STUTZ
MOTOR CARS

SERIES "E"

FOUR CYLINDER AND SIX
CYLINDER MODELS

NOTICE

FOR many years the Stutz was one of the outstanding makes of motor cars in the United States. The Stutz was unusual in having many different models and body styles; the Bearcat Series E was truly a sports car, available to the buyer who desired something distinct and different.

This folder, from an original Series E Stutz catalog, is reprinted for collectors and those who wish to preserve memories of a once great motor car.

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STUTZ RACING RECORD

Indianapolis, Ind., May 30, 1911. 500-Mile International Sweepstakes.
STUTZ—11th.
First Stutz car ever built. Finished 11th without a single mechanical adjustment. Average 67¾ miles per hour for 500 miles

Philadelphia, Pa., October 11, 1911.
STUTZ—2d.
Fairmount Park Road Race. 202.5 miles-301-450 Class "C." The only car in the race, regardless of class, that went through without a stop.

Los Angeles, Cal., October 14, 1911.
STUTZ—3d.
Santa Monica Road Race. 150 miles 301-450 Class. Average 72½ miles per hour.

Los Angeles, Cal., October 14, 1911.
STUTZ—6th.
Santa Monica Road Race. Free-for-all, 202 miles with one stop.

Bakersfield, Cal , February 22, 1912.
STUTZ—1st.
Bakersfield Road Race, 212 miles. Won Lakeview Trophy Cup and Taft Cup. Finished over an hour ahead of nearest competitor.

San Jose, Cal., March 17, 1912.
STUTZ—1st.
Won five-mile match race.

San Jose, Cal., March 17, 1912.
STUTZ—1st.
Won five-mile free-for-all.

Santa Monica, Cal., May 4, 1912.
STUTZ—4th.
STUTZ—5th.
Santa Monica Road Race, 252.5 miles. The two Stutz cars entered ran neck and neck for the entire distance.

Indianapolis, Ind., May 30, 1912. 500-Mile International Sweepstakes.
STUTZ—4th.
STUTZ—6th.
Three Stutz cars started Two finished and one blew tire and turned over at the end of 197 miles, having averaged 77.18 miles per hour.

Salem, N. H., June 8, 1912.
STUTZ—1st.
Won 50-mile race at Rockingham Park, N. H.

Philadelphia, Pa., June 29, 1912.
STUTZ—1st.
Won Belmont Park 50-mile free-for-all.

Old Orchard, Me., July 4, 1912.
STUTZ—1st.
Won 75-mile race. Stutz also broke Old Orchard Beach record.

Tacoma, Wash., July 5, 1912.
STUTZ—1st.
Won 150-mile Class "C" 301-450.

Old Orchard, Me., July 6, 1912.
STUTZ—1st.
Won 100-mile free-for-all—Time, 92-43-60.

Elgin, Ill., August 30, 1912.
STUTZ—1st.
STUTZ—2d.
Elgin Road Race, Illinois Trophy, 202 miles. Two Stutz cars entered and two finished.

Elgin, Ill., August 31, 1912.
STUTZ—3d.
STUTZ—5th.
Elgin Road Race, Elgin National Trophy, 254 miles. Two Stutz cars entered; two finished.

Brighton Beach, N. Y., September 2, 1912.
STUTZ—1st.
Won five-mile track race.

Brighton Beach, N. Y., September 7, 1912.
STUTZ—1st.
Won free-for-all track race. Five-mile handicap, regardless of class.

Milwaukee, Wis., October 2, 1912.
STUTZ—4th.
Vanderbilt Cup Race, 296.6 miles Only one tire change.

Milwaukee, Wis., October 5, 1912.
STUTZ—3d.
Grand Prix Race, 410 miles. The only American-made car to finish the race and the smallest American-made car that ever won place in a Grand Prix Race. Only one tire change.

Fresno, Cal., October 12, 1912.
STUTZ—1st.
Won ten-mile track race, Class "C" under 450 in.

Fresno, Cal., October 12, 1912.
STUTZ—1st.
Won 25-mile free-for-all track race.

Philadelphia, Pa., October 19, 1912.
STUTZ—1st.
Won 48-mile free-for-all on Belmont Park Track.

Brighton Beach, N. Y., October 19, 1912.
STUTZ—1st.
Won ten-mile race, 301-450 Class "C."

Brighton Beach, N. Y., October 19, 1912.
STUTZ—1st.
Won five-mile track race, free-for-all handicap.

Salem, N. H., October 29, 1912.
STUTZ—1st.
STUTZ—3d.
25-mile race, Class "E" 301-600 inches, Rockingham Park track.

Salem, N. H., October 29, 1912.
STUTZ—1st.
STUTZ—2d.
20-mile race on the Rockingham Park track.

Salem, N. H., October 29, 1912.
STUTZ—1st.
Won the one-mile time trials on the Rockingham Park track. Time, 57 3-5 on mile dirt track.

San Jose, Cal., November 12, 1912.
STUTZ—1st.
Won 25-mile track race under 450 cubic inches.

San Francisco, Cal., November 17, 1912.
STUTZ—1st.
Won five-mile race under 450 cubic inches on Tanforan tracks.

San Francisco, Cal., November 17, 1912.
STUTZ—1st.
Won 25-mile race under 450 cubic inches on Tanforan tracks.

Los Angeles, Cal., December 7, 1912.
STUTZ—1st.
Won five-mile race for cars under 600 inches, Ascot Park track.

Los Angeles, Cal., December 8, 1912.
STUTZ—1st,
Won five-mile race for cars under 600 inches, Ascot Park track.

Los Angeles, Cal., December 8, 1912.
STUTZ—1st.
Won five-mile handicap on Ascot Park track.

Fresno, Cal., February 10, 1913.
STUTZ—1st.
Mile track record for 200 miles. Time, 3 hours, 27 minutes, 23 4-5 seconds.

Indianapolis, Ind., May 30, 1913.
STUTZ—3d.
Won third place in 500-mile International Sweepstakes.

Tacoma, Wash., July 5, 1913.
STUTZ—1st.
Inter City Century 100-mile road race.

Tacoma, Wash., July 7, 1913.
STUTZ—1st.
Golden Potlatch Trophy, 150-mile road race.

Tacoma, Wash, July 7, 1913.
STUTZ—1st.
Montamarathon Trophy, 250-mile road race.

roadster, has met with great favor with motor car owners and meets the demand for a car of this class. The bear-cat is furnished in either four-cylinder or six-cylinder model.

