Stanley

1909

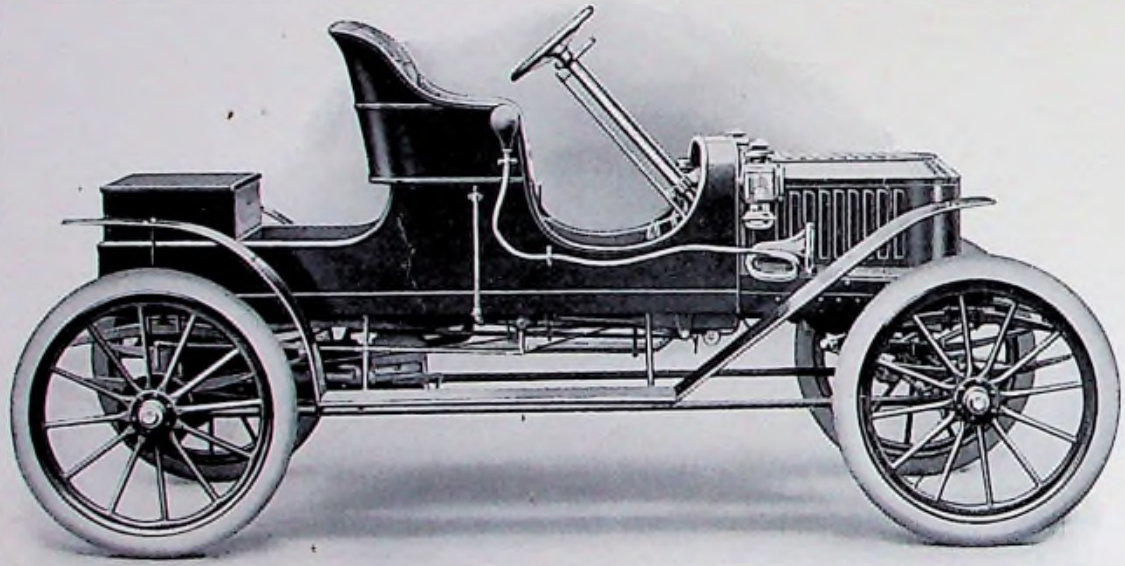
STANLEY STEAM CARS

With 1909, we begin our twelfth 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 1909 cars.

STANLEY MOTOR CARRIAGE COMPANY,
Newton, Mass.

STANLEY STEAM CAR



wt 1325 lbs

MODEL E2. Runabout, seating two. 18-inch boiler and burner in front, under hood. 3 x 4 inch engine, geared direct to the differential on the axle. 10 horse-power.

Throttle and by-pass lever sub-imposed on steering wheel. 30 x 3 inch tires. Wheel base, 100 inches; track, 54 inches. Full elliptical springs. Internal expanding hub brakes in addition to band brakes on driving gear. Gasolene capacity (tank at extreme rear), 150 to 200 miles (15 gallons). Water capacity (tank under seat), 40 to 50 miles (26 gallons). Oil lamps, gauge lamp and horn. Plain artillery box in rear, on which may be placed any style of seat. Price net cash, without rear seat, F. O. B. Newton, **$850**

