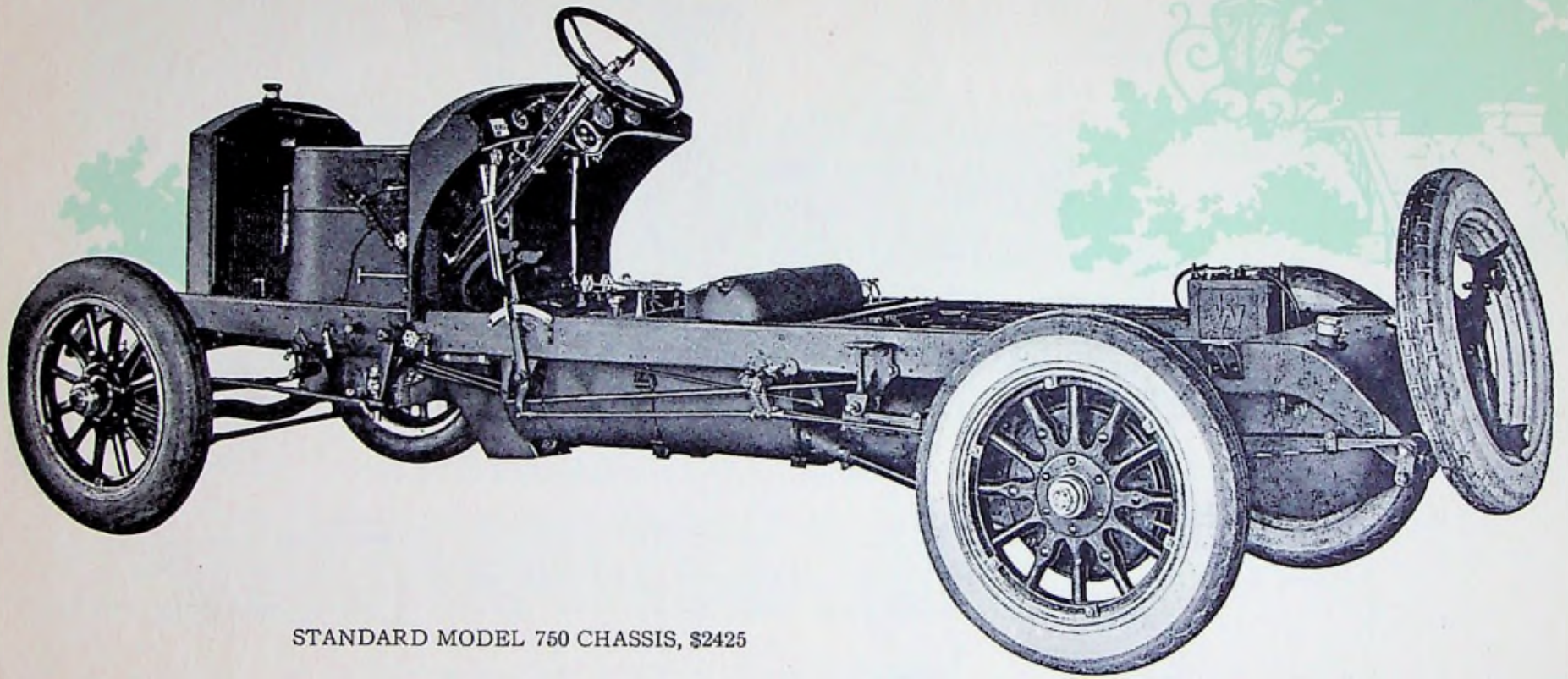
Power!

Correctly generated,
Correctly controlled,
Correctly applied to
the rear wheels.

STEAM VEHICLE CORPORATION
OF AMERICA

STANLEY DIVISION

Newton, Massachusetts



STANDARD MODEL 750 CHASSIS, $2425

OUR New Stanley, the Model 750, incorporates improvements which are of fundamental value and cover the elements of foremost importance in an automobile — Power, Mechanical Refinements, Comfort, and Appearance.

POWER: The boiler is eighteen inches high, giving greater heating surface than in previous models and greater power storage. The throttle controlling this power is improved, having a more graduated opening. The generation of power is also greatly improved due to improved burner construction permitting of more complete combustion of fuel under all conditions.

row ball bearings with improved mounting are used at each end of drive shaft. Brakes have been improved and the brake mechanism changed to give better action and longer life to brake bands. Cylinder lubrication has been improved by adopting an advanced type of lubricator and by admitting the oil to the steam line closer to the admission elbow. The fuel system is the same as used on the 740 model. Burner and boiler have been improved in many respects. The burner is deeper and much more accessible than in previous models. Depth of burner greatly increases fuel burning capacity. Burner is much more accessible for inspection or repair. Boiler is fitted with larger tubes and provided with three point blow down.

