

THOMAS "FLYER"

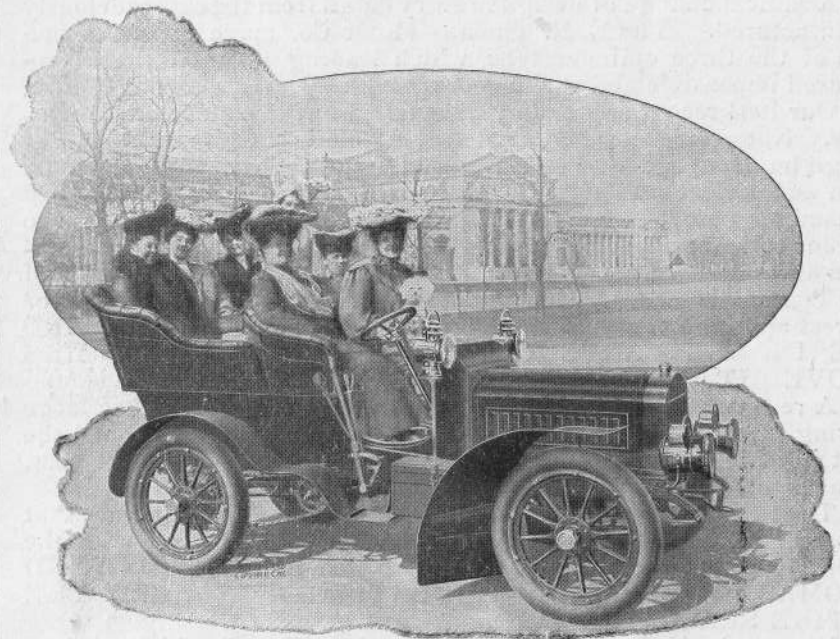
The Thomas "Flyer" contains more storage room than any other car in the world, total number of cubic inches being 15,858.

Thomas 1905
17-MH-T0471

Cars & Parts
BOX 482
SIDNEY, OHIO 45367

1904

The
THOMAS "FLYER"



1904 Model Output Completely Sold,

C. A. COEY & CO.

PHONES { 1475 } HYDE PARK
 { 1476 }

5311 Cottage Grove Ave., CHICAGO, ILL.

6TH ANNUAL ANNOUNCEMENT.

These are the days of facts instead of fancies.

The undoubted automobile success of the season of 1904 was the regular stock Thomas "Flyer." In the entire year not a single defect of workmanship or design of any vital part has developed, thanks to the reserve strength in every part. Owners and repairmen concede that the Thomas cost less for repair and giving less trouble in operation than was thought possible in any automobile. This fact is considered marvelous when it is remembered that the Thomas "Flyer" was a radical change of design in every detail from the cars previously manufactured. The E. R. Thomas Motor Co. made a perfect success of the three cylinder type which leading manufacturers pronounced impossible and which in other hands proved a signal failure.

Our 1904 record is probably unequalled in the history of automobiles. Not a single inherent defect of material, workmanship or design has developed. The transmission gear proved itself the most quiet and perfect yet devised. The chain oiling system in motor and transmission proved a grand success, and the SAFETY DEVICE to prevent cars from backing down hills is highly prized by our customers and saved several serious accidents. In fact, the mechanism of the Thomas is conceded by disinterested mechanical experts to be nearest approach to automobile perfection, and A SEASON'S HARD USE IN ALL PARTS OF THE UNITED STATES HAS PROVED IT.

A reserve of structural strength, a reserve of power, extra large bearing surface, workmanship to the closest limit of gauge and the most rigid inspections and tests, best material, regardless of cost, were responsible for the most happy results of the season of 1904.

That our efforts were appreciated is attested by the fact that every car made was sold—many orders were refused—and with the exception of a demonstrating car—NOT A SECOND-HAND THOMAS "FLYER" WAS ADVERTISED FOR SALE THE ENTIRE SEASON.

We now invite your attention to our 1905 "Flyer", which we shall produce with 30, 40 and 60 H. P.; 3, 4 and 6 cylinder motors. These we honestly believe by reason of their beautiful and original lines, their improved and simplified mechanism, their power and efficiency, WILL RANK EASILY AS THE WORLD'S GREATEST MOTOR CARS.

We thank you heartily for favors accorded us in the past and trust to merit a longer continuance of these cordial relations.

