individual are the colors of a car, the extent of restoration required to bring it up to the condition

desired by the buyer, and the alternative cars currently available in the market.

It is stimulating to discuss these matters with the many callers I have had the past year, but unless a seller wants to tell what he received for a car, we really only have the published auction results as guidelines. Good luck to all you prospective Stutz owners—I hope you find the car you want and keep talking about Stutz, showing and driving Stutz and help us preserve the treat name and reputation of Stutz.

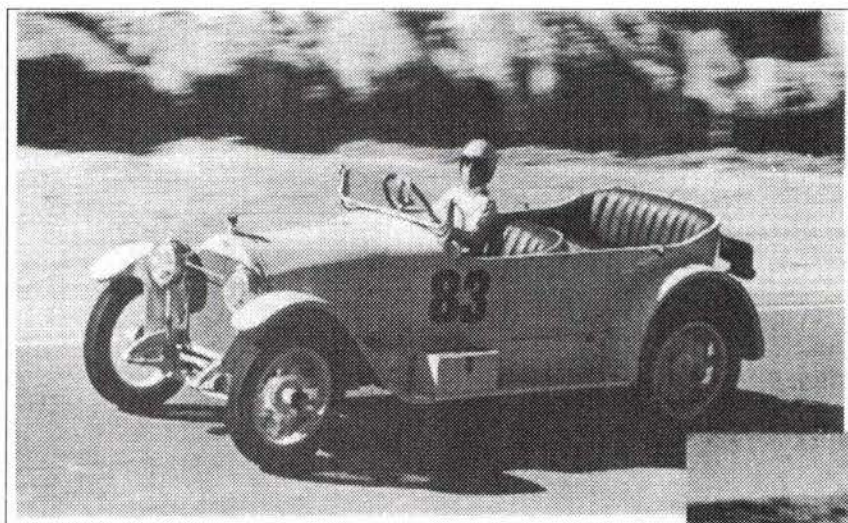
Postscript:

A. K. Miller story continues: "This month while attending a swap meet and engaged in a conversation about Stutz, a gentlemen from Grand Rapids, Michigan told me he heard the Miller estate has paid out \$2,000,000 of assets and that the only portion the U.S. government collected was on profits of the auction.

Since there was no way to show where the cash and gold came from, the court apparently denied U.S. claims to same. The pay out was of benefit to a Michigan religious organization in the amount of \$40,000 according supposedly first hand information. It was well known that the Millers were very active and supportive of various religious organizations and apparently one of them had connections with the Grand Rapids area.

25 Years Ago

Does one of your members recall driving his early Stutz Touring at Laguna Seca in 1975? This clip is from Motor Trend, November 1975, page 53 and we thank Life Member Larry Nicklin for it.



Through all the screaming Ferraris and whining little Alfas came this gigantic Stutz touring car. A tall, yellow hunk of an automobile, it got around Laguna Seca in a very respectable manner. Somehow, though, the Bell helmet and Nomex driving suit looked out of place.

Treasurer's Report

FINANCIAL REPORT

January 1, 1999 to December 31, 1999

Cash Balance on January 1, 1999 \$23,384.15

Income:

1999 Dues		\$10017.00
1998 Dues		295.00
2000 Dues		175.00
Interest Income		932.18
Stutz Books Sold	\$11048.95	
Mailing Expense	<u>353.29</u>	10695.66
Stutz News Income		85.00
Miscellaneous Income		10.00
Donations		25.00
Oct. Hershey Dinner	\$1100.00	
Expense	<u>964.90</u>	<u>135.10</u>

Total Income for year 22,369.94
\$45,754.09

Expenses:

Stutz News (print & mail)		\$5797.89
Administrative Expense		396.40
Directory Expense	\$1441.02	
Advertising	<u>300.00</u>	1141.02
Debentures Redeemed		16000.00
Treasurer's Expense		51.12
Bank charge NSF check		<u>60.00</u>

Total expenses for year 23,446.43

Cash Balance on December 31, 1999 \$22,307.66

Life Membership Reserve \$14,835.00

Sixteen debentures have been redeemed this year. The Club now has eight debentures to be repaid.

Respectfully submitted,

Ruth M. Joek

Treasurer

Grand Stutz 2000

Hosted by Ray and Lou Bowersox

MOTEL ACCOMMODATIONS

Hampton Inn, Danville PA

Phone: 570-271-5000

Reservation cutoff is August 7, 2000

Rates of \$72.14 per day/ double or single occupancy for Stutz Club

Thursday, September 7, 2000

Registration 1 p.m. to 5 p.m.

