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The Stutz Club, Inc.  
William J. Greer, Editor  
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TO:

## Announcements

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As announced in the last issue, Stutz will be the featured Brand at the third annual Indianapolis Concours Grand Prix to be held Saturday, June 18, 2005. (See details page 19). This is a special venue for members to show their rare Stutzes in place of birth.

Dues must be paid by April 15 to be included in new directory. See page 26 for details.

Plan now to attend Grand Stutz 2005 at Mt. Washington, New Hampshire, July 8 - 10, 2005. This is the final notice. For details see page 16.

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Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)

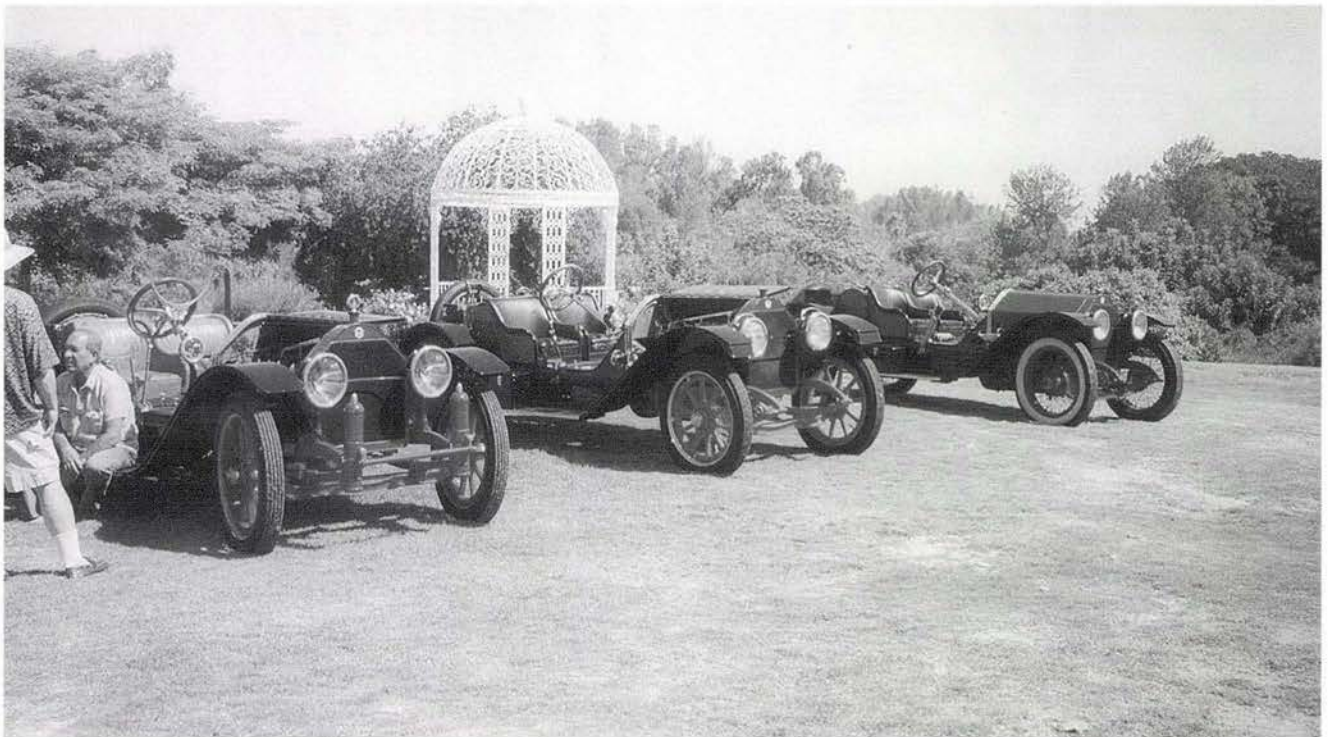


# Grand Stutz 2004 Revisited

*by your editor (photos by Carolyn Greer)*

Although eight (8) pages were devoted in the previous issue to Grand Stutz 2004 held at Redondo Beach, Calif., we were not able to show close-ups of the individual Stutzes that graced the

L to R  
 1915 Series F Bearcat owned by Urban Hirsch, 1913 Series 6B Bearcat owned by Stan Lucas, 1915 Series F Bearcat also owned by Stan Lucas.



grounds of South Coast Botanic Gardens in the Stutz display on Sunday, September 12, 2004.

It is extremely rare to witness three early Bearcats displayed together. All three had vermilion bodies and chassis with black fenders and trim. Several attendees enjoyed thrilling rides in the two Lucas Stutz Bearcats during the afternoon.

Your editor had a treat one day when Steve Pugh took him by Playa del Ray where, in 1910, Frederick Evan Moskovich built the Los Angeles Motordome.

A one mile oval board race track and the first such speedway in the USA. Moskovich was to become president of the Stutz Company as of February 17, 1925 and would bring Stutz back to the forefront with the revered Stutz Vertical Eight line featuring the SOHC straight 8 cyl engine, the Black Hawk boattail speedsters, the LeMans race cars and land speed record Black Hawk driven by Frank Lockhart. Please enjoy the following pages showing close ups of the other Stutz displayed at Grand Stutz 2004.

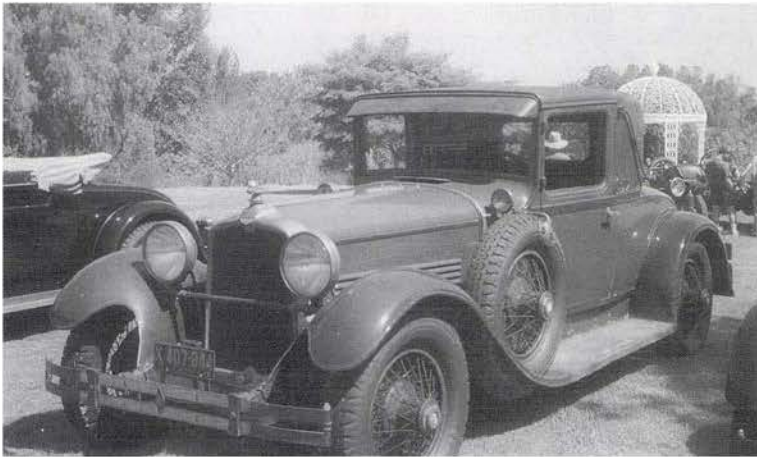


## Grand Stutz 2004

September 12, 2004 at South Coast Botanic Gardens

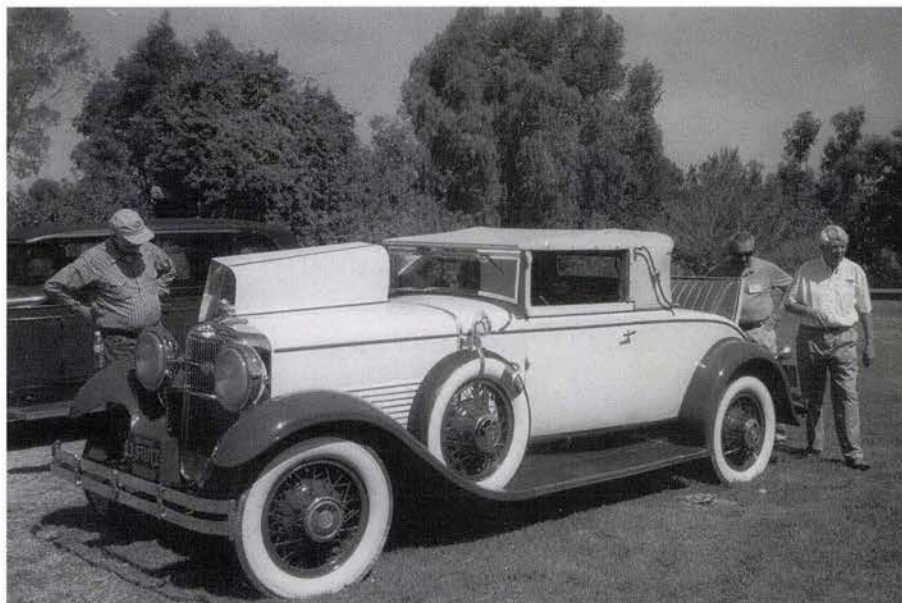


Steve Pugh, who with Maria Rajaratnam, hosted Grand Stutz 2004 at Redondo Beach, Calif. (on right) discusses his 1927 Stutz AA Brougham with president Norman Barrs. This very original Stutz performed flawlessly throughout the meet. It still stops marvelously with Timken Hydrostatic brakes using water as the brake fluid. The 1927 Stutz received a club trophy for being the best original.



*1928 Stutz BB Coupe (original) owned by Jim Callahan (No. 419) Oakland Calif*

*1927 Stutz AA Boattail 4-pass speedster owned by Karl and Madelein Larson (No. 620) of Aspen, Colorado.*