COUPE

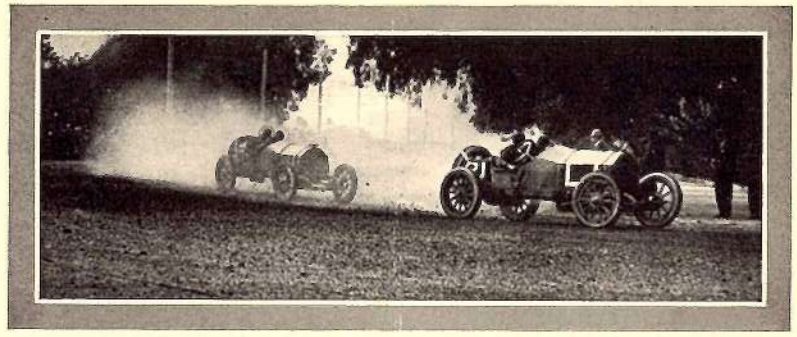
Coupe body can be furnished for either four-cylinder or six-cylinder chassis. The bodies are designed for roadster chassis and are made throughout of the very best workmanship and material. The upholstery is of dark blue leather with tufted cushions of Turkish design, twelve inches thick, and with black walnut and broadcloth trimming above the belt line. A luggage space is provided inside the body, back of the seat. The seating capacity is for three persons. Electric dome light is provided as well as the regular outside lamp equipment. The body is extra long, of beautifully balanced design, and will appeal to the most critical as being superior in both the outside finish and interior appointments to the ordinary coupe body.

OUR SERVICE DEPARTMENT

We have a vital interest in every car we sell. We want every car to give absolute satisfaction, and to this end, in order to serve our customers promptly, we have established a service department not only for the purpose of filling orders for any parts desired but to give advice or suggestions regarding the operation of our cars.

PHOTOGRAPHS

An unusual point to which we wish to call your attention is the fact that the halftone illustrations in this catalog showing our different models are all absolute reproductions of photographs with no retouching whatever. We believe that in this manner we give prospective purchasers a true idea of the appearance of our cars without any attempt to improve the photographs with an artist's brush.



THE STURDY STUTZ

THE Stutz is a car of fundamentals. It always has been one. It always will be one. Every motor car that gets away from fundamentals becomes a freak. A freak is foredoomed to failure. The Stutz is not only a car of fundamentals, but it is a car which embodies known, tested and proved principles of motor car building and motor car *service.*

Right there is the big word we want to emphasize—*service.*

Service is based upon the proper mechanical and scientific understanding and execution of fundamentals and principles, and their execution in the *one* way in which they are *sure* to give the owner and user of a motor car every inch of riding and every minute of enjoyment possible.

The Stutz has been given every test any one could ask or demand.

It has been sent up against all comers in the hottest races in the world. This has been done so that *we* may know *our* car. And we *know* it.

Racing a car is *concentrating* its use. It is subjecting the car to every possible disadvantage in the shortest possible space of time. Out of that test comes either a car or a memory. Out of all the racing tests has come a better and a truer Stutz.

The Stutz offers you the expert knowledge of the Stutz organization and the acknowledged benefits of the entire history of the automobile.

The Stutz is made for the user. If he wants speed, he has it in his car—but if he does not, then he has the greater satisfaction of knowing that in his Stutz there is power, stamina, stanchness, security, safety and strength to carry him anywhere under any conditions.

And with all this, we are justly proud of the *looks* of the Stutz. If you own a Stutz you don't care what car stands alongside it, and furthermore you don't care what car you pass.

For sheer beauty of lines and clean perfection of construction, together with mechanical superiority, we present the Stutz in all honest confidence and ask anybody in the world to judge it by any standard whatsoever, so long as that standard is one of *continuing efficiency*.

BODIES

Exactly the same bodies are used on our four-cylinder and six-cylinder cars. The only difference in the two cars is the motor, and both the four-cylinder and six-cylinder motors fit under the same length hood.

Our roadster body speaks for itself. We consider it in a class by itself, as there is nothing on the market to-day that can compare with this body in the beauty of its lines and the graceful snappy appearance on the road. The roadster is equipped with a large gasoline tank on the rear deck, also a trunk for luggage and double tire irons for spare tires.

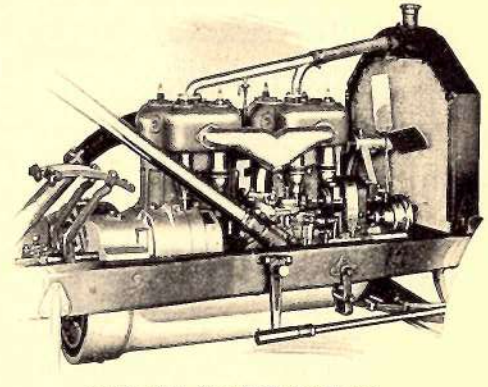
Our touring car bodies are designed for six passengers. In front there is almost as much leg room as in the ordinary roadster and in the tonneau we have ample room for six passengers. The width of the body affords comfortable room for two people in the tonneau seat and two removable auxiliary seats attached to the sides of the tonneau allow the body to be used as four-passenger body when desired.

The touring cars have the low-slung racy appearance so popular with Stutz owners in the past and are designed for comfort as well as class. The torpedo effect is carried out in both the roadster and touring cars.

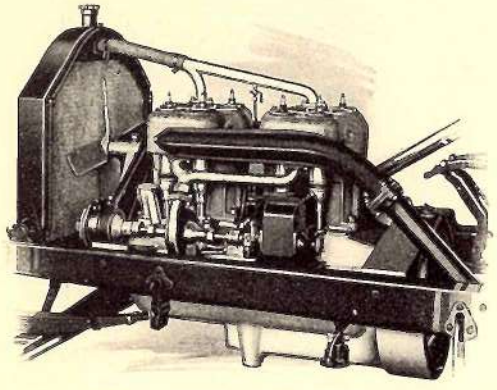
Tire irons for touring cars fit on the rear and are designed for either one or two spare tires.

BEAR-CAT BODY

The Stutz Bear-cat, designed to meet the requirements of the customer desiring a car built along the general lines of a racing car and with a slightly higher gear ratio than our regular torpedo



Intake Side Four Cylinder Motor



Exhaust Side Four-Cylinder Motor

and three-quarter-inch spokes of the best grade of second growth hickory are used in both front and rear wheels, ten in front and twelve in rear, and with a hub flange eight and one-half inches in diameter. Every spoke in the rear wheels is bolted to the brake drums, a feature only found in the highest grade motor cars.

