The
Brooks Steamer

ROBERT L. LYON, Pres
1937 East 71st St
Chicago 49, Ill.

No Clutch
No Magneto
No Fly Wheel
No Carburetor
No Distributor
No Self Starter
No Drive Shaft
No Spark Plugs
No Gears to Shift
No Universal Joints

Greater Tire Mileage
Only 38 Moving Parts
Minimum Liability to Freeze
Safety in Certainty of Action
Ease and Economy of Repairs
Simplicity and Ease of Operation
Longer Life and Less Depreciation
Non-Stallable due to Stored Power
Smoother and Much Quicker Get-Away

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

AXLES—
Front Axle: "I" beam forging heat treated alloy steel.
Rear Axle: Semi-floating, Chrome Nickel Gears and Shafts, Roller Bearings, Banjo type housing.

AUTOMATIC FEATURES—
Water, Fuel, Steam and Burner all automatically controlled without any attention from the driver.

BOILER—
Vertical fire tube type, 20" diameter x 16" high. Incorporating sediment collector; mounted beneath hood, properly insulated and of good appearance, carrying sufficient power reserve to meet all emergencies.

BURNER—
Improved Burner type, burning vaporized coal oil, gasoline, or a mixture of the two. Lined with heat-resisting metal and fitted with calculated and permanently heat-proof vaporizer and super-heater.

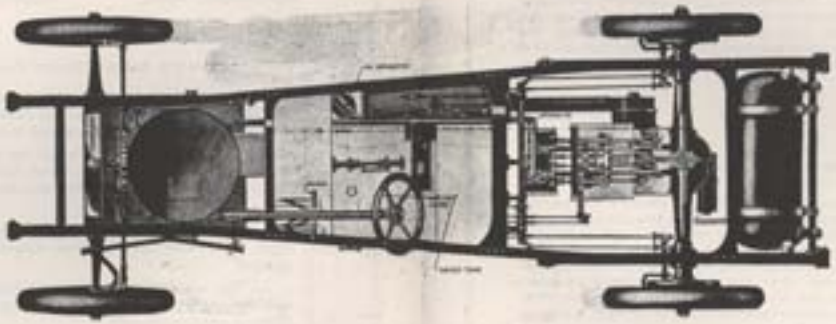
BRAKES—
Service external contracting; emergency internal expanding. Brake drums 14¼" diameter; easily adjustable.

CONTROL—
Hand throttle below steering wheel, reverse by depressing left-foot pedal (to clutch, gear shift, or ignition). Throttle fitted with lock.

ENGINE—
2 cylinder 4" bore by 4½" stroke, double acting, simple, slide valve with detachable heads, geared direct to rear axle. Crank shaft, main bearings, eccentric straps, cranks, mounted on ball or roller bearings. Moving parts submerged in bath of oil, governed by removable aluminum cam. Brooks design throughout. This engine gives 4 steady power impulses per revolution as equivalent number of power impulses to that of an 8 cylinder internal combustion engine.

FUEL SUPPLY—
Combination main tank and pilot tank mounted at rear. Main tank holding 15 gallons, sufficient for from 225 to 300 miles.

$2,885.00 F.O.B. Stratford, Ont.
(Government Tax Extra)



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SPECIFICATIONS

GENERATOR—
Geared directly to rear axle drive gear; supplying current for lamps and horn only.

LUBRICATION—
Force feed oiler; 1,200 miles per gallon.

SEPARATOR—
Oil Separator removes 90% of oil from exhaust line, preventing fouling of condenser and boiler.

STEERING GEAR—
Rear irreversible, lemel cam and lever design.

SPRINGS—
Semi-elliptic; front 36"x2¼", rear 57"x2¼". Special alloy steel.

TIRES—
Balloon tires 30 x 3.50. Standard equipment.

WHEELS—
Standard artillery type.

WEIGHT—
3,000 lbs. (shipping weight).

WHEELBASE—
120 inches.

WATER SUPPLY—
Copper water tank 21 gallons capacity, sufficient for from 450 to 550 miles.

BODY—
Brass—5 passenger Mottue fabric to Brooks design by American Auto Trimming Company, Walkerville, Ont. Of very pleasing lines and incorporating the very latest designs.

UPHOLSTERING—
Selection of finest broadcloths and mohairs.

BODY COLOR—
Standard—Black with polished metal line.

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 chasiss.

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.