30 × 3 Tires

STANLEY STEAM CAR

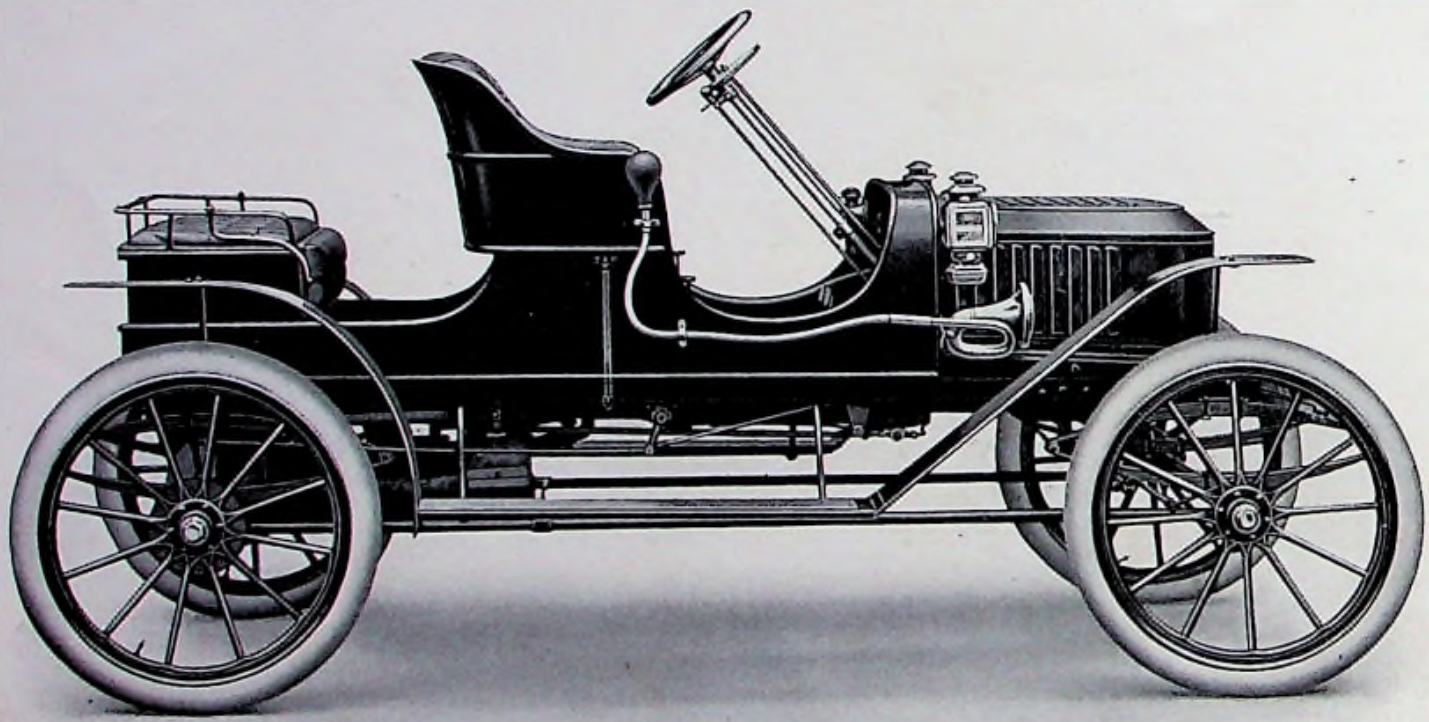
MODEL E2 RUNABOUT

Our Model E2 car is designed as an improved type of the Model EX which has, since it was first built in 1905, been so efficient and popular. The same power plant is used as in the Model EX—that is, 18 inch boiler and 3 by 4 engine. The running gear, also, is the same, except that the wheel base is one hundred inches instead of ninety. The car is furnished with an artillery box at the rear, upon which may be placed a rumble seat with folding back, at $25.00 extra, or a flat rear seat with folding back like the present EX rear seat, for $20.00 extra.

It is, perhaps, the best value we have ever offered the public—as for mere speed, there is, we believe, no gasolene car in the world listing at less than $2,500 which can beat it on the road; and it has the same famous ability to dash up a hill which is common to all Stanley cars. It is, however, as a car of all around serviceability, for all kinds of work, on all kinds of roads, that we offer the Model E2. For city use—for running around town on business—for the family man, who drives only Sundays and evenings—for a lady to drive—for those who live in the country, and want a smart, light car, sure of taking them "there and back" in any condition of roads or weather—and as a touring car for two people, it is equally satisfactory. The original cost is low; and the cost of up-keep is even lower proportionately. The ordinary driver can get 10 to 12 miles out of a gallon of gasolene—the flexibility of steam and the large tires and the long wheel base reduce the tire cost to the minimum—it is so easily handled that nine-tenths of all we have made are cared for by the ow..ers—and it is so sturdily built that replacements of parts amount to practically nothing.

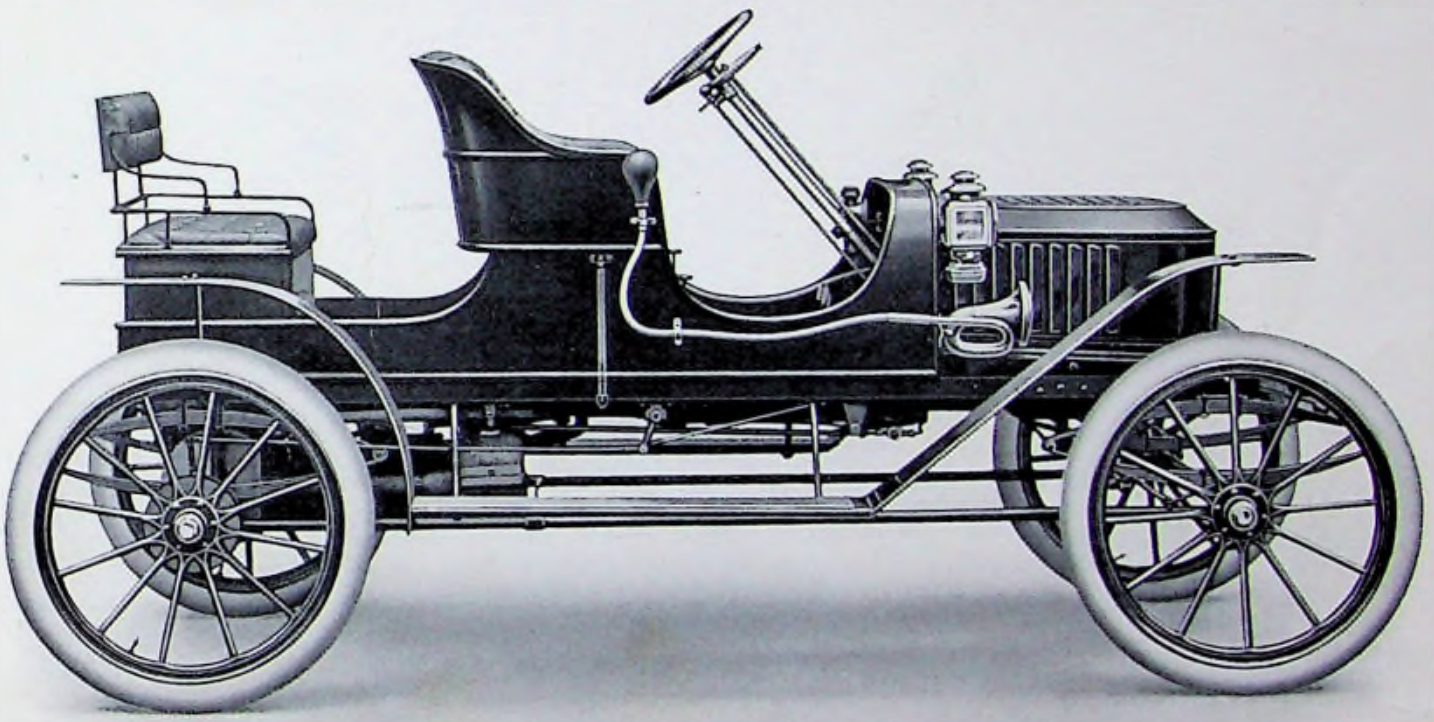
While the Model E2 is intended primarily as a runabout, yet it has such power that with four adults in it will go faster than most people care to ride; nor will it ever falter at a hill.