WIRE WHEELS

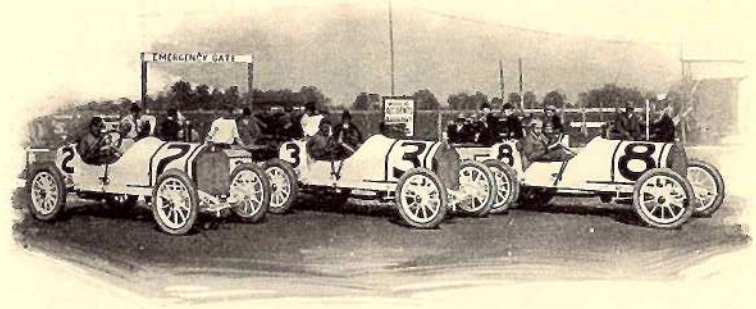
We furnish demountable wire wheels equipped with quick detachable rims at a reasonable additional price. The wire wheels carry spokes and are placed on master hubs of our own manufacture, these being of special workmanship and design suitable for the Stutz car. In furnishing a set of wire wheels, we include a spare wheel.

TIRES

You do not have to pay extra for durable tires when you buy a Sturdy Stutz. We put on the proper tire equipment at the factory, thirty-four by four-and-one-half-inch tires not only give you an easier-riding car but reduce tire expense to a minimum.

DEMOUNTABLE RIMS

As in every part of the Stutz car we use not the cheapest but the best demountable rims we can find. Rims can be removed by simply loosening three lugs. In removing tire from rim, circumference of the rim may be decreased about five inches as the rim is split. This allows the tire to be taken off much more easily than from the ordinary demountable rim. An extra rim is furnished with every car.



The Stutz White Squadron

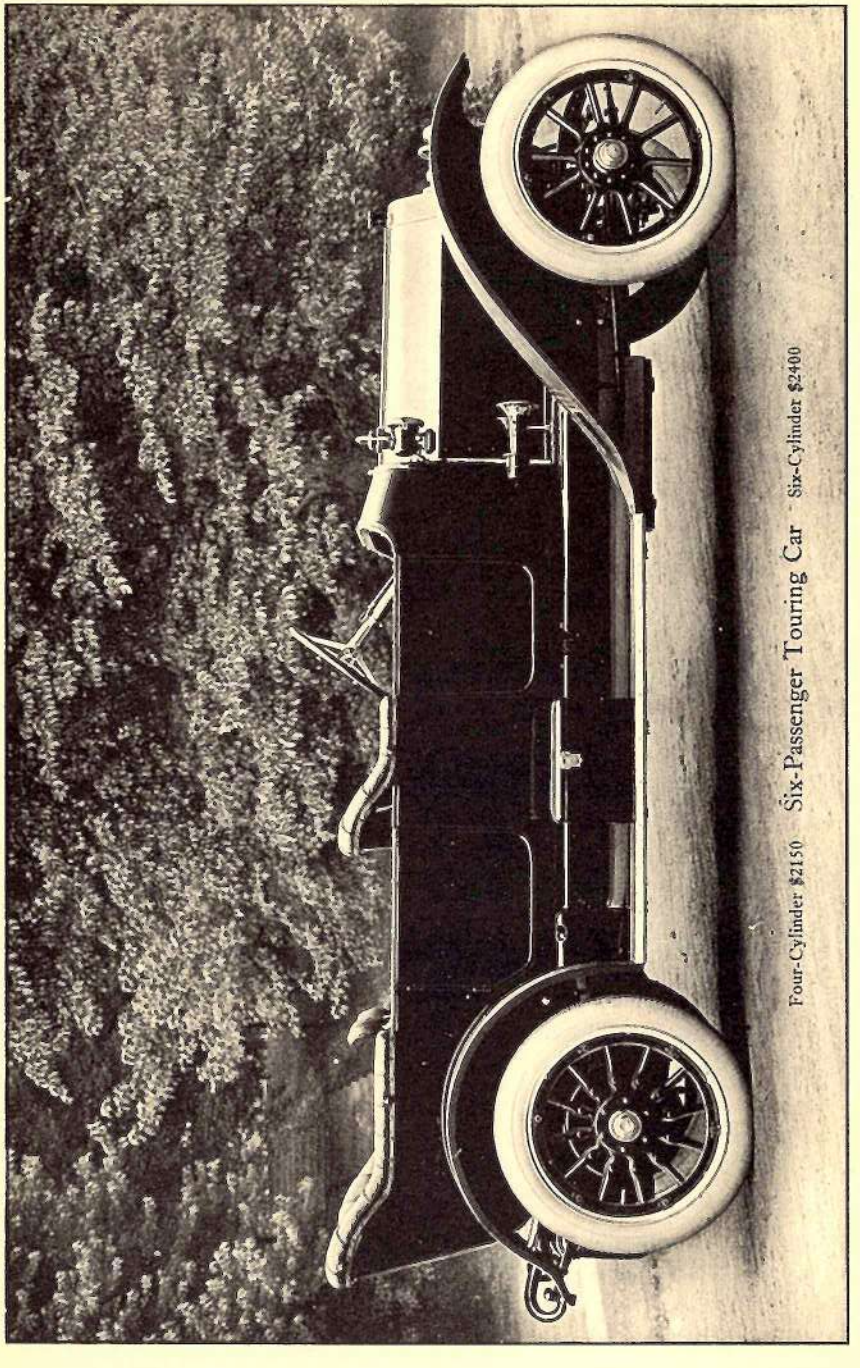
MOTOR CAR VALUE

You buy a Stutz like you buy a house or build a barn. Houses are made to stand out in snow and to brace west winds and to shed rainfall. Foundations are put into the ground to stay and stick, and water nor heat nor cold are meant to crumble them. Houses are regarded as real estate, and in thinking of a house you regard it as imperishable as the lot on which it stands.

A whole lot of good people have been waiting for the automobile to become real estate, to become a commodity instead of an indulgence. You can't wear a house out, and neither should the motor car be a thing of a season or of two seasons or three. It should be an institution, something made to take what it is bound to get—it should be a combination of exterior luxury and interior and inherent imperishability. It is just as certain that an automobile is going to have to take punishment as it is that a house is going to have to stand out in the rain.

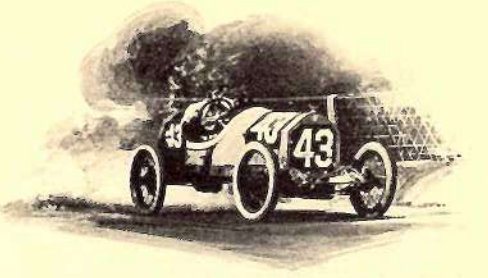
A Stutz car is real estate. It is just as hard as the macadamized road over which it rolls and just as rugged as the bumpy path that it must travel.