COMFORT: Comfort is increased by refinements throughout in bodies and appointments. The car is built closer to the ground with thirty-two inch wheels, and its acknowledged well distributed weight and low centre of gravity, together with the assurance that comes only from power under control, give operator and passengers a greater sense of security than any other car on the road. The full elliptic springs have been replaced by long semi-elliptic springs, greatly improving the riding quality of the car. This construction also permits the elimination of the perch rods.

APPEARANCE: The elements that give the New Stanley its increased distinction in appearance are obvious. First, the car is built closer to the ground; lower running boards are used; the fenders are more ample, more graceful, and sturdier; the instrument board shows a more compact location of instruments; the lamps are of the barrel type and are more rigidly mounted.

This New Stanley, the Model 750, reaffirms the dignity and power in behavior, the silence, the sense of command, the endurance, and the absence of self-destructive effort which have always been the Stanley's very own. These highly important factors will never be matched, we believe, in any car lacking the Stanley's method of generating power and controlling it.

The Model 750 is offered in four body styles illustrated in this catalogue. The steadily increasing demand for Stanley cars, particularly in closed types, reflects the appreciation of experienced motorists of those much-sought characteristics — power, flexibility, comfort, permanency of character and design, endurance of materials and style — which are dominant in Stanley chassis and Stanley bodies.

General Specifications of the New Model 750 Stanley Chassis

(Same for All Body Types)

WHEELBASE: 130 inches; tread, 56 inches.

WHEELS: Artillery type wood wheel with metal felloe; wire wheels optional at extra charge.

TIRES: 32 x 4½ non-skid cords front and rear; 33 x 5 non-skid cords optional at additional cost.

STEERING GEAR: Cam and lever type; easy steering and quick acting; ample bearing surface provides for long life.

AXLES: Front — standard design, I beam section, taper roller wheel bearings, rear cross tie rod.

Rear — Stanley construction; double-row ball bearing mounting at wheel and differential ends of drive shaft.

SPRINGS: Semi-elliptic front and rear; front springs are 2″ wide and 41″ long; rear springs are 2¼″ wide and 58″ long. All spring eyes bronze bushed.

BRAKES: Expanding and contracting on rear wheel; brake drum is 16″ diameter, 2½″ face.

COWL BOARD: Mounts gauges, speedometer, ammeter and clock in a symmetrical and pleasing manner.

PILOT: Enclosed with main burner; initial heating from cold, electrical; fuel is then vaporized by its own heat; pilot maintains boiler pressure and keeps fuel and water systems hot while standing overnight or over other long intervals; pilot ignites main burner; pilot assembly easily removable for adjustment; fuel for pilot obtained from seven gallon tank at rear of chassis.

BURNER: Sealed beneath boiler; completely enclosed; Stanley drilled type; burns kerosene or gasoline or any mixture of the two equally well without adjustment; fuel vaporized by its own heat; fuel kept hot by pilot when standing; combustion unaffected by temperature or humidity; fuel fed from small pressure tank and supplied from main (eighteen gallon) tank at rear of chassis; fuel consumption governed entirely by power consumption without attention from operator; no waste in "idling"; burner is readily detachable from boiler without disturbing steam lines; line of detachment is below fire zone and replacement is easily made; joint is covered by metal band.

BOILER: Under hood; Stanley fire-tube, water level, wire-wound type, welded construction; 23″ in diameter, 18″ high; insulated to prevent radiation; water level maintained without attention from operator; stores power when the call is normal, for use when the call is heavy; total energy instantly applicable to rear wheels, when desired, by merely opening the throttle, giving the Stanley its unmatchable acceleration and sense of mastery; the sturdiest, most compact, most highly efficient boiler in the world; absolutely safe; all boilers fitted with three point blow down operated from driver's seat. This makes it possible to keep boiler clean with minimum attention.

Note that combustion and generation are motionless processes: no moving parts under hood.