Yours truly,

C. A. COEY & CO.,

PHONES { 1475 } HYDE PARK.
 { 1476 }

5311-13 Cottage Grove Ave.

Expressions From Users of 1904 Model.

"Enclosed please find Mr. Farsons's check in payment of the Thomas 'Flyer', which he sends with particular pleasure. He also wishes to say that his new car is certainly the handsomest on the street."
Elizabeth Gardner, Private Secretary.

"The Thomas 'Flyer' recently purchased from you is giving me excellent service. I am highly pleased and recommending to all my friends that they buy 'Thomas Flyers'."
Chas. O. Austin,
National Bank of North America.

"Since receiving the Thomas 'Flyer' June 25th, myself, family and friends have taken the greatest delight in using it. It is noiseless, smooth running and am well pleased with my purchase."
A. B. Carson, 60 Wabash Ave.

"The Thomas 'Flyer' is certainly the smoothest running car I know of and goes through sand as well as many cars I know go over good roads."
W. S. Vanderwater, Kankakee, Ill.

"I have driven the Thomas 'Flyer' some 1200 miles over all kinds of roads, through gravel, mud, up and down hills, and it has given very good satisfaction. The machinery is in perfect order. Nothing broken."
Chas. H. MacDowell, 205 La Salle St.



NO LOAD TOO MUCH FOR THE THOMAS.

"Accompanied by your local agent, Mr. A. W. Sallander, I have just returned from a six days stay at the World's Fair, and make haste to congratulate you on your Thomas 'Flyer.' It certainly is the Ideal American Gentlemen's Car. We made a very careful examination of all Foreign and American cars and I am free to say that I would not exchange my Thomas 'Flyer' for any of them."

Wm. Atlee, Fort Madison, Ia.

"I will take this opportunity to state to you that I am highly pleased with my new Thomas 'Flyer'. Everyone admires the limousine body and I think it is the handsomest car on the market. It certainly rides easier and the machinery works more perfectly than any automobile that I was ever in." W. J. Moore, Masonic Temple.

"A car can cost more but no car can be better than the Thomas 'Flyer'. I am perfectly satisfied with mine, no money could buy it. I have now used my car five months and it is getting better all the time." J. F. Paulin, M. D., 451 Milwaukee Ave.

"I have run the Thomas Car over 5,000 miles without any expense or repairs. It is very quiet running, engine is speedy and I consider it the best car on the market. Nothing but a Thomas 'Flyer' for me." C. R. Horrie, Randolph Street Market.

Extracts from the leading papers commenting on the Thomas "Flyer" in the parade recently held in Chicago:

Inter Ocean: "Perhaps the most gayly decorated car was that of C. A. Coey's, agent for the Thomas 'Flyer,' which was almost entirely covered with roses."

Record-Herald: "The car of C. A. Coey, lavishly decorated with American beauty roses, was the most picturesque of all."

Chicago American: "In the above photograph is shown C. A. Coey's brilliantly bedecked machine."

Automobile Review: "The handsomest decorated car was the three-cylinder Thomas Limousine, owned and driven by C. A. Coey."

Extract from the "Automobile" in reference to the parade held in St. Louis, Aug. 12, special correspondence: "One of the cleanest and handsomest cars in the parade was driven by John Farson, president of the Chicago Automobile Club. This car is a brand new Thomas 'Flyer,' which arrived in Chicago Wednesday night, and it was at once expressed to this city for the parade to-day. This car is the fourth addition to the Farson garage this year, and, like the Sultan's wives, the last one being the favorite, it was honored by being put in the St. Louis parade."

"After investigating fully the Thomas 'Flyer' I believe it is the best American car, regardless of price."

D. Miller, c/o C., B. & Q. Ry.

"I have run the Thomas 'Flyer' at least 2000 miles without any trouble whatever and have always had all the power required to go over any hill and at any speed I cared to ride."

Frank Thompson, American Car and Foundry Co.

"The Thomas 'Flyer' which I am driving is the best running machine I ever drove. I took the Hubbard Hill with five people on high speed and increased the speed all the way up. I believe it is the best hill climber in America." J. M. Hibbard,

c/o A. C. McCord, Old Colony Bldg.

"I have run my Thomas 'Flyer' seven months without one cent for repairs. I am more than pleased with it. It has every car on the market beat forty ways."

