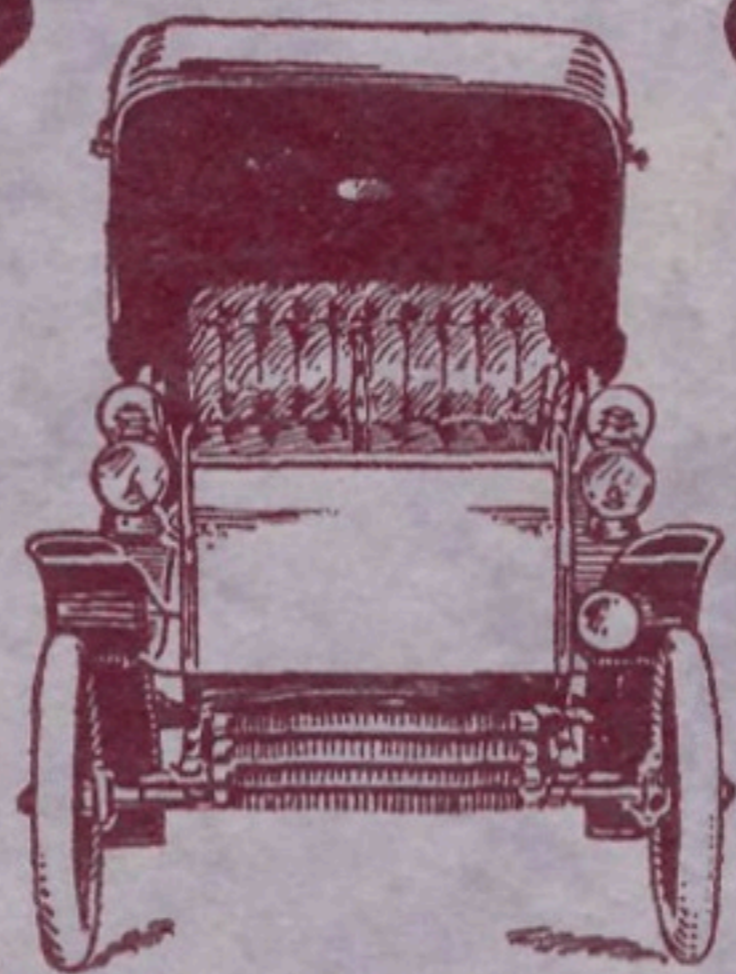


# STEVENS-DURYEA AUTOMOBILE



*“It Starts from the Seat”*



**THE "STEVENS-DURYEA"**

TWO CYLINDER  OPPOSED TYPE

**GASOLINE AUTOMOBILE**

"IT STARTS FROM THE SEAT"

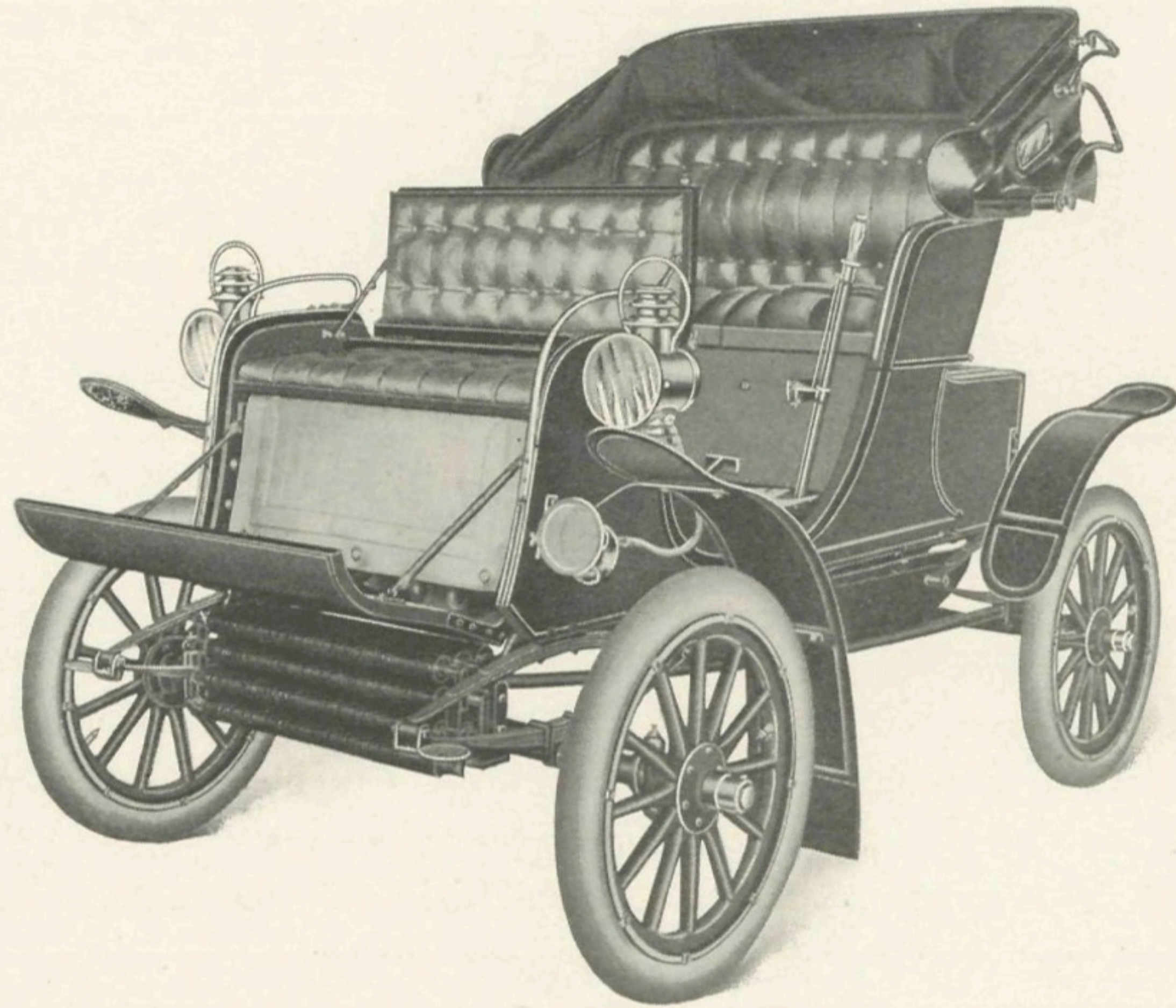


MANUFACTURED BY

**J. STEVENS ARMS AND TOOL COMPANY**

CHICOPEE FALLS, MASS., U. S. A.

