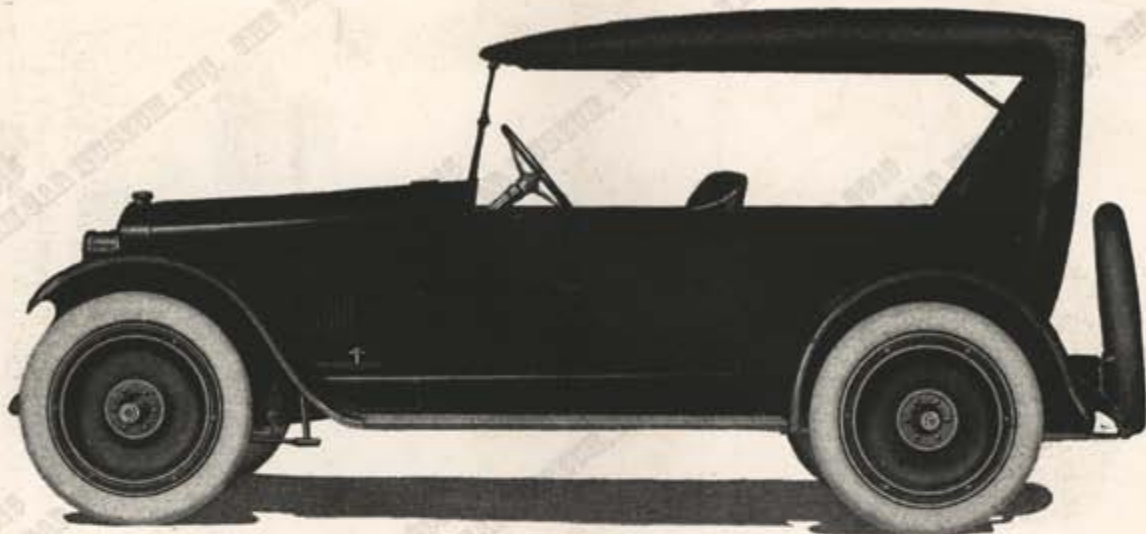


The Trask
Detroit Steamer



**DETROIT STEAM
MOTOR CORPORATION**
DETROIT, MICH.



Five-Passenger Touring, \$1585 — f. o. b. Detroit

“Everything you have wished for in an Automobile”

EVERYTHING you have wished for in an automobile is embodied in the Trask Detroit Steamer. A machine with unequalled power and flexibility at all speeds from one mile to sixty miles per hour.

The Trask Detroit Steamer is fully automatic, with less than forty moving parts. Its reasonable first cost and economical up-keep figure make it particularly suitable for the owner-driver. It is essentially a lady's car, inasmuch as it is handled as easily as any of her household appliances. A car with refinements that satisfy the most exacting tastes, providing comfort and genuinely economical transportation.

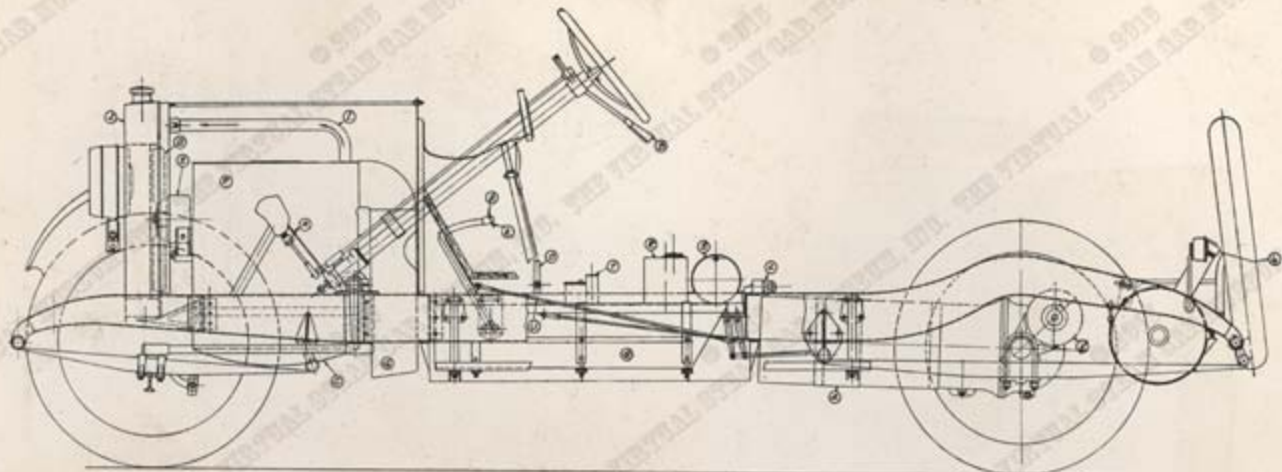
Men enjoy its range of power, its unwavering dependability, its ease of control and the lack of vibration, at all road speeds.