Ask a man who has driven an automobile for a year what the cardinal quality



Four-Cylinder $2150 Six-Passenger Touring Car Six-Cylinder $2400

DRIVE



Although the Stutz car is built with a conventional type of chassis, we have secured an absolutely straight line drive. We employ a double knuckle universal joint back of the clutch. The drive is through a torsion tube and fork attached to torsion bracket on cross-member in frame. The straight line drive eliminates loss in transmission of power to rear axle.

FRONT AXLE

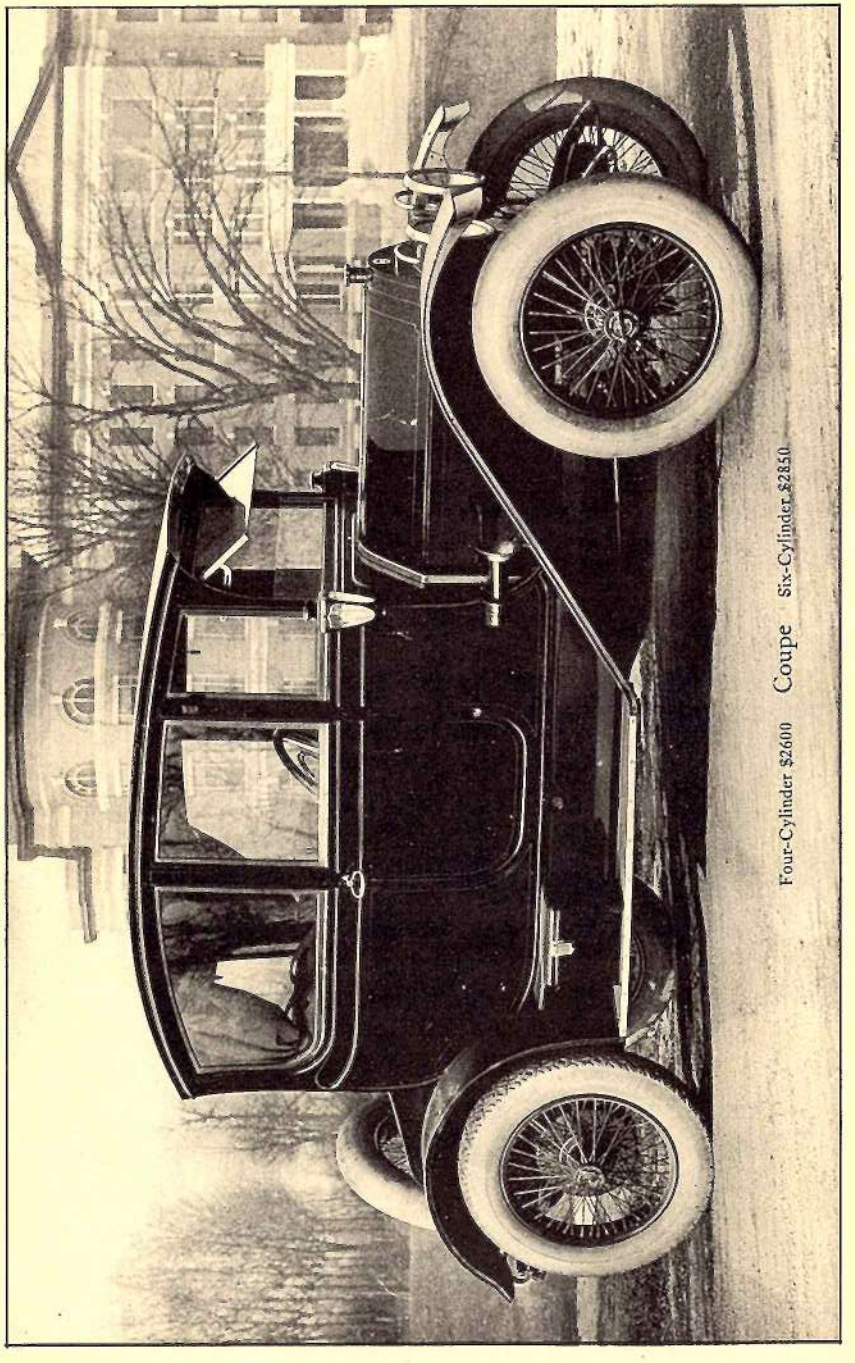
Timken's best grade of front axle is used in the Stutz. It is the best we can buy. It is dangerous to risk a light front axle and for this reason we employ an axle designed and guaranteed to carry almost one hundred per cent. capacity over actual load. It is a drop forged I-beam section with extra large steering knuckles. A Timken roller bearing is employed in each steering knuckle to reduce wear to a minimum and make the steering easier.

FRAME

In the Sturdy Stutz is found a pressed steel channel four and one half inches deep, reinforced to a width of three inches on top and bottom and in the middle of the frame where the greatest strain comes. The frame is well braced with reinforced cross-members. There is a "kick-up" of two and one-half inches in the rear which aids us to secure the straight line drive in the Stutz car and the frame is inswept three inches in front to allow short turning radius.

WHEELS

The wheels are built especially with a view of providing perfect safety—one



Four-Cylinder $2600 Coupe Six-Cylinder $2850

a good car is, what he wants first of all in the next one he is going to buy, and he will reply right back at you: "Stamina."

Paint on the outside of the car? No. Varnish? No.

Physique. A constitution that won't take a knockout.

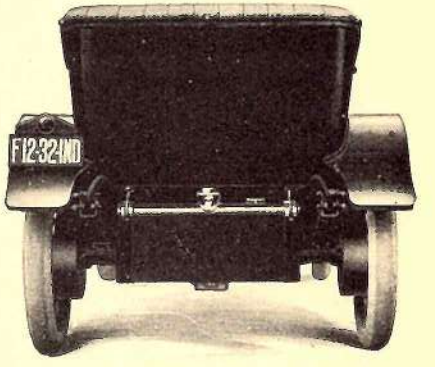
A motor that will purr for years; whose song will not turn into a death rattle. A power plant there under the hood that will do its rated horsepower of *work*. A rear system that will *work*. And keep on *working*. A draft animal that won't die.

Then the automobile becomes an investment. Then you buy it like you buy a house. Then it is the Stutz kind.

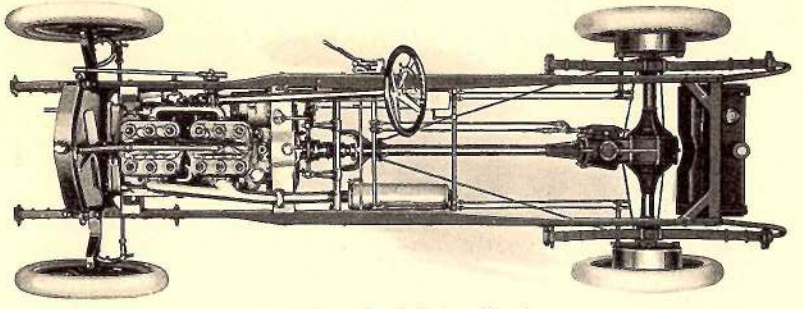
The Sturdy Stutz. That means reinforcement where jars are going to come. It means a little bit more stuff at a certain point than will ever be needed at that point—and it takes science to do that without increasing weight or adding bulk; it is not only metallurgy, but it is common sense.