Cost is \$10 per person/ maximum of \$20 per family

Dinner on your Own

Friday, September 8, 2000

Hampton Inn, Danville, PA

Continental Breakfast

Leave Inn at 9:30 a.m for Antique Shopping in Lewisburg, PA

LUNCH

On your Own in Lewisburg, PA or sandwiches and snacks at Bowersox Pavilion

DINNER

Pig Roast at Bowersox Pavilion

5:30 p.m. till ?

Saturday, September 9, 2000

Hampton Inn, Danville, PA

Continental Breakfast

Leave in a 9:30 a.m. for Covered Bridge Tour

LUNCH

Served at Bowersox Pavilion

Cost \$3.50

DINNER

Banquet at Temperance House, Lewisburg, PA

Cash Bar 6:30 p.m.

Dinner 7:00 p.m.

Choice:

Charbroiled Chicken Breast

Baked Potato, Salad, Bread Basket

Sherbet, includes coffee, tea or Iced Tea

Cost \$14.50

8 oz. Filet Mignon

Baked Potato, Salad, Bread Basket

Sherbet, includes coffee, tea, or iced tea

Cost \$18.50

Both of these choices include vegetable tray and pretzels

Eds Note:

Don't forget to post September 7 - 9, 2000 on your calendar and reserve accommodations at the Hampton Inn,. The Grand Stutz 2000 Registration Form will be included in the April - June issue.

The Stutz Club is offering this special discounted price Library Donation Program to its members.

It works like this:

1. Member - Purchases book or books at \$69.95 each less a 30 percent discount for a price of \$48.95 each plus \$5.95 shipping and handling.
2. Stutz Club - ships directly to Library with an enclosed letter identifying the donor and requests the Library to send acknowledgement and receipt of book in the member's name.
3. Library - send acknowledgement and receipt of book to member.
4. Member - receives receipt for and may use as tax deduction.

Everybody wins!!

Member Name _____ Phone _____

Address _____ E-mail _____

City _____ State _____ Zip Code _____

_____ no. of Books at \$48.95 each =	_____
Shipping	\$5.95
Total	\$ _____

Library Name _____

Address _____

City _____ State _____ Zip Code _____

Note: We will ship any quantity to the same Library for the one time charge of \$5.95. Please consider donating books to more than one Library. Copy this form as many times as you like.

Send this form: Order Department, The Stutz Club, Inc., 583 Main Street, Wilbraham, MA 01095

Letters to the Editor

From: Fred C. Meyer III, editor, Horseless Carriage Gazette, West Hills, CA

Date: December 22, 1999

While going through the automotive research library at the Los Angeles County Museum of Natural History, mentioned in their manuscript index.

How could I resist?

What it turned out to be (I had to wear cotton gloves) was a huge, but rapidly disappearing scrapbook (12640v) covering the Walter M. Brown Company up to 1917. Because of the paper (and glue) there is no way to photocopy, microfilm or digitally scan any of it.

One of the smallest of newspaper clippings (of the few I read) said that Brown sold the very first three Stutz automobiles anywhere in the world. That's a strong statement.

I thought you might like to know...

From: Chris Haynes, The Haynes Motor Museum Ltd., Sparkeford, Nr Yeovil, Somerset, England, BA22 7LH

Date: 12 January 2000

I hope you had a festive Christmas and an equally enjoyable New Year's Eve and that you are eagerly awaiting the start of a new classic motoring season.

Haynes Classic Tours would like to invite you and members of Stutz Car Club to participate in our classic touring assemblies for 2000.

Please find enclosed Regulations and Entry Forms for the "Haynes Spring Classic" and the "Haynes Publishing Two-Day Classic". Please note the closing date for entries on these events are the 13th & 20th March respectively. Entries are taken on a first come first served basis.

Please contact Janice Romans or Julie Gill at the museum on +(0)1963 440804 for further

copies of either sets of regulations and entry forms should you have other club members who wish to enter.

If you have any queries regarding our events, please do not hesitate to contact me or Pauline Penn at the museum. I look forward to seeing you at the start of the "Haynes Spring Classic" and the "Haynes Publishing Two-Day Classic".