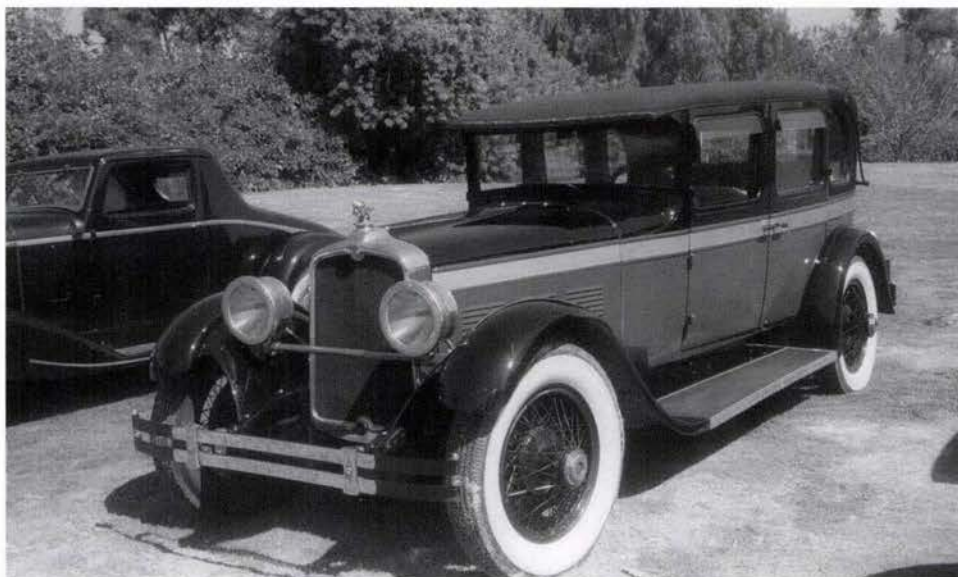
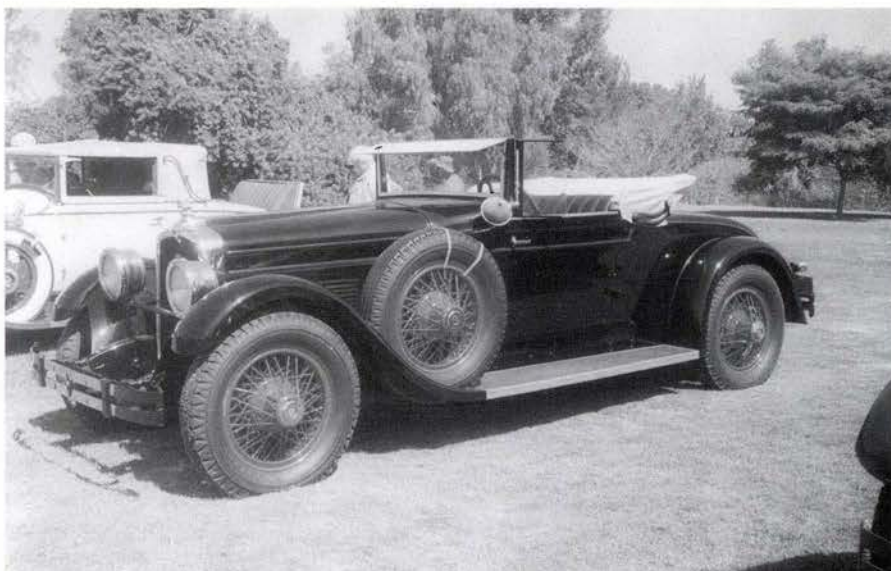


*1930 Stutz MB Cabriolet owned by Don Allen (No. 597) Covina Calif. Beautiful in green and brown*





*1927 Stutz AA Cabriolet owned by Mark Morton (No. 653), San Juan Capistrano, Calif. Note custom body (Locke?) with side mounted spares*



*1927 Stutz AA Brougham owned by Patrick and Carroll Tidmore (No. 212), San Francisco, Calif. This Stutz was previously enjoyed by Pat's father.)*

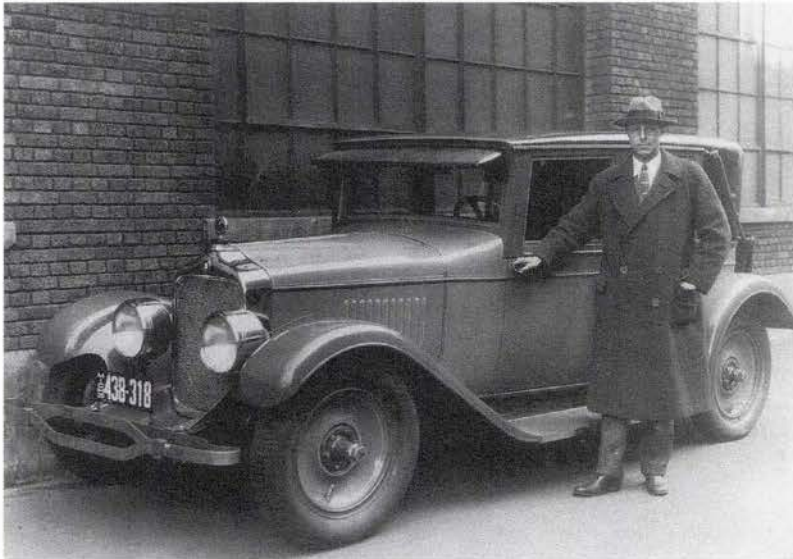
*1928 Stutz BB "Corsca Coupe" owned by Dennis Mitsosinka (No. 599), Santa Ana, Calif.*







*Ed's Comment: Charter member David W. Braun (No. 155) has contributed many articles to Stutz News over the years. In this one Dave gives us his "contrarian view" of a historic lawsuit against Stutz. Read and enjoy!*

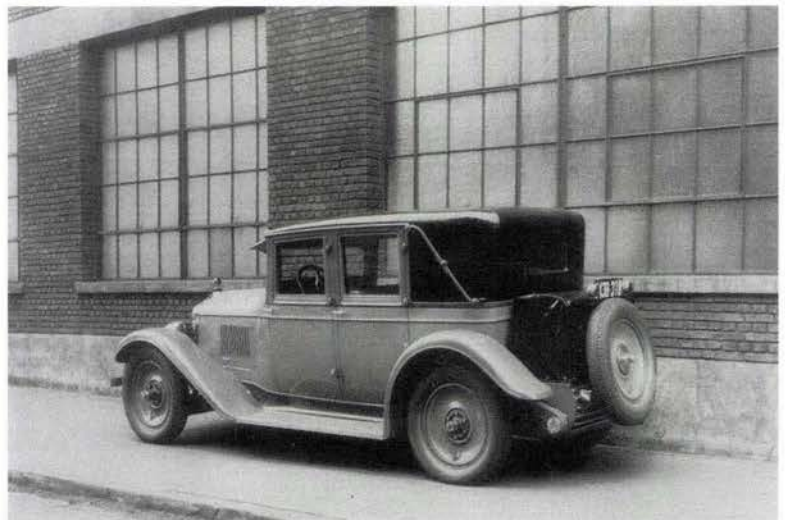


*James Scripps-Booth and the Da Vinci car at Fleetwood Metal Body Company, Fleetwood, Pennsylvania. The car has just been completed and delivered to Mr. Booth, March 1926. The Da Vinci enterprise was a Michigan Corporation, and the Michigan license plate seen in the photograph is evidence the car was registered and licensed in the State of Michigan, probably just after completion of the chassis by Louis Joseph Chevrolet at the Chevrolet Brothers plant in Indianapolis, IN.*

*Collection of, and copyright of, Shawn Miller*

*Three-quarters rear view of the Scripps-Booth Da Vinci automobile. The photograph was taken day of delivery by Fleetwood to James Scripps-Booth, March 1926. The general arrangement of the body shell is strikingly similar to the Model A Duesenberg sedan with Fleetwood body shown at the New York Salon in January 1925. This suggests both Fleetwood and Scripps-Booth contributed ideas for the body - not just Scripps-Booth alone.*

*Collection of, and copyright of, Shawn Miller*



The following excerpt was taken from Robert A. Titlow, Sr.'s article, "The Scripps-Booth affair" published in The Splendid Stutz, pages 156-160: When the "Safety Stutz" was introduced at the 1926 Auto Show, Walter Chrysler is said to have exclaimed: "Why that's James Booth's Car." James was furious - Stutz had stolen his design. Thereupon, he filed suit against Stutz.

Mr. Titlow (now deceased) encouraged member Shawn Miller (No. 624) to acquire the Da Vinci from Northwood Institute and the car now rests at Shawn's facility only a few blocks from its birthplace.

The following comments were made in an article by Shawn Miller published in January 2002 issue of the BEEPER, Indiana Region CCCA.

"In later years Booth chopped the top off, changed the front bumpers, chromed the disc wheels and added a flat fairing in front of the grill. Much later in preparation for museum display, Booth further chopped the back of the body off to expose the unique chassis and rear suspension.





## BOOTH v. STUTZ MOTOR CAR CO. OF AMERICA, INC., et. al.:

### The Contrarian View

by David W. Braun

#### Introduction

Most people with even a passing interest in Stutz Motor Car Company history know a man named James Scripps-Booth sued the Company in the mid-1920s, alleging patent infringement and misappropriation. The case was heard, judgments rendered, appeals made, and after a time Booth won enough money to pay off his lawyers. This is what you would hear in casual conversation at a car show, should the subject be bandied about.

In the very large scheme of things, the Scripps-Booth lawsuit did not alter the fortunes of Stutz Motor Car one whit. The Company proceeded with its various programs during and after the lawsuit, and none of its decisions were based on the possible outcome of the suit itself. Outside of some lurid headlines in the Indianapolis newspapers when the suit was first filed, the case soon faded from the spotlight, winding up in the business section. The fact the Company was being sued by someone made little difference to a customer in say, Los Angeles or New York, who was considering purchasing a new motor car.

Over a period of many years, mention of the lawsuit has been made in various magazine articles and other publications. For the most part, the texts all read the same, as if the various writers were all going back to the same fountainhead. I had wondered about this facet for a very long time, as well as the fact that nowhere did a photograph seem to exist of Booth's automotive design which Stutz was alleged to have stolen. At least, none of the articles ever showed an illustration of the design or the car itself. Those nagging 'details' lead me to further investigation and what follows is what I have found and can document, no matter if this story runs counter to those stories which have been recited before.

#### Portrait of the Artist as an Automotive Designer

Scripps-Booth's personality was formed very early-on by two things: he was born into a family of means and none of the adults around him could ever quite bring themselves to say "no" to the young man. When he wanted a motorcar to dismantle to see how it worked, he was given one, no questions asked. When he dropped out of school that seemed to be fine with everyone, too. When he wanted to start up a cyclecar business, an uncle obliged. And, when he wanted to start in on regular motorcars, well, two uncles stepped forward! Then, when all that got too boring, it was off to paint pictures in Pasadena, California.

Thus, at the point he assembled an automotive design, to be sold or licensed for manufacture by someone else, it probably never occurred to him that outside the family circle there would be people who would take a very hard look at him and his design and quite possibly, say "no" to him. It is one thing to charm one's own uncle, but quite another to make a proposal to the likes of Walter P. Chrysler. One senses elements of psychodrama in this sequence of events leading to the Stutz lawsuit.

In his Pasadena studio, Scripps-Booth laid out the lines of an automobile, incorporating various ideas he had mulled over, and additionally improving on various details he was familiar with from his previous cyclecar and motorcar experiences. When it was all done, he grandly named the car "Da Vinci." The Italian inventor himself was seemingly unavailable for comment, although it would have been interesting to know his views on the matter.