In looking over this Stutz catalog you have probably noticed in instance after instance where the makers have given the Stutz a little bit more than was coming to it. It is the impressive thing about the Stutz—how the men behind it have ridded it of constructive frivolities, and have doubled up where it ought to be strong. The Stutz looks like it had vigor, and careful study of the Stutz, in printed book or in the car on wheels, proves the appearance.

What does it mean to you who are probably a pretty tame driver that your car, the Stutz, has stood the heat of a hundred hard races? You don't hope to put it 500 miles at 70 miles an hour. But it simply proves that your car is real estate. It will stand gaff that you can never give it.



Rear View Touring Car



Top View Six-Cylinder Chassis

STUTZ CONSTRUCTION

MOTOR

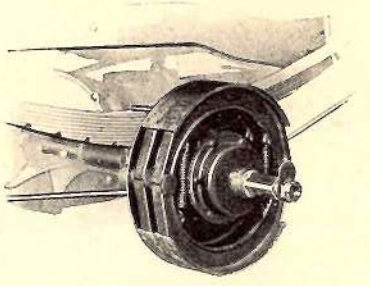
We employ in our Series E Stutz car the same high-grade motor we have used so successfully in the past. In the four-cylinder models we use a 4¾ x 5½ motor which develops over sixty horsepower on a block test at fifteen hundred revolutions per minute. The cylinders are offset ¾ inch, which is quite unusual in a T-head motor.

Cylinders of the finest close-grain gray iron are cast in pairs. The valve chamber, water jacket and cylinder heads are cast integral; the top plate is of bronze, highly polished. Pistons are ground to allow for the necessary expansion determined by long experience; they are fitted with four rings and four oil grooves. Wrist pins are of hollow tool steel ground and hardened.

Connecting rods are of I-beam section and are bushed with Parsons White Bronze. Crankshaft bushings are adjustable and are fastened with four through bolts. Connecting rod bearings are two inches in diameter and three and one-half inches long, and caps are held in position with four through bolts.

Crank shaft is two inches in diameter, of forty-point carbon steel specially heat treated. The three crank shaft bearings are extra long and the bearing seats, as well as the bearings, are carefully scraped in. Cam shafts are of the same high-grade steel, run in large bronze bearings.

tirely conceal the frame and lend beauty to the car by their graceful sweep.



Twin Internal Brakes

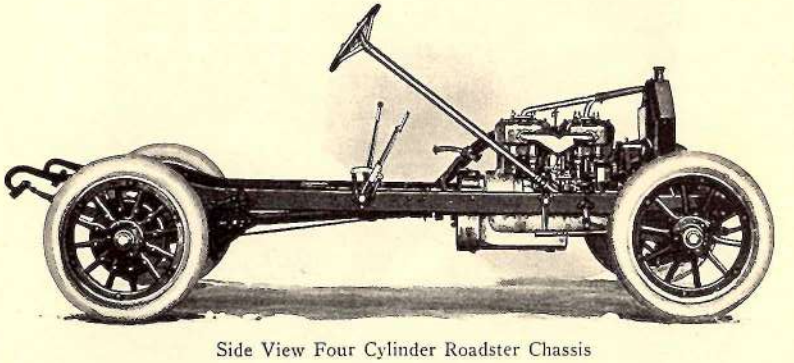
SPRINGS

All springs are made of best quality spring steel. Both front and rear springs are of semi-elliptic type with graduated leaves to insure long life. The semi-elliptic rear springs are extra long and are carried on the rear by drop forged steel loops. All springs are held with double shackles to insure strength and spring bolts are hardened and ground. The bolts are also bored and counterbored to provide for grease and have grease cups made integral.

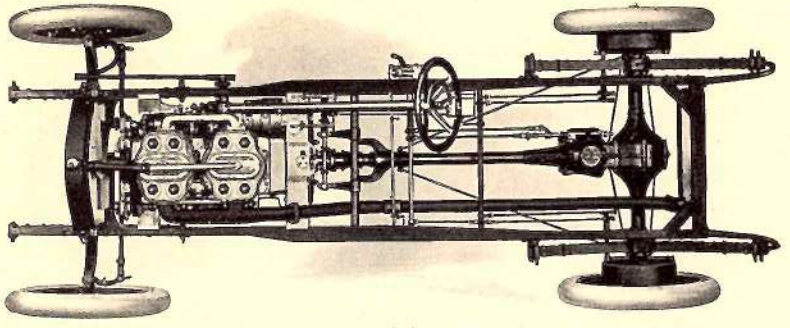
CLUTCH

The clutch employed is of the cone type of large diameter and with an extra wide face lined with leather. Spring inserts and suitable coil springs in the clutch permit of easy engagement.

Clutch and brake pedals are adjustable for tall or short driver. The length of the pedals may be varied about two and one-half inches. The clutch is entirely encased in housing surrounding fly wheel and is easily accessible. The clutch tension can be adjusted by means of three nuts.



Side View Four Cylinder Roadster Chassis



Top View Four Cylinder Chassis

and workmanship. Thrust bearings are located at top and bottom of worm gear. All wearing parts are bushed.

The steering post is two inches in diameter. The steering wheel is eighteen inches in diameter, and aluminum rim and spider are cast in one piece, and to the rim is attached genuine English walnut, making a most beautiful steering gear. The throttle and spark control are located on top of the wheel and have extra wide double quadrant.

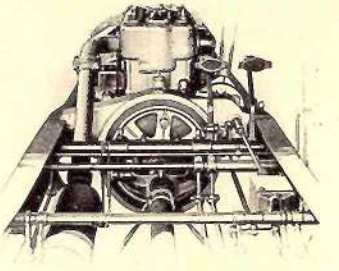
LAMPS

No expense has been spared in the lamp equipment. Head lamps as well as side lamps are electric, and side and tail lamps are combination electric and oil. Head lamps have arrangement for focusing bulbs. All lamps are finished in black and nickel.

FENDERS

Although unimportant as far as mechanical construction is concerned, weak fenders are most annoying to a driver, and a strong, graceful fender not only aids wonderfully toward the appearance of the car but does away with the troublesome vibration common to most cars, and we have in the Stutz car an ideal fender made of heavy sheet steel reinforced along the edges with angle steel made for that purpose and well braced from the frame and to the body, making them strong and rigid.

