

**Preliminary Specifications**  
**Model 60 Ten Horsepower**  
**Runabout for 1910**

*Stanley*

**Stanley Motor Carriage Co.**

**Founded 1898**

**Newton   -   -   -   Mass.**



## Stanley Steam Cars

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**W**ITH 1910, we begin our thirteenth year of automobile manufacturing. As in the past, our aim continues to be to give the purchaser the best possible automobile value for his money. For speed, efficiency, and durability, our cars cannot be duplicated in any other make, at double our prices.

The reader will find in the subsequent pages of this catalogue, mention of some of the new features in our 1910 runabout.

**Stanley Motor Carriage Company**

**Newton, Mass.**

## Model 60 Ten Horsepower Runabout for 1910

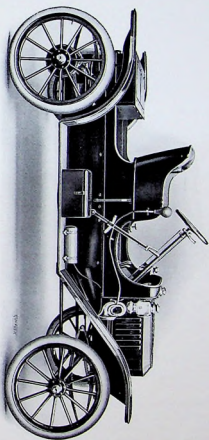
**\$850**

Our new Model 60 runabout, 10 horsepower, for 1910, takes the place of our former \$850 runabouts which were gradually developed from the Model E runabout of 1905 to the Model E2 runabout of 1909.

Many improvements over the E, EX, and E2 types have been incorporated in the Model 60. The size of the engine has been increased from 3 x 4 to 3½ x 4½ inches. The bearings, connecting rods, frame rods, and other parts are of the same size and weight as those which were formerly placed in our 20 horsepower engines, such as were used in the Model F and H types. The car has been built more sturdily throughout. The front and rear axle tubing has been increased from 1½ inch diameter, 14 gauge, to 2 inch diameter, 11 gauge. The differential has been increased in weight and strength so that it is now over twice as strong as on the former runabouts, and the main gear of the differential as well as the pinion is of steel. The wheel base, which was 90 inches on the Models E and EX, and 100 inches on the Model E2, has been increased to 104 inches on the Model 60, and the track has been increased from 54 to 56 inches. At the list price of \$850 the car is furnished with a front seat only. We can furnish a rumble seat for \$25 extra, or two rumbles for \$50, or an upholstered flat folding-back seat of the EX type for \$20 extra. We will not furnish a full rear seat, except as shown on page 13.

We have increased the strength of all the parts with the object of making this car sturdy enough so that it will carry four people without strain, still we do not recommend it as a strictly four-passenger touring car. For such use we recommend instead our 20 horsepower roadsters.

We would call your attention to the preliminary specifications printed herewith, which will give you, we believe, a clear idea of the various improvements.



STANLEY MODEL 60

Price, \$850

## Preliminary Specifications of Model 60 Ten Horsepower Runabout for 1910

**\$850**

**Engine.**  $3\frac{1}{4} \times 4\frac{1}{4}$  inches, running in oil bath. Cotter-pin nuts throughout. Ring pistons. Aluminum diaphragm or baffle-plate set  $4\frac{1}{2}$  inches back from stuffing boxes with a separate  $4\frac{1}{2}$  inch center case which can be removed without disturbing the main center case, thus giving easy access to the pistons and stuffing boxes, and preventing the stuffing-box leakage, if any, from getting into the main center case. Gear ratio 40 to 56, so that the engine makes only 784 revolutions to the mile with 30 inch wheels, and only 696 revolutions to the mile with 34 inch wheels. Hooking-up device as on all our recent cars. Taper bearings for engine hanger strap with cotter-pin nuts, easy of adjustment, the bearing on the cylinders being accessible without removing the cylinder case.

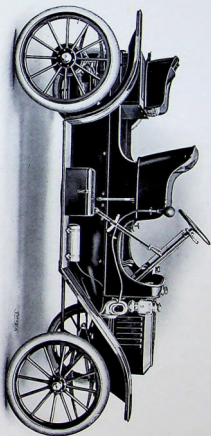
**Boiler.** 18 inches in diameter, of regular Stanley type; lower head and shell pressed out of one piece of steel; top head welded in by oxy-acetylene process. Boiler supported to frame by continuous band of heavy stock. Superheaters heavy gauge steel tubing, heavily nickel plated. Extension water feed as in our 1909 cars, feeding the water to the boiler below the water level, thus protecting the boiler checks from steam.