At this point, Scripps-Booth made the first of several critical mistakes. Instead of simply doing a series of general arrangement drawings with perhaps some detail sketches to clarify obscure points, he set a team of draftsmen to work,





drafting every last piece of the car, down to the nuts and bolts. This showed a complete lack of understanding concerning manufacturing engineering. Depending on both an engineer's viewpoint and his plant's resources, say a piece Scripps-Booth specified as a casting might better be done as a forging. In short, Booth wasted his money on the draftsmen and did a future manufacturing plant no favors whatsoever.

Yet, he seemed to think this gigantic roll of parts drawings would virtually sell itself. The second mistake occurred about this same time when he let it be known the roll of drawings was covered by "20 patents and licenses." That this was a totally fatuous statement, easily disproved, one wonders why he would make such a claim knowing it would not hold up under close scrutiny. The last mistake was speaking of the Da Vinci's "features" as if this was The Car of Cars for the Ages. In reality, many of the details, while interesting in passing were really niggling in substance, and were more convenience items than break-throughs in chassis or driveline design. Even the engine broke no new ground, being a sleeve-valve Argyll, licensed from the inventor, David Brown of Scotland (the historical records show two different spellings, "Argyll" and "Argyle"). Presented with some of these "features," a hard-bitten automotive executive in Detroit could hardly be blamed for being less than impressed.

Scripps-Booth spent much of 1923-1924 discussing and showing the design to various people in the automotive industries. Walter P. Chrysler took the young man to lunch and they discussed the matter over the meal. While it is not recorded what Chrysler thought of Scripps-Booth personally, apparently he had some nice things to say about the design, but of course the answer in the end was "no." And, Scripps-Booth began hearing that word quite a bit as he made the 'rounds of the various auto people. At this remote date, it is impossible to know whether the "no's" were because of Scripps-Booth's design, or his demands for financial compensation, or his personality, or the various possible combinations. However, it remains a fact, the man who had never before been told "no" was now being told that in no unmistakable terms.

### *Enter Stutz Motor Car: The First Contact*

And then it was the turn of Stutz Motor Car Company of America to be enrolled into the Scripps-Booth sweepstakes. On September 29, 1924, he wrote a letter to Charles Schwab. Schwab was on the Stutz Board of Directors, although he was not the Chairman. However, Schwab was also a very public figure, and probably the best known of the various people associated with Stutz Motor Car at that point in time.

Booth may have indeed have sent the letter to Schwab because he knew or was familiar with only that name from the Board roster. It can be assumed Booth also directed the letter to Schwab knowing the man held a portfolio of multiple interests, and he would most likely pass the letter along to others. As will be seen throughout this piece, at almost every juncture, there were possible courses of action to be taken by various individuals. So, here we have Charles Schwab in receipt of a letter from James Scripps-Booth. What should he have done with the letter?

There is very little evidence Schwab discussed the letter with the Board of Directors. Rather, the immediate reaction was to forward on it to a Stutz factory official. Schwab did just that, both acknowledging receipt of the letter from Scripps-Booth, and directing Stutz President William N. Thompson to handle matters henceforth. As will be noted later on, the next time a similar proposition came to another Board member, the reaction and the result were totally different.

The Scripps-Booth letter is an interesting statement in its own right, as well as being a detailed insight into the man's state of mind and is reprinted here in its entirety (from a court transcript), and with no corrections—capitalization's are in the original, along with the lack of punctuation and other strange grammar structures:





RE: A distinctly new automobile design.

Dear Mr. Schwab:

I have a feeling you might take pleasure in looking over the designs and drawings for an entirely new automobile. I assure you the design is absolutely out of the ordinary.

The design is the result of many years careful study and critical analysis from the dispassionate viewpoint of an idealist standing on the sidelines responsible only to himself. -I am an artist, coming from a family of art patrons—an automotive engineer (member of S.A.E.) and a capitalist in a modest way, with over 20 years of first hand experience in owning and driving every style of car from Fords to Pierce Arrows. My greatest interest lies in the application of true artistry to cold mechanism and in perfecting details generally neglected—i.e., applying psychological sales appeal, dignity and distinction to an automobile in ways other designers never seem to think of.

After we sold the Scripps-Booth Company to the General Motors Corp. about 1917 I moved my family to California to pursue my painting under suitable conditions, and on the side to crystallize as rapidly as possible my many ideas and convictions on automobile design. Two years ago I returned to Detroit with my drawings, sought out and engaged the services of one of the world's most capable automotive engineers to develop and perfect my ideas toward a practical manufacturing and sales proposition. Since then, a corps of draftsmen under his direct personal supervision have been kept busy (without hurry) turning out detailed working drawings of every part of the car, using up a third of a mile of drawing paper. Only recently have these drawings approach completion.

I have insisted from the beginning that the designs should be perfected so far as humanly possible on paper before I sought means to place test cars on the road. It is so much cheaper and more satisfactory to be Right on paper than to wish you had been later.

I felt sure with a superlative motor, first class engineering and with my knowledge of art as applied to bodies, balance and comfort features in happy combination would make a mightily attractive production for someone to manufacture. I am really not in the manufacturing business myself and hence my desire to interest one of your standing and capacity who has manufacturing connections at his elbow and could so quickly have test cars put through their paces and lay the foundations so rapidly for a successful business.

I hasten to advise you, Mr. Schwab, that my designs have Not been offered promiscuously to the trade. I am particular and if the stage can't be set by gentlemen I'd rather not do business and would much prefer rolling up my drawings and locking them in a safe before I would permit any loud-talking promoter to ruin the wonderful future due this job.

Allow me to show you the drawings at your convenience or permit me to at least demonstrate the idea to one of your lieutenants who is versed in automotive matters and who could report back to you. No harm done at all if you find no interest in it.

Mr. Schwab, where any other car has the ghost of a good reason for being in existence, my job has Half a Dozen.

My job is an harmonious whole, seen first as a complete car and then detailed on paper. Too many designers in placing their radiators don't seem to know where the bottom curve of the rear door is going to come. A Real car must first be seen as an inspired vision and in its entirety. Just as the foundation determines the house above it, so the chassis of a car has Everything to do with the success of the body design and the comfort of the passengers. There are two many chassis engineers interested only in pure mechanism and who apparently take little pride or interest in just how the body designer is going to get the passengers on board. I placed my passengers on board first and fitted the mechanism Around them. Every consideration was given to the comfort and convenience initially with the result that No mechanism protrudes in an unsightly way



May 1922

J. S. BOOTH

2,010,100

MOTOR VEHICLE

Filed June 29, 1922

2 Sheets-Sheet 1

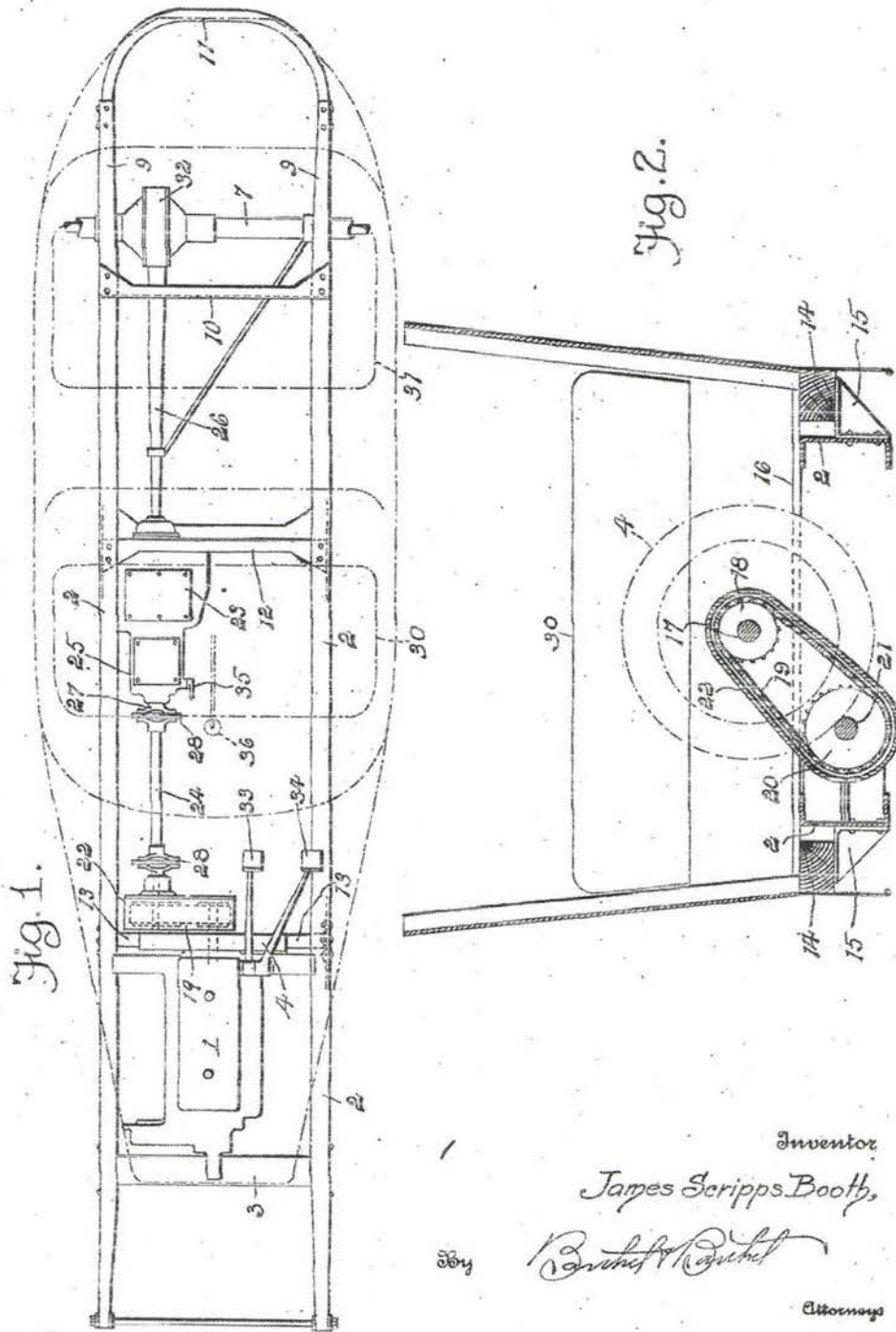


Fig. 1.