From: A.S. (Tony) Carroll, Secretary, Vintage Sports Car Club of America, Inc. 170 Wetherhill Road, Garden City, NY 11530

Date: February 2, 2000

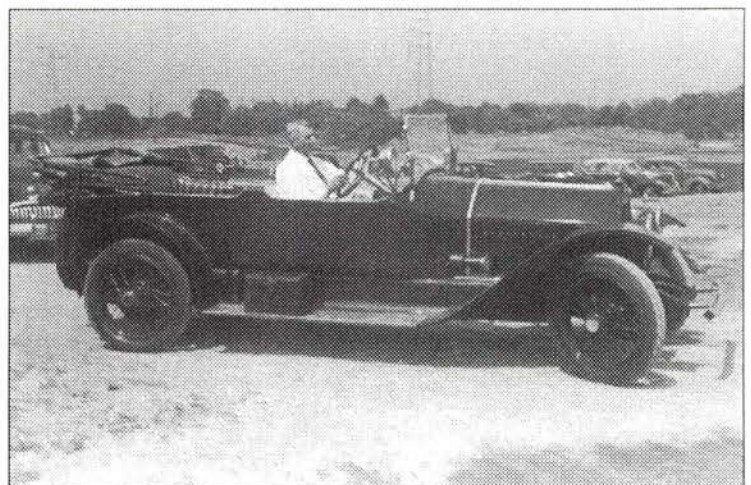
Many thanks for the copy of your interesting and nicely produced 'Stutz News.' I am glad to have it, and grateful to Hemp Oliver for suggesting it.

I have added you to our mailing list so, by and by, you should receive our 'Vintage Sports Car' journal approximately quarterly but don't hold us to too tight a schedule.

From: Cornelius W. Hauck, Cincinnati, OH (inpart)

Date: January 17, 2000

Another Stutz photo, not really good, but old:



A friend found, and gave to me, an album of photos made on the 1946 Glidden Tour! They are fascinating. And one is clearly of a 1916 Stutz "Bulldog Special". The photo was apparently taken on the Detroit leg; photos on the Buffalo and Cleveland legs are excellent professional quality, but some amateur apparently took the Detroit photos with a box camera.

One Stutz is listed for the tour – a "1914" #56, owned by Thommas McKean and driven by Frederic Wetherill. Driver doesn't look like McKean so it must be Wetherill. I don't find

McKean or his Stutz listed in my joint AACA-VMOCA car roster for 1957 – although there is one 1916 Bulldog listed without an owner! McKean was one of the early eastern/New England collectors, but I think I remember he died young.

Come to think about it, maybe a print of the Stutzes listed in 1957 would be of interest – try figuring out who has what now!

Is your Stutz listed here? The editor recognizes several members and former members on this 1957 Register. Note the rare 6-cyl Stutz's in 1918 and 1920 and the two 8-cyl cars listed as 1925s by Landis.