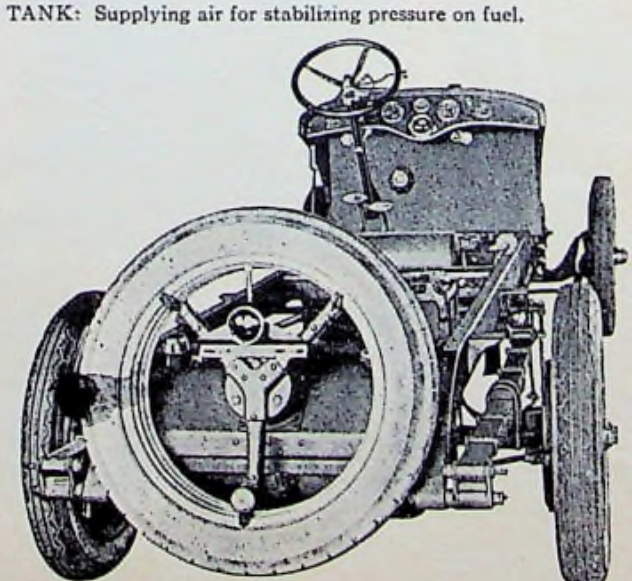
CONDENSER: Fin and tube type, returns exhaust steam to tank in form of water; dry and empty when standing; gives water-radius under favorable conditions of 200 miles, which may be somewhat reduced by adverse conditions.

ENGINE: Standard Stanley design; two cylinders 4 x 5, giving continuous torque; power and speed governed by throttle only; no gear-shift or clutch; no spark-plugs, carburetors, or other devices; rides on chassis frame with crank-shaft (8½″ long) permanently geared into rear axle; ratio 40 to 60; 924 revolutions per mile at any car speed; lubrication: bearings by uncontaminated constant level bath, cylinders from separate source by positive pump delivering definitely the small amount required for perfect lubrication.

Note that generating power and delivering are two separate and independent functions, thus lessening effort and wear on each unit.

Note that this permits an unmatchable distribution of weight, equalized between front and rear axles.

AIR-STORAGE TANK: Supplying air for stabilizing pressure on fuel.



DETAILS OF THE 7-PASSENGER SEDAN, $3985

CHASSIS: Standard Model 750 Chassis.

BODY: Hand-made aluminum; wide doors with check-straps and pockets; moulded rubber step mats; illuminated steps; dome light; rubber covered floor boards, aluminum bound, in front compartment; cowl ventilation; full-vision, plate glass windows, lowering flush with their sills by mechanical regulators; two disappearing extra seats in tonneau; locks on doors.

COLOR: Brewster Green. UPHOLSTERY: In tonneau, finest grade fabrics, over best white curled hair and long double coil springs; front compartment in leather; deep seat cushions, at correct tilt for highest comfort.

WINDSHIELD: Storm-proof, clear-vision, rain-vision, ventilating type; windshield cleaner; protective pane to counteract rain and glare.

SPRINGS: Reinforced for closed car use.

Power Correctly Generated

THE Stanley method of generating power from fuel offers less complication and imposes less responsibility on the driver than any other. Combustion is a complete process in itself, distinct from control or application of power, and does not depend on engine speed. No moving parts are involved in it. No energy is consumed in supporting it and none is lost in self-destructive effort while standing.

We believe this is the correct way to *generate* power for an automobile.

The application of power, likewise, takes place without the driver's attention. The stored power, released by throttle only, gives a steady, powerful push