Members Association Licensed Automobile Manufacturers



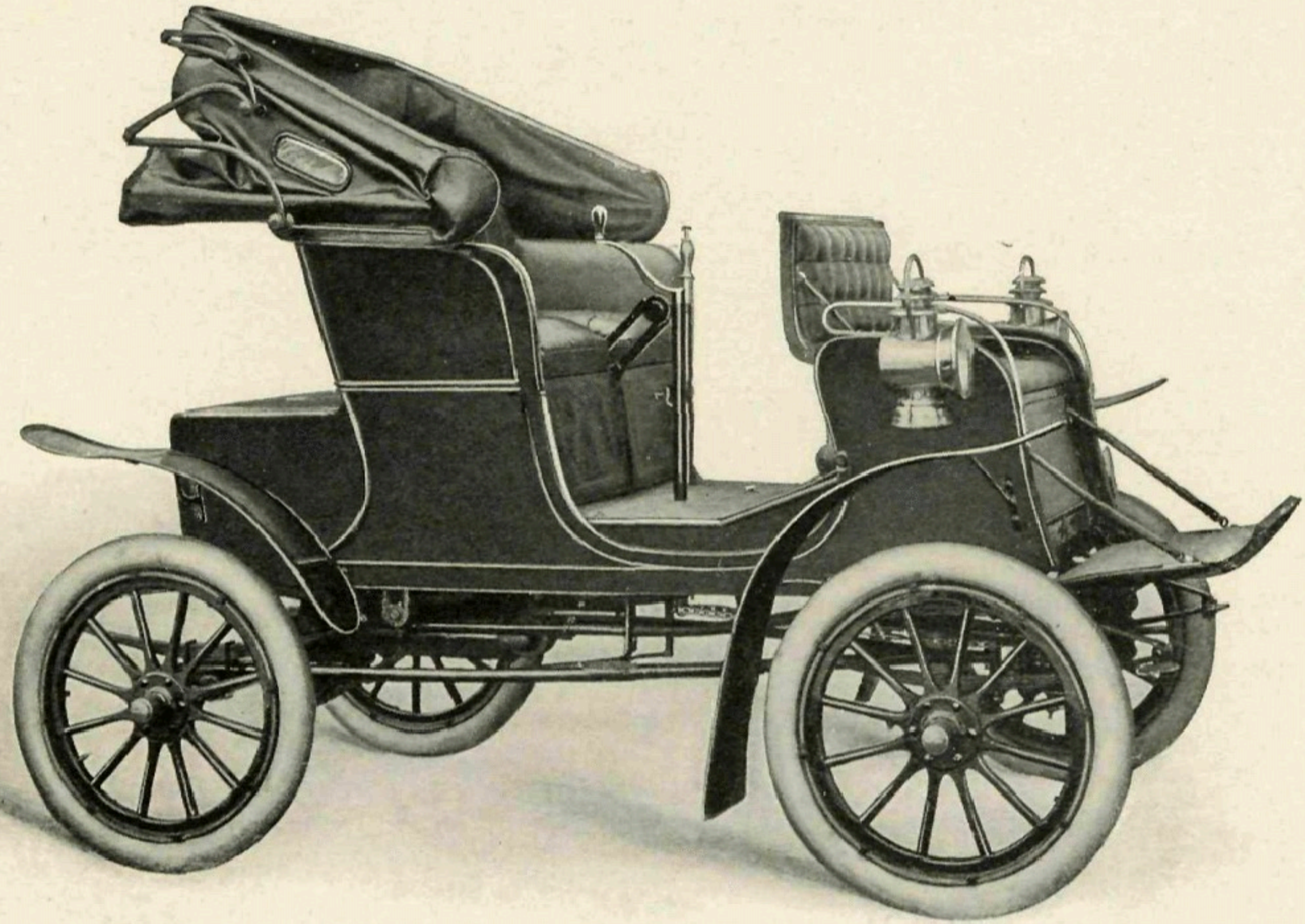
## INTRODUCTORY



In designing the "Stevens-Duryea" carriage it has been our purpose to produce an Automobile which will fulfill the following conditions :

- First: It should be as free as possible from noise and vibration.
- Second: The combustion of gasoline must be so perfect there will be no disagreeable odor.
- Third: It must be a powerful and steady hill climber and speedy on the roads.
- Fourth: It must—and this is the most important of all—have endurance and reliability.

**I**NASMUCH as the construction of this carriage is now beyond the experimental stage, we now know that we have succeeded in all these points even beyond our expectation, and are in a position to offer the public a carriage which is thoroughly up to date in every particular. We have spared no expense either in material or workmanship in the construction of this carriage to make for ourselves as excellent a reputation in the manufacture of Automobiles as we have already secured as makers of fine target rifles and shotguns.



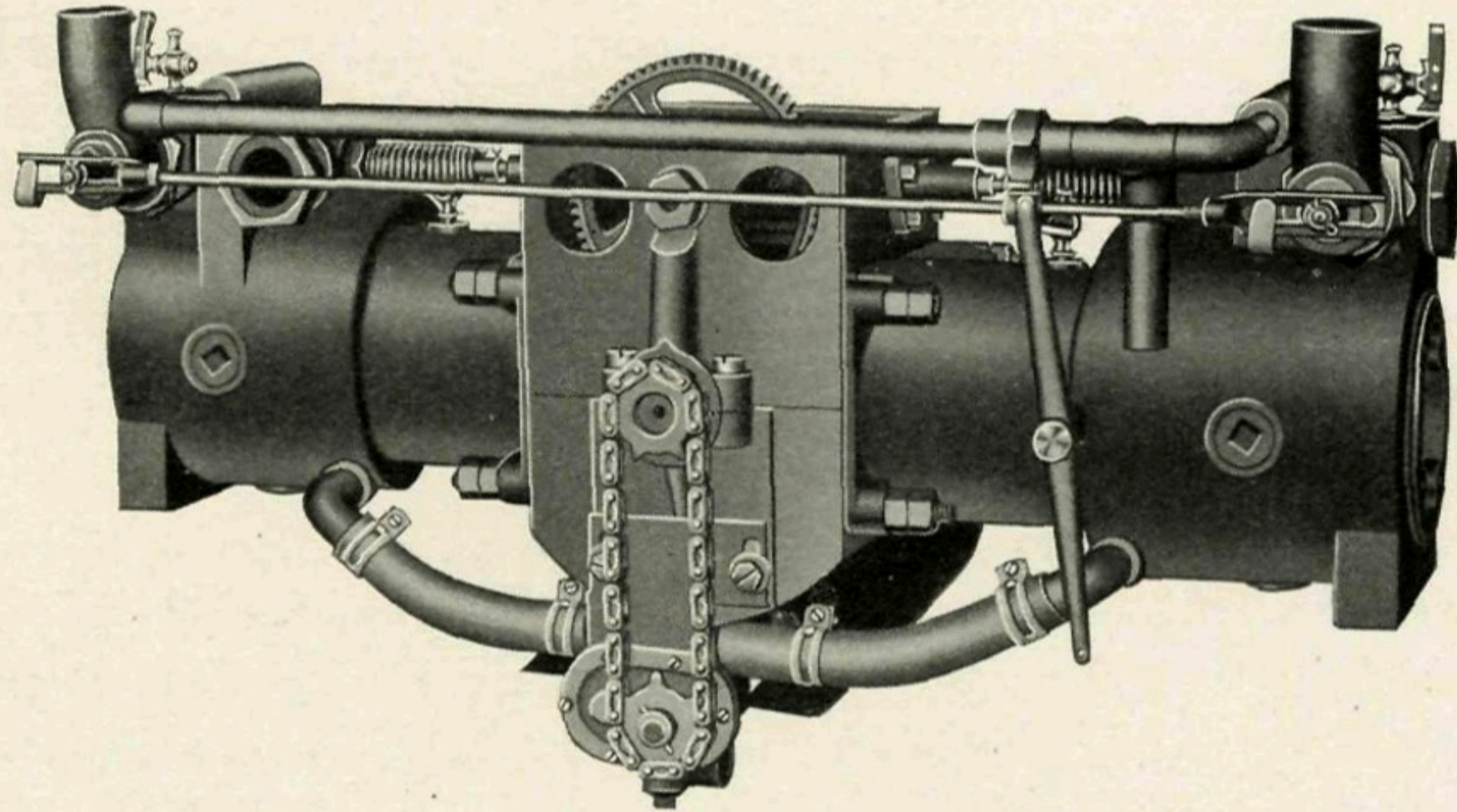
## DESCRIPTION—MODEL "L"



**M**OTOR—This is of the four-cycle type, having two horizontal cylinders bolted by four bolts to opposite sides of the crank-case. This method of placing the cylinders gives an impulse for each revolution, and produces the best results possible. By this arrangement, together with a special form of crank used only by ourselves, we obtain a perfect balance of piston and crank parts, with consequent absence of noise and vibration, which places our machine in a class by itself. A sight-feed multiple oiler supplies both cylinders and all other bearings on engine. The pair of gears operating the exhaust valves are enclosed in the crank-case, insuring to them the least possible wear.

Ignition is by the jump-spark system, which was adopted only after a long experience with both the contact and wipe-spark systems with various types of batteries and dynamos for furnishing current.

All three ignition systems have some merit; the storage battery, magneto and dynamo are sources of electrical supply. Each has good points, but we believe that for general use, the jump-spark system properly constructed and using dry cells to furnish current, prove the most satisfactory in the long run.





**B**Y OUR CONSTRUCTION a separate vibrator coil is used to spark each cylinder. Our circuit-breakers are enclosed in the crank-case and *run in oil—we never clean them.*

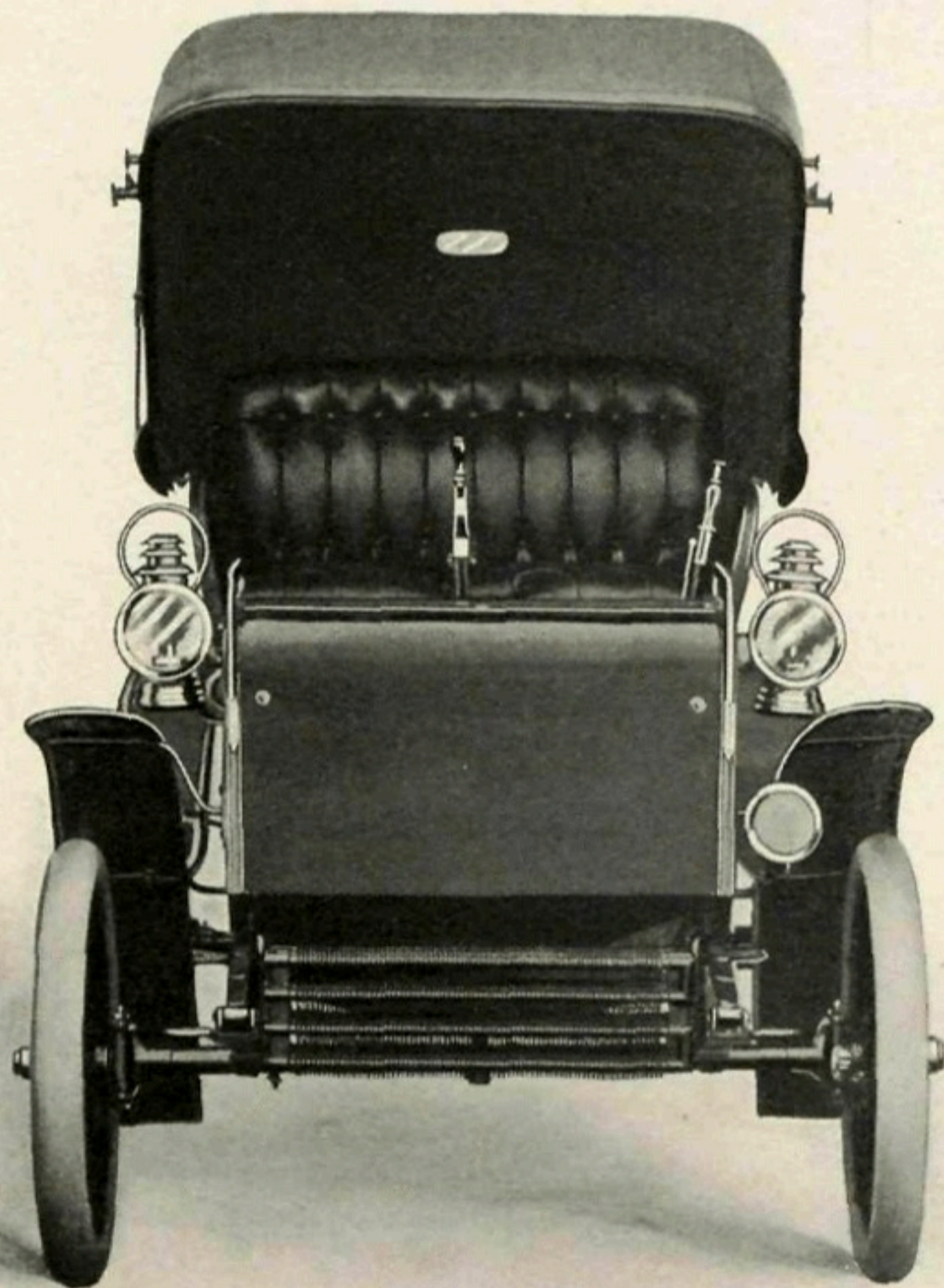
Those familiar with other makes of gasoline motors will appreciate this feature.