1957 Register of

Year	Model	Chassis No.	Engine No.	Body	Color	Registration	Owner
1914	4E	1970	4F-2693	AI-159	TDR	36.2	F.P. Museum
1915	4F	2714	AI1073	TDR	36	36	Albert Ducharme
1915	Bulldog	AI1114	.....	4P	RD	45	T.D. Moore
1915	Bearcat	AI1360	.....	RD	RD	36	Robert M. Chambers
1915	.....	AI1424	.....	TR	TR	36	H.B. Pierce
1915	.....	.....	.....	25TR	TR	36	A.C. Small & C.J. Smart
1915	.....	.....	.....	RD	RD	36.2	Los Angeles Museum
1915	.....	.....	.....	RD	RD	36.2	Carl R. Gahn
1915	Bulldog	.....	.....	TR	TR	36	O.A. Corther
1916	Bulldog	2890	AI-2365	TR	TR	36	A.R. Olmeyer, Jr.
1916	.....	4228	AI-2570	TR	TR	30.6	K.W. Winslow
1916	Bearcat	S-133	S-150	RD	RD	30.6	Cornelius W. Hawk
1917	Bulldog	.....	14230	RD	RD	30.6	Richard S. Larson
1917	.....	2183PFA	.....	RD	RD	30.6	Robert S. Olson
1918	Bearcat	SI88	S 198	SPD	SPD	60	S.G. Stipple
1918	.....	SI173	S-263	RD	RD	60	Miles Grendale
1918	Bearcat	.....	SI082	RD	RD	60	Clarence Kay
1918	.....	2998	02851	TR	TR	60	Goodwin Bros.
1918	G	.....	03096	4P	4P	60	R. Mitchell Harper
1918	G	.....	6018	RD	RD	40	Marion Dietzka
1918	Bearcat	H6425	6478	SPD	SPD	60	Gordon Howard
1918	.....	.....	17	RD	RD	60	Cecil C. Slick
1919	G	4366	.....	RD	RD	30.7	Fred. R. Small, M.D.
1919	H	.....	6288	RD	RD	30.7	H.M. Harper
1920	H	6288	6288	RD	RD	80	Samuel A. Hodgson
1920	.....	7126	6225	RD	RD	80	Stanley W. Tull
1920	.....	.....	2747	RD	RD	80	M.T. Paton
1920	.....	.....	7291	RD	RD	80	James Walton
1920	H	7201	7227	SPt	SPt	80	T.P. Museum
1920	H	8631	301	TR	TR	80	Henry C. King, Jr.
1920	H	.....	.....	RD	RD	80	Richard L. Hemple
1920	X	.....	.....	RD	RD	80	Karl Binner
1921	X	K10304	K11137L	TR	TR	30.63	Allan Zoiles
1922	Bearcat	47812437	DI3457H	RD	RD	30.62	C.E. Valentine, Jr.
1923	690	47812437	4700466	RD	RD	70	Palch V. Weikert
1923	.....	713437	.....	RD	RD	70	H. Mitchell Harter
1923	.....	47813281	DI3667H	RD	RD	70	Frescott R. Inglor
1923	47H	13609	DI3664E	RD	RD	60	H.A. Baerney (Baerney)
1923	.....	40412881	DI2889H	RD	RD	30.7	R. Mitchell Harter
1924	Bulldog	.....	13170H	RD	RD	29.4	William J. Dillon
1924	695	3024	14964	RD	RD	29.4	R.L. Webb
1924	6	.....	14730	CHS	CHS	27	John B. Ogden
1925	6-90	76130	.....	P	P	27	Sherman Smith
1925	6	.....	.....	RD	RD	32	Don S. Patterson
1925	.....	.....	.....	CS	CS	32	J.P. Landis
1925	.....	82971	82978	RD	RD	92	J.P. Landis
1926	AA	.....	31768	RD	RD	92	Victor C. Johnson
1927	.....	AA7-70256	84488	RD	RD	92	Royce Kerelaw
1927	AA	AA5-84729	85103	7pS	7pS	32	Ted Nelson
1927	.....	86459	87315	RD	RD	32	W.A.C. Pettit, Jr.
1928	BB	AB7AD	.....	8	8	115	M.B. Fimore
1928	BB	BB7PXY7S	90111	8	8	95	John C. Hofmeister
1928	.....	30666	32974	L	L	95	J. Howard Dressing
1928	BB	.....	48696	RD	RD	115	B.C. Hawk
1928	BB	.....	.....	RD	RD	92	Earl P. Pfeunbecker
1928	AA	.....	.....	RD	RD	92	Phil Redden
1928	BB	.....	.....	RD	RD	92	Vernon Stover
1929	.....	.....	.....	RD	RD	36.4	Roy R. Barr
1929	.....	.....	.....	RD	RD	36.4	Joseph R. McWhitt
1929	.....	.....	.....	RD	RD	36.4	JAY Cross
1929	.....	.....	.....	RD	RD	36.4	Albert G. Runiak, Jr.
1930	SV16	MB-PC-1002	30397	CAB	CAB	113	A.C. Kingsley
1930	MS	MB2CD21A	32078	CON	CON	113	W.A.C. Pettit, Jr.
1930	M	MB6DD21A	32480	CS	CS	113	William Philikon
1930	.....	164DM4SD	17442	RD	RD	156	Dr. R.J. Noble
1931	DV32	MB271027	DV32957	CNC	CNC	156	W.A.C. Pettit, Jr.
1931	DV32	DV421383	DV33096	CS	CS	156	W.A.C. Pettit, Jr.
1932	DV32	.....	.....	BTR	BTR	36.45	Walter & Ann Siderio
1932	DV32	.....	.....	S	S	36.45	P.S. Debeaumont
1932	DV32	DVS81466	DV33194	S	S	156	Donald L. Bower
1932	DV32	DV211497	DV33207	BTS	BTS	156	P.S. Debeaumont
1933	Bearcat	SB1601	.....	SPCON	SPCON	36.45	.....
1933	DV	.....	DVPC1396	S	S	165	.....