The car weighs about 1325 pounds. It sets closer to the ground than the EX, although the clearance is not affected. The extra 10 inches in the wheel base, combined with a better distribution of weight between the axles, makes the car ride even more comfortably than the famous EX.



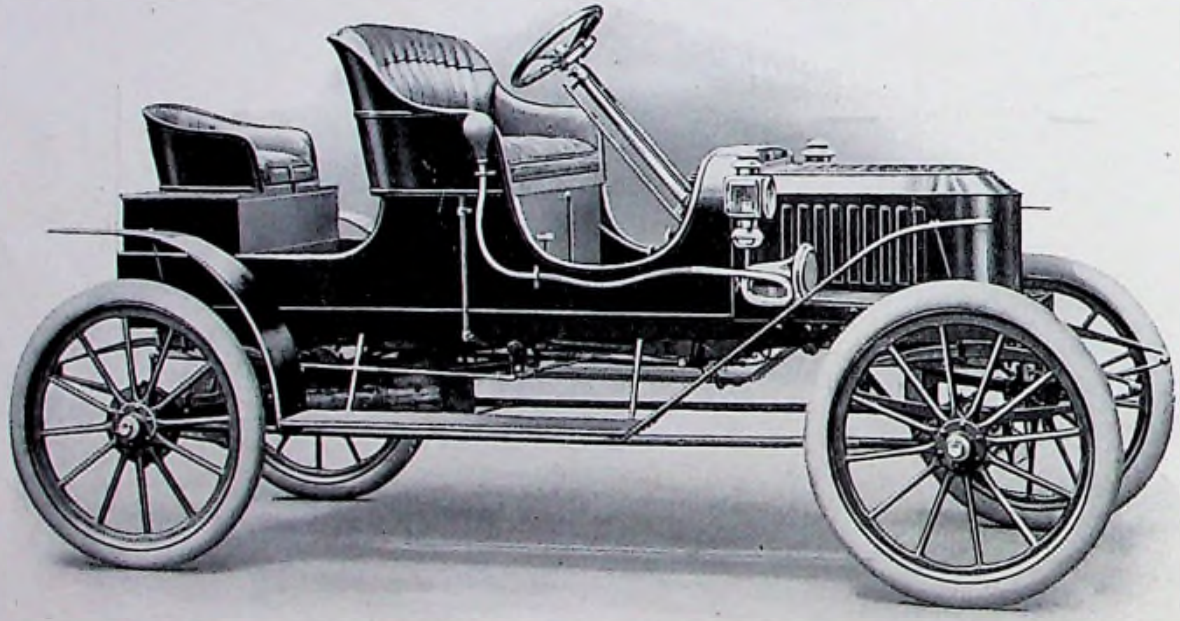
MODEL E2 RUNABOUT. ***Showing Flat Rear Seat Closed.***

Price with flat rear seat, $870.



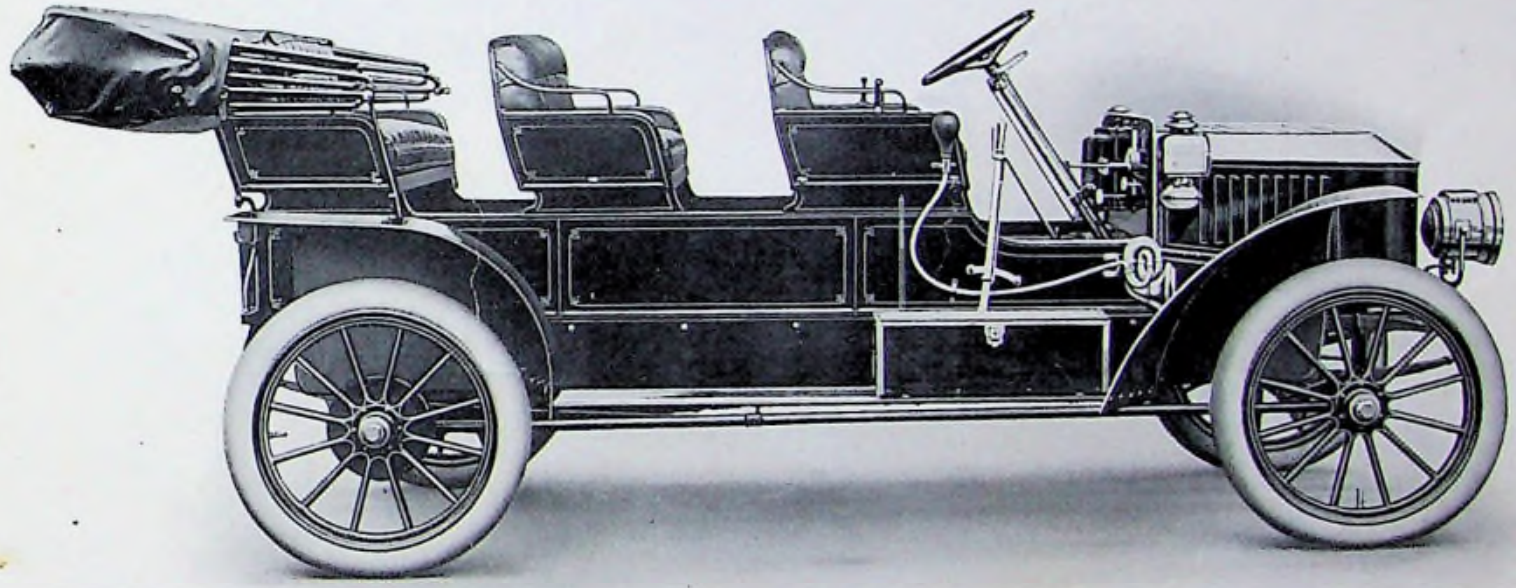
MODEL E2 RUNABOUT. ***Showing Flat Rear Seat Open.***

Price with flat rear seat, $870.