The splashers are out of the ordinary in that they en-

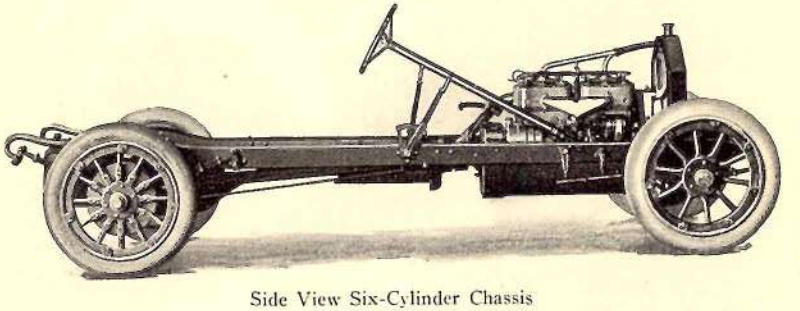


View of Clutch Assembly

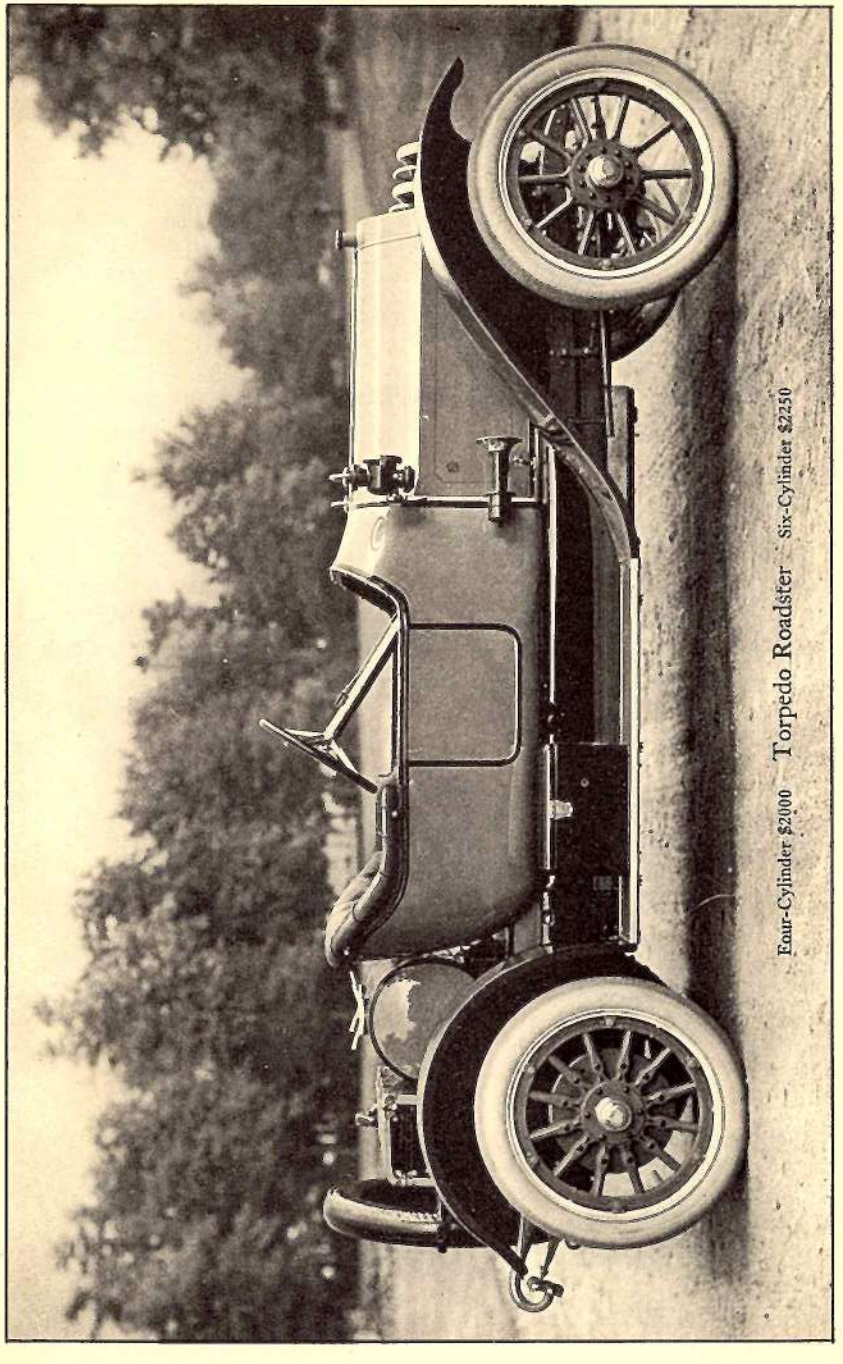
Push rods of the roller type are of tool steel, of large diameter, with extra long bearings and have case-hardened adjusting screw. Push rods and valve springs are entirely enclosed by an aluminum housing split in center and held in place by means of a spring so that housing can be removed in an instant. Valves with nickel steel heads are two and one-half inches in diameter, carefully ground and lapped in place.

Crank case is of aluminum. The upper half supports the crank shaft bearings with massive webs extending through the entire depth of the case, thus insuring extreme rigidity. The bearings are held in place by means of through bolts. Bolts for holding on cylinders are held in place with collar, and permit removal of the cylinders without taking off the lower half of the crank case. Spiral timing gears with extra wide face are used and run in oil bath. The lower half of the crank contains the oil reservoir holding seven quarts of oil.

The motor is lubricated by means of force feed of oil through hollow crank shaft. Oil is pumped from the reservoir through main duct cast integral with crank case to ducts leading to each crank shaft bearing, thence through hollow crank shaft to each connecting rod bearing, thus a constant stream of oil is forced to every bearing when the



Side View Six-Cylinder Chassis



Four-Cylinder $2000 Torpedo Roadster Six-Cylinder $2250

brake shoes are faced with an asbestos lining. The brake drums are sixteen inches in diameter and four and one-half inches wide —an unusually large braking surface; and the entire brake mechanism is entirely enclosed in a dust-proof housing. This brake is absolutely positive under the most severe conditions.

IGNITION

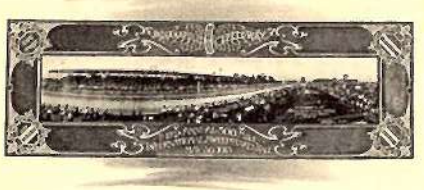
We use Splitdorf low-tension ignition system throughout. In all our models, with the exception of the four-cylinder roadster and four-cylinder bear-cat, we use the single distributor large size equipment.