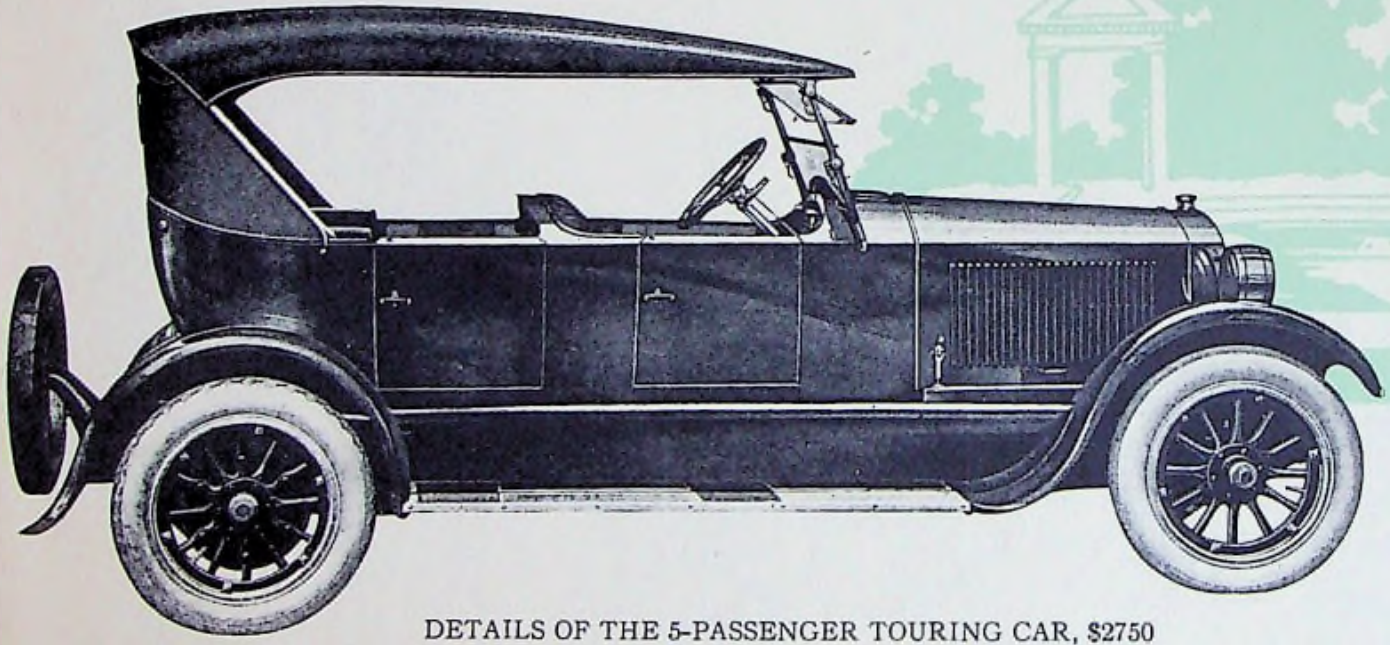
frame and geared permanently into the rear axle; the engine, responsive instantly to the touch of the throttle, has no means of stalling.

We believe this is the correct way to *apply* power to the wheels of an automobile.

The coordination between generation and application of power is complete, and the mind of the operator is not introduced.

It is only control of power which, aside from steering, comes within the consciousness of the driver; and Stanley control is centered in a single throttle. Stored power and the easy, positive control of that power are what give the Stanley car unmatchable flexibility, hill climbing ability, ease of action and acceleration.

We believe this is the correct way to *control* power for an automobile.



DETAILS OF THE 5-PASSENGER TOURING CAR, $2750

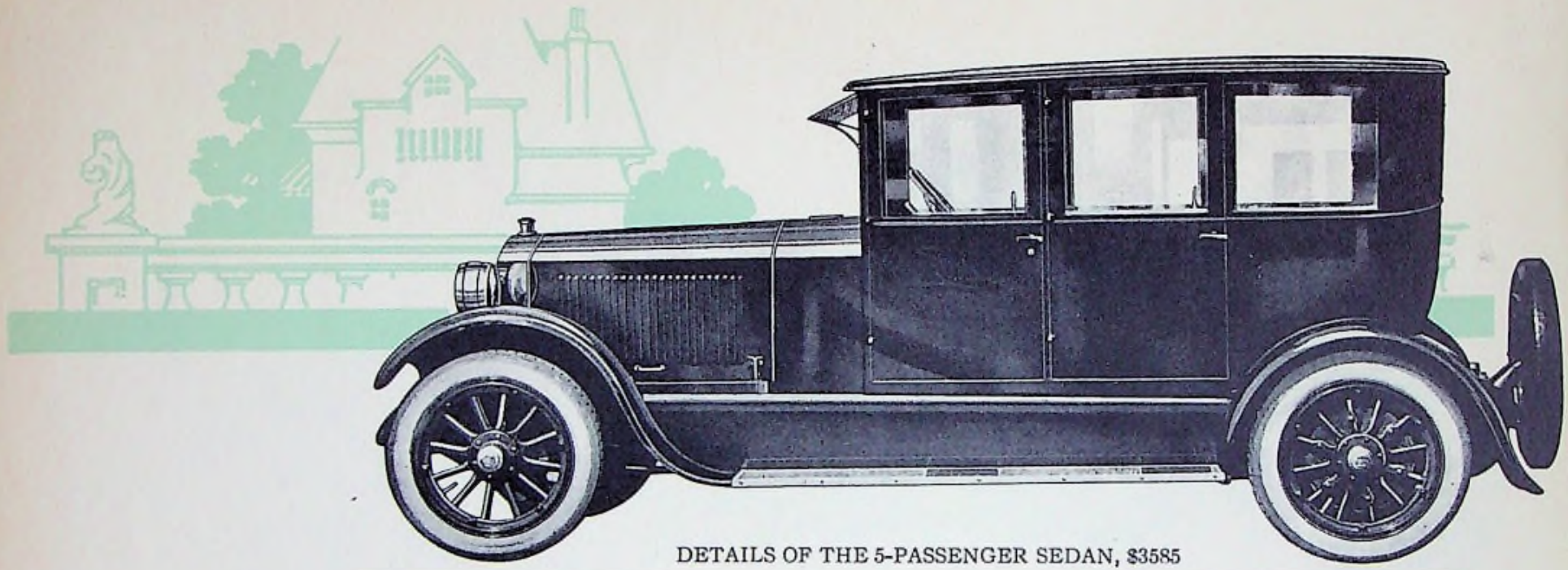
CHASSIS: Standard Model 750 Chassis.