MODEL E2 RUNABOUT. ***Showing Rumble Seat on Rear.***
Price with Rumble seat, $875.

STANLEY STEAM CAR

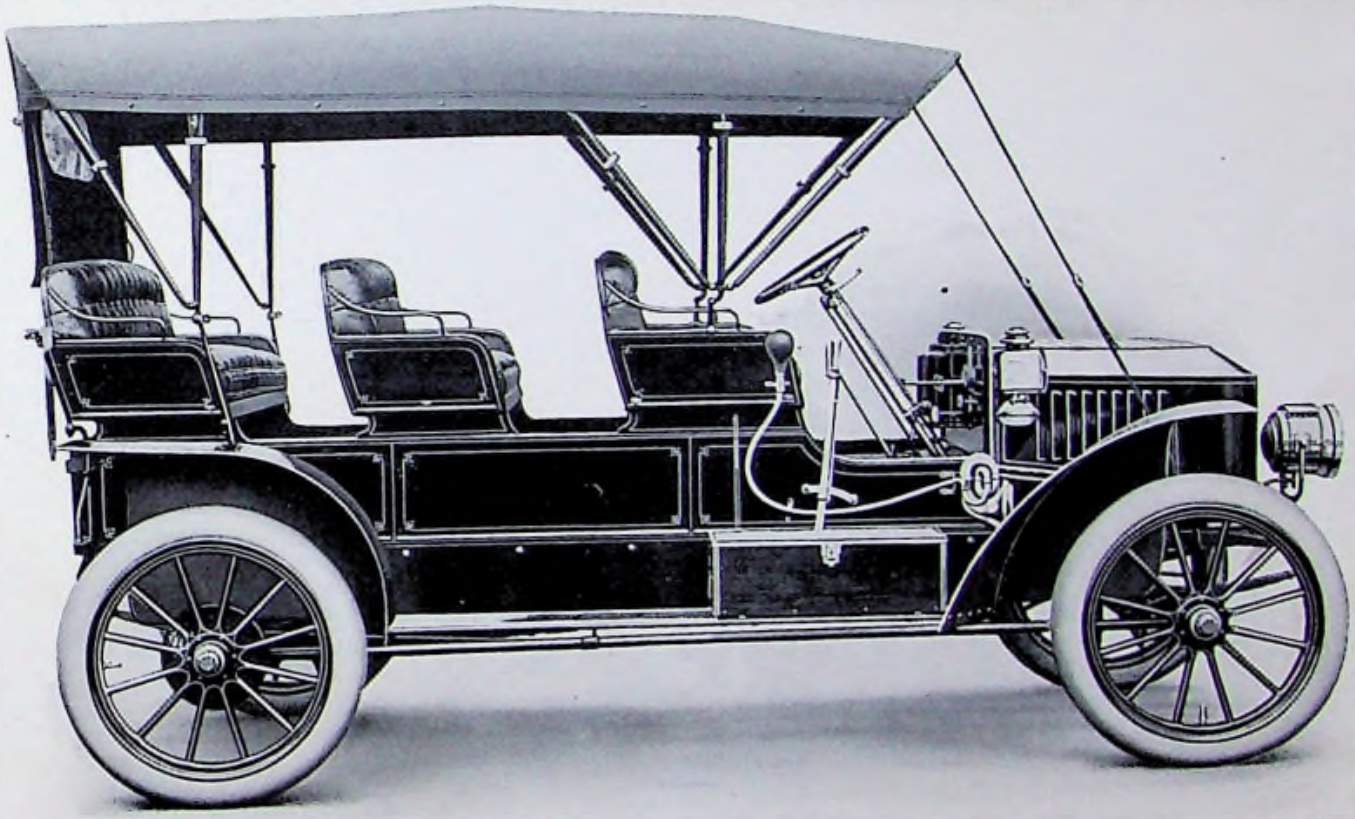


MODEL Z. Mountain Wagon, seating nine. 26-inch boiler and burner in front, under hood. 4 1-2 x 6 1-2 engine. 30 horse-power.

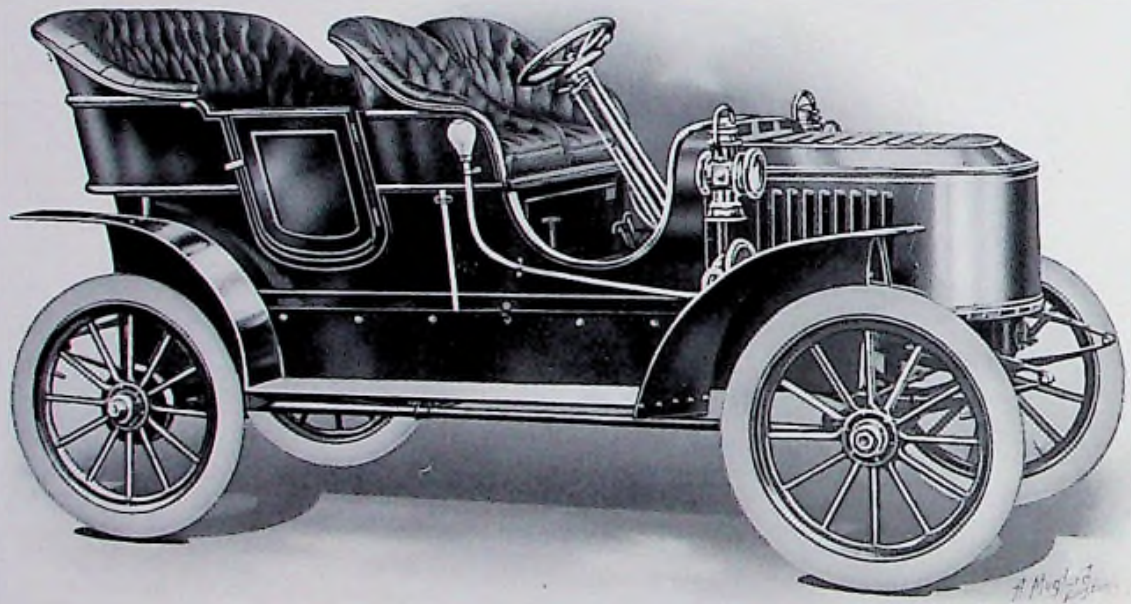
Throttle and by-pass lever sub-imposed on steering wheel. 36 x 4 inch tires. Wheel base, 118½ inches; track, 56 inches. Running boards and large mud guards with patent leather fenders. Full elliptical springs. Internal expanding hub brakes, in addition to band brakes on driving gear. Gasolene capacity, 100 to 150 miles. Water capacity, 30 to 40 miles Oil lamps, gauge lamp, horn and top. Price net cash, F. O. B. Newton, **$2000**