Compiled and Published by

The Antique Automobile Club of America, Inc.

From: David V. Uihlein, Founder, The Harry A Miller Club, Germantown, WI

Date: February 15, 2000

The Harry A. Miller Club is pleased to announce that their 6th Annual Vintage Indy Car exhibition, sponsored by Briggs & Stratton, will be held July 8 - 9, 2000 at the famed Milwaukee Mile racetrack.

Rewing up their engines at this unique event will be Pre-WW II vintage Indy champ cars and Post-WW II Indy champ cars (up to and including 1952- with engines in the upright position). And, now for trial this year, our Indy Roadster and Laydown friends are being invited to participate. Cars designed by Miller, Duesenberg, Mercer, Alfa Romeo, Kurtis, Novi, Bugatti, and Studebaker will once again run on the Milwaukee Mile.

The gates open at 8 a.m. and the exhibition runs from 10:30 a.m. each day, to 4 p.m. On Saturday and 3 p.m. on Sunday. Spectator admission is \$25 per person for pit area passes, and \$5 per person for infield passes. All passes are available for purchase the day of the event. The entrance to the infield and pit area is through the track tunnel. (Grandstand seating is not available.) The Wisconsin State Fair Park grounds are located off I-94 and 84th Street in West Allis, Wisconsin. For more information contact Lenore Heinzelmann at 262/253-2661 Monday through Thursday.

In Memoriam

James E. Dougherty, 72, Charter Member No. 203, died March 8, 2000. Your editor had visited with Jim and his wife Ruth just 11 days previously at a CCCA luncheon.

Jim was a great gentleman, scholar, and hobbyist, one whose helpful nature, wry wit and friendly smile will be sorely missed. Jim had a superb practical knowledge of automobile and fire engines which he eagerly shared with others both verbally and in print. He had a wonderful collection of True Classic™ cars and Fire Trucks including a Stutz Model B 4 cyl. Pumper.

Our sincere condolences to Ruth and the family.

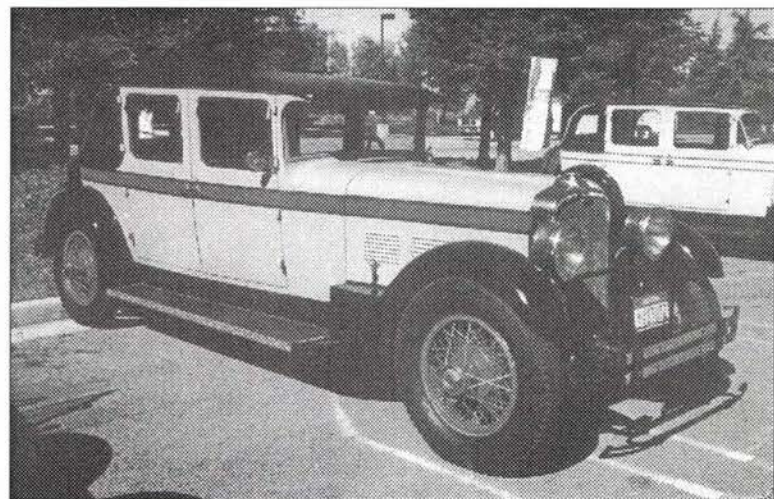
THE INDIANAPOLIS STAR * FRIDAY, MARCH 10, 2000

JAMES EDWARD DOUGHERTY, 72, Indianapolis, died March 8. He worked for Indianapolis Public Schools for 38 years as a teacher and librarian, retiring in 1989. He had been a member of the Franklin Township Fire Department and was a fire chief at the Bunker Hill Station. He was a founding member and former president of the Indiana Chapter of the Classic Car Club of America. He was past national treasurer of the Pierce-Arrow Society. Memorial services: 7 p.m. March 14 in Beech Grove United Methodist Church, of which he was a member. Calling: 2 to 8 p.m. March 12 in Little & Sons Funeral Home, Stop 11 Road. Bural: Napoleon Cemetery. Memorial contributions may be made to the church. Survivors: wife Ruth A. Young Dougherty; children Dawn A. Hundley, Walter B. Dougherty, Jeffery A. Henry; four grandchildren.