Through its smooth running and silent engine, devoid of vibration, its unequalled value in comfort, dependability, and economy, it has done more to contribute to greater motor enjoyment than any other of the present-day automobiles.

This new steam-propelled, five-passenger touring car retails at only \$1585.00 f. o. b. Detroit. The most reasonably priced steam car in America.

Distributors and Dealers

We have a very valuable franchise to offer to well established automobile dealers and distributors throughout the United States. Let us hear from you.



- | | | | | | |
|--------------------|-------------------|--------------|-------------------------------|------------------------|---------------------|
| A-THROTTLE | E-MAIN MOTOR | J-CONDENSER | S-PISTON | W-ENGINE | X-EIGHT PEDAL-BRACE |
| B-THROTTLE SHUTTER | F-STEAM GENERATOR | K-VALVE PUMP | T-ARTICULAR SHAFT | Y-ENGINE SUPPORT STRAP | |
| C-BOILER | G-STRAP | L-WATER TANK | U-STEAM GENERATOR CONTROL END | Z-PISTON | |
| D-PIVOT | I-EXHAUST LINE | M-OIL TANK | V-ELECTRIC GENERATOR | | |

THE POWER PLANT



The power plant of the Trask and 4 $\frac{1}{4}$ " stroke, it develops 10 engine assembly is entirely en-system.

The engine is mounted directly

on the rear axle and practically all of the power is used in turning the wheels. On hills or in mud and sand its tremendous power is instantly apparent. On smooth roads where speed is desirable it has the propelling force that gives it a quick getaway at any desired speed.

Detroit Steamer is scientifically designed. With two double-acting cylinders of 3 $\frac{1}{4}$ " bore H. P. (steam) with a torque equivalent equal to a 45 to 50 H. P. gasoline engine. The closed, running in an oil bath, the cylinders being lubricated by the positive pump

on the rear axle and practically all of the power is used in turning the wheels. On hills or in mud and sand its tremendous power is instantly apparent. On smooth roads where speed is desirable it has the propelling force that gives it a quick getaway at any desired speed.

SPECIFICATIONS

AXLES: Front axle assembly standard "I"-beam type Bock roller bearings; rear axle assembly semi-floating Bock roller bearing.

WATER, FUEL, STEAM, BURNER: Full automatic.

BOILER: Vertical copper fire tube type, 20" diameter, 14" high; contains 74 sq. ft. heating surface. Dry plate prevents priming, copper tubes prevent pitting. Faster steaming.

BURNER: Improved Bunsen type; burns either kerosene or gasoline or any mixture of them.

BRAKES: Emergency hand-operated internal expanding, service foot pedal external contracting, both on rear wheels.

BODY: 5-passenger, genuine black leather upholstery, one-piece windshield. All doors 22" wide, back seat 46" wide, front seat 42" wide.

CONDENSER: Cellular type, large and efficient condensing surface.

CONTROL: Sargent key locked throttle under steering wheel. Reverse by left foot pedal.

ENGINE: 2-cylinder $3\frac{1}{4} \times 4\frac{1}{4}$ double-acting, simple, slide valve, geared directly to rear axle, suspended from frame cross member.

FRAME: 5" special side rails with 6 well placed cross members, including a combination boiler support and frame reinforcement.

FUEL SUPPLY: 15 gallons for main burner under no pressure and 5 gallons for pilot. Tanks at rear of car.

GAUGES: Steam gauge, combination pilot and main burner fuel gauge, ammeter and Stewart speedometer; also pilot indicator which shows whether or not pilot is burning.

GENERATOR: On rear axle, geared to rear axle drive gear.

GEAR RATIO: 1.8 to 1.

PILOT: Heated and lighted from driver's seat. Needle shaker on instrument board.

LUBRICATION: Force feed. 1200 to 1500 miles per gallon.
LIGHTING: Head lamps (combination driving and parking lamps) equipped with non-glare lenses, regulation tail light and cowl lamp.

STEERING GEAR: Gemmer, non-reversible; 18" corrugated hand wheel.

SPRINGS: Semi-elliptic, alloy steel (heat treated), front and rear.