MODEL Z
MOUNTAIN WAGON

Our model Z car is called a Mountain Wagon, because it is designed for stage line passenger and baggage work at resorts. It is equipped with our regular 30 horse-power plant: that is, 26-inch boiler and 4 1-2 by 6 1-2 engine. Each of the three seats will hold three people, making the whole a commodious, fast and powerful nine-passenger car. It is possessed of the usual Stanley ability on hills and bad roads. The two rear seats may be handily removed, thus making the car a roomy and efficient express or baggage wagon. It will be found an ideal car for passengers and supplies at a gentleman's country estate, remote from the railroad. We are planning to build these cars regularly for the market from now on, in limited quantities.



MODEL Z MOUNTAIN WAGON. *With Top Open.*



MODEL F. Touring Car, seating five. 23-inch boiler and burner in front, under hood. 3⅝ x 5 inch engine. geared direct to differential on rear axle. 20 horse-power.

Divided front seat. Throttle and by-pass lever sub-imposed on steering wheel. 34 x 3½ inch tires. Wheel base, 100 inches; track, 54 inches. Full elliptical springs. Internal expanding hub brakes, in addition to band brakes on driving gear. Gasolene capacity (tank at extreme rear), 125 to 175 miles (16 gallons). Water capacity (tank under front seat), 40 to 50 miles (30 gallons). Oil lamps, gauge lamp and horn. Ironed for top. Cape top, mohair or pantasote, $93.00 additional. Price net cash, F. O. B. Newton, **$1,500**

MODEL F

The Model F meets fully every requirement demanded of a touring car—from the one extreme of hard, fast cross-country driving to the other, and even more exacting one, of quiet, flexible running in city streets. No gasolene car in the world will carry so many people so far, so fast and so comfortably, on the boulevards or in the mountains, at so slight a cost for fuel, tires and repairs; and none can equal it for easy handling while shopping down town. In the open country, on a good road, it can hold a speed of 50 to 60 miles, and it never hesitates at mud, sand or hill; and when it reaches town, there is no need to take second speed—no over heating—no stalling of the motor.

There is no changing of gears—speed from a creeping pace to a mile a minute or more is to be had by simply opening and closing the throttle, sub-imposed on the steering wheel. When at a temporary standstill, there is no odor, no vibration, no racing engine; nor is there any cranking for a new start. The extreme flexibility, and the power to get back to high speed quickly under any conditions without shifting gears, remove the temptation to take chances on dangerous corners or in congested traffic.

This 20 horse-power steam motor will easily deliver in an emergency to the rims of the driving wheels more power than any 50 horse-power gasolene motor, and as evidence we offer our Model F Ormond record of 45$\frac{3}{5}$ seconds for a mile—made in January, 1907, and still the fastest mile ever made by any stock touring car in the world.

The total weight of the car is about 1,850 pounds empty. This light weight and the uniform drive and lack of gear changes reduce the tire cost and tire trouble to a minimum; furthermore, they reduce the fuel cost and the repair cost to the lowest possible point.

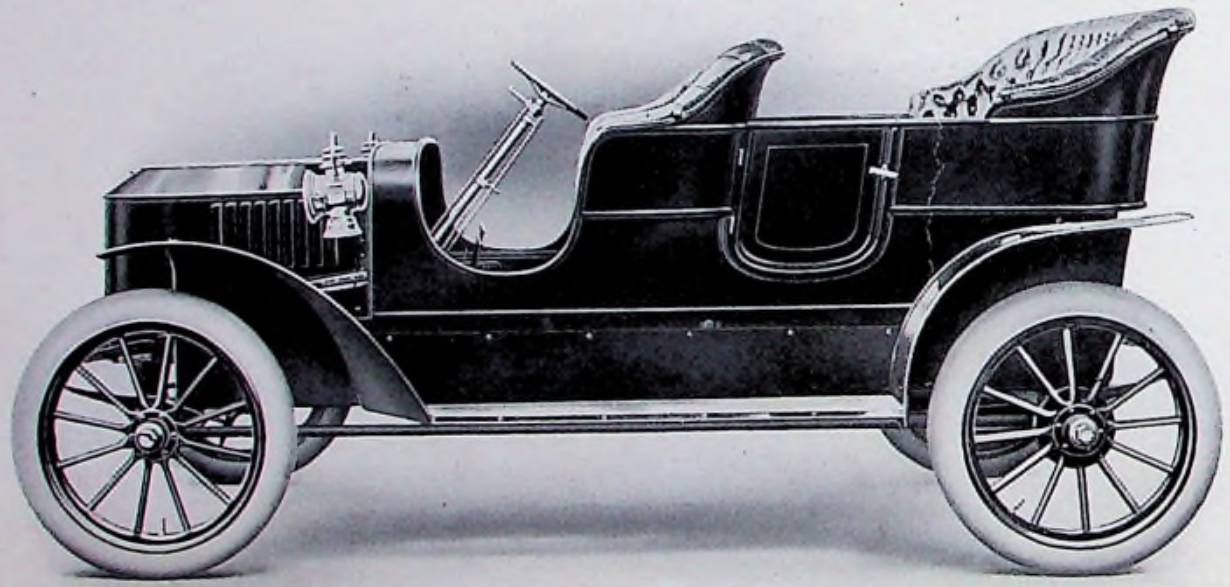
Here is a five passenger Touring Car at $1,500, so efficient in every way that you would have to pay two or three times its price for a gasolene car to equal it; and so simple to operate and care for that three-quarters of all we have made are in the hands of their owners, without the help of hired chauffeurs.