Fig. 2.

Inventor  
 James Scripps Booth,  
*James Scripps Booth*  
 Attorneys





July 21, 1925.

J. S. BOOTH  
 MOTOR VEHICLE  
 Filed June 29, 1922

1,546,708

2 Sheets-Sheet 2

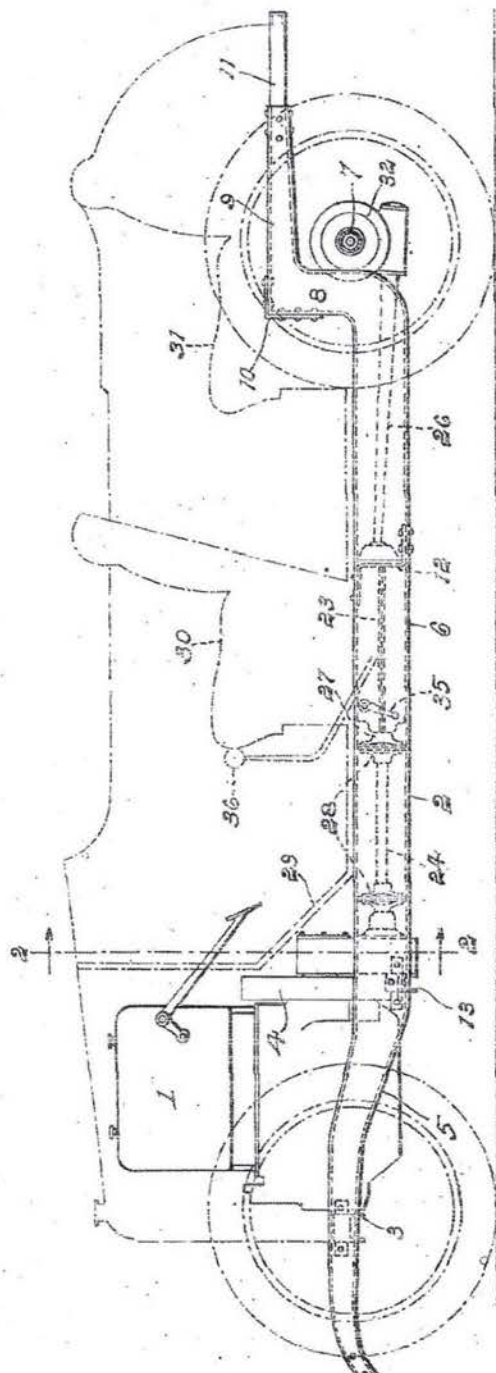


Fig. 3.

Inventor  
*James Scripps Booth*  
 By *Barthelme Booth*



through the floor (like a poor job of exposed soil pipe installation through the ceiling of one's library), nor does an elderly lady have to climb up stairs to enter the car because I show the Lowest floor found in any car in the world. This is fact, but road clearance is normal, think of it. Neither does the same elderly lady have to slide down onto a seat cushion only six inches high, but instead sits in comfort and dignity at Chair height above the low floor.

it is unusual of course for any concern to seek for or purchase a design of a new model outside their own engineering offices. The price and faith of a directorate in their own organization to produce the best there is, is natural—But if from some outside source there does come the opportunity to acquire a World Beater at a fair price, any engineering force that had the good of their concern at heart would most heartily welcome such a job as suggested here.

Be assured my car is quite distinctly different—not different just for the sake of being different, but for Good sound reasons—because it is Better. Because I am a free lance in the art and engineering world and don't have to worry about bread, I can dare think in advance of the crowd. I have no old tools or fixtures to consider, and no stock bin crowded with material to be used up before improvement can be made. Nothing to live down or tie my hands—I started with a clean slate and the job is clean-cut as a result. I know whereof I speak

Inasmuch as I own the patents, the patent license and all of the designs for the car I suggest for your consideration I am free to deal in any way I see fit. Naturally I am most anxious to have this job see the light of day as soon as possible—it will still be ahead of the procession if it weren't built for some time and for this reason I date to hold off for the right combination to handle it. It would be a job in which you could have every just pride—a creditable thing for any gentleman to produce. Drawings are in such shape that sample cars could be placed on the road in short order—a matter of three or four months. I will gladly

include my services gratis toward perfecting of sample cars or even toward placing it into production if I can but gain your interest. In simple language I don't want the world with a fence around it, but in disposing of my designs all I shall demand is a Just and Fair compensation and return for the knowledge, effort and money I have personally invested and you'll find me easy to deal with.

Please command me and I shall be only too glad to show you all my drawings and prove my many contentions either here in Detroit or any place you name,

Most earnestly and respectfully submitted  
and in Confidence,

James Scripps-Booth

Overlooking the rather florid language (but usual in business correspondence of this era), the letter seems to have been written in a stream-of-conscious mode, and never subsequently edited. By about the seventh paragraph, Booth had made his point and should have ended it there, but he seemingly could not help but to continue in a lecturing tone for many subsequent paragraphs. Still, from Schwab's point of view, contained in all of the verbosity there was a business proposition being made, and a response was needed.

Schwab's reaction was to refer Booth back to the Stutz factory people. His thinking was those people would have to eventually be consulted with in any event, and it would be nice to have their report to then take to the other Directors. Schwab viewed himself as the financial side of Stutz, not the engineering division. Having a report would permit the Board to make a final call and to see about the financing for a new program. However, Schwab or his office made an absolutely disastrous mistake in not ensuring Stutz would follow proper procedures for a matter of this nature.





### *Stutz Motor Car: the Second Contact*

And, at this point, it was now Stutz Motor Car Company who started making a series of mistakes. And the biggest error was the one they made at the outset: allowing Booth to come to the plant in Indianapolis. Normally, when someone approaches a Company or Corporation with a business proposal involving patents or licenses, the proper meeting place would be an attorney's office with legal counsel present for both sides. Many years ago, this writer's Father took out a patent with possible automotive applications. He contacted a number of automobile companies, and of the ones which gave him a hearing, that is precisely where the meeting took place: an attorney's office, not the factory

There was a further exchange of letters on October 9 and then the 14th with the invitation to Booth to come to the factory.

Incredibly, Scripps-Booth showed up alone with his roll of drawings at 10 and Capitol Avenue, Indianapolis, Indiana on October 17, 1924, and soon found himself in conversation with the Chief Engineer of the company! At this point, alarm bells should have been ringing in all quarters, but no one seemed to realize the legal implications starting to come into play. In fact, by all accounts Scripps-Booth and the Stutz people got along famously, and no doubt they took him to lunch as well, Walter P. Chrysler having nothing over them in the hospitality department.

And seemingly lost in the good fellowship were the serious, hard questions, not so much as about the designs, but about those "20 patents and licenses." In fact, reading the later court testimony, there does not seem to have been very many questions asked at all of the famous James Scripps-Booth about his designs. Perhaps the Indianapolis people thought Schwab's legal people had taken care of some of the business details or would address matters later. Still, the complete failure to approach the matter as a regular business proposition by both sides seems almost hallucinatory in retrospect. And, involving a Company Engineer prior to establishing the Patent

situation was the very height of folly.

Scripps-Booth left the factory with his big roll of drawings later that day. With the panegyrics of the Stutz panjandrums still echoing in his mind, he probably felt he had finally made a sale. He did send a follow-up letter dated October 24 to Thompson, thanking him for the courtesies extended, making an explicit (and pointed) remark about the Engineer's "favorable comments on the blueprints submitted," and then somewhat regurgitated the same sales pitch made to Schwab back in September. At this specific point in time, the situation, from the point of view of Stutz Motor Car Company, had they chosen to recognize it, was still legally salvageable. By all accounts, a letter from an attorney should have been sent to Booth, to clarify the patent questions, and to ask for the specific compensation proposals (which apparently, from the court testimony had not been given by this date).

### *Stutz Motor Car Puts the Cart Before the Horse*

Instead, the Company decided to further extend their hallucinatory approach to a business proposition. On October 27, 1924, Thompson, using a Stutz letterhead sent a letter to Booth, saying [from the Court transcript]

"....that since Booth's visit to the factory, '...a complete report of your layout shown to Mr. Crawford has been prepared and submitted to Mr. Schwab with our comments thereon. Needless to say, we are very much interested in your proposition as I think it coincides with our ideas expressed as to the future car for Stutz to produce, as we have often stated in considering this proposition that we would like to produce something exclusive and something different from that produced by every other manufacturer of motor cars.'"

A disinterested third-party viewing all of this would have to ask just why the Stutz President was informing Scripps-Booth of internal correspondence between Stutz and Schwab. And, compounding matters by acting as a kind of cheer-





leader for the Booth design did absolutely no one any good, and laid further grounds for action.

That same letter also expressed doubts of sorts about the Argyle motor and stated for the short term, if matters proceeded, Stutz engines would be used for the development work. Scripps-Booth's views on this matter are not recorded in the transcripts, but it is obvious someone at Stutz already had more than a few second thoughts about parts of the Booth design. Thus, Booth was already on notice that some changes could be expected. However, and once again, note the parties were beginning to get involved with details in advance of any kind of agreement. At this remote point in time, it is almost impossible to understand the thought processes on the part of these individuals who were compounding their mistakes on an almost daily basis.

Somebody (most likely, someone in Schwab's office or perhaps one of the other Board members) at this point decided things were beginning to run out of control, and asked a few questions which should have been asked in the first place. This resulted in yet another letter from Thompson, dated October 29, to Booth [again from the Court transcript]:

'Since writing you under date of October 27 I am in receipt of a letter from Mr. Schwab in which I am instructed to secure full information concerning your desires in reference to our taking an active interest in your recently submitted designs by the development of cars of this description in anticipation of our accepting them for production.

'It is Mr. Schwab's desire to have your complete proposition laid before him and our recommendations in reference to same, and will therefore ask you to fully advise me at the earliest possible date just what proposition you have in mind.

