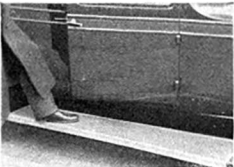


# The Safety Chassis of the NEW STUTZ



Demonstrating the rigidity of the frame of The NEW STUTZ Safety Chassis. With one wheel on the curb, doors open and close without sticking.



The NEW STUTZ has pressed steel running-boards built as an integral part of the Safety Chassis; they are actually side-bumpers.



The Safety Chassis of The NEW STUTZ with its worm-gear rear axle brings the body five inches lower than usual; yet full clearance and headroom are maintained.



Slender, clear-vision front corner posts add another safety element to The NEW STUTZ, as does safety glass in the windshield.



The NEW STUTZ bodies, designed and constructed under the supervision of Brewster of New York impart a distinctive grace and beauty to all models.

**B**ENEATH the distinctive grace and beauty of this remarkably advanced automobile is the unique protection of The NEW STUTZ Safety Chassis.

Today, the buyer of an automobile must make safety his first concern. It has become a factor of primary importance. And there is no protection against the carelessness or ignorance of other drivers so assuring as the possession of a car that is, in itself, safe. The safety of The NEW STUTZ is notable because it goes further than mere protective equipment; it is designed-and-built into the car.

The NEW STUTZ Safety Chassis has the strongest and most rigid frame to be found on any private passenger automobile. There are seven cross-members to resist strain and shock, twist and tear.

The running-boards are of pressed steel, built integral with the deep frame, and are actually "side-bumpers". These steel running-boards, together with the steel bumper in front and steel bumperettes in the rear, form a veritable armor-belt of steel around the car.

Through the adoption of a worm-drive rear axle, the frame has been given a deep drop, so that the entire weight of the body and mechanical parts is brought down five inches nearer the ground than conventional chassis design permits, and with full road clearance maintained.

This effects a remarkable lowering of the car's center of gravity and, of course, confers a greatly increased stability under all conditions. It gives The NEW STUTZ a greater degree of road adhesiveness than is to be found in any other car and practically eliminates the possibility of overturning.

As there are circumstances in which safety demands quick acceleration, an unusually alert responsiveness has been included in the car as a safety factor. Stop-watch tests show this acceleration record; from a 10-miles-per-hour rate to a 50-miles-per-hour rate in less than 15 seconds.

With this notable accelerating power of The NEW STUTZ goes an ease of control which gives every driver of the car a justifiably increased confidence in his ability to "get through" when a difficult situation is encountered. The greatly lowered center of gravity does much to make the car wonderfully obedient to the wheel.

To control its great power, it was necessary to provide The NEW STUTZ with an entirely new type of brakes. These are four-wheel brakes, hydrostatically

operated on a newly adopted but thoroughly proven principle. Their construction gives 360 degrees of braking-contact on each wheel, so perfectly equalizing the braking energy that each wheel is halted with exactly the same retardation as the three others. Furthermore, the car is stopped in a minimum distance with less abruptness, because there is no "wrapping" action — an action that always tends to develop suddenly, instead of gradually.

The NEW STUTZ worm-drive rear axle and The NEW STUTZ hermetically-sealed hydrostatic brakes are designed and constructed by Timken. The worm and gear, properly lubricated, are guaranteed by us for two years.

Safety glass in the windshield and narrow, clear-vision front corner posts are important engineering factors which show how the safety element has been kept always in mind throughout the designing and building of the car.

And so, The NEW STUTZ has been planned primarily to provide maximum safety to its passengers and protection to the car itself, while presenting an aristocratic smartness of appearance that distinguishes it wherever seen.

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

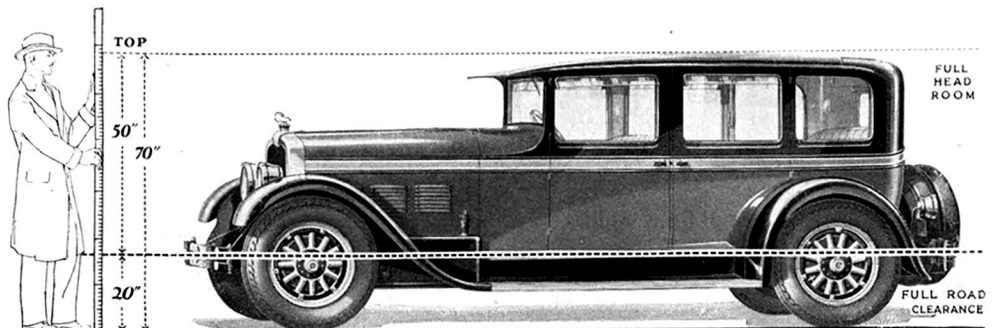
**Body five inches nearer the ground**  
—yet providing full road clearance and headroom

**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



FULL  
HEAD  
ROOM

FULL ROAD  
CLEARANCE