The ignition can be advanced or retarded while carriage is running but the motor is controlled both by throttling the gas and by the ignition if desired. The throttle control is in the button at upper end of the single clutch lever. Raising the button increases the power of the motor.

The motor is readily *started from the seat* by means of a short crank attached to the steering post. A boy of eight readily starts one of these machines. *This feature has only to be seen to be appreciated.*

The cylinders are cooled by water circulation which keeps them at the correct temperature for best work. Radiation sufficient to prevent the water from boiling is provided. Circulation is maintained by means of our rotary valveless pump. This is positively driven from the motor-shaft—no leather belts being used on the machine, as experience has shown them to be a constant source of trouble.

The water tank holds five gallons and this will ordinarily suffice for a week's run; in many cases where the machine is used only for short trips it will go a month without refilling.



**L**UBRICATION—All engine bearings are oiled from a multiple sight feed gravity oiler, mounted upon the engine crank-case cover where the oil is always warm. The oil tank holds two quarts and may be turned on from the seat, and flushed if necessary.

During the winter the water can be chemically charged to prevent freezing even in zero weather, and the chemical will not injure the machine. We use it, and others do, with entire satisfaction.

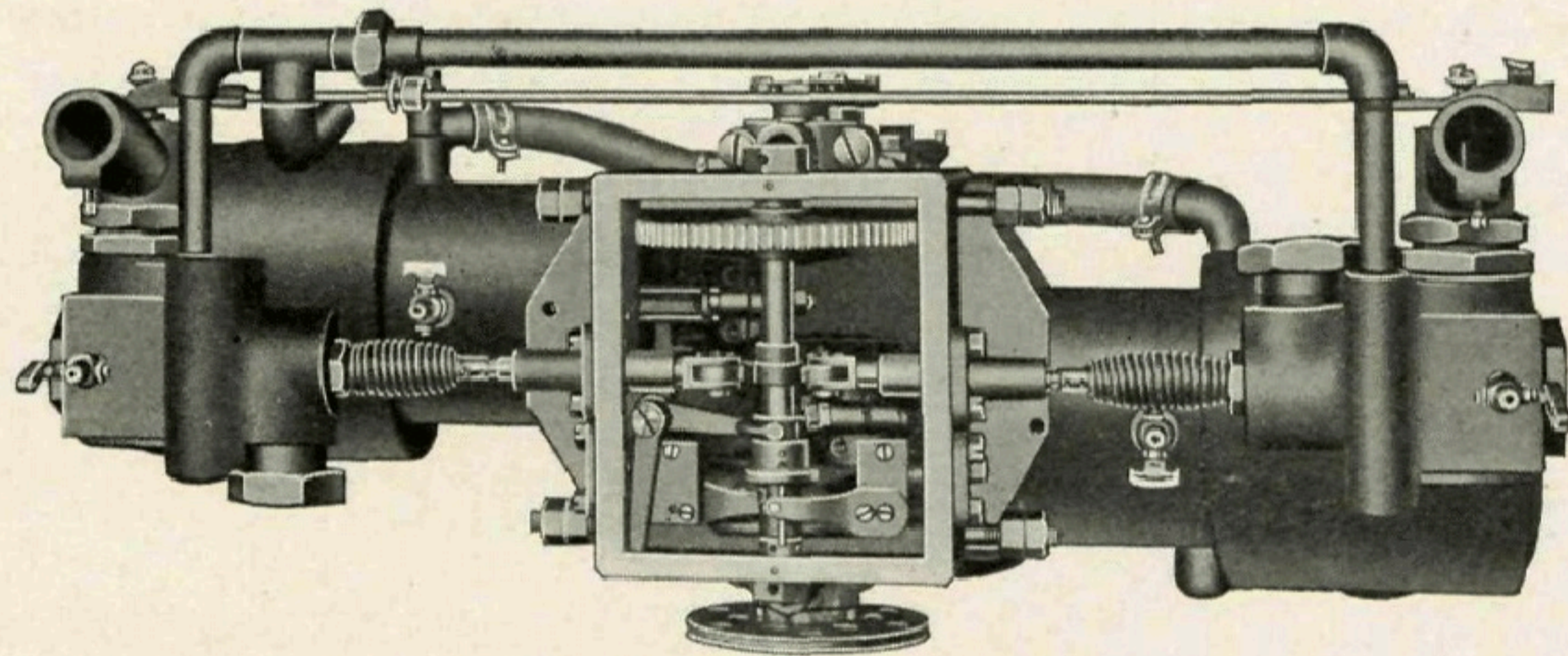
The horsepower of motors supplied the public has been in many cases overrated. Our machine is rated by us at 7 h. p. at 600 revolutions per minute.

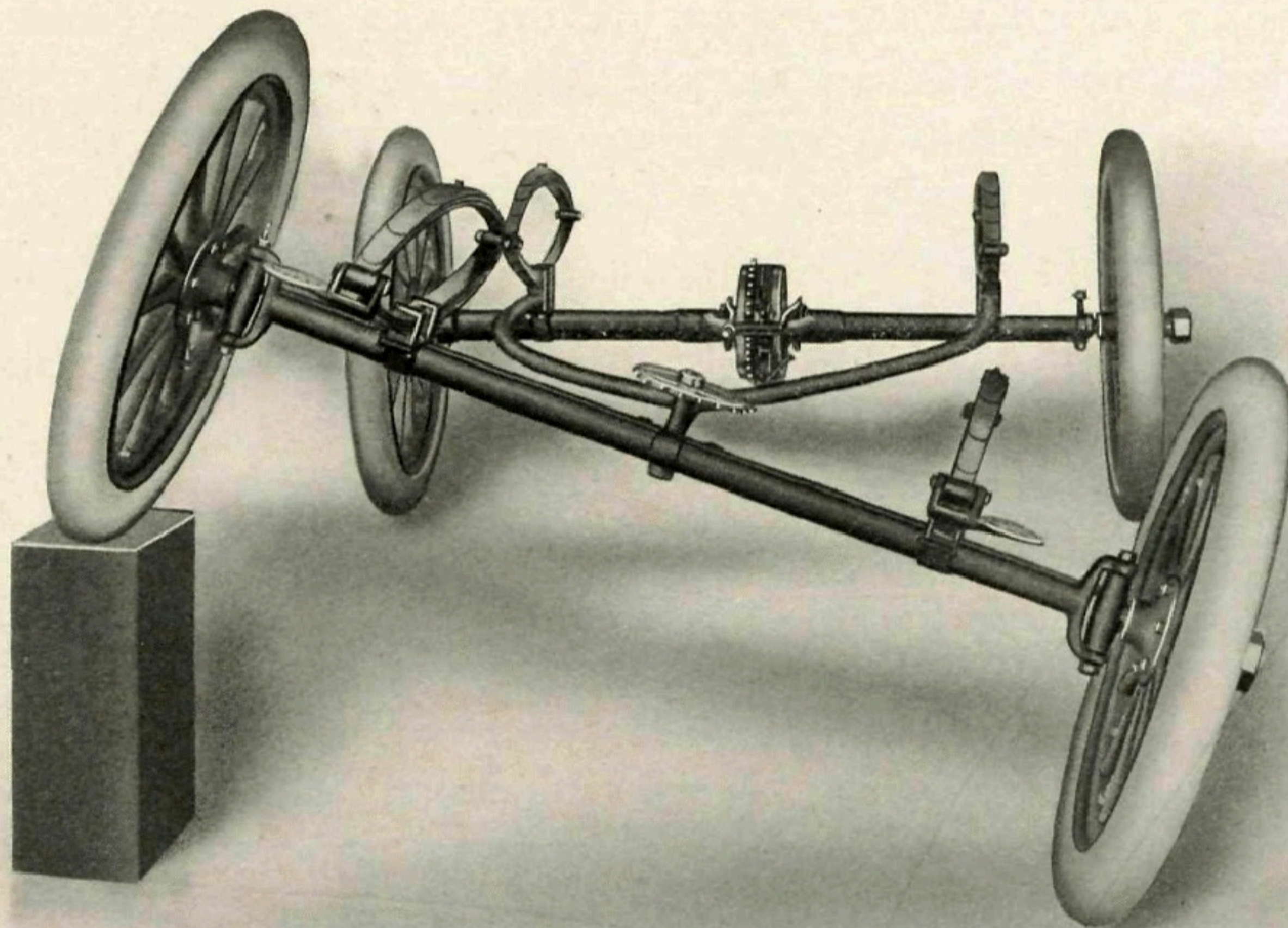
The bore and stroke are  $4\frac{3}{4}$  inches and  $4\frac{1}{2}$  inches respectively. These figures will serve to convince the intending purchaser that we are not furnishing inflated horsepower.

