



STEAM POWER SYSTEMS

- A. POWER TRAIN, 125 nominal hp., 1500 lb/hr. with 6 cyl. engine including all auxiliaries, less condenser and battery.**
- | | |
|-----------------------|-----------|
| One off: | \$7500.00 |
| In series production: | \$5000.00 |
- B. POWER TRAIN, 200 nominal hp., 2500 lb/hr. with 6 cyl. engine including all auxiliaries, less condenser and battery.**
- | | |
|-----------------------|------------|
| One off: | \$10000.00 |
| In series production: | \$7000.00 |
- C. STEAM GENERATOR, 1500 lb/hr. as in A. above, less engine and engine driven feed pump.**
- | | |
|-----------------------|-----------|
| One off: | \$6462.00 |
| In series production: | \$4000.00 |
- D. STEAM GENERATOR, 2500 lb/hr. as in B. above, less engine and engine driven feed pump.**
- | | |
|-----------------------|-----------|
| One off: | \$8940.00 |
| In series production: | \$6000.00 |

Write for prices on other steam power plants and components

RICHARD J. SMITH

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8135 21ST STREET, WESTMINSTER, CALIFORNIA 92683
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Basic Engines

All new, tested & insulated

40 cu.in., 4 cyl	\$425.
60 cu.in., 6 cyl	\$578.
99 cu.in., 6 cyl	\$675.

Steam Distributor Valve

Fully variable cutoff, fwd, reverse,

4 cyl	\$380.
6 cyl	\$460.

The above valves are fully insulated and come with all fittings and drive, ready to install on the basic engines we deliver.

Casting and print to make 4 or 6 cyl valve \$25.

Options

Low speed and over-pressure compression relief for smooth starting and efficiency

4 cyl	\$100.
6 cyl	\$150.

"EDUCATOR" steam buggy construction plans \$25.

Air Atomizing Burners

These require 10 psi air, 3 psi fuel pressure. Small size, from zero to 3 gallons per hour, \$10. Medium size, zero to 8 gph with control valve \$15.

Flow Control Valves

The only accurate valve to control the amount of water fed into the boiler regardless of boiler or feed pump pressures.

Zero to four gpm.	\$35.
Zero to eight gpm.	\$75.

Valves and Throttles

These are the best obtainable for the services noted. We use them exclusively as we cannot buy reasonably priced equivalents. Special configurations available on inquiry.

3/16 open bore, 375°F, 400 psi	\$5.
3/16 open bore, 375°F, 3000 psi	28.
3/16 open bore, 1000°F, 1000 psi	40.
1/4 open bore, 750°F, 1000 psi	50.
1/4 open bore, 1000°F, 1000 psi	70.
1/2 open bore, 1000°F, 1000 psi	135.

Terms and Delivery

All items listed in this brochure are subject to changes in design and price. Delivery on stocked items requires 1 to 2 weeks, while other items may require ninety days, and more on some prototypes. Please feel free to inquire about items not listed, such as prototype vehicles or special components, or engineering consultation which we can supply.

"Congratulations, and good steaming"--Light Steam Power

"Particularly impressed with the engine" Road & Track, John R. Bond.

"Completely automatic" Steam Calliope

"Why aren't these cars being produced in quantity?" Industrial Research

"Excellent"--Road Test

"Feasible for automobiles in general" Product Engineering

STEAM ADVOCATES HASTILY say why go through all that wasteful process when you can eliminate smog by direct action—with the steam car? In-

IN ROAD & TRACK

N.C., an innocent looking Volkswagen appeared. Inside the engine compartment was a complete steam package of very compact proportions. The boiler wasn't much larger than a gallon paint can and the 42-cu-in engine was based on a reworked 4-cyl Mercury outboard powerplant.

We've had a look at this strange assortment while it was disassembled for further improvements (because at the present time the top speed is only 45 mph). I was particularly impressed with the engine. A rotary valve is added to control cut-off and steam admission is via pipes to the Mercury's sparkplug holes. The original exhaust ports are plugged and steam exits through the transfer ports, goes into the crankcase, out the former intake and finally gets to the condenser. The addition of 5% steam cylinder oil provides lubrication—and is safe.

factory, they say. **SEPTEMBER 1967**
22 ROAD & TRACK We will keep readers informed on this one as it develops.

Interest in steam is reviving for a number of reasons. There are a number of military steam applications of semi-classified nature under develop-

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