**Burner.** 18 inches in diameter, regular Stanley type.

**Throttle.** As in our 1909 cars, detachable without removing the smoke bonnet, etc.

**Pumps.** Like those in our 1909 cars. All four pumps (two for water, one for gasoline, one for cylinder oil) are driven direct, without links or ratchets, and all four are actuated by but three moving parts.

**Muffler.** Same type as in our 1909 cars, silencing the exhaust to the minimum.



STANLEY MODEL 60, WITH RUMBLE SEAT  
Price, \$875

## Preliminary Specifications—Continued

**Front Axle.** 2 inch, 11 gauge tubing.

**Rear Axle.** 2 inch, 11 gauge tubing. Continuous truss rod, adjustable at both outside ends. Oval yoke around the differential. Inside and outside bearings consist of thirteen balls, increased to  $\frac{3}{8}$  inch in diameter.

**Differential.** 6 pitch teeth, with pinions and bevel gear on the driving shaft of over twice the strength as in our former runabouts.

**Brakes.** Two sets on hubs—internal expanding and external contracting brakes, thermoid lined. Hand lever for the emergency brake. Foot lever for the controlling brake.

**Wheel Base.** 104 inches.

**Tread.** 56 inches.

**Wheels.** 30 x 3 or 34 x 3 inches, at the option of the purchaser. Twelve spokes, finest second growth hickory. Ball bearings in front wheels.

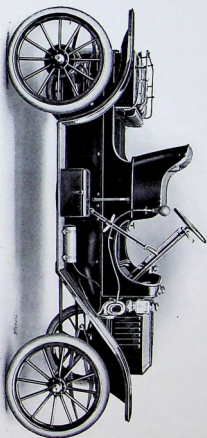
**Steering Gear.** Of the pinion and sector type. Adjustable steel pinion at the end of the steering post meshed into steel sector gear. Adjustable cone bearings on front wheel spindles. All steering gear connections have cotter-pin nuts and leather oil-boots. Grease cups on all other steering gear bearings including one on the sector gear stud. Front axle forks which carry the front wheel spindle are set at an angle to reduce the effort of steering—a practice always followed in Stanley cars.

**Steering Wheel.** 16 inch, subimposed upon which are the throttle and by-pass levers.

**Springs.** Full elliptical, front and rear, 36 inches long. The rear springs set directly under the body without offset body hangers.

**Mudguards.** Pressed steel mudguards, front and rear, with dropped extension at their outer edge. Front mudguards have integral aprons connecting with the body. The rear guards have integral aprons extending 6 inches below the mudguard.





STANLEY MODEL 60, WITH FLAT REAR SEAT CLOSED  
Price, \$870

## Preliminary Specifications—Continued

**Hood.** Hood is equipped with a hinged flap in top, as in our 1909 cars.

**Body.** Body and sills are of finest ash, the body bayed out 2 inches at either side at about the point of the dashboard, making it wider at the rear than at the front. This enables us to put on a wider seat and to lower the seats 2 inches without interfering with the water tank capacity. The toe board of the front seat is set up at a sharper angle, thus giving a better brace for the feet.

**Seats.** Ironed for top. Front seat has full panel back with partition in the front, the cushions tilted back. For the rear seat we can furnish a single rumble seat at \$25, a pair of rumble seats at \$50, or a flat upholstered folding-back seat of the EX type for \$20.

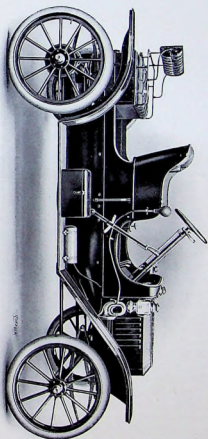
**Water Tank.** Under the front seat; capacity 30 gallons. Strainer easily removed for cleaning. Over-flow stand pipe giving vent so that it is unnecessary to remove the water tank cap when syphoning.