Our track record and the well-known capacity of the carriage for high-speed hill work are our best arguments.

**Weight of Engine, 160 lbs.; Fly Wheel, 78 lbs.; Car Complete, 1350 lbs.**

**T**RANSMISSION GEAR—This comprises three speeds forward and a reverse, all of which are operated by a single lever, and is known as the “individual clutch system,” all gears being constantly in mesh. This was first used on an automobile in 1893 by the designer of the “Stevens-Duryea” machines.

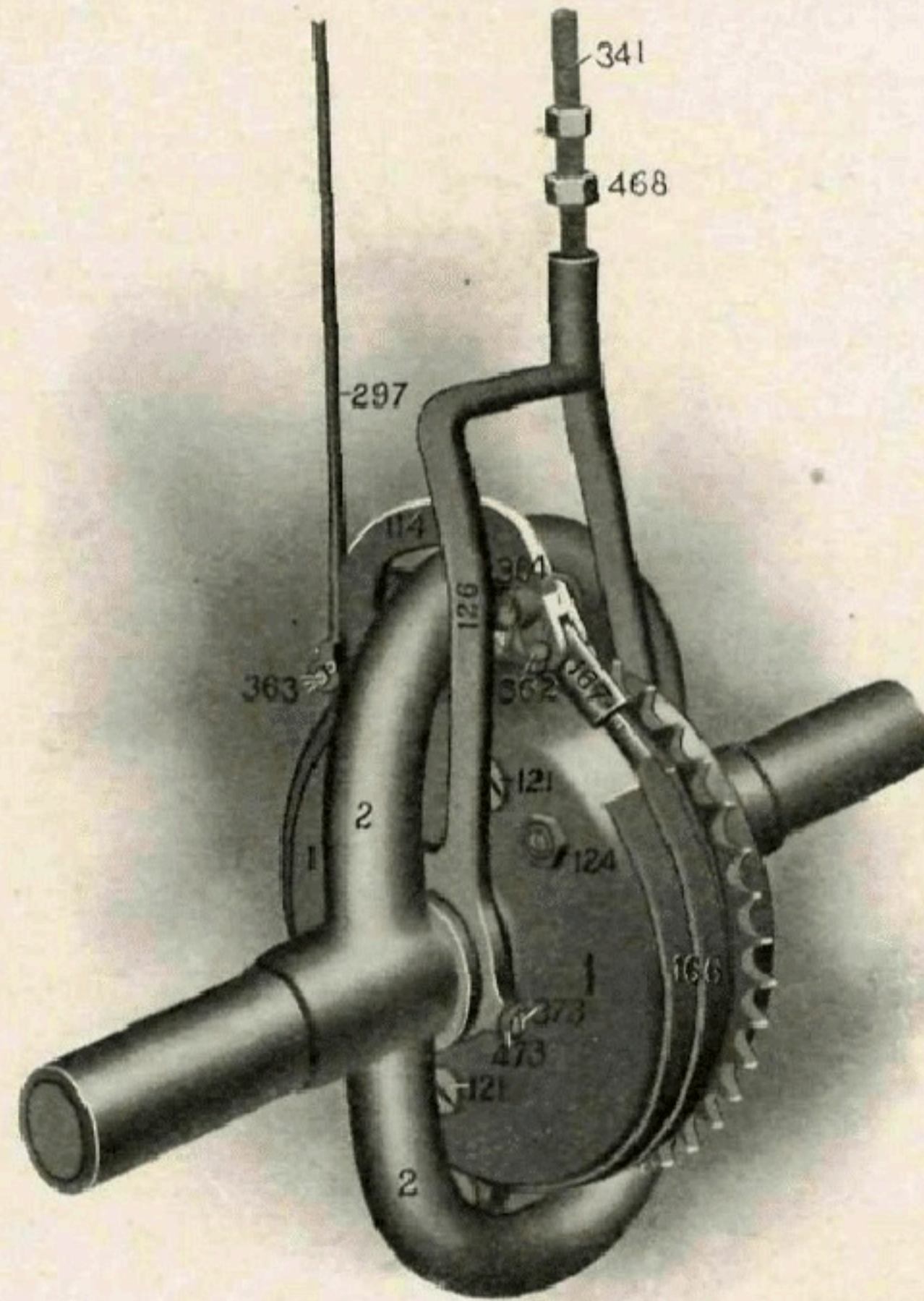




**S**TEERING GEAR—In designing our steering gear we have recognized the fact that the principle which makes a wheel steering successful is the great increase in leverage which it permits. We have taken advantage of this condition in our design, and use the steering post; but, because we have found the wheel itself to be in the way when used in a light carriage, we use but one spoke of the wheel, retaining, however, all the benefits to be derived from the system. This enables us also to mount our starting and steering parts on the same bracket attached to seat, and simplifies the construction of the carriage.

In construction, we have made up this important part of the “Stevens-Duryea” in the best possible manner—all joints being fitted with hardened bushings and pins which may be removed when worn and replaced at a small cost, without the necessity of replacing any of the more important parts. Parties who have paid repair bills will understand the value of this feature.

**R**UNNING GEAR—This is of best grade seamless steel tubing, extra heavy. Rear axle tube, 2 inches diameter. Rear axle shafts are of high carbon steel,  $1\frac{3}{8}$  inches diameter, and run on ball bearings using  $\frac{5}{8}$  inch steel balls. The front axle spindles are  $1\frac{3}{16}$  inches diameter, and are fitted with  $\frac{5}{8}$  inch balls at inner end and  $\frac{1}{2}$  inch balls at outer end of hub. It is swivel-jointed to the reach tubes, and the gear positively cannot be strained because of uneven road surfaces. Tread is 4 feet 6 inches; wheel base 5 feet 9 inches. We have had



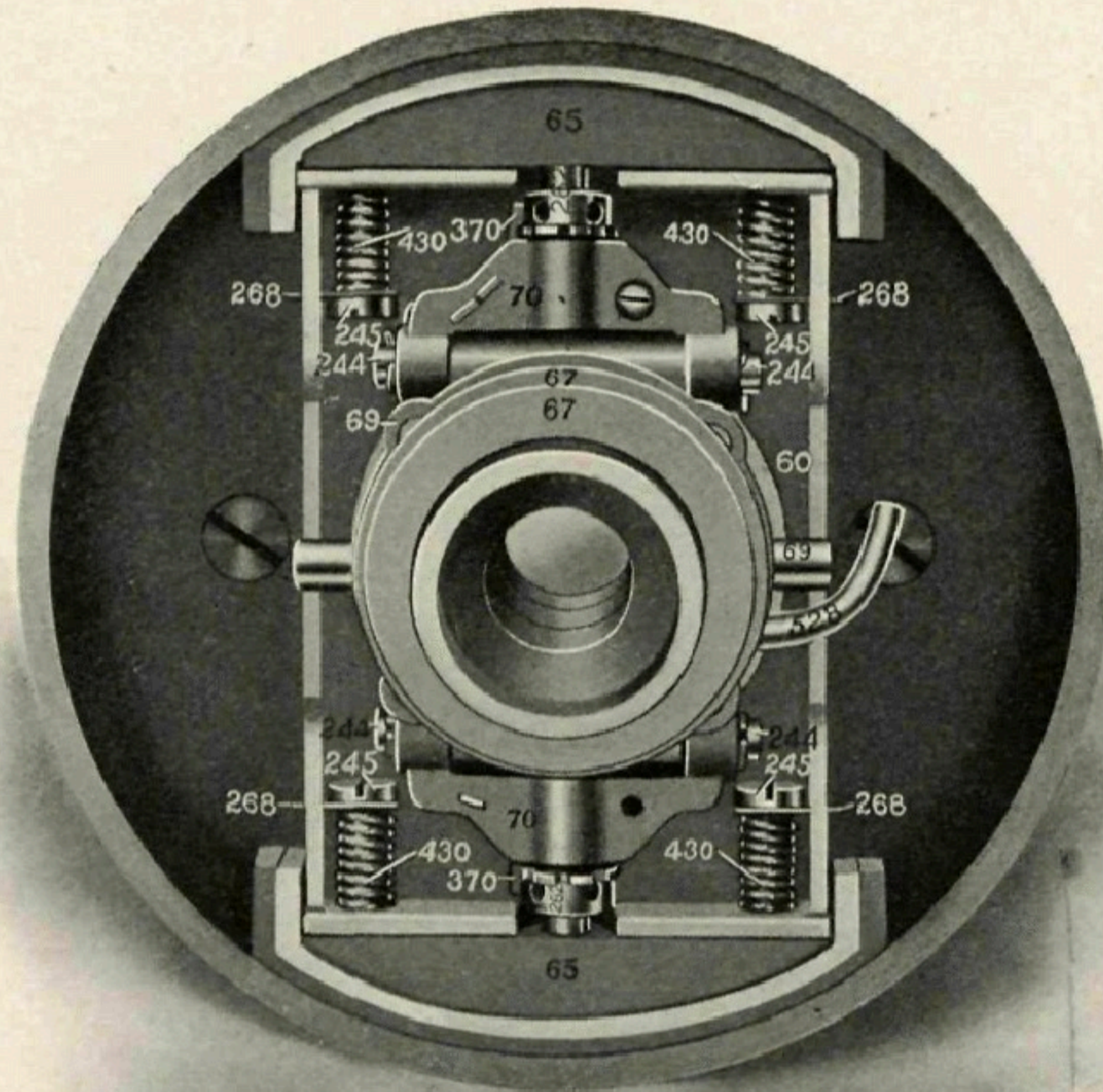
reported to us no cases of failure of our axles from any cause whatever during the entire season of 1903.

