

# The Brooks Steamer

## THIS REPRINT OF ORIGINAL FOLDER

is reproduced for collectors interested in early steam cars. The Brooks was built in Canada. The company has long been out of business. We feel, however, that the Brooks Steamer was an interesting car, hence this reprint.

### FLOYD CLYMER

Publisher of Books Pertaining to Automobiles and Motorcycles

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- |                     |                                    |
|---------------------|------------------------------------|
| No Clutch           | Greater Tire Mileage               |
| No Magneto          | Only 38 Moving Parts               |
| No Fly Wheel        | Minimum Liability to Freeze        |
| No Carburetor       | Safety in Certainty of Action      |
| No Distributor      | Ease and Economy of Repairs        |
| No Self Starter     | Simplicity and Ease of Operation   |
| No Drive Shaft      | Longer Life and Less Depreciation  |
| No Spark Plugs      | Non-Stallable due to Stored Power  |
| No Gears to Shift   | Smoother and Much Quicker Get-Away |
| No Universal Joints |                                    |

## — WE BUILD STEAM CARS BECAUSE: —

A careful study of all angles convinces us that steam alone provides that smoothness of action, flexibility, power, ease of control, reliability and durability demanded in the modern automobile

We claim no radical changes, no world startling innovations; our efforts have been rather towards the removal of the troublesome features of the steam cars of by-gone days. The Brooks Steamer of today gives entire satisfaction.

We contend that cars having steam power plants are inherently superior to those deriving their power from internal combustion engines.

The simple Brooks Steamer described in subsequent pages delivers a better general performance than the most expensive internal combustion cars.

## SPECIFICATIONS

### WHEELS—

Front axle "U" beam spring has treated alloy steel.

Rear axle steel-bearing, Chrome Nickel Case and shafts, Buffel Bearings, Bush type housing.

### HYDRAULIC FEATURES—

Water, Fuel, Steam and Exhaust all automatically controlled without any attention from the driver.

### BOILER—

Vertical fire tube type, 36" diameter x 36" high, incorporating automatic self-cleaning treatment internally, properly insulated and of good appearance, carrying sufficient power reserve to meet all emergencies.

### SCORER—

Innovative burner type, having registered and all patents, or a variant of the same. Lined with heat-resisting material and fitted with automatic and permanently heat-proof regulator and super-heater.

### BRAKES—

Service external contracting, emergency internal expanding. Brake drums 14 1/2" diameter, easily adjustable.

### CONTROL—

Hand throttle below steering wheel, reverse by depressing left-foot pedal (no clutch, gear shift, or foot-plate). Throttle fitted with lock.

### ENGINE—

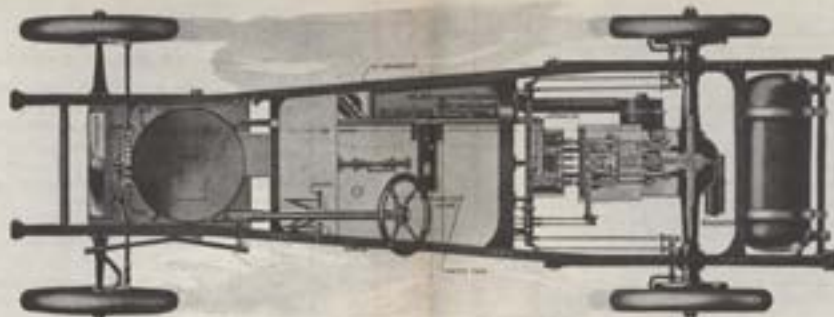
2 cylinder 4" bore by 4 1/2" stroke, double action, simple slide valve with detachable heads, geared down to rear axle. Crank shaft, main bearings, assembly, piston, rods, mounted on ball or roller bearings. Moving parts submerged in bath of oil, covered by removable aluminum caps. Simple design throughout. This engine gives a steady power impulse per revolution an equivalent quantity of power impulse in that of an 8 cylinder internal combustion engine.

### FUEL SUPPLY—

Combustion tank back and pilot tank mounted at rear. Water tank holding 25 gallons, supplied by flow 25 to 300 miles.



ELGIN F.O.R. Roadster, Ont.  
(Government Tax Entry)



CHASSIS OF THE ELGIN ROADSTER

## SPECIFICATIONS

### GENERATOR—

Mounted directly in rear axle drive gear, supplying current for lamps and horn only.

### LEUBRICATION—

Force feed system, 1200 miles per gallon.

### SEPARATOR—

Oil Separator removes 90% of all free carbon film, preventing fouling of combustion and valves.

### FEEDING GEAR—

Runs continuously, lower case and lower design.

### SPRINGS—

Steel-plate; front 20"x20", rear 22"x20". Special alloy steel.

### TIRES—

Buffel tires 32 x 4 1/2. Standard equipment.

### WHEELS—

Standard artillery type.

### WEIGHT—

1300 lbs. including weight.

### WHEELBASE—

28 inches.

### WATER SUPPLY—

Copper water tank 22 gallons capacity, self-cleaning for flow 25 to 300 miles.

### BODY—

Seater—2 passenger Weather fabric in Brooks design by American Auto Trimming Company, Walkerville, Ont. Of very pleasing form and incorporating the very latest designs.

### UPHOLSTERING—

Selection of finest broadcloths and mohairs.

### BODY COLOR—

Standard—Black with polished metal trim.

## ***THE CAR YOU HAVE WAITED FOR***

Briefly, the Brooks Steamer consists of a chassis similar to the highest type of chassis construction as developed for gas cars. Its frame, axles, wheels, brakes, radiator, storage battery and generator are exactly as in other cars. Its power plant and power control alone are different, but are very simple.

The power plant consists principally of the following:—

A simple 2 cylinder double acting steam engine, attached to and forming a unit with the rear axle.

A steam generator which supplies steam to the engine.

A coal oil burner which supplies heat to the steam generator.

A set of tanks, automatic valves and pumps which supply water to the steam generator, fuel to the burner and lubricating oil to the engine without attention from the driver.

A radiator which condenses the exhaust steam and returns the water to the water tank.

A storage battery and dynamo which supply current for lights and horn only.

The power control is effected by a single throttle lever and reverse pedal. Mechanical knowledge is not necessary in order to drive a Brooks Steamer satisfactorily.

### ***First in the Field with a Fabric Body as Standard Equipment.***

The new Meritas Fabric Body is standard on Brooks cars. This most advanced type of body construction has been adopted by several of the largest British manufacturers and is rapidly gaining popularity in this country. The advantages of the fabric body over one of wood, steel, or aluminum are numerous. The driver of a Brooks Sedan will immediately note the entire absence of rumbling and vibration. Body squeaks and rattles are eliminated. The body is lighter, stronger and the finish is almost indestructible. Those who have refrained from purchasing a closed car because of the many disadvantages and discomforts will find the Brooks Sedan a revelation and a delight.

### ***Passenger Transportation by Steam Buses a Certainty.***

Brooks Steam Motors Limited is also well under way with the development of a steam powered bus, embodying all the general advantages of the present Brooks pleasure car chassis.

The manufacture of motor buses is increasing so rapidly that data relative to the expansion of this important branch of the automobile industry becomes obsolete almost before it is published. Buses in the cities and suburban districts are rapidly taking their place as the most satisfactory type of transportation, and it is predicted that within the next few years the motor bus will have solved all short distance transportation problems. An illustration of the popularity of buses is given by figures recently published, which show that the number of passengers carried by buses in New York City during the last eleven years has increased more than 700%. Although there are no authentic records of the development of suburban bus traffic, it is generally considered to be increasing even more rapidly than urban.