'As we have before intimated, we are very much interested in your proposition for the disposition of same, assuming that it is your desire to dispose of it complete.

'You state in your first letter to Mr. Schwab that you own the patents, the patent licenses and all of the designs for the car and that you are free to deal in any way you see fit in respect to disposing of same and in this connection will have you know that we would be interested in securing your complete designs, and if it possible that your patents are such that it would be impossible for another manufacturer to produce a car of similar design, this would be most desirable.

'Thanking you therefore for giving information and assuring you that you make to us, or any information be strictly confidential, I am,'

Finally, Stutz, Schwab & Company had gotten around to writing the letter they should have written in response to Scripps-Booth's original letter! Booth was being asked for his proposition and also for documentation concerning the patent claims.

The Court papers show some additional correspondence extending to about mid-November, 1924, and a final letter dated November 25 where Scripps-Booth is informed [the Company] "could not be further interested." Undeterred, Booth asked for and had a meeting in New York mid-January, 1925, with Schwab and others, where he was told the Company was "not in a position to further a new program." Thus ended Booth's first *séance chez Stutz Motor Car*.

*The story continues in the next issue...  
Copyright 2005 by David W. Braun*





# Frank Lockhart's last trial

(Land Speed Record run at Daytona)

*Your editor received the photo shown below from John Ryder (No. 567) of Coonabarabran NSW, Australia and forwarded it to member Tom Kinney (No. 392) of Speedway, Ind. the Club's Lockhart expert, for comment. Member Ryder discovered this photo at Hershey 2004.*



January 16, 2005

Dear Bill,

Thanks for the loan of John Ryder's photo. I'm sorry I took so long returning it to you, but I wanted to make a few comments about it. First of all, we can tell by the ocean in the background and the long shadows that Lockhart is southbound early in the morning. That checks out with historical fact for Lockhart's final timed run, April 25, 1928. Other than that we're limited to taking it on faith that the photographer was correct about the date and the run. As I told you on the phone, I've never heard of HILTY before, so indeed it's a new photo to me; and if it's new to me, it's new to just about everyone else too!

The large format Graflex and Speed Graphic news cameras of that era had focal plane shutters that were probably capable of shutter speeds of 1/500 or 1/750 second. That was fast enough to stop the action if the camera was panned along with the moving object. Even if the camera wasn't panned the object would still be recognizable, but would have the somewhat cartoonish look of leaning forward and having oval wheels. I'm not sure what the top speed for a leaf shutter would be in the 1920s, but in the 1940s it seemed to be 1/400 second. Another possibility would be that it's a single frame from a movie camera. That could also explain why we've never seen any other HILTY photos.

By the way, Lockhart's fatal accident occurred on the return northbound run when a tire blew out several hundred feet before the first timing wire at the start of the measured mile, so there was no completed run to time.

There's a very good Frank Lockhart article by L. Spencer Riggs in *Automobile Quarterly*, Vol. 44 No. 4.

Sincerely,

Tom Kinney, 5744 Elaine St., Speedway, IN 46224



## Grand Stutz 2005 - July 8, 9, and 10

### Mt. Washington - Jackson, NH

This year's Grand Stutz will be in the wonderful White Mountains of New Hampshire as part of a combined Stutz Club, AACA and VSCCA meeting. For those who don't know, the VSCCA is the "Vintage Sports Car Club of America", which will be hosting the "Climb to the Clouds" hill climb.

The AACA is organizing a car show and several tours through the countryside and has invited the Stutz club to participate. Come watch the hill climb with Norman Barr's '29 Pikes Peak Stutz Special, piloted by George Holman, running against Bob Valpey and his Studebaker Pikes Peak Indy Car. Also challenging the mountain will be Bill Holman and the '28 Black Hawk, back from their successful racing season in Europe.

The hill climb will be Saturday and Sunday from 8:00 am to 11:30 am. A car show, hosted by the AACA, will also take place on Saturday, along with a countryside tour on Sunday. The Stutz Club is welcome at both events.

More information and links are available on the Stutz web site [www.stutzclub.org](http://www.stutzclub.org). Come early, stay late and enjoy New England and the wonderful White Mountains.

### The Wentworth Jackson Village NH

Rooms (double occupancy) with full breakfast (two night minimum stay)

Standard Superior      \$135.00/night plus tax

Deluxe (includes Jacuzzi) \$235.00/per night plus tax

Call early (603) 383-9700/ (800) 637-0013 Limited availability (**deadline May 1st for hotel reservations**)

#### Registration Form

Registration Activity Fee including Friday reception  
Hors d'oeuvres (cash bar)

Friday VSCCA Barbecue @

Friday VSCCA Sunset dessert @ Mount Washington  
Summit (Limited availability — reserve early)

Saturday Stutz Club Clambake at Wentworth  
(Beef available for landlubbers)

Sunday AACA countryside Tour with Box Lunch

# of People	Price per Person	Total
	\$35	
	\$20	
	\$25	
	\$48	
	\$15	
<b>TOTAL</b>	<b>\$</b>	

Make check payable to the Stutz Club and mail with a copy of this form to:

**(deadline June 10 2005)**

George Holman  
555 Cottage Street  
Springfield, MA 01104





## Grand Stutz 2005 - July 8,9, and 10 Mt. Washington - Jackson, NH

Stutz Club Hotel: "The Wentworth"  
(800) 637-0013

Coordinators: George Holman (413) 781-0530  
Bob Valpey (603) 279-4034

### ITINERARY

**Friday, July 8** ..... Arrival and hotel check-in all day @ The Wentworth



- 3:30 pm ..... Stutz Get-Acquainted Party @ Wentworth
- 5:00 pm — 7:00 pm ..... Barbecue hosted by VSCCA     \$20.00
- 6:30 pm ..... Van Tour to Mt. Washington "Summit for Sunset" with dessert and coffee  
..... (\$25.00/person / limited # people)
- 9:00 pm ..... Depart Summit for base

### **Saturday, July 9**

- 6:30 am — 8:00 am ..... Breakfast at Wentworth
- 8:00 am ..... Hill Climb begins (VSCCA eligible cars only)
- 9:00 am ..... ACA car show starts — continues until 3:30pm
- 11:30 am ..... Hill Climb ends
- Noon ..... Lunch on your own
- 3:30 pm ..... AACA Car tour to downtown Jackson
- 6:00 pm ..... Stutz Club Clambake @ Wentworth

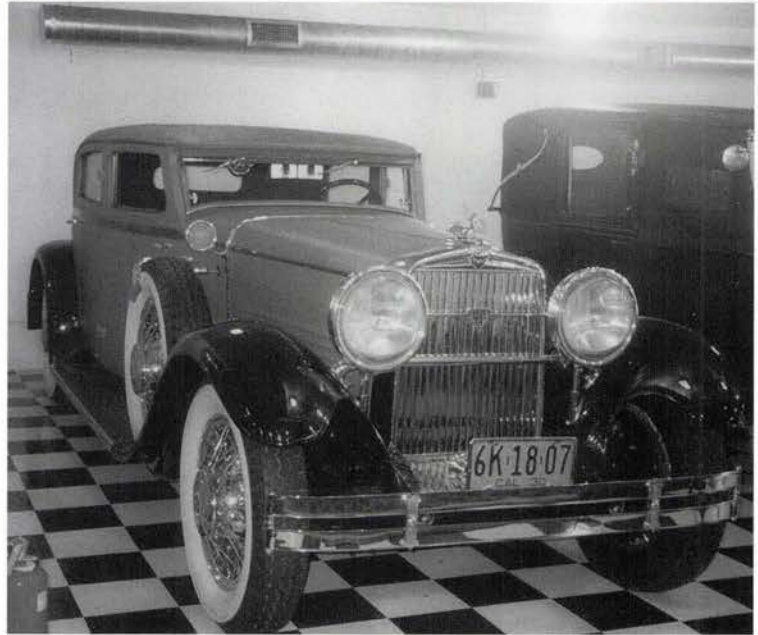
### **Sunday, July 10**

- 6:30 am — 8:00 am ..... Breakfast at Wentworth
- 8:00 am ..... Hill Climb begins (VSCCA eligible cars only)
- 10:00 am ..... AAC A Car Tours with box lunch   \$15.00/person
- 11:30 am ..... Hill Climb ends
- 3:00 pm ..... AACA Car Tour arrives back at hotel



## Editorial Comment

The last issue of Stutz News No. 70 contained, as usual, a few glitches. the major one appeared at the top of page 7 where the wrong photo appeared (see page 12 for correct location.) Shown here is the correct photo of member Stanley M. Zimmerman's fine 1930 Stutz MB Monte Carlo by Weymann (in fabric) which received a magnificent restoration by ex-member Jacques Harguindeguy. It is proudly displayed at Stan's unique Automobile Driving Museum in Los Angeles, California.



When you have a moment to spare, please let Mike Barry, VP Membership and Toni Barry, Treasurer know that their diligence on behalf of the Club is appreciated. At the end of 2004 club membership was the highest ever with 336 entries in the roster. Thirty (30) new members were welcomed last year due in a large part to Mike's continued efforts to maintain the club's excellent website. Toni makes certain that all incoming and outgoing funds are properly accounted for and reported and correct balances maintained. Remember, they do this volunteer work on top of their regular work hours to make a living.

Your editor has been fully challenged during January and February to prepare this issue of Stutz News and to write the feature Stutz article for the upcoming Concours Grand Prix program while undergoing cataract surgery in both eyes. Fortunately, the surgery went well and no complications have occurred thus far.

Invitations to the Indianapolis Concours Grand Prix were sent to all Stutz owners in the USA who list a Stutz up through member No. 680. The latest membership number assigned as of February 12, 2005 is 700 so several members were left out. Also, some 50 plus members living outside the USA did not receive the mailing. In

addition, many fine Stutz are owned by non-members of the Stutz Club. For these reasons we thought it best to reprint the welcoming letter and applicable entry forms and details (4 pages) in this issue so that all will be informed.