**WHEELS AND TIRES**—28 x 3 Artillery Wheels, with Fisk or Diamond Double Tube Tires. The tires are guaranteed by the manufacturer and we assume no responsibility whatever.

**FINISH**—Our specifications for body-work, ironing, and upholstering, call for first-class work and material in every particular. The upholstering is in dark green leather and is well padded over springs both in back and seat. We give an option of two colors—a rich maroon body with black stripe and Brewster green running gear and red stripe, or black body with maroon panels and Brewster green running gear. Any color ordered other than above will be \$25.00 net extra.

**TOP**—Our machine is regularly equipped with either a Victoria or Buggy Top, made of the highest grade of leather, making it one of the most desirable models for either pleasure-riding or business. The top may easily be removed if not desired, but is very convenient in case of stormy weather. Physicians have found our model very practical, as it can be used in all kinds of weather.



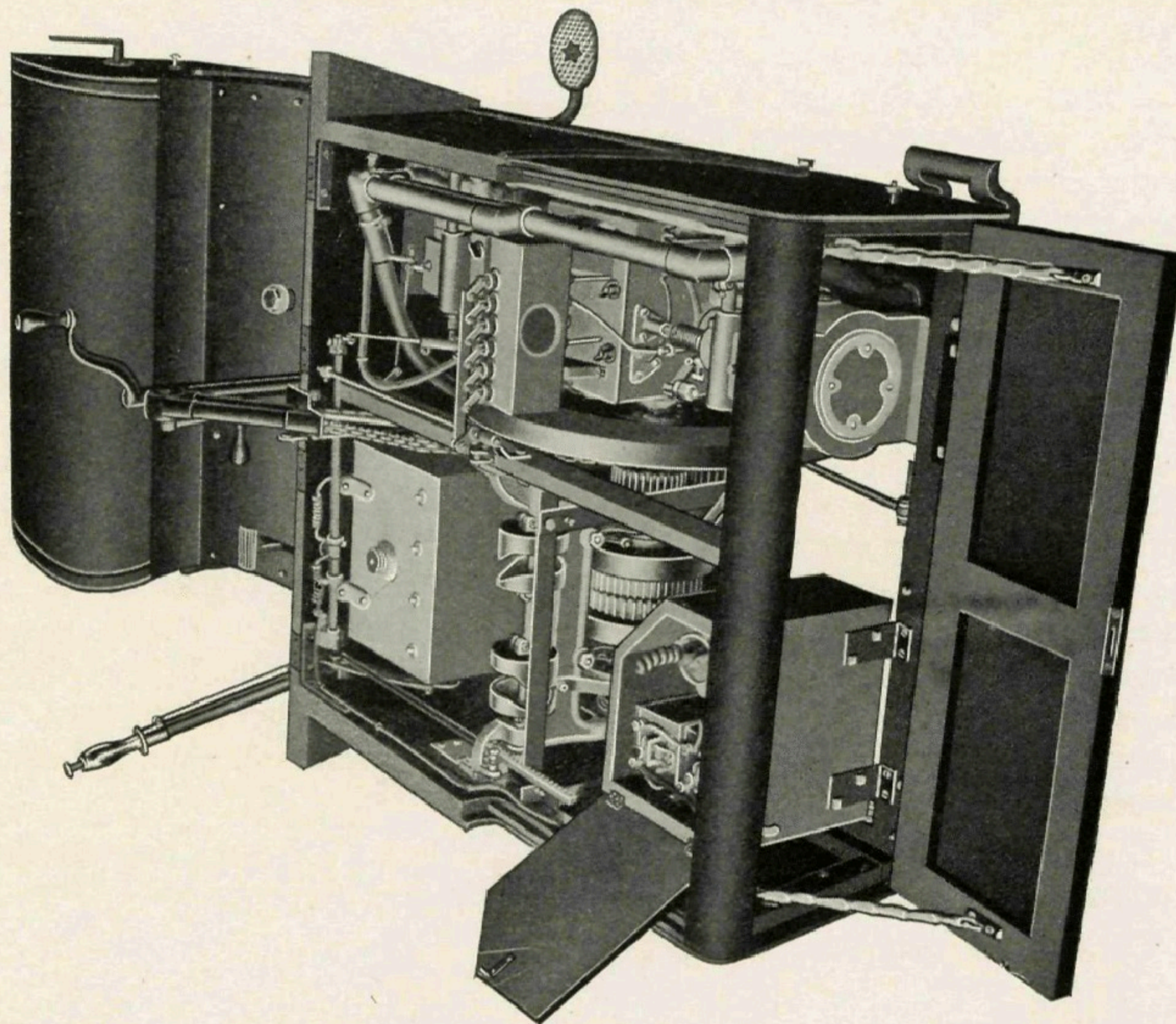


**E**QUIPMENT—All carriages are supplied with fenders of extra width, made up from special grain dash leather, and the tops of first grade leather. To go with each vehicle side lights in brass are furnished without extra charge; also rubber boot or storm apron, kit of tools and odometer, brass horn, and boot underneath, protecting machinery from mud.

**D**ESIGN—As will be seen from the cuts, the carriage is of the popular combination type, carrying two or four people. The parcel box in combination front will be found very convenient whether extra passengers are carried or not. Size of box is 10 x 12 x 30 inches. For doctors' use, or in fact anyone preferring a light carriage of the runabout type, this design will be found most suitable.

**A**CCESSIBILITY OF PARTS—We are confident that, in the matter of accessibility to our motor, we are unequalled by any. Both cylinder heads may be taken off, the cylinders inspected, wiped out, and the heads replaced in five minutes or less. The exhaust and inlet valves are equally easy to inspect. The cover to the crank-case can be removed in half a minute, and all the motor parts readily viewed. These quick inspections mean much to the operator, and are contributing largely to the universal satisfaction that our carriage is giving. The speed gearing is also encased with leather, which can be opened to any extent for inspection of all internal parts, friction clutches, etc. Seat is on hinge and folds forward, thus exposing entire machinery.

**PRICE**—With top and complete equipment, \$1300 net, f. o. b. Chicopee Falls, Mass. All parts returned to the factory for exchange or repair must be prepaid.

