

Specifications

Style of Car . . .	Racing runabout. Long steering post. Motor in rear of front axle. Beautiful lines. Very racy appearance.
Seating Capacity . . .	3.
Wheel Base . . .	118 inches.
Tread	56 inches.
Clearance of Axles	Front, 10 inches; rear, 12 inches.
Type of Motor . . .	4-cylinder, 4-cycle, cylinders separate.
Carburetor	Automatic, water jacketed.
Ignition	Bosch high tension magneto and spark generator; both systems separate and independent, with two sets of spark plugs.
Lubrication	Mechanical, six sight feed oilers, in conjunction with splash system, in crank case.
Control	Spark and throttle on top of wheel.
Transmission . . .	Sliding gear, selective type, four speeds, forward and reverse.
Standard Gear, Touring Car . . .	1.89 to 1 on high speed.
Clutch	Three-disc metallic.
Springs	Semi-elliptical.
Drive	Double side chains.
Bearings	Front and rear transmission auxiliary shaft, rear and main transmission shaft, differential, sprockets and rear wheels, annular ball; front end of main transmission shaft, front wheel and sector of steering gear, roller; clutch, steering post and bevel gear, ball thrust.
Radiator	Cellular, with shaft-driven fan.
Water Pump	Gear pump, gear driven.
Brakes	Two contracting, leather to metal, on rear hubs, $12\frac{1}{4}$ inches diameter by $1\frac{1}{2}$ inches face; two contracting, leather to metal, on countershaft drums, $7\frac{7}{8}$ inches diameter, 2 inches face.
Steering Gear . . .	Work and Sector.
Wheel Dimension	36 inches.
Tires	Goodrich Clincher, $34 \times 3\frac{1}{2}$ inches front, $34 \times 4\frac{1}{2}$ inches rear.
Gasoline Capacity	16 gallons.
Water Capacity . .	$4\frac{1}{2}$ gallons.
Oil Capacity	2 quarts in crank case, 3 quarts in oiler.
Price	\$4,000 with lamps and generator and tools f. o. b. Buffalo.

Thomas Speedway Flyer

E. R. Thomas Motor Co.

Member A. L. A. M.

Buffalo, N. Y.

New High Powered Runabout Proves Wonder of Automobile World

WITH long, racy and graceful lines, marvelous speed and almost unlimited power the Thomas Speedway Flyer is the most distinctive feature of 1907 automobile construction.

An insistent demand, which began last fall for a car on runabout lines and embodying the Thomas Flyer ideas of construction, grew in volume until in the spring it became too strong to remain unanswered. The name, Speedway Flyer, gives a hint of its capabilities. But coupled with its great speed go other qualities that make it ideal for use in the parks, on city streets and everywhere an automobile can be used. Unlike the runabout, that is simply a converted touring car, the Speedway Flyer is balanced so perfectly and equipped with such flexible springs that riding in it over rough roads differs but little from the easy glide on an asphalted pavement.

Specially designed to meet the big American demand for a gentleman's high-powered roadster, the new member of the Thomas family already has become the motor-car sensation of New York, Chicago, and the other large cities.

Two of the first Speedway Flyers turned out of the factory were bought by W. K. Vanderbilt, Jr., and E. Russell Thomas, the prominent amateur automobilists, and many others have been sold for use in and around New York and on the Long Island Motor Parkway, which is destined to be the scene of the great automobile races of America.

The new car follows along the well-known lines of the Thomas Flyer, but is adapted to runabout use. An engine of high horse power, set well back on a frame in rear of front axles, with pedals and levers in keeping with the position of the seats are among its features.

Ignition is by a double system, one set of plugs being used in connection with a Bosch magneto and the other through a spark generator and batteries. Both systems are separate and independent.

The transmission has four forward speeds and a reverse and is of the selective type. The drive to the rear wheels is by double side chains, the sprockets being larger than in the touring car. The gear ratio for the runabout is 1.89 revolutions of the engine to one of the rear wheels. The wheels are thirty-four inches in diameter with $3\frac{1}{2}$ -inch tires in front and $4\frac{1}{2}$ -inch tires in the rear.

Both the front and rear axles are of the I-beam, drop-forged type and give an exceptionally good clearance. The cross steering rod is placed in the rear of the front axle as a protection from road obstructions.

Provision is made for the seating of three people, two in front and one on a rumble seat in the rear, where a tool box is also placed. The front fenders are long and sweeping in form, connecting with a short running board.

Each Speedway Flyer is guaranteed to have made over seventy miles an hour before shipment, and with use and proper care should develop much greater speed.

Only a limited number of these cars were ordered built, but the demand has been so great that it was found necessary to double this number. Even this increased production is inadequate and the total number planned for 1907 undoubtedly will be sold in a few weeks.

THOMAS SPEEDWAY FLYER, \$4,000 F. O. B. FACTORY

