

## CLIMAXING A GREAT ACHIEVEMENT WITH TWO SPECIALTY CARS

When in 1926 the Stutz Motor Car Company of America brought out its record-making eight-cylinder overhead camshaft engine, the conviction was strong that it had produced the finest car in the country.

But that outstanding engineering achievement has been continually improved by time's hand testing.

And so today, as a logical development, we announce a still greater Stutz—also an entirely new companion car, selling for about a thousand dollars less, the Blackhawk.

Two surprising examples of real *modernism* in car making—thoroughly practical advancements designed to meet the changed motoring conditions of *today!*

Of course both have low weight, worm drive, safety glass all around, steel "side-bumper" running boards, bodies by Le Baron and Weymann—all im-

portant factors that have gone to make Stutz fame. But now—

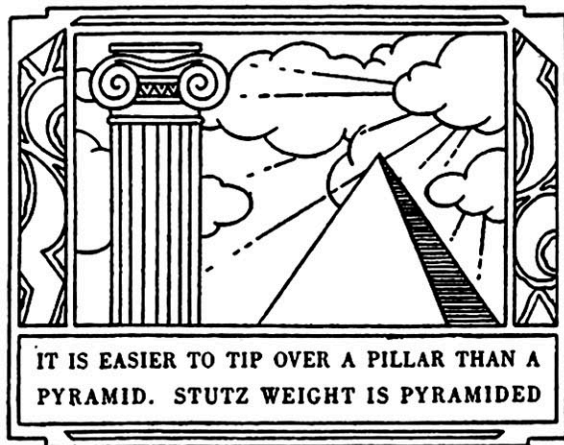
The low-weighted Stutz and the low-weighted Blackhawk have four-speed transmissions, without which no car can, we believe, be truly modern.

They have a remarkable and exclusive safety device, the "Noback," which automatically prevents back rolling on hills.

They have a unique gasoline pump which delivers a uniform mixture to the carburetor under all conditions—and a brake equipment giving *de-celeration* heretofore unknown.

A climax!

The Stutz now retails for \$3395 to \$6895—Blackhawk \$2345 to \$2955—f. o. b. factory. Equipment, other than standard, extra. A great achievement!



# S T U T Z

*and*

# B L A C K H A W K