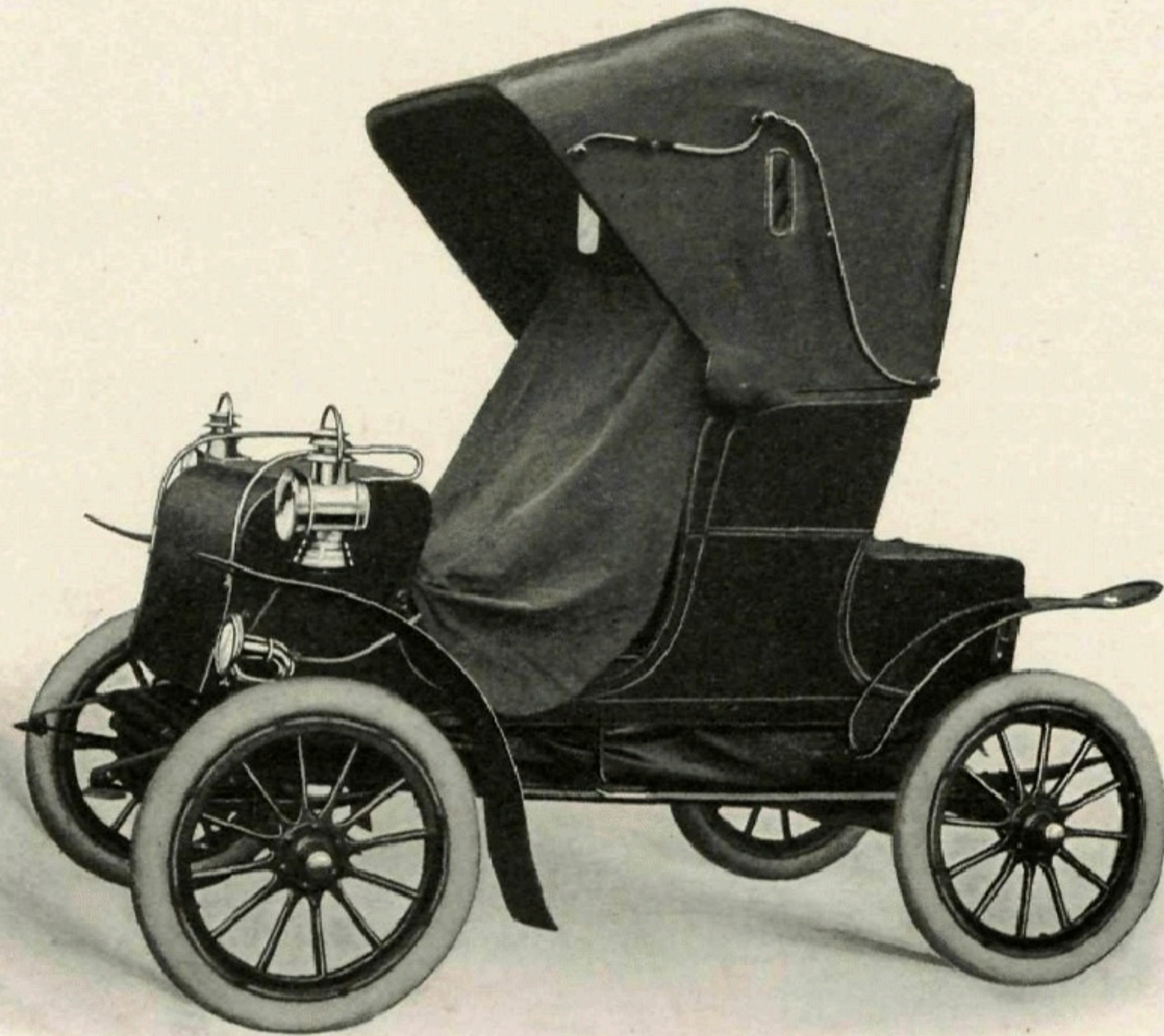


## RECENT TRIUMPHS OF THE "STEVENS-DURYEA" AUTOMOBILE

(These events won by regular stock cars.)

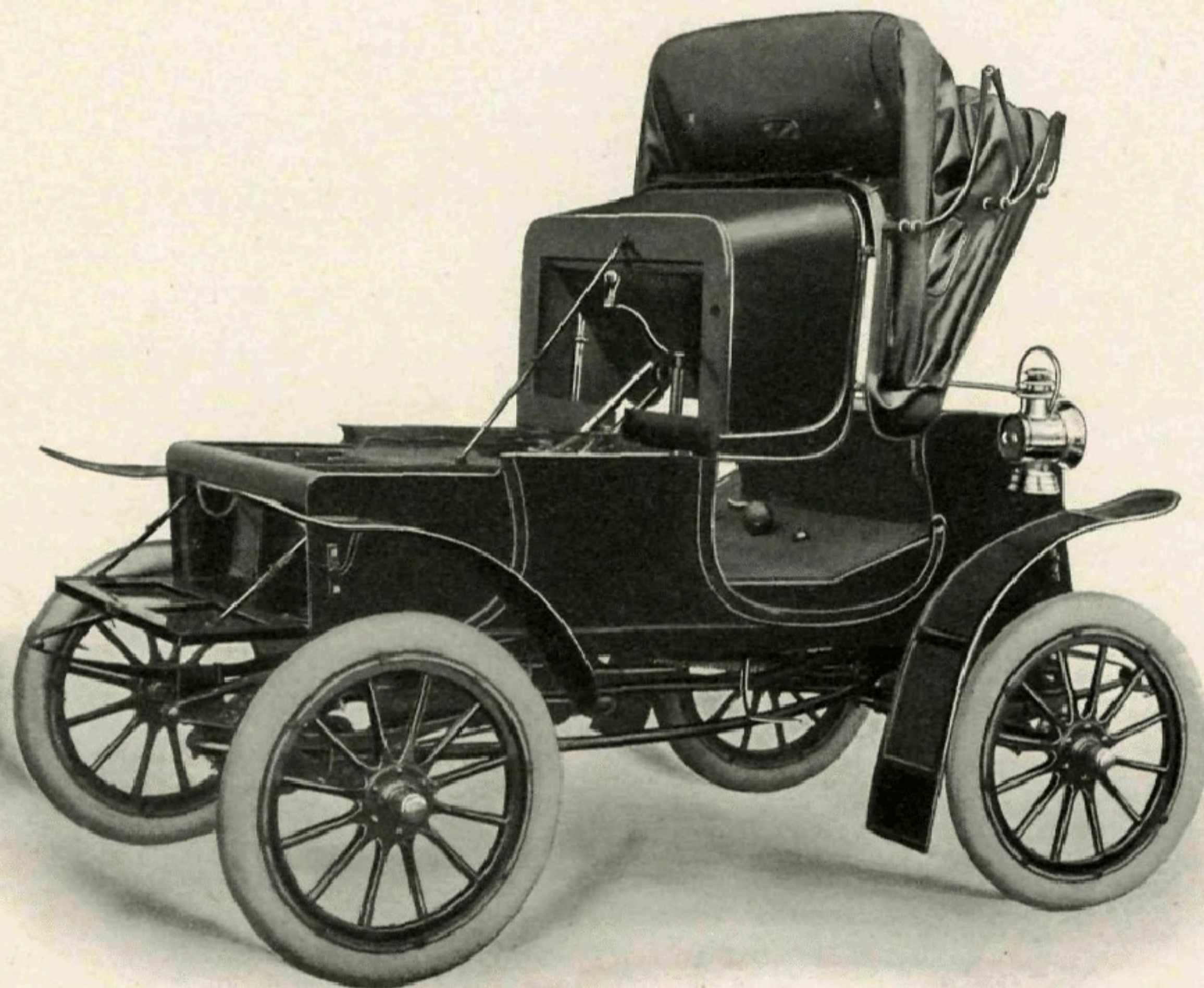
"The second race was a cinch for the STEVENS-DURYEA, which won by three-quarters of a mile." So says the "Los Angeles (Cal.) Herald" in its issue of November 22, 1903, in commenting on the automobile races at Agricultural Park, Los Angeles, Cal. This news item was supplemented by a laconic telegram received from Norman W. Church by the J. Stevens Arms & Tool Company, which stated:—"Won five mile race in seven forty-three, ten thousand people."

On November 25, a STEVENS-DURYEA machine, driven by Mr. Owesney, led the way for sixteen cars of well-known makes, in the road race from Washington, D. C. to Frederick, Md. This was a 51 mile run over hilly roads, and the time made was two hours and six minutes.



## RECENT TRIUMPHS OF THE "STEVENS-DURYEA" AUTOMOBILE

On November 26, the STEVENS-DURYEA RACER for the second time won the Eagle Rock, N. J., hill climbing contest. This machine was in the van in each of the three events entered, and defeated every car in its class. Three splendid triumphs in one day is a noble record, and when the facts are taken into consideration, that the time made by the "STEVENS-DURYEA" eclipsed that of every other contesting automobile but one (being beaten out by *one quarter of a second only* by W. K. Vanderbilt's 30 horsepower Mors Racer) it conclusively demonstrates the combination of virtues embodied in this machine. Some of the most celebrated American and foreign cars, with horse-powers as high as 40, were competing in this hill climbing contest.



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## RECORDS OF THE STEVENS-DURYEA AUTOMOBILE

(These events won by regular stock cars.)