R. S. Mattoon, 4338 Oakenwald Ave.

"The Thomas 'Flyer' is certainly the most machine for the money and puts a great many higher priced ones to shame."

Chas. D. Rogers, c/o Rogers & Co.

"My Thomas 'Flyer' is running like a clock. I would not sell my car for \$5000 if I could not get another one of the same make. I can pass any car I overtake on the road."

Jacob Feinberg, 31st and State Sts.

"My Thomas 'Flyer' works perfectly and answers all requirements in regard to speed and power. I have had no trouble with it whatever."

D. E. Postle, 1732 Marquette Bldg.

"I have used my Thomas 'Flyer' for six months and have given it some very severe tests and am thoroughly satisfied with it in every way. It gives perfect satisfaction in every respect."

Harry T. Smith, 158 E. 51st St.

TEN REASONS

Why the Thomas "Flyer" Is the Car to Buy:

1st. It has a three-cylinder vertical engine under the hood, a system which all prominent foreign manufacturers have adopted.

2nd. Runs direct on high speed with no gears running, the only car with these features.

3rd. Has a one-piece axle in the rear, which is much stronger than one divided in the center.

4th. Has a patented combination, which, when the emergency brake lever is thrown, two brakes apply to the rear wheels, one brake to the differential, releases the clutch and throttles the engine, all in one movement. The only car with this appliance.

5th. Has eighteen sets of anti-friction devices, which reduce wear and trouble to a minimum, increases speed, smooth running, and prolongs the life of the car.

6th. The Thomas car contains a safety device which absolutely prevents car from backing down a hill. This one feature would have saved many lives last season.

7th. The Thomas car has a chain pull between the bearings on the rear wheel, which diminishes all side strain.

8th. Has one horse-power to every 83 pounds, which eliminates the expense of tires and prolongs the life of the car.

9th. Is the handsomest, quietest and easiest car to control, and the only high-powered machine that a novice can operate.

10th. The Thomas car contains less number of parts than any high-powered car in the world. Simplicity in an Automobile is perfection.

A phone call will bring a car to your door. We shall be pleased to have the privilege of giving you a demonstration.

MODEL 25

1905 THOMAS "FLYER" TOURING CAR.

Special Features Briefly Stated.

MOTOR—40 H. P., four cylinder.

TRANSMISSION—Sliding Gear, 3 forward, 1 reverse speed.

FRAME—Channel steel.

SPEED—4 to 60 miles per hour.

WHEEL BASE—104 inches.

GAUGE—56½ inches.

BEARINGS—Dust proof roller throughout on 4 axles and 2 sprocket bearings, adjustable.

WHEELS—Wood, artillery, 34 inches.

TIRES—Standard American makes, 34 x 4 inches.

SPROCKETS—19 to 30 tooth, interchangeable.

BRAKES—Foot brake, also emergency on both rear wheels.

STEERING DEVICE—Improved worm and sector, adjustable for wear.

GEAR LOCK—Impossible to shift gears till clutch is thrown out.

TRANSMISSION OF POWER—Double chain, pulling between the outside and inside roller bearings.

FOOT THROTTLE—Will stay where it is put, but is released instantly by applying either brake.

ONE LEVER—Puts on both emergency brakes, releases clutch, closes throttle.

SWITCH COMMUTATOR—And mechanical sight feed oiler in the dash board.

CARBURETTOR—Improved float feed.

RADIATOR—Whitlock improved, cellular.

UNIVERSAL JOINTS—Are placed between motor and transmission and on either side of counter shaft; a very important feature.

AXLES—Extra heavy forgings and reinforced seamless steel tube.

SAFETY DEVICE—Prevents car backing on steepest hills.

SPRINGS—Highest quality, long and flexible.

GASOLINE CARRIED—19 gallons.

WATER CARRIED—3½ gallons.

CANOPY TOPS—With curtains and glass front supplied as an extra.

CAPE TOPS—Also supplied.

LIMOUSINES—With side doors built to order.

PRICES—Regular tonneau \$3,000.00.

DELIVERIES—Will commence at once, and with greatly increased facilities orders will be filled promptly throughout the season.

OTHER MODELS.

Model 24—Thomas "Flyer," 3 cylinder, 30 H. P., 98 in. wheel base, body same as Model 25—\$2,750.00.

Model 28—Six cylinder, 60 H. P., 116 in. wheel base.