Boiler 26" x 16" - 30 H.P. - 99 tubes - 158 feet heating surface.

STANLEY STEAM CAR

wt 2250 lbs - Wheelbase 114"

$500

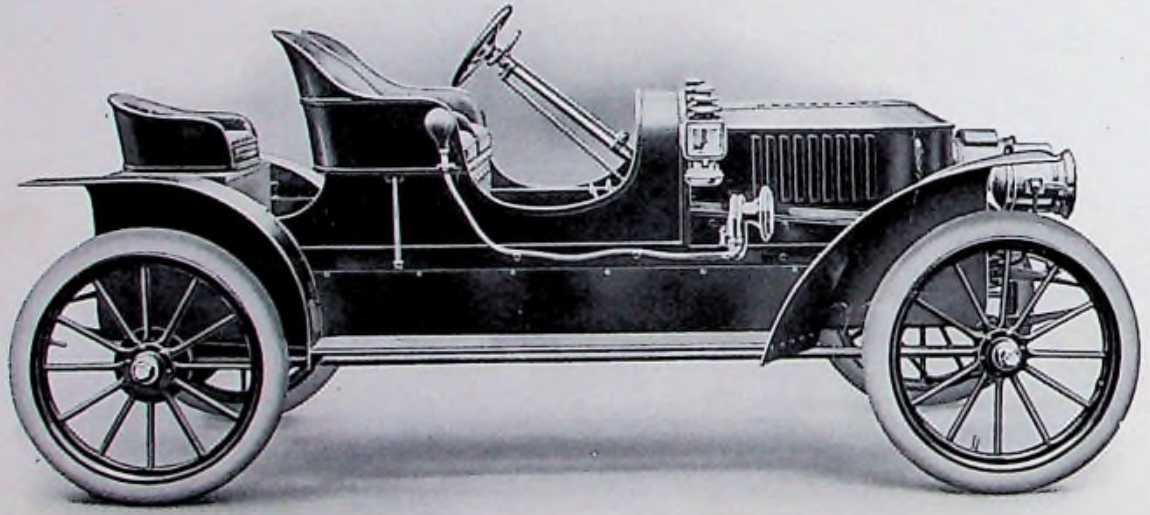


MODEL M. Large Touring Car, seating five. 26-inch boiler and burner in front under hood. 4½ x 6½ inch engine, geared direct to differential on rear axle. 30 horse-power.

Divided front seat. Throttle and by-pass lever sub-imposed on steering wheel. 36 x 4 inch tires. Wheel base, 114 inches; track, 54 inches. Full elliptical springs. Internal expanding hub brakes, in addition to band brakes on driving gear. Gasolene capacity (tank at extreme rear), 150 to 200 miles (18 gallons). Water capacity (tank under front seat), 40 to 50 miles (36 gallons). Oil lamps, gauge lamp and horn. Ironed for top. Cape top, mohair or pantasote, $100.00 additional. Price net cash, F. O. B. Newton, **$2,000**

MODEL M
LARGE TOURING CAR

We offer, in addition to our Model F 20 horse-power touring car, a larger and more powerful touring car, the Model M. This car is equipped with a 26-inch boiler, with a steaming capacity 50 per cent greater than the 23-inch; and with a 4½ by 6½ inch engine, the same engine as that in "The Fastest Car in the World" (see page 18); and the same as that in the Model Z, our nine-passenger Mountain Wagon. We believe this car is capable of doing a mile in 40 seconds with five passengers aboard, and of sustaining a speed of 70 miles an hour as long as the road will allow it; and that it is the most powerful stock touring car ever built in the World. It is not intended primarily as a speed car, however, but as an exceptionally high powered touring car, for all sorts of conditions and all kinds of roads, which the owner himself can drive and care for, and which he can handle in any kind of going—city streets at slow speed, boulevards at top speed, or in mountainous or sandy country—without "shifting gears," stalling, or overheating, and with a peace of mind and freedom from worry unknown to the driver of a gasolene car of equal power. As in all Stanley Cars, there are no moving parts under the hood. There are no chains, no fly-wheel, no driving shaft. The engine is geared direct to the differential on the rear axle—there is no "transmission." The engine is a simple, slide-valve double-acting engine of two cylinders—giving the same number of impulses to the revolution as an eight-cylinder gasolene engine. Aside from the running gear, there are in this car about one-third the moving parts as in any gasolene car of high efficiency. The original cost of this car is $2000. The cost of upkeep is proportionately small. The tire cost, usually a burdensome item on a high-powered car, is amazingly small on this car, as on any Stanley. The 36x4 inch tires are guaranteed by their makers under a car weighing 3300 pounds. The Model M weighs 2250—a margin of over half a ton. They are guaranteed for 3500 miles—the average on the Model M would be about 7000 or 8000 miles. Furthermore, being so heavily tired, the liability to puncture is greatly reduced, and the unexpected blowout is practically unknown.