On January 17, 2005 we received an announcement that the 11th annual Millers at Milwaukee - Vintage Indy Car event will be held July 9 - 10, 2005 at the Milwaukee Mile racetrack, located at Wisconsin State Fair Park in West Allis. Contacts are Lenore Heinzelmann 262-253-2661 and Herb Lederer 708-447-5828. Unfortunately, this event is being held over the same weekend as the Club's Grand Stutz 2005 at Mt. Washington, New Hampshire, July 8 - 10, 2005. Please note that this issue contains the only registration forms and program details you will receive pertaining to Grand Stutz 2005 as the next issue of Stutz News for April - June 2005 will arrive too late to be useful. Don't miss this opportunity to watch Stutz and other vintage cars "Climb to the Clouds" and do some exciting touring of the New Hampshire countryside.





# *Indianapolis*

## *Concours Grand Prix*

January 18, 2005

Dear Car Enthusiast,

On Saturday June 18, 2005, Daimler Chrysler and Obsidian Enterprises will host the Third Annual Indianapolis Concours Grand Prix. Our venue will be Monument Circle again, in downtown Indianapolis. The featured marque in 2005 will be Stutz. In addition we will have a significant gathering of Jaguar and Ferrari vehicles giving the show a very European flair!

This will be a fun-packed weekend with activities to suit all ages and budgets. Please see our website [www.indyconcours.com](http://www.indyconcours.com) for full details of the events taking place including a bus tour of historic automotive sites in Indianapolis on Friday as well as a black tie reception on Friday night.

We are now taking applications from owners who would like to exhibit their cars among a unique audience of domestic and international open wheel racing fans. We had over 20,000 people attend this show last year. With a recent rave review in Car Collector Magazine and the return of our title sponsor we anticipate that 2005 will be our best year so far and will continue our record performance for a new Concours event.

A copy of the application form is enclosed; an electronic copy is available on our website at [www.indyconcours.com](http://www.indyconcours.com) or by calling (317) 822 3533. Applications received or postmarked by March 31<sup>st</sup>, if accepted, will be recognized in the events program. Acceptance letters will be mailed after April 15<sup>th</sup>. There is no registration on the day of the show. Please submit a photograph of your entry (will not be returned) along with a short history of the car.

We are changing our opening hours in 2005; official opening will be at 10:00pm and official closing will be at 6:00pm. A secure parking facility will be provided, further information will be provided in the acceptance letter. Entrants will have access to the field from 8:00am and the awards ceremony will begin at 4:30pm.

Accommodation is available at the Hilton Garden Inn (317) 955 9700 or through the Indianapolis Convention & Visitors Association hotline at 1-800-556-INDY.

Sincerely,

Helen Vogel  
Chairman Car Selection Committee  
317 822 3562

Indianapolis Concours Grand Prix



# CLASSES & AWARDS FOR 2005 CONCOURS

Best of Show  
 Best Full Classic ®  
 Best Indiana Built Car  
 People's Choice  
 Best Period Costume

- A Antique (through 1925)
- B-1 Full Classic ® (1925 — 1935)
- B-2 Full Classic ® (1936 — 1948)
- C-1 Domestic (1926— 1942)
- C-2 Domestic (1946 — 1954)
- C-3 Domestic (1955 — 1960)
- C-4 Domestic (1961 — 1973)
- D-1 European (1925—1939)
- D-2 European (1940— 1973)
- E-1 British Sports Cars
- E-2 All Other Sports Cars (through 1973)
- F Historic Racing (Through 1973)
- G Motorcycles (Through 1973)
- H Indiana Built Cars
- I Future Classics (From 1974)  
 (One award will be presented in this class for Best Contemporary Design)
- J Stutz (Featured Marque)
- K Rolls-Royce
- L Bentley
- M Muscle Cars (Stock Only 1964 — 1974)
- N Jaguar
- O Ferrari
- P Historic Chrysler (through 1973)
- R Senior Emeritus - Not Judged  
 (Previous Best of Show/Best of Class/Best Full Classic ® at Indianapolis Concours)

Unless otherwise stated awards will be given in each class for Best of Class and one or more Honorable Mentions depending on size of class. The Concours reserves the right to add or merge classes at our discretion as well as placing your entry in the most accurate class.





# The Third Annual Indianapolis Concours Grand Prix

Please mail or fax to  
Indianapolis Concours  
117 N East Street,  
Indianapolis IN, 46204  
Fax 317 822 3566

Saturday June 18th, 2005, Monument Circle, Indianapolis

### New This Year !!

All entries must be accompanied by a color photograph for use in the event program  
Please also indicate if you will be attending in period costume - we have a new award for the best!

#### Vehicle Information

Make	<input type="text"/>	Model	<input type="text"/>	Year	<input type="text"/>
Engine	<input type="text"/>	Restorer (if applicable)	<input type="text"/>		
Do you want the car judged? (Circle your response)	Y N		Judging Class Requested	<input type="text"/>	

#### Owner Information PLEASE PRINT CLEARLY

Name	<input type="text"/>				
Street	<input type="text"/>				
City, State, Zip	<input type="text"/>				
Phone number	<input type="text"/>				
Email	<input type="text"/>	Fax	<input type="text"/>		
Will you be dressing in period costume? (please circle response)					Y N

#### Transportation/Parking

How you will bring this vehicle to the event ?	Drive Car	<input type="radio"/>	Box Truck	<input type="radio"/>
	Trailer	<input type="radio"/>	Semi Rig	<input type="radio"/>
Do you require secure overnight parking ?	Friday	<input type="radio"/>	Saturday	<input type="radio"/>

form ALIC1



# Third Annual Indianapolis Concours Grand Prix Application Form

## Vehicle Description

Please indicate the exact description as it should appear in the event program:

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Information about the car - you may include an additional sheet (note: we may edit!)

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## Disclaimer (MUST be signed)

In consideration of the acceptance of this application by the Indianapolis Concours ("the event"), the undersigned does hereby (1) release Christel House, Obsidian Enterprises, Pinnacle Motorsports, Indianapolis Concours LLC, their staffs, directors, volunteers and agents from any and all liability arising out of the event (2) release all other contestants and officials from any all liability arising out of the event; (3) warrant that the undersigned has personally read all rules and regulations; (4) give permission and free unconditional license for the event to use any image of the vehicle and/or its owner(s) and information regarding the entrants vehicle for publishing/promotion/marketing purposes.

This release extends to and includes any and all claims of liability arising from or in any way related to the undersigned's participation in the event, whether known or unknown at time of signature. To the extent any applicable law prohibits waiver of unknown claims, the undersigned acknowledges the possibility of unknown claims and specifically waives application of that law to any claims in any way related to the undersigned's participation in the event. Further, the undersigned agrees to hold harmless and indemnify any of the parties listed in (1) or (2) above from any litigation expense, including reasonably attorney's fees, arising out of claims bought by or on behalf of the undersigned otherwise covered by this release. The undersigned agrees, by his or her signature, that he or she has read the foregoing and accepts the terms and conditions.

Owner's Signature \_\_\_\_\_ Date \_\_\_\_\_

form AL/IC/05/1





## President's Message

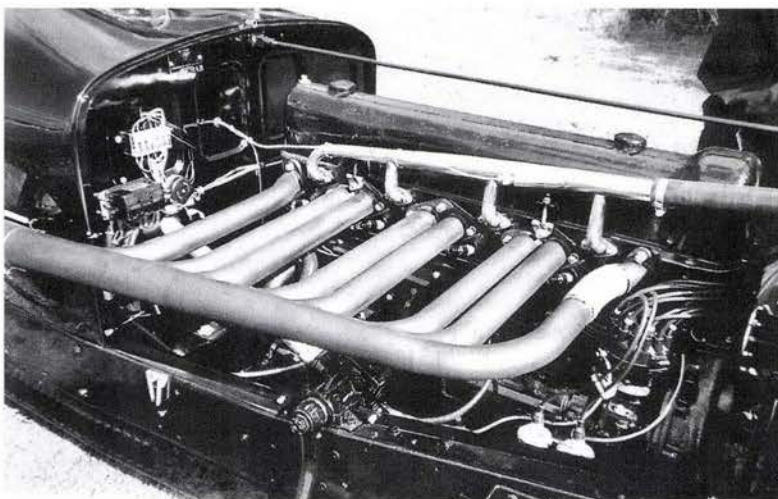
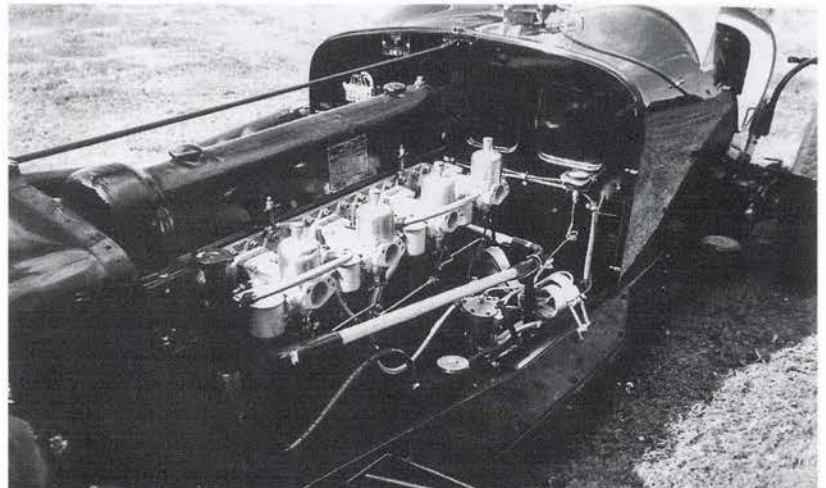
### The 1929 Glen Shultz Stutz Pikes Peak Car - Part III

by Norman C. Barrs

*Ed's Note: This article began in the July-September 2004 issue of Stutz News No. 69, page 26, and was continued as Part II under President's Message, page 19, of the October - December 2004 issue No. 70. On the rear cover we are pleased to reprint a photo from Detroit Public Library showing Glen Shultz in his Stutz Special rounding a treacherous, slippery turn about midway up Pike's Peak Hill Climb. President Barrs plans to have his replica of Shultz's 1929 Stutz Special at the upcoming Grand Stutz 2005 to be held July 8 - 10 at Mt. Washington, New Hampshire. Come and behold.*

In recent months several exciting things have happened, working closely with George Holman in America, George has sent me two fabulous period articles of Shultz and his achievements. Both re written by John MacClary one was published in The Motor, an American publication of September 1931, the other in Motor Maintenance again an American publication published in 1931, and a

third article published again in America in Motorworld Wholesale in October 1932. These include an interview with Shultz who confirms his close involvement with the manufacturers (Stutz). Stutz in 1926 at least through until the time of Lockhart's death was very competition oriented, they were quick to use for publicity purposes, any significant achievements just look at page 300 and page 311 of The Splendid Stutz for confirmation of this point. I trust that one day our editor will be able to reproduce these articles which will help me so much in my determination to establish the Shultz developed and raced his Stutz cars with full factory support.