September 24, 1902—Providence, R. I., 5 miles in 7.42

Track Record for 1 to 5 miles for Gasoline  
Machines under 1,300 pounds

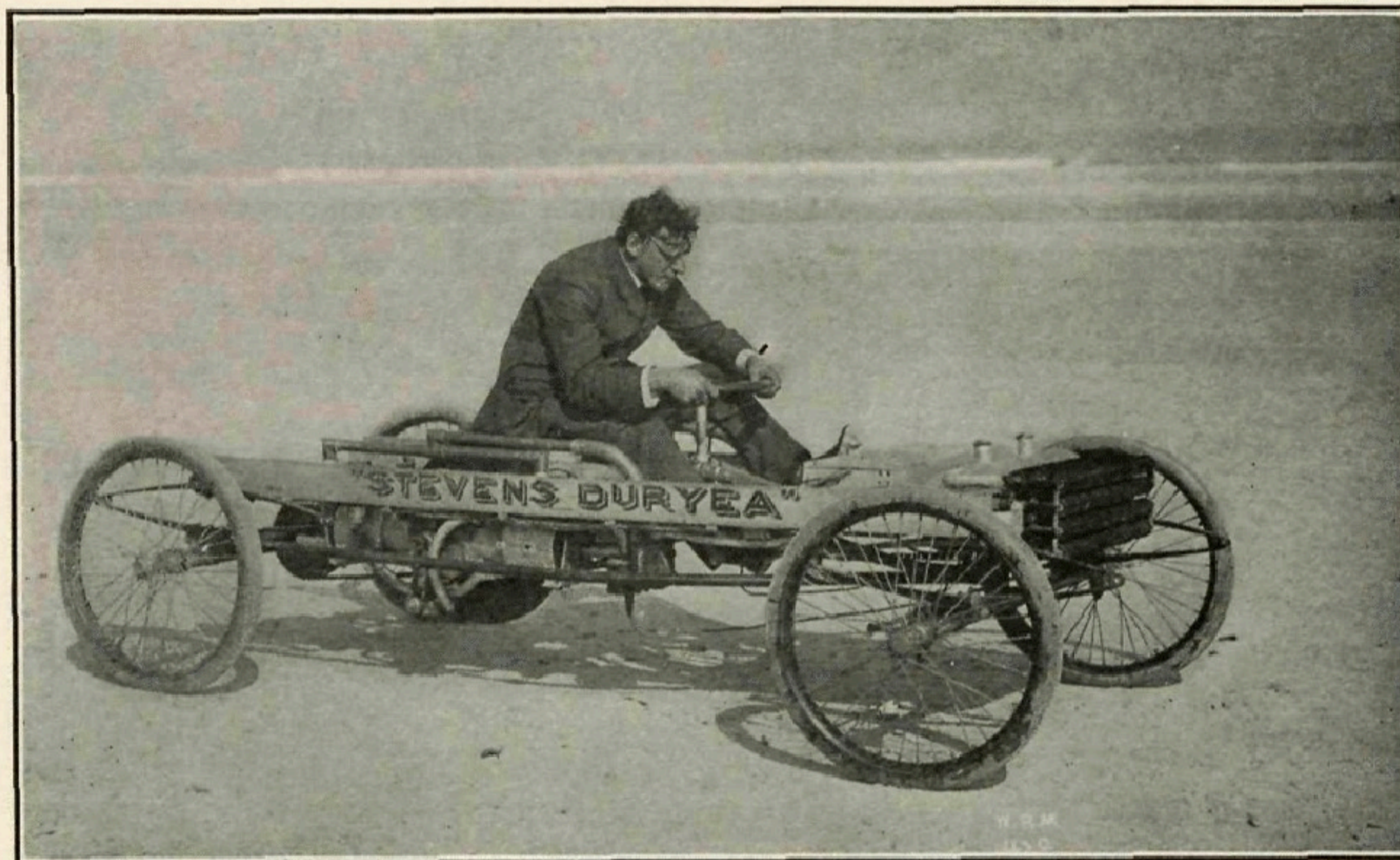
October 9-14, 1902—500 miles, New York--Boston--New York  
"Scarritt Cup"

Two Machines entered, both awarded First-class Certificates

November 27, 1902—Orange, N. J., Eagle Rock Hill  
Time, 3.45, Gasoline Car Record

A "Stevens-Duryea" won the hill-climbing contest in Boston, on Monday, April 20, 1902, given under the auspices of the Massachusetts Automobile Club on Commonwealth Avenue Hill. Time 43 1-5 seconds, in the class under 2000 pounds.





# The Stevens-Duryea Racer

established the following

## WORLD'S RECORDS

(in its class---under 1200 lbs.)

1 Kilometer - 35 2=5 seconds

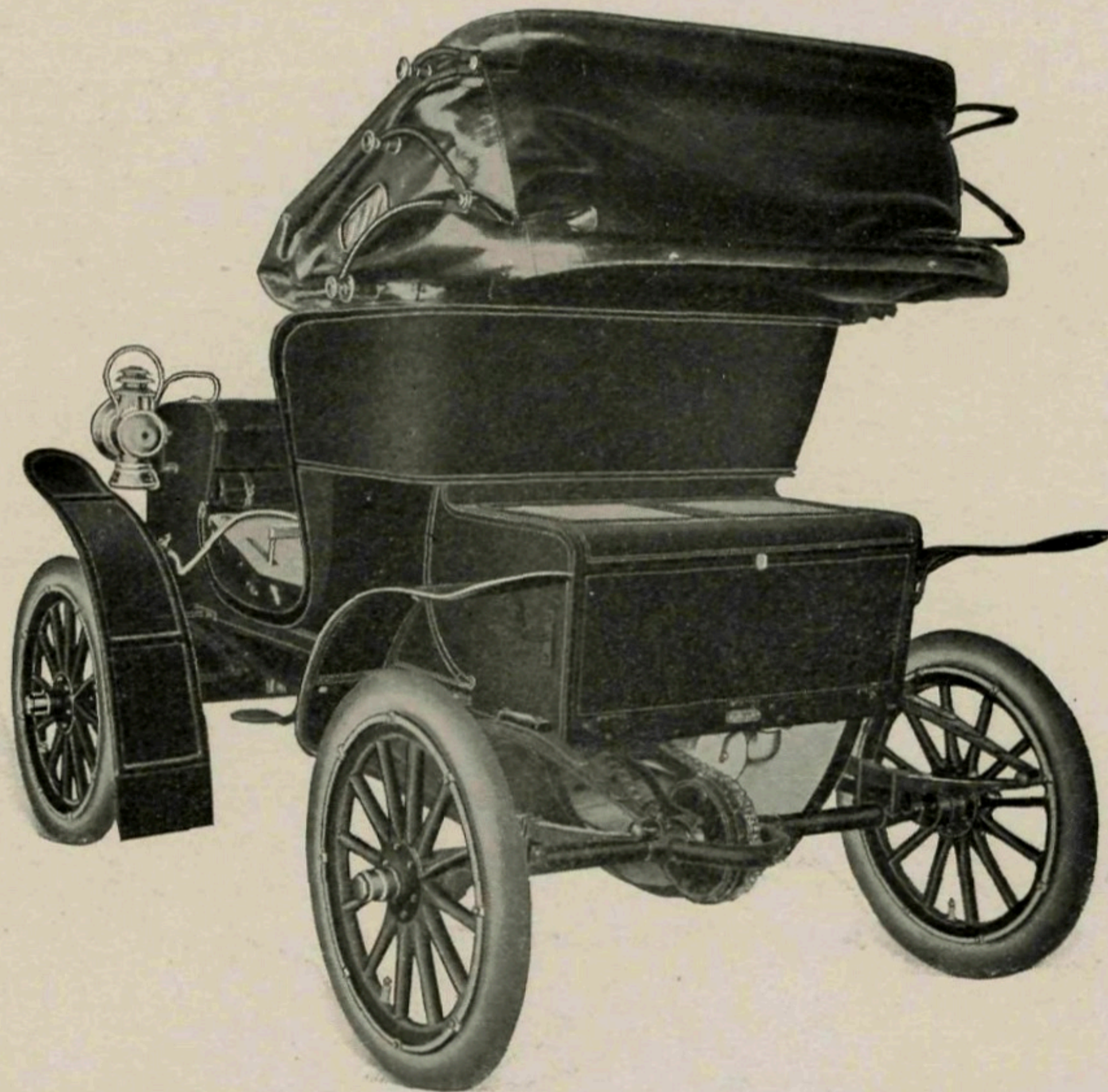
1 Mile - - 57 1=5 seconds

December 31, 1903

### AMERICAN RECORD

5 Miles = = = = = 4.57 4=5 minutes

January 1, 1904, at Ormond-Daytona Beach, Florida



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## THE "STEVENS-DURYEA" AUTOMOBILE

"This gasoline machine is without doubt, one of the most popular on the market, as it combines all those desirable elements that contribute towards the making of a superior vehicle. Of a most attractive appearance, powerfully built, and speedy, reliable and famed for hill climbing, the 'Stevens-Duryea' is undisputed leader of its class. Has a two-cylinder seven horsepower motor of the four-cycle type. Seats four people and can be easily operated by a lady. Runs without noise and vibration, and holds the track records for one to five miles.