Roadrunning Stutz

The editor noted with considerable interest that members John and Mandi Fossette, of Sacramento, CA, participated in the CCCA's "Roadrunner CARavan" sponsored by the Arizona Region, May 7-15th 1999. The Fossette's 1927 Stutz AA Touring Brougham was the oldest Full Classic™ in the event attracting 93 cars. The CARavan covered 800 miles and passed through elevations of 8500 feet. Yes, a Stutz will run with the best, if you give it a chance to do so!

Also noted in Vintage Sports Car, Issue No 4, 1999, page 22 was a photo of member Roberts Reed of N. Kingston, RI in his 1915 Stutz Bearcat. Mr. Reed was



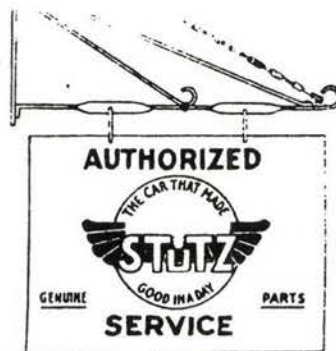
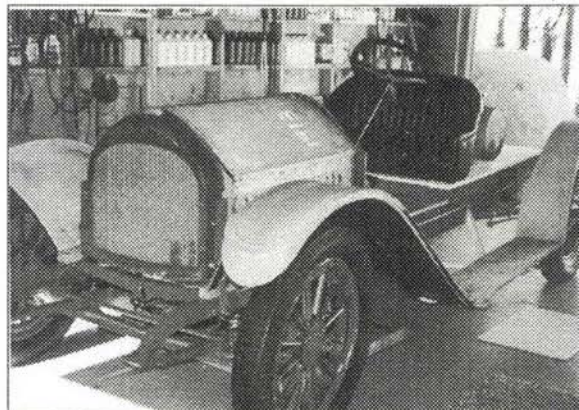
exercising his Stutz in the 1999 Mt. Equinox Hill Climb held June 12th and 13th.

Classifieds

Jerry L. Bauges
63016 Terry Drive
Bend, OR 97701
Home: 541/783-3563

For Sale:

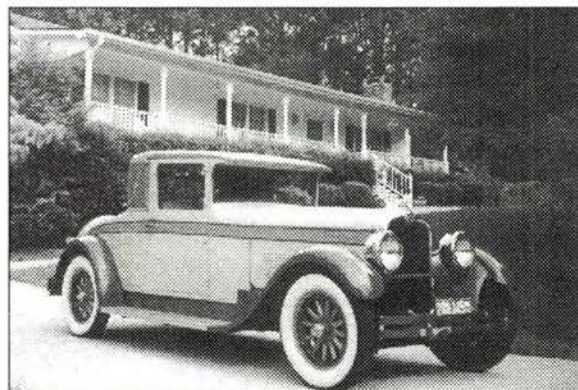
1916 Stutz Bearcat derived from a 1923 Speedway Four Bearcat. It has a Stutz Series KLDH 4 cylinder engine with rear axle transmission system (Stutz transaxle). The chassis wheelbase is 130 inches. Asking \$21,000.00



Lionel H. Stutz
1645 Scott Road
Canton, GA
Home: 770-720-7698

For Sale:

1926 Stutz AA Coupe w/ Rumble Seat. In excellent condition cream body, brown fenders with an orange accent stripe. Padded top with Landau bars, dual spares. This Stutz was featured on the cover of Cars and Parts magazine, offered at \$32,500.



Harold C. Sparks
1300 6th Street
Jasper, AL 35501
Tel: 205-221-2885

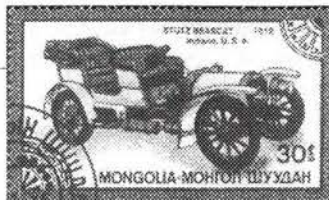
For Sale:

1916 Stutz Touring Car Body
1927 AA Closed Car Doors
1928 Stutz front end and rear end
Space needed for new projects

Wanted:

1918 Stutz Series S parts - including engine

Want a wierd 1912 Stutz Bearcat Stamp?
Honorary member Gene Bransom found this ad.