MODEL K. Semi-Racer, seating two, with rumble seat added. 26-inch boiler and burner in front. $4\frac{1}{2}$ x $6\frac{1}{2}$ inch engine, geared direct to differential on rear axle. 30 horse-power.

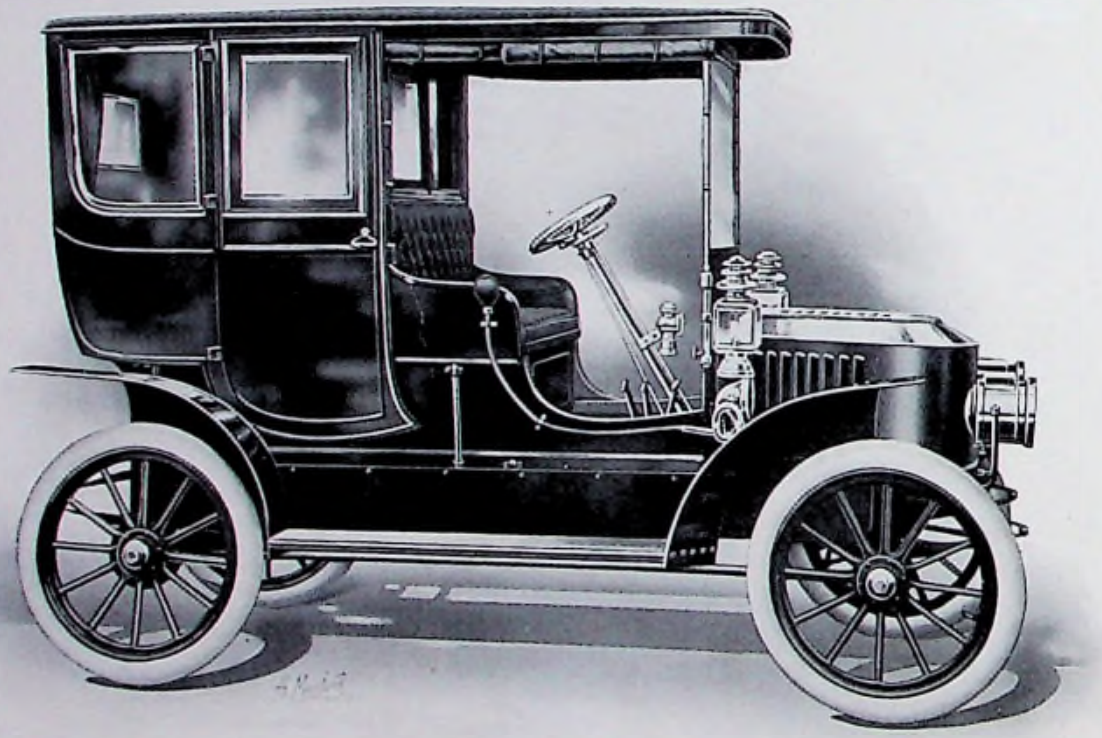
Divided seat. Throttle and by-pass lever sub-imposed on steering wheel. Gasolene capacity (tank at extreme rear), 125 to 150 miles (13 gallons). Water capacity, 40 to 50 miles (36 gallons). 36 x $3\frac{1}{2}$ inch tires. Wheel base, 108 inches; track, 54. Full elliptical springs. Oil lamps, gauge lamp and horn. Price net cash, F. O. B. Newton. **$1,800**

MODEL K SEMI-RACER

Model K is a fast stock car for two people with an extra rumble seat. It is intended primarily as a car for the fastest kind of road work, and is geared to a very high speed. It is entirely practical for everyday use, except that it is unnecessarily powerful and fast for any such purpose. It can, of course, like all Stanley Cars, be throttled down to a snail's pace; and there are no cylinders to get overheated, and no disagreeable odor or vibration while running slowly, or standing still in city streets. It is equipped with 26-inch boiler, and 4½ x 6½ inch engine. The boiler capacity, on account of the greater diameter, and greater depth, is fifty per cent more than that of the 23-inch boiler.

We are planning to build only a limited number of these cars, and it is doubtful if an order placed later than February first can be filled this year.

STANLEY STEAM CAR



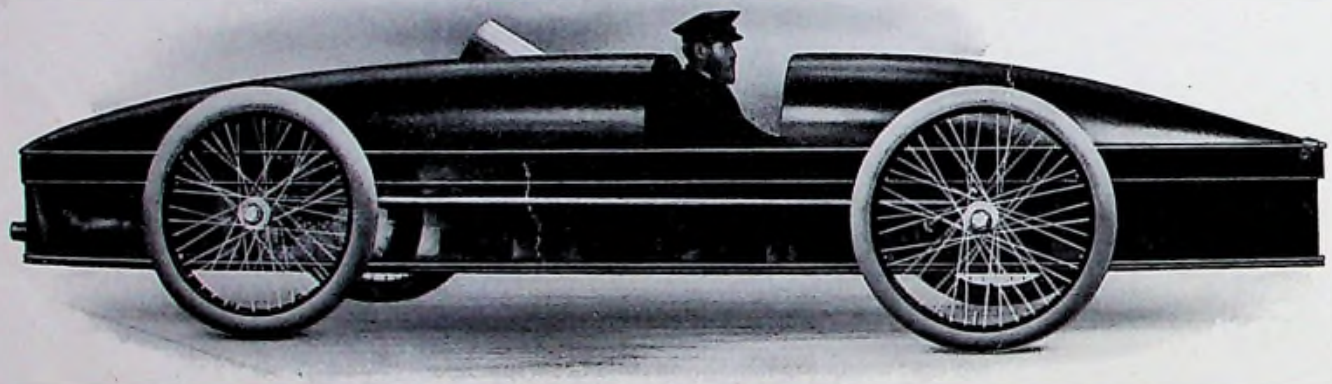
MODEL J. Limousine, seating five. 23-inch boiler and burner in front, under hood. $3\frac{5}{8}$ x 5 inch engine, geared direct to differential on rear axle. 20 horse-power.