**Gasolene Tank.** At extreme rear, completely protected by the rear box. Capacity 16 gallons.

**Weight.** About 1,400 pounds.

**Equipment.** Two oil lamps. One tail lamp. Serpentine horn, pressed steel tool box. Prest-O-Lite tank 12 x 4 inches with acetylene torch for lighting pilot. Full equipment of tools, including tire repair kit. All fittings and accessories will be nickel plated except the lamps and horn, which will be brass.

**Color.** Regular Stanley color combination of Brewster green body and yellow running gear will be followed this year. The running gear will be of paler yellow than heretofore.



STANLEY MODEL 60, WITH FLAT REAR SEAT OPEN  
Price, \$870

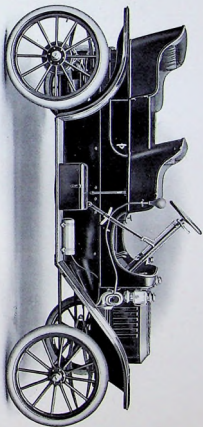
## Tires

Stanley cars have always been particularly famous for their quality of easy riding. The full elliptical springs; and the wooden frames, which absorb a great part of the vibration; and the absence of a pounding, jarring and vertical motor, all contribute to make this quality. But the large sizes of tires do most of all. There is probably no car in the world so heavily over-tired as the Stanley. We give herewith a table which shows at a glance the wide margin of tire safety in Stanley cars.

Model	Tire equipment	Weight of car about	Tires guaranteed by their makers under cars weighing
E2	34 x 3 in.	1,400 lbs.	1,800 lbs.
U	36 x 4 ..	2,100 ..	3,300 ..
R	36 x 3½ ..	1,900 ..	2,900 ..
M	36 x 4 ..	2,250 ..	3,300 ..
K	36 x 3½ ..	2,150 ..	2,900 ..

This wide margin of tire safety not only makes the car ride more easily, but, what is perhaps more important, it cuts the tire cost down materially. Furthermore, it is not the large tire alone that makes the Stanley so easy on tires. The absence of a "clutch" avoids the sudden jumping of the car and the grinding and cutting of the rear tires. The gentle expansion of the steam in the engine cylinders permits the car to start from a standing position without shock, "like a yacht leaving its moorings." Again, the steering gear not being of the so-called irreversible type, the front wheels do not force themselves irresistibly over sharp obstacles, thus causing "stone-bruises" and blow-outs, but deflect easily and slightly, proceeding along the line of least resistance.

Tire up-keep on Stanley cars is undoubtedly lower than on any other cars. The tire manufacturers guarantee their goods for 3,500 miles, on an adjustment basis. Drivers of gasoline cars who have found their tire bills burdensome will be interested in the statement that out of 60 Stanley cars, or 240 tires shipped within one year into the territory of a certain tire branch manager, only two tires were presented to the branch for claims or adjustment.

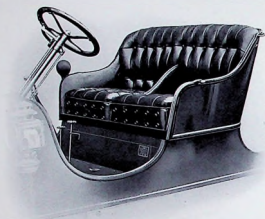


STANLEY MODEL 60, WITH DETACHABLE TOY TONNEAU

Price, \$1,000

This car is equipped with two-passenger tonneau which may be removed, giving a runabout as on page 5. It has 31 x 3½ inch tires, thus gearing the engine lower for four-passenger work.

The Model 60 with full rear seat will be sold only as above, and the price will be \$1,000. We will not sell full seats (with or without doors) for use on a Model 60 with 34 inch wheels. Only 100 of these cars will be built.

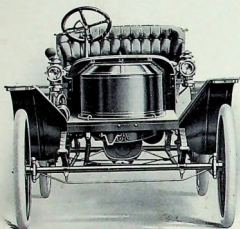


STANLEY MODEL 60, DETAIL OF SEAT

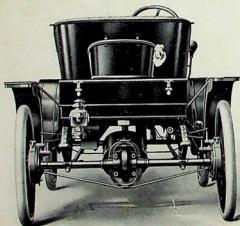


STANLEY MODEL 60, DETAIL OF SEAT





STANLEY MODEL 60, FRONT VIEW



STANLEY MODEL 60, REAR VIEW