I have covered in an earlier article the development of the engine, this has four 1 3/4" SU carburetors and an external exhaust system, all other components are standard Stutz with the exception of the Dynamo which is a cav Bosch unit as previously confirmed, the Delco unit is not capable of sustained performance.

*1929 Stutz Black Hawk Chassis No. 164,  
Engine 91966*

*Intake side (above): Note SU Carburetors  
Exhaust side (left): "What tune do you want?"*





Only two weeks ago at LeMans Classic in the autojumble I was looking at a stall wearing my team Stutz sweatshirt, provided so thoroughly by George Holman for the whole team whilst we were in the USA, and I was offered two publications, one is a most beautiful pocketbook of all the Stutz models available together with pictures in France - the other is far more interesting. It is an American publication produced for the French concessionaire in Paris, it was obviously produced some time in 1927 or early 1928 since it covers events up to the 5th September 1927 but again Stutz officially congratulating Glen Shultz on his spectacular victories both in 1926 and 1927. From this brochure it must be clearly understood that Stutz

gone if Lockhart's premature death and the departure of Moskovics had not brought all sporting exposure to an early and premature end.

In conclusion the development of this new car has been nothing short of a miracle, the car was finished and entered to run up Shelsey Walsh at the end of June, it has now had it's first outing at the Bugatti Club's famous hill climb at Prescott and has had its first session on the rolling road to evaluate its power potential and in conjunction with all this my very good colleague John Last and I have enjoyed two full days of motoring round the English countryside running in the new car. Development work will continue for the next months, the intention is again that this new car will come to America in 2005 and I hope that George Holman will enter it in suitable competitive events and I do hope it will be at the Grand Stutz announced for 2005 in order that you can all see the car in action somewhere.

What of the future? Well, I am carrying an acorn around in my pocket looking for somewhere to plant it!

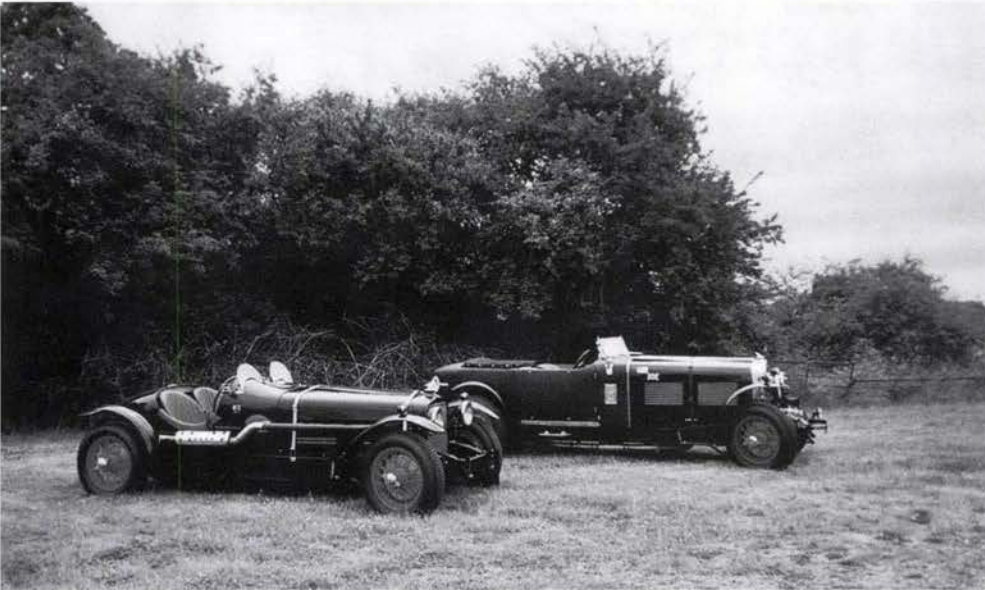
*Two views of the replica of the 1929 Glen Shultz Stutz Pikes Peak Car*



at that time were gaining worldwide competition exposure, all the more reason to believe Shultz was not only receiving full factory support but, since his development work with the supercharger preceded the factory installation of such units by some two years, then similarly his development of independent rear and front suspension from 1930 onwards is a fair indication of where the Stutz Motor Car Co. might have







*The now completed 1929 Stutz Chassis No. 164 (now LB 164) and designated as the 1929 Glen Shultz Stutz Pikes Peak Special, Engine No. 91966. The 1929 Stutz LeMans S/C Car is shown in the background for comparison.*

## Membership Information

President	Norman Barrs
Membership Vice President	Mike Barry
Publications Vice President	Bill Greer
Tech Services Vice President	John Grunder
Programs Vice President	Dale Wells
Secretary	John Haydon
Treasurer	Toni Barry
Archivist	Open

Honorary members: 79H Keith  
Marvin, 549H Marnay Meredith  
Coleman

\*First 244 are charter members

### Record of Membership

Club Year	Year End (1)	Number Assigned	New Members	Deceased/ Dropped	No. Active 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	18	296
VIII	1995	424	24	3	289
IX	1996	447	23	23	289
X	1997	505	58	26	321
XI	1998	529	24	24	321
XII	1999	547	18	19	320
XIII	2000	566	19	34	305
IX	2001	598	32	22	315
XV	2002	620	22	24	313
XVI	2003	648	28	8	333
XVII	2004	678	30	27	336
XVIII	2005				



# MEMBERSHIP REPORT

**BE SURE TO RENEW YOUR 2005 MEMBERSHIP  
YOUR CLUB DEPENDS ON IT.**

Please join me in welcoming the following members:

0693 JOHN P POLYCHRON  
1065 E KENT RD  
WINSTON-SALEM NC 27104  
USA  
BUS: 336-723-2333  
EMAIL: johnpoly@bellsouth.net  
1927 BLACK HAWK  
AA-C(G?)1-85876

0694 RAYMOND L DRAKE  
101 W GALENA AVE P0 BOX 2  
CRIPPLE CREEK CO 80813  
USA  
BUS: 719-689-3000  
1912 BEARCAT  
Al 67

0695 RICHARD DOWNING  
3909 OAK TRAIL DRIVE  
INDIANAPOLIS IN 46237  
USA  
HOME:  
BUS: 317-782-0474  
EMAIL: downrkd@aol.com  
1929 COUPE RUMBLE SEAT  
STEEL TOP 16464

0696 TOM COLBERT  
120 WHITE PARK ROAD  
ITHACA NY 14850  
USA  
HOME: 607-257-4498  
BUS: 607-257-5050  
EMAIL: tomc@interprop.com

0697 CHAD PIGOTT  
9203 QUAIL ROCK CIRCLE  
AUSTIN TX 78758  
HOME: 512-535-1622  
EMAIL: c.pigott@worldnet.att.net

0698 DEWAYNE ASHMEAD  
304 S MOUNTAIN ROAD  
FRUIT HEIGHTS UT 84037  
USA  
HOME: 801-544-1439  
BUS: 801-773-4631  
FAX: 801-773-4633  
EMAIL: dasmead@albion-an.com  
1920 MODEL H ROADSTER

0699 JOE GARBARINO  
565 JACOBY ST  
SAN RAFAEL CA 94901 USA  
HOME: 415-457-0234  
BUS: 415-459-6292  
FAX: 415-485-1509  
EMAIL: sheila-edwards@marinsariitary.com  
1923 HCS 5P TOURING 1729 WEIDELY

0700 DAVID B CORNELL  
5318 TIMBER FERN  
SAN ANTONIO TX 78250  
USA  
HOME: 210-523-9850  
BUS: 210-771-8763  
EMAIL: beammeup@earthlink.net

**THE ROSTER IS COMING! THE ROSTER IS COMING!** You must pay your membership dues by April 15 to be included in the new roster. Mail payment to Stutz Club, 3773 Mayflower Oval, Brunswick, OH, 44212.

[www.stutzclub.org](http://www.stutzclub.org)





## Andy Adler 1915 - 2004

Andy Adler, age 89, passed away August 3, 2004. A lifelong resident of Millbury, Ohio, his favorite pastime was collecting and restoring cars. One of nine children, he worked for Willis-Overland and later Dana Corporation. His collection encompassed some 26 cars from a 1915 Saxon Roadster to a 1982 DeLorean. He read about cars and traveled far and wide, only if a car was involved. An image of his 1937 Supercharged Cord Cabriolet, his favorite, graces his cemetery monument. A Charter member of the Auburn-Cord-Duesenberg Club, he attended the first



ACD Meet in Avon, Pennsylvania in 1953 and never missed a meet in Auburn, Indiana, in 48 years. For some 40 years, he enjoyed driving his 1923 Stutz Bearcat to Greenfield Village in Michigan for the Old Car Festival. Always eager to share his collection, it was a highlight of the VMCCA 1998 Chrome Glidden Tour. Many groups enjoyed seeing the collection and it was always great fun when he hosted one of the Chapter's monthly meetings. His contribution to the antique car hobby is exemplary.... three of his treasures will find a new home at the ACD Museum.



## Paul "Chip" White 1943 - 2004

Paul "Chip" White, age 61, passed away August 27, 2004. A native of Illinois, he moved to Findlay, Ohio in 1988. As an international sales rep, he traveled Central and South America and the Far East, and from 1976 - 1978, was stationed in Singapore. In Findlay, Ohio, he entered the field of restaurant investment with his brothers. Chip loved collecting and restoring antique automobiles. As Toledo Chapter members, he and his wife Judi helped with the 1998 Chrome



Glidden Tour and were among the initiators of holding a monthly meeting along with a mini-tour and picnic lunch. It was great driving our antique cars and seeing new corners of Ohio. Paul also was involved with Findlay's Flag Fest, including the Club's antique cars. His collection of 19 antique cars, ran from a 1909 Stanley Steamer to a 1929 Ford A Phaeton. He was in the midst of restoring a 1927 Marmon Model L CPE.