The low-tension system has been successfully used for years. The high-tension currents are carried in the coil on the dash, giving more room for the condenser and a better protection for the delicate winding. The coil is non-vibrating.

On the four-cylinder roadster and bear-cat, we use the double distributor Splitdorf magneto with two sets of spark plugs.

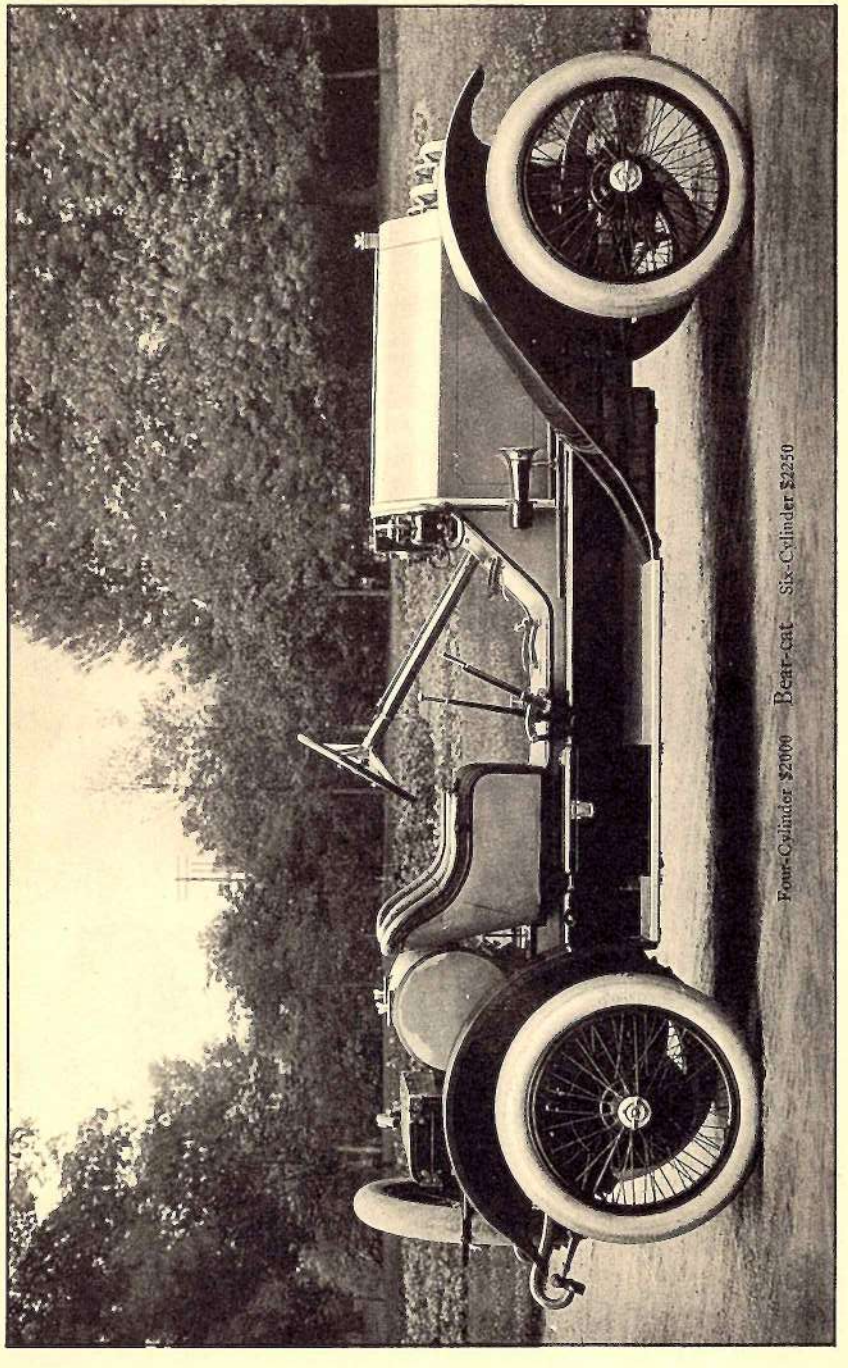
INSIDE CONTROL

The control on all Model E Stutz cars will be inside the body and at the right of the driver. The steering is on the right, as usual, giving the driver the driving position and control to which he is accustomed, at the same time eliminating the unsightly control levers on the outside of the body.



STEERING

The Gemmer A-grade gear found in the Stutz car is of the worm and gear type. All parts are of the finest material



motor is started. A glass gauge on top of the crank case shows at all times the amount of oil in the reservoir.

SIX-CYLINDER MOTOR

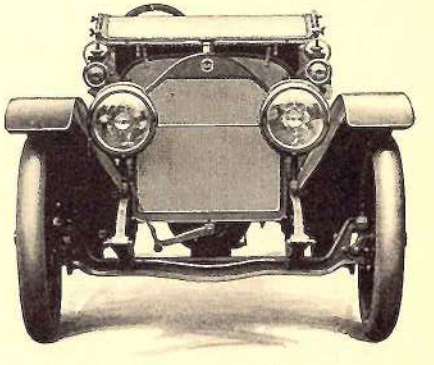
The six-cylinder motor is of the same general construction as the four-cylinder motor, except of a smaller bore and shorter stroke. It has a bore of 4 inches with a 5-inch stroke. The bore and stroke ratio is not extreme, being designed to give maximum power, at the same time eliminating vibration and making an exceptionally quiet and smooth-running motor. The six motor is of the T-head type with cylinders cast in triplets and has the same desirable features as on the four-cylinder motor in the Stutz cars during the past year, such as hollow crank shaft oiling system, large valves, ample water jackets, four-bolt connecting rods and with four-bearing crank shaft. The valves are enclosed by means of side plates easily removed by means of thumb screws.

By casting the cylinders in our six-cylinder motor in triplets instead of in pairs, we shorten the motor to such an extent that it goes under the same length hood as our four-cylinder cars.

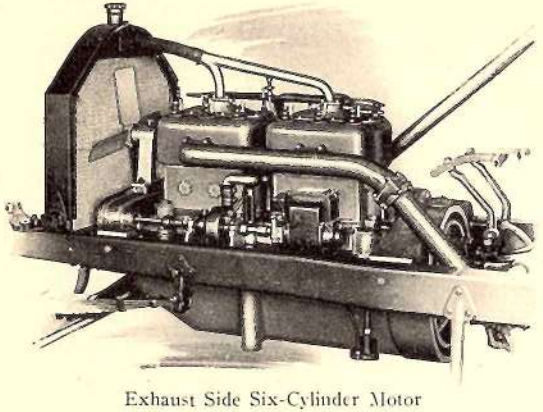
The principal reasons for doing this are first, it makes a more compact, hence a more rigid and stronger construction, and it simplifies the carburetion problem by having only two inlet holes in the cylinders.