Throttle and by-pass lever sub-imposed on steering wheel. 34 x 4 inch tires. Wheel base, 100 inches; track 54 inches. Gasolene capacity (tank at extreme rear), 150 to 175 miles (18 gallons). Water capacity (tank under front seat), 40 to 50 miles (30 gallons). Full elliptical springs. Internal expanding hub brakes, in addition to band brakes on driving gear. Oil lamps, gauge lamp and horn. Price net cash, F. O. B. Newton. **$2,000**

MODEL J LIMOUSINE

We offer our Model J car for town and suburban use. This car has the same power plant, running gear, etc., as our popular and successful Model F Touring Car. It has a luxurious and comfortable body of the Limousine type, seating five persons. It is equipped with folding glass-front, and heavy side curtains completely enclosing the driver's seat. There are in the body proper all the appurtenances that go with a well appointed town car.

The flexibility of steam as a motive power; the simplicity of Stanley control; the lack of noise, odor and vibration when at temporary standstill; the absence of cranking, overheating of cylinders, and " stalling,"—all these contribute so greatly to bodily comfort and peace of mind, as to make this the most desirable of town cars.



THE FASTEST CAR IN THE WORLD

(Rate of 127.66 Miles an Hour)

This car, at Ormond, Fla., Jan. 21 to 28, 1906, established the following World's Records:

WORLD'S RECORDS		FORMER RECORDS	
1 Kilometre	.18⅖	Darracq	.21⅘⅖⅕
1 Mile	.28⅕	Napier	.34⅘⅖⅕
1 Mile in Competition	.31⅕		.41⅘⅕
5 Miles	2.47⅕	Napier	3.17
2 Miles (World's record for cars eligible under the rules)	.59⅘⅕		

The 5-mile record was made in competition, with a scoring start, and was at the rate of a mile in 33⅖ seconds, which is faster than any gasolene car built according to A. A. A. rules ever made for a single mile.

The power-plant in this car is exactly like that in the regular Stanley cars, except that it is larger, of about twice the power as the Touring Car Model F). It weighs 1,600 pounds, and has margin enough for another boiler of the same size (512 pounds) without passing the racing weight-limit of 2,204 pounds. The boiler is 30 inches in diameter and 18 inches deep. It contains 1,475 tubes, and has a total heating surface of 285 square feet. A steam pressure of 800 to 900 pounds is carried. The engine is 4½ x 6½, and makes 350 revolutions to the mile. The wheels are 34 inches in diameter, and make 600 revolutions to the mile. They are equipped with 3-inch G. and J. tires. The body is so designed that the largest cross-section it presents, including the wheels, is only 9 square feet.

STANLEY RECORDS

The first ascent of Mount Washington ever made by an automobile of any kind was accomplished by Mr. and Mrs. F. O. Stanley in a 4½ H. P. $650 stock Stanley runabout, August 31, 1899. The time consumed was about two hours. Although several gasolene cars attempted this ascent, none ever accomplished it before September, 1902.

In the competition of August, 1904, out of over 20 starters, a stock Stanley $750 runabout ascended Mount Washington in 28.19⅖, being beaten by only a 60 H. P. Mercedes, which made the time of 24.35⅗.

In the competition of July, 1905, a stock Stanley $850 runabout made the ascent in 22.17⅗, being beaten by only one car, a 60 H. P. Napier, which made the ascent in 20.58⅘.

At Charles River Park, Oct. 11, 1898, a Stanley stock $650 runabout made a mile on a 3-lap track in 2.11. This was, at the time, the world's record for a mile.

At Readville, May 30, 1903, a Stanley racing car made a mile in 1.02⅘, making a new world's record for a mile on a track.

At Ormond, Fla., February, 1904, Louis S. Ross, driving a stock Stanley $750 runabout, made a mile in .55⅖. This is still a world's record for cars weighing less than 1,000 pounds.

At Ormond, Fla., January, 1906, the Stanley racing car won the Dewar Cup for a mile in competition, the Mile Open, the Mile Steam, and the Mile Record events; the Kilo Record event, and the 30-mile American car event; and made a new world's record for 5 miles; and the Model H Roadster won the 15-mile Price-handicap in 13.12.

At Ormond, Fla., January, 1907, a stock Stanley $1,500 Model F car made a mile in 45⅗ seconds, which is the fastest mile ever made in the world by a stock touring car. The same car also made a world's record for a mile for stock touring cars in competition—53⅖ seconds.

At Readville, Mass., Sept. 14, 1907, a Stanley racing car made a mile in 54⅖ seconds—a world's track record for a mile in competition.

THE IMPORTANCE OF CYLINDER OILS

It is costly practice to experiment with cylinder oils. The damage is done within the engine before making itself known to the operator. Observation over a period of many years in our own repair shop has shown us that much of the cylinder, valve and piston trouble, some of which is so mysterious and unaccountable to the driver, is caused by the use of inferior or unsuitable oils.

The question of lubrication is one of vital importance to the economical operation of any car, and it is to the mutual interest of Stanley owners and ourselves that the oil best adapted to meet the requirements existing in Stanley Cars should be used at all times. After giving this matter much care and attention, we adopted, and have used exclusively for some years, the Harris Superheat Steam Cylinder Oil, furnished by the A. W. Harris Oil Company, Providence, R. I., and would urge each Stanley owner to have this oil on hand at all times, and always to run his car with this oil, feeling confident that thus the best results will be obtained.