BODY: Hand-made aluminum; flush doors with pockets, check-straps and inside and outside handles; moulded rubber step mats; rubber covered floor boards, aluminum bound, in front compartment; carpet in tonneau; cowl ventilation; tool compartment; large storage compartment under rear seat.

COLOR: Brewster green. UPHOLSTERY: Best quality, long grain, dull finish, hand-buffed leather; best white curled hair; deep cushions, at correct tilt for highest comfort; long double coil springs.

TOP: Advanced design, well tailored, of permanent type, fully lined; snug-fitting side curtains affording excellent vision and protection, and opening freely with doors; large plate glass light in rear curtain.

WINDSHIELD: Clear-vision, rain-vision ventilating type; both lights adjustable.



DETAILS OF THE 5-PASSENGER SEDAN, $3585

CHASSIS: Standard model 750 Chassis.
BODY: All steel; four wide doors with check straps and full vision plate glass windows, lowering flush with sills by mechanical regulators; moulded rubber step mats; dome light; rubber covered aluminum bound floor boards in front compartment; cowl ventilator; locks on doors.
COLOR: Brewster green. UPHOLSTERY: Finest grade, long-wear fabrics, over best white curled hair and long double coil springs; deep seat cushions at correct tilt for highest comfort.
WINDSHIELD: Storm-proof, clear-vision, rain-vision type; both upper and lower halves adjustable; windshield cleaner; visor to counteract rain and glare.
SPRINGS: Reinforced for closed-car use.

Power When You Want It Most

THE storage of power, replenished as fast as used, enables the Stanley car to take advantage of the constantly changing power requirement of the road. This feature is not shared by any other type of motive power. Its effect on the consciousness of operator and occupants is a feeling of complete security against any emergency, calling for power, that may arise. It means to them instantaneous response, especially valuable at lowest speeds. It means pulling with assurance in slow, hard going. It means no possibility of "staggering"

in traffic.

When descending a grade, the operator has the satisfaction of knowing that closing the throttle merely cuts off the steam, *not the fuel*, and energy is being stored in anticipation of the next climb.

It is a striking fact that the Stanley can climb a hill on energy put into it while descending another hill possibly several miles back along the road.

Storing power is the foundation of the Stanley's matchless performance. It is the foundation of the operator's feeling of mastery and security.

DETAILS OF THE 7-PASSENGER TOURING CAR, $2750

CHASSIS: Standard Model 750 Chassis.

BODY: Hand-made aluminum; flush doors with pockets, check-straps and inside and outside handles, moulded rubber step mats; rubber covered, aluminum bound floor boards in front compartment; carpet in tonneau; cowl ventilation; tool compartment; disappearing extra seats in tonneau.

COLOR: Brewster green. UPHOLSTERY: Best quality, long grain, dull finish, hand-buffed leather, best white curled hair; deep seat cushions at correct tilt for highest comfort; long double coil springs.

TOP: Advanced design, well tailored, of permanent type, fully lined; snug-fitting side curtains affording excellent vision and protection and opening freely with doors; large plate glass light in rear curtain.

WINDSHIELD: Storm-proof, clear-vision, rain-vision, ventilating type; both lights adjustable.