William L. Snyder
18 Sandpiper Drive
St. Augustine, FL 32084
Tel: 904-461-4647
Fax: 904-461-5407
WANTED:

Front and rear bumpers for 1932 DV-32 convertible Sedan (Engine No. DV 33207)

George Schuetz
Cricklewood
1233 Route 12 North
Woodstock, VT 05091-0491
Tel: 802-457-444
Fax: 802-649-8612
email: crick@sover.net

WANTED

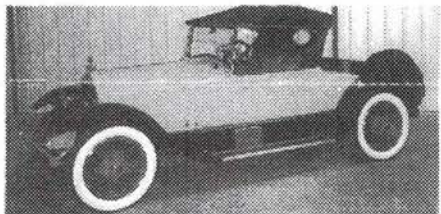
Remy Model O-F Generator in good condition or restorable condition for 1924 Stutz 4 cyl.

Stutz, all 1916-1924 four cylinder "T" headengine and chassis parts wanted, especially an ENGINE BLOCK and HARTFORD SHOCK ABSORBERS.

David Simon
19641 Victory Blvd.
Reseda, CA 91335-6221
*818) 344-4639

WANTED

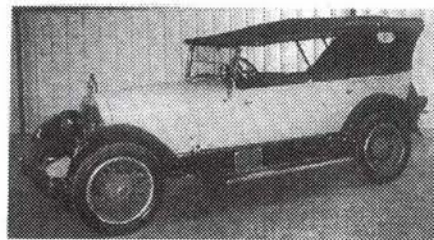
STUTZ - late 1920s-1930s instrument panel surrounds. Also bare dashes.



\$84000

1923 STUTZ BEARCAT - (Speedway 4) yellow, black, fenders, spotlight, motometer, red leather seats, black oval trunk, oval black window, 6 wheels, 2 wheels on back, 4-cyl., wb 130", 88 hp, actual miles 59,686.

VIN 13439, TITLE #44871898



\$52,500

1923 STUTZ TOURING - (Speedway 4), yellow black top, red leather seats, red wheels, 4-cyl, 6-pass, 88 hp, 130" wb, spotlight, motometer, Actual miles 40,610

VIN D13483H13218, TITLE #47848476

Send To: 119 West St.
KENMORE Milford, N.H. 03055
90-DAY MONEY-BACK GUARANTEE!

YES! I enclose \$2.00. Send me 500 Stamps — *plus* Free Collectors Catalog! I agree to look at other fascinating stamps on 15-Day Free Examination, no obligation to buy. (Limit One Per Family). F44-108

Name _____

Address _____

City, State, Zip _____

Jack P. Wenger, President

WW Motor Cars & Parts, Inc.

132 Norht Main Street

Broadway, VI 22815

Tel: 540-896-8243

FOR SALE:

1925 Stutz Series 695 -H Speedway Six Berline 7 pass with 4-wheel hydraulic brakes. (Divider Window.) Older museum quality restoration. Runs but noisy, nice interior, dark blue fenders, yellow body, wide whites, very rare. Reduced to \$17,500.00.

A Jenkins- Taylor Promotion

For full information brochures, descriptions and pricing, contact agents:

Lewis Jenkins Claude Taylor

888-336-3036 Day - 888-568-3114

FAX: 336-667-7467 Night: 828-628-3624

Fax: 828-628-0777

e-mail: aacal@ibm.net

LITERATURE FOR SALE

ORIGINAL STUTZ LITERATURE! Good selection of Stutz sales brochures, factory manuals, etc. for all models. Send stamped envelope with year(s) for free list. Please specify Stutz as I have lists for all cars/trucks/motorcycles, worldwide,

Walter Miller,
6710 Brooklawn Pkwy,
Syracuse NY 13211,
315-432-8282
Fax 315-432-8256
www.autolit.com

William G. Miller (non-member)
757 South Harrison Street
Frankfort, IN 46041
Home: 765-659-1056
Bus: 765-654-5533

FOR SALE ONE LOT (Build a 1914 Bearcat)

1914 Stutz parts, essentially everything needed for a complete car excepting the frame, body, radiator, and gas tank

* Engine (stamped AA30 on top), 4 cyl. complete with Bosch Magneto, Stromberg Carburetor, water pump and cooling fan assembly (condition unknown)

* 2-10 spoke wood wheels for front, 2-12 spoke wood wheels for rear, 34" x 4 1/2", good condition