*The VMCCA Toledo Chapter bids a fond farewell to longtime members, Andy Adler and Paul White, both of whom loved cars... driving, restoring and sharing their collections.*

*Cars are a special part of us, bringing forth lasting, sweet memories of special occasions and great people. Cars are art in motion, pieces of history that record our progress and love of life.... a tribute to those who love, drive and restore them.*

*~ Dorothy Bartish  
Toledo Chapter VMCCA*

*Permission was granted to reprint this page from the Bulb Horn, November /December 2004 by Ray Williams, Publications Vice President, Veteran Motor Car Club of America. Andy Adler was charter member No. 162 of the Stutz Club and Paul White held No. 475.*



# THE STUTZ CLUB INC TREASURERS REPORT

AS OF DECEMBER 31, 2004

CASH BALANCE JANUARY 1, 2004 20,425.46

INCOME

MEMBERSHIP DUES

	2003	1,050.00		
	2004	8,470.00		
	2005	<u>630.00</u>	10,150.00	

ADVERTISING		340.00
GRAND STUTZ 2004		150.46
HERSHEY DINNER		150.78
INTEREST INCOME		231.47
DONATIONS		5.00

SPLENDID STUTZ SOLD	2,286.45	
Lless cost to ship	<u>(198.85)</u>	2,087.60
POSTERS		82.00
SHIRTS		96.00
STUTZ NEWS		<u>190.00</u>
		13,483.31

EXPENSES

STUTZ NEWS (PRINT & MAIL)		8,168.18
ADMIN		355.71
BANK CHARGES		35.00
ARCHIVE RENT PD THRU 1/31/05		1,755.00
MEMBERSHIP EXPENSES		432.12
WEBSITE EXPENSE (HOST & MTCE)		<u>658.00</u>
		<u>(11,404.01)</u>

CASH IN BANK 22,504.76

LIFE MEMBERSHIP RESERVE 14,000.00

CD INVESTMENT @ 2.96% MATURING 2/7/07

TOTAL CASH & RESERVES 36,504.76

RESPECTFULLY SUBMITTED,

Toni Barry  
Treasurer February 20, 2005





# Letters to the Editor

**From: Anthony T. Piscotta (No. 86),  
Glendale, NY**

**Dates: January 10 & 18, February 10, 2005**

I am looking for a gas tank for my 1928 BB Stutz, a convertible with rumble seat, either with or without the gas gage (see classifieds.)

(To Ed's question as to body type, Tony replied:)

It is good to get a reply back from the Club, but I think you might have misunderstood my writing. I have a 1928 convertible BBC2BB95H. Here is a picture of part of the Stutz. Thank you again for your interest. I will also call Mr. Grunder in Connecticut (per your suggestion, Ed.)



Here are a few photos of my Stutz but I don't have any without me in the photo. The other one is a shot taken in a 4th of July parade. I haven't called for the gas tank yet but will do so soon.

I've had lots of fun with this car which I have owned since 1947. I still take it out and enjoy it with older people. I will 78 years in June.

**From: John D. Kirkman (ex-member),  
Munster IN**

**Date: January 18, 2005 (in part)**

Good news to hear from you. I trust you have not washed off the hill after all the rains I've

read about in the news.

Steve Martin, the fellow I mentioned to you, has owned cars from the "Special Interest" era and presently has an immaculate 197(?) Buick convertible, but he has never owned a classic car. I recall fondly the many good times we enjoyed with the Stutz Club, but we also enjoyed CCCA event with the Hoosier crowd. I feel a good way to proceed is to join the CCCA, go to meets such as the ones the Hoosier group has, and see how it feels. Then, if we you a car that "clicks" start looking for a good example of that car. To see the car outside in the real world is so much more interesting than just looking at them in a museum. Indeed, my first trip to Auburn on an auction weekend gave me the opportunity to see the parade, and that fired my interest in the classic cars generally.

Someone called me from Spain the other night with a question concerning the Stutz Club and my wife gave him your telephone number. I guess my number is still listed on a website somewhere for the Stutz Club. I need to change that number but I'm uncertain who to put in its place. Any thoughts?

I drove over to Auburn last week with a friend and went through the ACD Museum again. It was worth the trip just to see the Stranahan Cord again. My kind of car! We had intended to stop at the S. Ray Miller Museum in Elkhart on the way back but it had closed last year and the cars auctioned off. That is a pity since they had, among others, a beautiful Stutz roadster from the early thirties. I had stopped there years ago and asked to see the straight eight engine in this Stutz and they were happy to comply. We did stop at the Studebaker Museum in South Bend and enjoyed that; also found they are building a new museum. My Dad owned Studebaker and my first car was one.

It is always good to talk to you Bill; you are one of the kindest and most interesting people I've ever met. I hope Steve joins your group since his vehicles are always immaculate and I feel that he





would contribute to the organization. It is a regret of mine that I was not able to help you more with the Stutz Club, but I am not the administrative type, never have been, always in operations.

Give our very best to Carolyn; she always went out of her way to make us feel welcome. Ed's Note: John can be reached at the following address:

John D. Kirkman, 1823 Alta Vista Avenue  
Munster, IN 46321

**From: Robert Penn (non-member), San Rafael, Calif.**

**Date: February 2005**

Dear Mike (Barry, Ed.), Thanks for your help! Joe Garbarino has a World War II vehicle museum in San Rafael, CA. We have over 70 trucks, Jeeps, tanks and a few antique fire engines and cars.

I take care of all the vehicles - tours - sweep floor etc.

We want to become a Stutz Club member and find a new home for the 1923 HCS Series IV Touring. My phone No.s are: 415-459-6292 or 415-717-7398.

Ed's Comment: This Series IV HCS Touring is the only 4-cyl. Series IV known to exist. The Weidley engine is rated at 55 hp vs 50 hp for Series II & III. It was restored by a previous club member.



**From: DeWayne Ashmead (new member), Fruit Heights, UT**

**Date: January 21, 2005**

I appreciate your letter regarding the Stutz Club. I will be sending my application for membership.

You asked if my 1920 Stutz H roadster was formally owned by James McCloud. The answer is yes. I have traced its history from him to the Bill Harrah collection. I don't know who owned it prior to that. If you or Mr. McCloud had additional history on the ownership and/or other information I would be most pleased to receive it.

You mentioned Matt Browning in your letter. Matt was a friend of mine prior to his death. In fact, I currently own one of the cars that was in his collection.

You also mentioned your memberships in the Classic Car Club. I too am a member. One of my restored classics, a 1932 Auburn Boattail Speedster is currently making the rounds at most of the national concours events. Before that my 1925 Kissel 6-55 Speedster was exhibited at the concours events. It was on the cover of the club magazine last year.

At the present time I am just driving my Stutz. Perhaps in the future I will restore it, but not right now. I am looking for a lug wrench for this car. I haven't been able to acquire one yet and it makes me nervous to get very far from home. If you know of a wrench for sale, I would appreciate knowing about it. (see classified, Ed.)

**From: Don Real**

**Date: February 17, 2005**

Email: don.real@axar.com

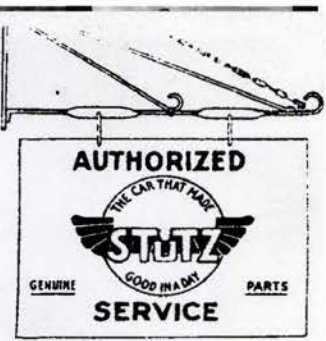
My father owned a one of a kind 1928 Stutz Roadster. This car had an aluminum body. He never finished the restoration and sold the car in the early '70s before the true value was established or imagined. My father has since passed away and I'd like to know what the car looked like finished. Dad lived in Kettering Ohio and I believe the car was sold to someone in cars left and only one of the car I described, it might ring someone's bell. If you could pass info my way it would be appreciated. Thanks.





## Classifieds

*The Club and the editors aim to publish accurate information and recommendations, but neither assumes responsibility in the event of claim of loss or damage resulting from publication of editorial or advertising matter. Statements of contributors are their own and do not necessarily reflect Club policy.*



Donald Connolly (No. 701)  
9705 Monroe Avenue  
Aptos, CA 95003  
Cell: 831-588-4488

### WANTED:

For 1929 Stutz "M"  
Pair of Ryan headlights  
Pair of cowl lights  
Horn button  
Radiator cap

Brandon Toudouze (Non-member)  
9307 Overton Road  
San Antonio, TX 78217  
Tel: 210-273-4489

### FOR SALE:

1926 or early 1927 Stutz Vertical 8 engine complete with rectangular intake manifold (SWAN) and exhaust manifolds. No engine tag or accessories except water pump. Clutch unit attached. Make offer.

AT (Tony) Pisciotta (No. 86)  
7818 86th Street  
Glendale, NY 11385  
Tel: 718-846-2231

### WANTED

Gas tank for 1928 Stutz BB convertible (rumble seat roadster) either with or without gas gauge.

### 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 (No. 405)  
6710 Brooklawn Parkway, Syracuse, NY 13211  
Tel: 315-432-8282 Fax: 315-432-8256  
www.autolit.com

De Wayne Ashmead (new member)  
304 S. Mountain Road  
Fruit Heights, Utah 84037

### WANTED

Lug wrench for 1920 Stutz Series H roadster



## CLASSIC TIRES

Lester, Firestone, Denman, Lucas.  
Custom Classic, Goodyear, Dunlop & more.  
**We can save you money!**

**FREE CATALOG**



### Lucas

AUTOMOTIVE

2850 Temple Ave. Long Beach, CA 90806 Fax 562-595-0381  
2141 West Main Springfield, OH 45504 Fax 937-325-1900

800-952-4333 800-735-0166



*From Detroit Public Library - Glen Shultz in his Stutz Special rounding a treacherous, slippery turn about midway up Pike's Peak Hill Climb during annual free-for-all event on Labor Day. In spite of Shultz's familiarity with every inch of the famous race course, the road-worthiness of the car was tested to the limit.*