SEPARATOR: Oil separator removes 90% of oil from exhaust steam. Prevents fouling of condenser and boiler and gives longer boiler life.

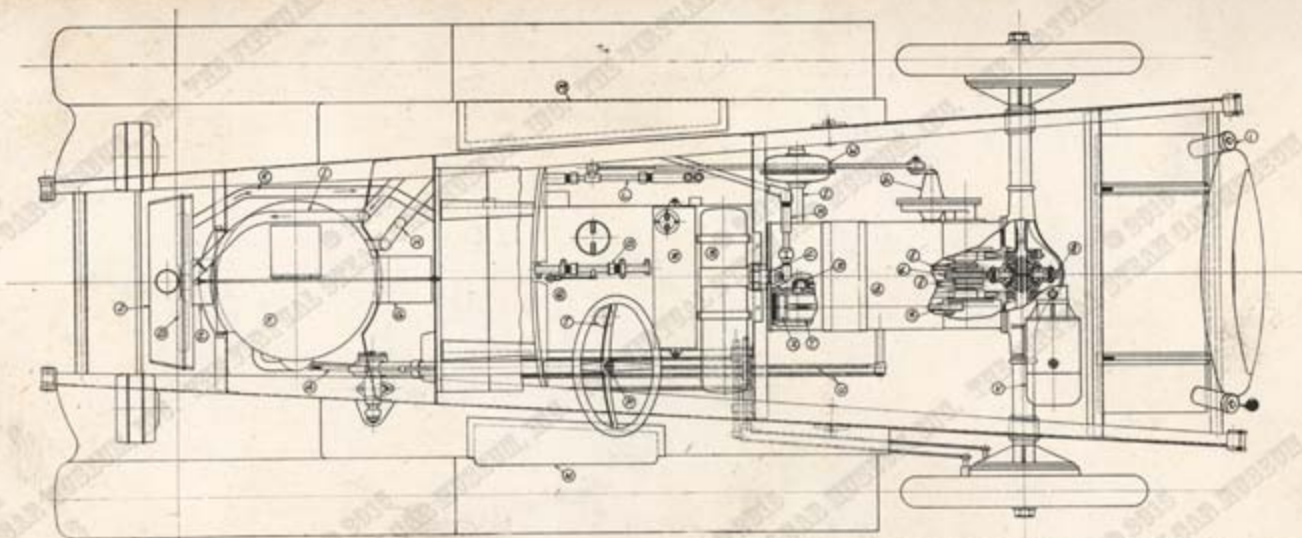
TIRES: 31 x 4 cord.

WHEELS: Wood spoke, demountable rims.

WEIGHT (Touring): 2500 lbs. shipping weight.

WATER: 17 gallons, sufficient 300 to 500 miles.

WHEELBASE: 115 inches.



A-THROTTLE	B-PIV HOLE	F-EXHAUST LINE	H-PISTON INSPECTION DOOR	I-ARTER TRUNK	N-STEERING WHEEL	O-PISTON	Y-CYLINDER	Z-ENGINE SUPPLY STRAP	4-MAIN FUEL TANK
B-THROTTLE DRIVE	F-STEAM GENERATOR	J-CONDENSER	M-BATTERY BOX COVER	O-OIL TANK	P-ELECTRIC GENERATOR	1-CYLINDER	4-ENGINE DRIVE GEAR	8-PILOT TANK	
C-BURNER	G-STACK	K-CONDENSATE	Q-WATER PUMP	P-AIR TANK	R-VALVE	2-PISTON	6-CONNECTING ROD		
D-VALVE	M-STEAM LINE	L-PUMPS	N-MAIN BURNER VALVE	T-ARTER TRUNK GAGE	S-PISTON	3-ENGINE	7-PUMP DRIVE		

The Company and Its Achievement

THE Detroit Steam Motors Corporation is organized under the laws of the State of Michigan with a capitalization of \$1,000,000, financed by the sale of preferred stock paying 8% dividends.

The men composing this organization have long been identified with the application of steam power to automotive engineering. In developing the Detroit Steamer, they have undertaken no freakish or untried principles; instead, they have worked upon a basis of established automobile practice, seeking only those refinements and improvements essential to making a steam car convenient, dependable, and broadly useful.

**DETROIT STEAM MOTOR
CORPORATION**
DETROIT, MICHIGAN

PARSONS SERVICE COMPANY
DETROIT, MICHIGAN, U. S. A.

The Trask Detroit Steamer



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MOTOR CORPORATION**
DETROIT, MICH.