

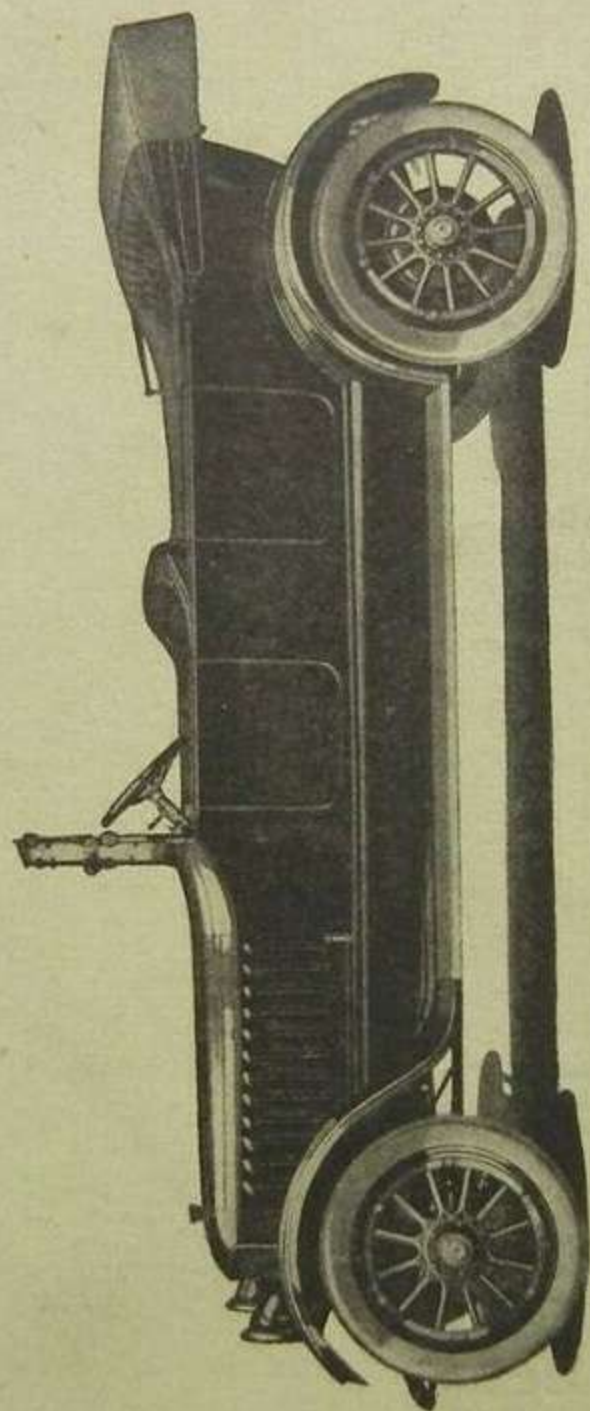
You Experienced Motorist

—you have bought automobiles of the very highest grade—you who realize that the limits of the internal explosive engine have been reached and do not even now yield the performance you demand, and must have—we want you to know this Stanley performance, to realize that the ideals you have been longing for are here—now!

You can never appreciate what the Stanley means to an experienced motorist like you without personally driving the car.

We shall be glad to hear from you, and to send our catalogue.

The Stanley Touring Car is \$2225, f. o. b. Phila., Pa. Black Wire Wheels \$90 extra. Wheelbase, 130 inches—Tires, 34 x 4½ Silvertown—Warner Speedometer—Timken Bearings and Front Axle—Klaxon Horn—Warner Steering Gear—Mayo Radiator—Aluminum Body—12 Miles to the Gallon of Kerosene — 200 Miles to a Tank of Water.



WE GUARANTEE
Something Vital—
Not Merely
Materials and Labor

Stanley Motor Carriage Co.
2325 Chestnut Street
Philadelphia, Pa.

We guarantee not merely that the Stanley has no carburetor troubles—but that it has no carburetor.

Not merely that it has no ignition troubles—but that it has no ignition system.

Not merely that it has no clutch troubles—but that it has no clutch.

Not merely that it has no gear-shift troubles—but that it has no gears to shift.

Not merely that it has no self-starter troubles—but that it has no self-starter; it naturally and actually starts itself with its own power, without the necessity of any extraneous contrivance.

Not merely that it has no substitute devices to perform the functions of these—but that there are no such functions to perform. The functions themselves are simply not a part of the Stanley, and could not conceivably be a part of the Stanley.

But Greater Than That

—is the performance of the Stanley, whose liquid fuel (which is kerosene) is converted, not into mere instantaneously dissipated power, but into steam which is stored for critical emergencies.

The “pick-up” of the Stanley—its response in emergency and danger—does not wait for the power to be built up into a fly-wheel; the power is stored in advance, to be instantaneously delivered to the driving wheels—and there are no gears to shift.

Heretofore when you have come to emergencies—in city traffic, in rough going, at blind corners, on unexpected hills—you have always done what your car wanted you to do, because you have been limited to the power in the fly-wheel. With the performance of the Stanley at your command, the car does what you want it to do—precisely what you want, and precisely when you want it, and with not a single controlling device except the finger throttle.

You Want a Car With Stanley Performance

—that is why you are thinking of purchasing a car with 6 or 8 or 12 cylinders and 3000 or more revolutions a minute, which means 18,000 or 36,000 piston revolutions a minute.

You have been led to believe that the only way you can get the performance you want is by multiplying the cylinders and increasing the fly-wheel speed.

The Stanley—with only 32 moving parts, only 2 cylinders, and only 900 to 1350 piston revolutions a minute—will prove to you that this belief is erroneous.

As a matter of fact, haven't you ignored the Stanley, largely because it is unconventional, or because your neighbor does not have one, or because we have never brought it forcibly to your attention?