- * 2 front and 2 rear fenders, ready to paint
- * 2 rear brake drums, shafts, shoes (both sets), activator and related linkage
- * Gemmer steering column, complete with related linkage and front steering assembly
- * Front axle
- * Complete transaxle unit with gears and two rear axle bearing housings
- * 2 rear axle housings (spares?)
- * 1-2" dia. short shaft, square on one end
- * 2 front and 1 rear springs
- * Torque tube
- * 2 6" diameter drive shaft flanges
- * short shaft with large ball bearings
- * Left and right headlight brackets and supports
- * 2 gas tank support bands
- * pair of radiator hanger brackets, pair of heavy brackets
- * 6-blade fan assembly
- * Three 1/2" dia. linkage rods for chassis, 3 ft, 4 ft, & 5 ft.
- * Cast iron tail light bracket
- * Metal box of assorted nuts, bolts, etc.

Ernie Toth
8153 Cloverdale
Chagrin Falls, OH 44022
440-338-3565 eves.

FOR SALE:

New Reproductions

Stutz Automobile Service Porcelain
Double Sided Sign \$200

Symbol of Safety Porcelain Single Side \$45.00
Double sided \$75.00



This Sedan Invoice copy (No. 83) has "1927" penciled in b the seller so thinks Stephen P. Dean, Club Archivist, who bought this item from a literature dealer from Bennington, Vermont.

If the 1927 Stutz was worth \$175.00 more than the 1928 Essex one wonders what the Essex was worth in 1936? (Ed.)

FORM D & A 801
CAR INVOICE
 OFFICE COPY
 Ralph Thurber

EXTENDED BY _____
 CHECKED BY _____
 POSTED BY _____
 POSTING REF. _____

SOLD TO **John McDonald**
 ADDRESS **Pownall Rd.**

SALESMAN **Thurber** **Bennington Vt.**

No. **83**
 July 29 1936

MAKE	MODEL	NEW OR USED	SERIAL NO.	MOTOR NO.	KEY NO.	DESCRIPTION	AMOUNT	
Stutz	AA	used	86666	87669		Sedan Exchange price	\$175.00	
Note at County Nat-Bank \$232.14							and 1928 Essex Sedan	
which covers recording								
Interest 6%								
Fire-theft-Liability Ins.								
Car exchange							175.00	
Total							\$232.14	
12 payments at \$19.35 each.								
EXTRA EQUIPMENT								
ACCESSORIES								
FREIGHT & HANDLING								
TIME PRICE DIFFERENTIAL AND INSURANCE								
LICENSE								
TOTAL								
USED CAR TRADED IN								
TRADE-IN ALLOWANCE								
OVER ALLOWANCE								
APPRAISED VALUE								
COMMISSION								
ITEMS	AMOUNT	COMM RATE	COMMISSION					
CAR SALE		X X	X X	X X	X X			
LESS TRADE-IN ALLOWANCE		X X	X X	X X	X X			
NET CAR SALE		%						
EXTRA EQUIPMENT		%						
ACCESSORIES		%						
TOTAL	X X	X X	X X					

SETTLEMENT

TOTAL SALE

CASH ON DELIVERY

PREVIOUS DEPOSIT

USED CAR

TYPE

SERIAL NO.

MOTOR NO.

NOTES:--

TOTAL

ALWAYS SHOW SERIAL MOTOR AND KEY NUMBER

PRINTED IN U. S. A.

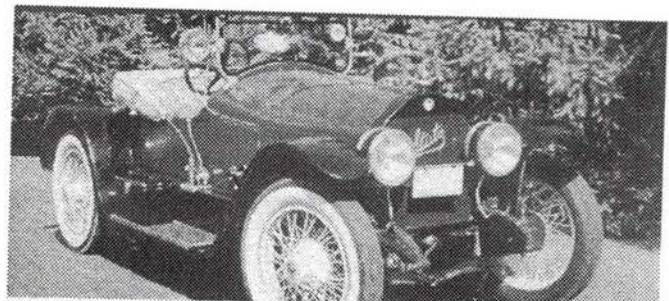
Stutz at Auction

See Stutz News No. 50 p. 15



Our thanks to member Larry Nicklin for submitting the above input on this Kruse Auction. Member George Schuetz has informed the editor that the Stutz sold. But to whom?

Thanks to member Nicklin again for this notice on a 1920 Stutz Bearcat being auctioned on February 25-27th at Atlantic City 2000. Did it sell? To whom?



1920 Stutz Bearcat "Speedster" Series H, Serial #8437. Only about 50 in Existence. Completely Restored. Lot #387A