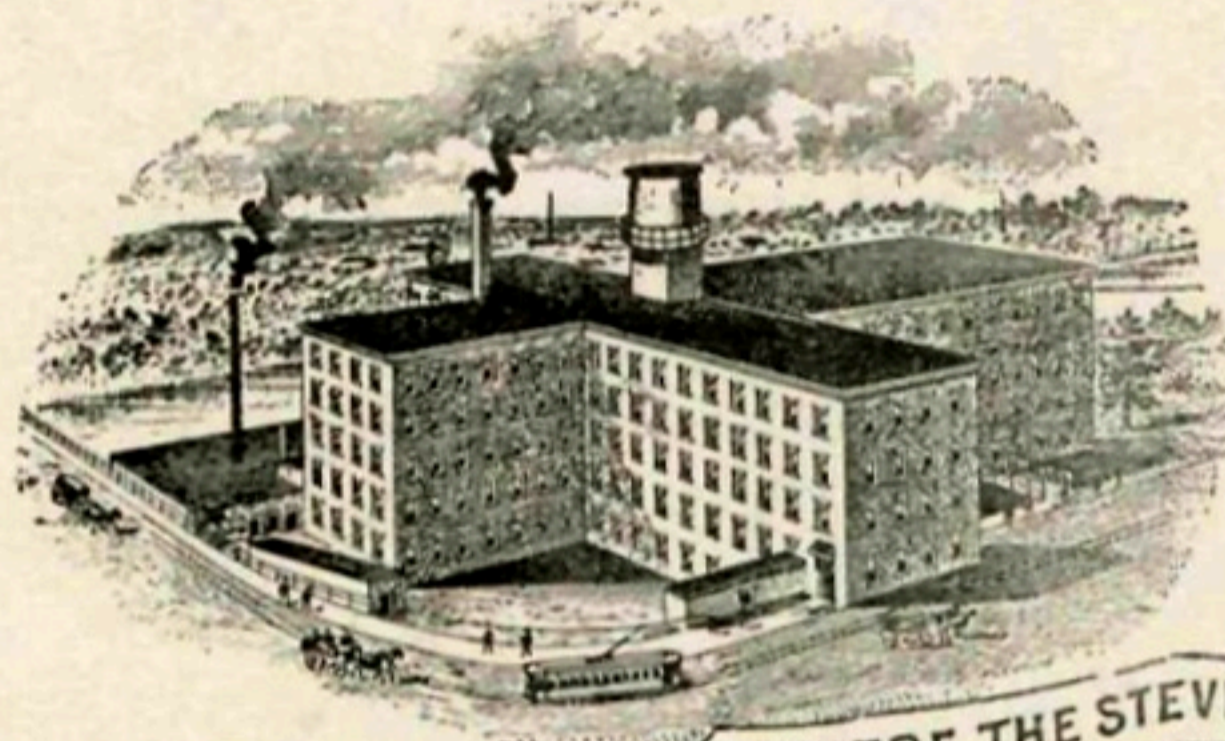
"The identical high standard of manufacture that distinguishes Stevens' Firearms is apparent in the 'Stevens-Duryea' automobile; it is an assurance of excellence that the same company that produces the famous Stevens' Rifles, Pistols and Shotguns, also manufactures the noted machine that 'starts from the seat.'

"Price of a 'Stevens-Duryea' is \$1300 at factory, including complete equipment.

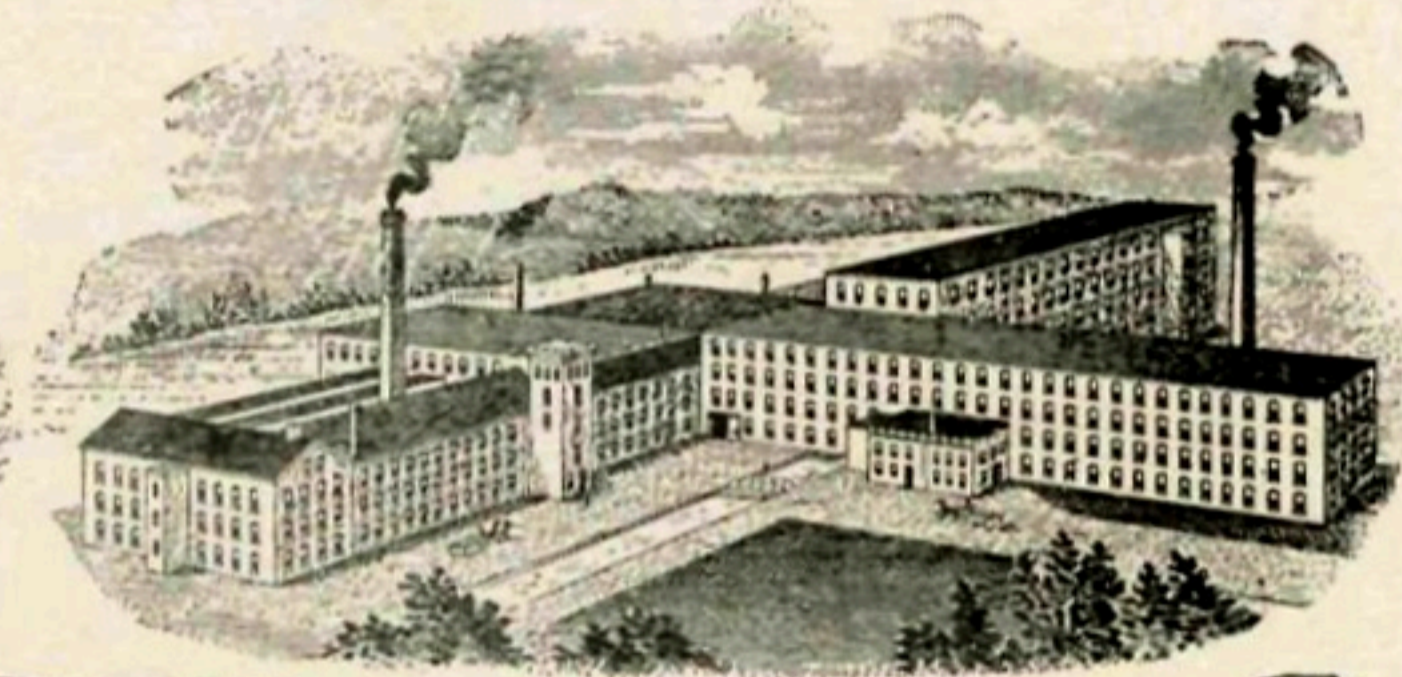
"Send to the J. Stevens Arms and Tool Co., Chicopee Falls, Mass., for Automobile catalog (mailed free) as now is the ideal season of the year to enjoy that royal sport."

—*Fish and Game Journal of America.*

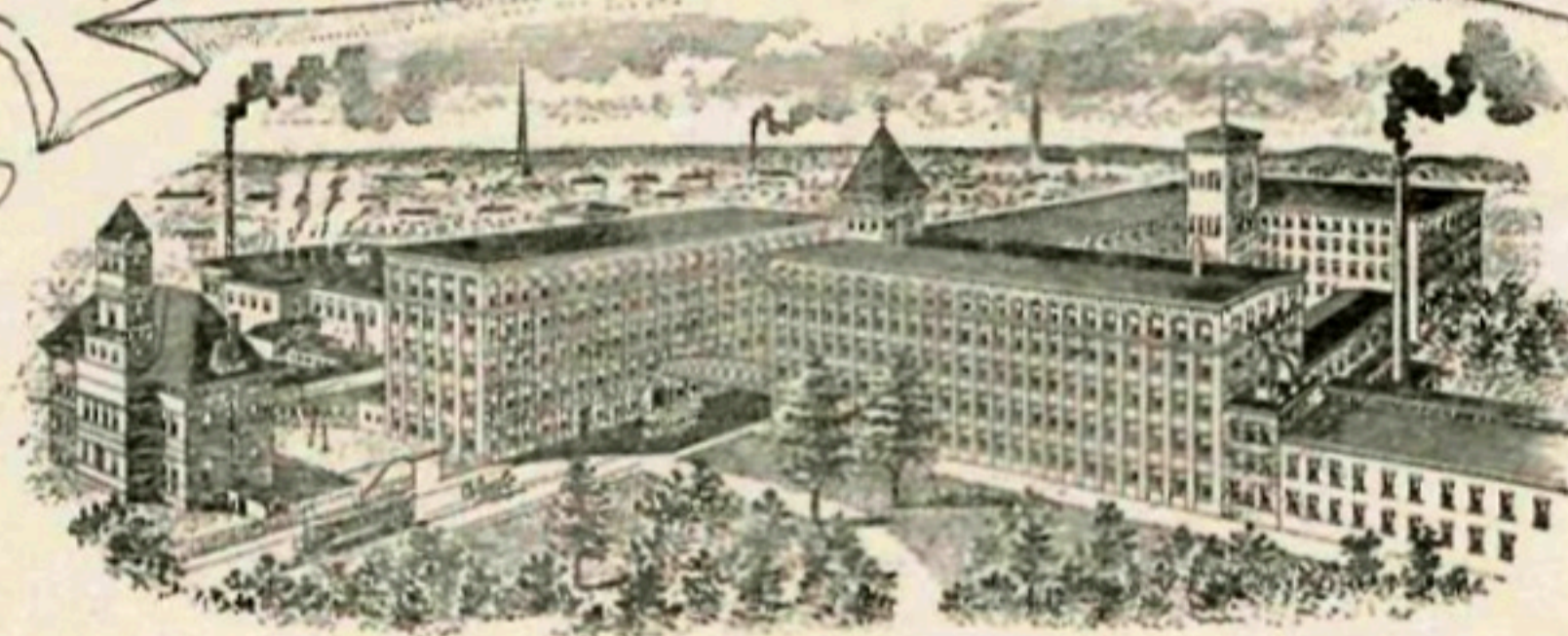
RIVER PLANT NO. 1.



RIVER PLANT NO. 2



WHERE THE STEVENS GOODS ARE MADE.



HILL PLANT.



