



1898

STANLEY

1925

*A car whose performance is as unusual as its power.*

¶ The modern Stanley, like all of its predecessors, is the easiest and safest operating car in the world.

¶ Not only is its power correctly generated, and correctly applied, but it is so correctly controlled that a slight movement of the throttle gives the driver instant and absolute command of every gradation of pace.

¶ The car in traffic is uncanny. It starts like a yacht leaving its moorings and rides as smoothly as a Pullman. Its minimum speed may be maintained all day with no vibration, no overheating, no stalling, and, above all, without the slightest anxiety or attention.

¶ On the hills it is a revelation; for, in addition to its smoothness and flexibility, there is always a reserve of power, as instant in its response as the need for its use—no gears to shift, no engine speed to think of, no headway to consider—just a movement of the throttle, as simple as a wish.

¶ The Stanley for 1925 is offered in two body styles—a Sedan and a Touring Car.

THE SEDAN

THE TOURING CAR

GENERAL DATA



¶ The smart lines and fine interior appointments of the 5-Passenger Sedan give it all the distinction and poise of a custom-built car. Its Brewster Green body, with black fenders and running gear, make up a color scheme as pleasing as it is serviceable.

¶ The interior is upholstered in Velmo, and the seats are of the reclining type, low, deep and restful.

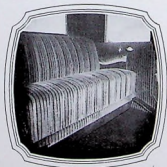
¶ The back of the front seat, which is shaped to provide a foot rest for those in the rear compartment, not only houses a disappearing shelf, which can be made to serve as a rack, table or support for golf clubs and such like, but contains a space for tools or tire chains.

¶ All windows are equipped with silk curtains, and, with the exception of the one in the rear, with regulators.

¶ The driver's compartment is exceptionally roomy; two brake pedals and reverse lever are the only obstructions.

¶ The instrument board is symmetrical and handsomely finished. The windshield is of the two-piece type, and is equipped with a clear vision wiper.

\$3,300 f. o. b. Newton, Mass.

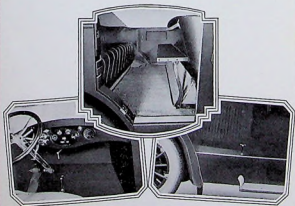


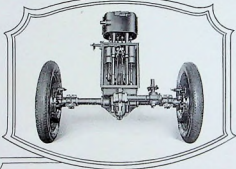


¶ The fine proportions and graceful lines of the Stanley 5-Passenger Touring Car are suggestive of the smoothness and eagerness of its power. The comforts and conveniences with which it is provided, together with the ease of its operation and control, endow this model with an even wider range of utility than any other car of like type.

¶ Its equipment leaves nothing to be desired. In addition to the permanent top, slanting one-piece windshield, clear-vision wiper, side curtains, electric lights, spare-tire carrier and trunk rack, there is, in the back of the front seat, a compartment for side curtains, another for tools, and a folding table or bundle rack, which disappears when not in use, as illustrated with the description of the Sedan.

*\$2,500 f. o. b. Newton, Mass.*





*This simple two-cylinder, double-acting slide-valve engine of Standard Stanley design, which is in unit with the rear axle, is the most effective variable speed, variable load power plant yet developed for automobiles.*



*Above is the Standard Stanley fire tube boiler with its super heater. This is mounted on top of and in unit with the vaporizing type single jet burner at the right.*



## Specifications

☐ The Stanley Chassis for 1925 is the culmination of over a quarter century of consistent and specialized effort. All details of construction, suspension and assembly have been worked out to insure the maximum of strength and certainty of service.

☐ The steam generating unit, the condenser system, the simple, two-cylinder engine, in unit with the rear axle, embody the most advanced Stanley standards of steam-car engineering.

### Principal Specifications

Wheelbase	122 inches
Wheels	Artillery type, wood
Tires	31 x 4-95 Balloon
Steering Gear	Ross, cam and lever type
Axles—Front	Standard design, I beam Section, taper roller
Rear	Stanley, annular ball bearings at differential roller bearing at wheels
Springs—Front	Semi-elliptic, 39 x 2 1/4
Rear	Semi-elliptic, 58 x 2 1/4
Brakes, Four Wheel	Lockheed Hydraulic Service—Contracting Emergency—Expanding on rear wheels
Boiler	Standard Stanley fire tube design
Burner	Standard Stanley Vaporizing Type, Single Jet Pilot Light enclosed in main burner
Engine	Two-cylinder, 4 x 5 Standard Stanley Design
Engine Valve Control	Hand Lever on right
Accessory Drive	Shaft Drive with Fabric Universals
Air Pump	In unit with Boiler Feed Pump
Generator	Bosch, 6 Volt
Battery	Westinghouse

*Steam Vehicle Corporation of America*  
STANLEY DIVISION  
NEWTON, MASS.



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THE SEDAN

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GENERAL DATA





Mr. John Vengere,  
Wetford Pk.,  
Concord, Mass.