ELECTRIC SELF STARTER

The starting motor employed consists of a simple, ball-bearing, totally enclosed, compact, series motor. This starting motor has been designed for engines of large horsepower, is capable of spinning an engine of 50 horsepower over at a rate



Front View of Roadster



Exhaust Side Six-Cylinder Motor

from 75 to 120 revolutions per minute. The speed of turn-over, however, is dependent solely upon engine condition. The lock torque of the starting motor and armature shaft is forty pounds. Special attention has been paid to the design of commutator and commutator brushes. Absolutely sparkless commutation is obtained, and it is safe to assert that brushes will last the lifetime of a car without any need of adjustment or replacement.

The armature windings and field windings are impregnated in a special Bakelite preparation, to render windings impervious against heat, moisture or vibration.

COOLING SYSTEM

The motors on all Model E Stutz cars are cooled by means of a large centrifugal water pump with ample manifold capacity, large water jackets around cylinders and with an extra large four-inch genuine honey-comb radiator, of a size designed to cool even a larger motor than employed in the Stutz car. We also use a special fan designed to give maximum efficiency.

THE STUTZ SPECIAL REAR SYSTEM

For the Model E Stutz cars we have a Stutz special design of transmission and rear axle, three speeds forward and reverse. The general design of the transmission is the same as has been used in the Stutz rear system for the past five years.

The axle shafts are supported at the differential end by tapered rolling bearings which not only carry the load but also take up the end thrust. The outer ends of the axle shafts are carried by large annular bearings, this type of construction being employed by some of the highest grades of foreign and American cars. The axle has squared ends for the rear wheels instead of the wheels being keyed on, and with a round taper fit to hold wheels true. Axle shafts can be removed by simply taking off the bearing retainer, thus obviating the necessity of taking down the differential to remove the axles.

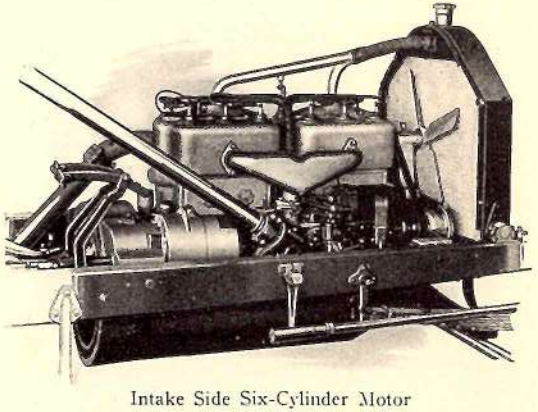
An outside adjustment has been provided for adjusting the mesh of the drive pinion and bevel gear. By removing two small plates on both sides of the differential case an adjusting collar can be reached to move the drive gear in either direction.

Annular bearings of liberal size are used throughout the transmission. The forward end propellor shaft runs on roller bearings. The sliding shaft has four integral keyways milled from the solid bar. The differential gear is of the bevel type, with large coarse pitch gears of ample strength and wearing quality, bone hardened.

The gear shift mechanism is located parallel to torsion tube and designed to insure positive locking for the roughest treatment. The design will eliminate all possibility of gears being thrown out of mesh, due to rear spring action over rough roads. All parts are protected from dirt and water, and all internal parts run in oil bath protected by felt washers and retainers.

Grease cups are freely used on all outside moving parts.

Brakes are of the twin internal expanding type. The



Intake Side Six-Cylinder Motor

SPECIFICATIONS OF SERIES "E" STUTZ MOTOR CARS

	Four-Cylinder Roadster and Bear-cat	Four-Cylinder, Six-Passenger Touring Car	Six-Cylinder Roadster and Bear-cat	Six Cylinder, Six-Passenger Touring Car
Motor T-head	4¾ x 5½	4¾ x 5½	4 x 5	4 x 5
Oiling System	Force feed through hollow crankshaft	Force feed through hollow crankshaft	Force feed through hollow crankshaft	Force feed through hollow crankshaft
Wheelbase	120 inches	130 inches	120 inches	130 inches
Gauge	56 inches	56 inches	56 inches	56 inches
Wheels	1¾-inch spokes 10 front 12 rear	1¾-inch spokes 10 front 12 rear	1¾-inch spokes 10 front 12 rear	1¾-inch spokes 10 front 12 rear
Tires	34 x 4½	34 x 4½	34 x 4½	34 x 4½
Rims	Baker demountable	Baker demountable	Baker demountable	Baker demountable
Lighting System	Remy electric generator with storage battery	Remy electric generator with storage battery	Remy electric generator with storage battery	Remy electric generator with storage battery
Self-starter	Electric	Electric	Electric	Electric
Transmission	Stutz special	Stutz special	Stutz special	Stutz special
Rear Axle	Stutz special	Stutz special	Stutz special	Stutz special
Front Axle	Timken	Timken	Timken	Timken
Front Springs	Semi-elliptic	Semi-elliptic	Semi-elliptic	Semi-elliptic
Rear Springs	Long semi-elliptic	Long semi-elliptic	Long semi-elliptic	Long semi-elliptic
Ignition	Splitdorf double distributor	Splitdorf latest improved	Splitdorf latest improved	Splitdorf latest improved
Carburetor	Stromberg	Stromberg	Stromberg	Stromberg
Gasoline Supply	Gas tank on rear	Pressure system tank on rear	Gas tank on rear	Pressure system, tank on rear
Cooling System	Centrifugal pump	Centrifugal pump	Centrifugal pump	Centrifugal pump
Clutch	Cone	Cone	Cone	Cone
Steering Gear	Gemmer	Gemmer	Gemmer	Gemmer
Control	Right inside	Right inside	Right inside	Right inside
Clearance	10 inches	10 inches	10 inches	10 inches
Horn	Electric	Electric	Electric	Electric
Trimmings	Black and nickel	Black and nickel	Black and nickel	Black and nickel
Colors	Vermilion, Monitor grey or Mercedes red	Maroon or ultra-marine blue	Vermilion, Monitor grey or Mercedes red	Maroon or ultra-marine blue
Price	$2,000	$2,150	$2,250	$2,400

EXTRA EQUIPMENT

Stutz special silk mohair top with top boot, for touring car	$85.00
Stutz special silk mohair top with top boot, for roadster	75.00
Stutz design rain vision, clear vision windshield	35.00
Mohair seat covers for touring cars	75.00
Mohair seat covers for roadsters	$ 50 00
Truffault-Hartford shock absorbers	50.00
Wire wheels	125.00
Stewart or Warner speedometers	Manufacturers' catalog price

All prices f. o. b. Indianapolis