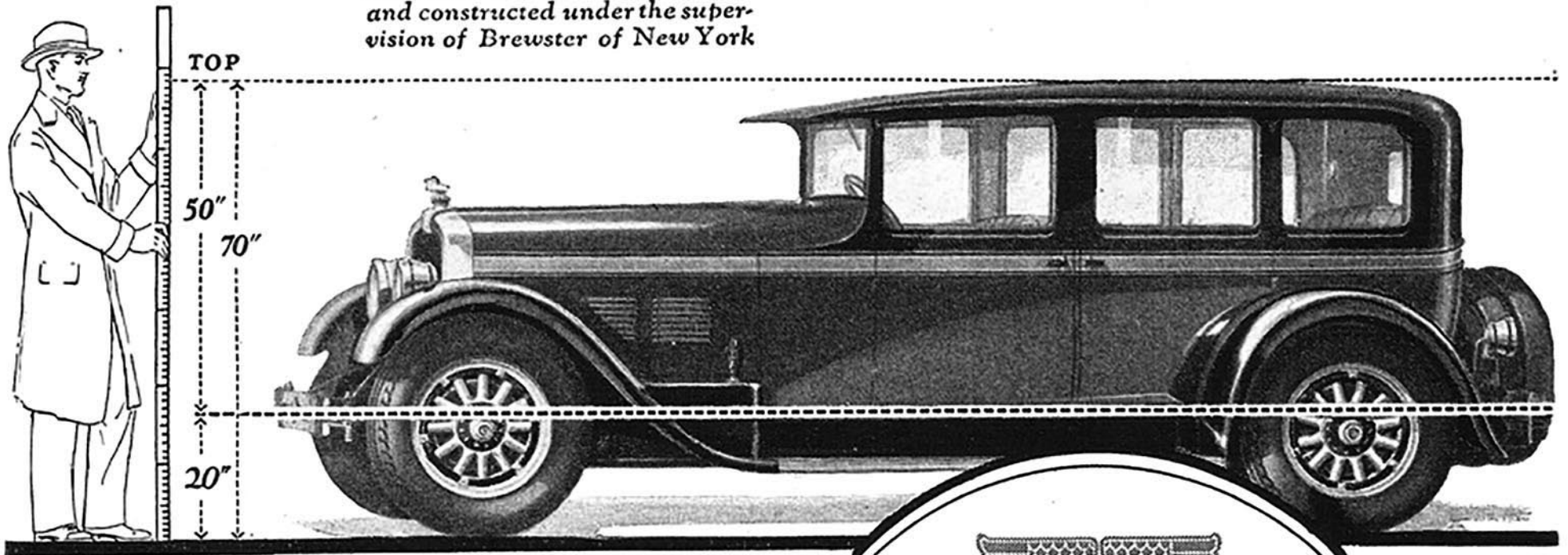


# The NEW STUTZ vertical eight

All New Stutz bodies designed and constructed under the supervision of Brewster of New York



**THE NEW STUTZ** is an automobile which, in its entirety, is distinctively different and notably advanced. The features that make it so have never before been combined in a single car. One or two have already become standard in certain expensive foreign cars; all have been thoroughly proved before their incorporation in this car.

**SAFETY**—Among the features that make the New Stutz an unusually safe car are: Extreme low center of gravity, great stability, ease of control, high brake-efficiency, rapid acceleration, pressed steel running board side-bumpers, safety-glass windshield, and narrow front corner-posts.

**APPEARANCE**—Pure motor car design, with its every low-hung line eloquent of power, speed, comfort, beauty and smartness.

**EASY RIDING**—Long, flat, low-rate, shock-compensated springs, combined with extreme low center of gravity, give the New Stutz a riding ease that eliminates all side-sway and all impression of contact between the wheels and the road bed. This is a thoroughly new engineering principle impossible of application to conventional design.

**ROADABILITY**—The New Stutz has a remarkable quality of "road-adhesiveness." The result can be likened to a strong magnetic attraction exerted by the earth upon the car's wheels.

#### SMOOTH AND QUIET IN OPERATION—

First, a motor from which vibration has been eliminated and in which the conventional noise-producing parts operating the valves are done away with by a simplified overhead camshaft design.

Second, a worm-drive rear axle which does not become noisy with use.

**PERFORMANCE** — The motor actually develops over 90 H.P. A speed of over 75 miles per hour is available when desired; likewise, acceleration from 10 to 50 miles per hour in less than 15 seconds. The tremendous, eager energy of the car is exerted so smoothly and so graciously that the speedometer readings are at times truly incredible.

**LOWER CENTER OF GRAVITY**—The floor of the car is five inches or more nearer the ground than in conventional chassis design. This is made possible, while maintaining ample road clearance and full headroom, by the worm-gear drive.

**WORM-DRIVE REAR AXLE**—The adoption of this costly type of rear axle, in combination with a lowered center of gravity, represents its first appearance in any American passenger car, although it is standard in the more expensive foreign chassis. The worm-drive improves rather than deteriorates with use. Worm and gear are guaranteed by us for two years.

**VERTICAL EIGHT MOTOR**—This motor shows a performance unparalleled by any other stock motor under 290 cu in. piston displacement. The camshaft, actuated by an exclusive form of automatic silent-drive, operates directly on the tappets of overhead valves.



Body five inches nearer the ground  
—yet providing full road clearance and headroom

Radically lowered center of gravity  
—giving greater safety, comfort and roadability

Quiet, long-lived, worm-drive rear axle  
—permitting lowered body; it improves with use

90 H.P. motor; with overhead camshaft  
—novel design; smooth, flexible, vibrationless

New, non-leaking hydrostatic brakes  
—inherently equalized; quick-acting and positive

**NON-LEAKING, HYDROSTATIC BRAKES**—These are four-wheel brakes of an entirely new design. Nothing on them to adjust. No working parts to get out of order. They are inherently equalized. Each brake is divided into six shoes, which are uniformly actuated by an expanding circular tube, giving equalized braking pressure at every point on every wheel.

**CHASSIS LUBRICATION SYSTEM**—All working parts of the chassis are lubricated by an entirely new self-lubricating system, non-clogging, self-cleansing, troubleless and positive.

**OIL RECTIFIER**—A triple-duty rectifier keeps the crank-case oil at its original purity and consistency, eliminating all foreign matter, gasoline and water.

**IGNITION**—The Delco dual ignition operates two spark plugs in each cylinder from opposite points. Knocking is eliminated, acceleration is improved, greater speeds are attainable, and longer and harder "pulls" may be negotiated.

**FRAME**—Most rigid frame on any car, with integral steel running boards (actually, side bumpers). Seven cross-members; double drop, torsion-resisting construction.

**UPHOLSTERY**—Rich and luxurious, employing fine, high-grade fabrics and genuine leathers of distinctive beauty.

**BODIES**—Six models. Designed and constructed under the supervision of Brewster of New York.

All models are equipped with bumpers, front and rear, Watson Stabilators and full-balloon cord tires. Ventilating caves on all closed-body doors.

**STUTZ MOTOR CAR CO.**  
OF AMERICA, Inc.  
Indianapolis