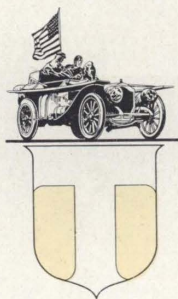
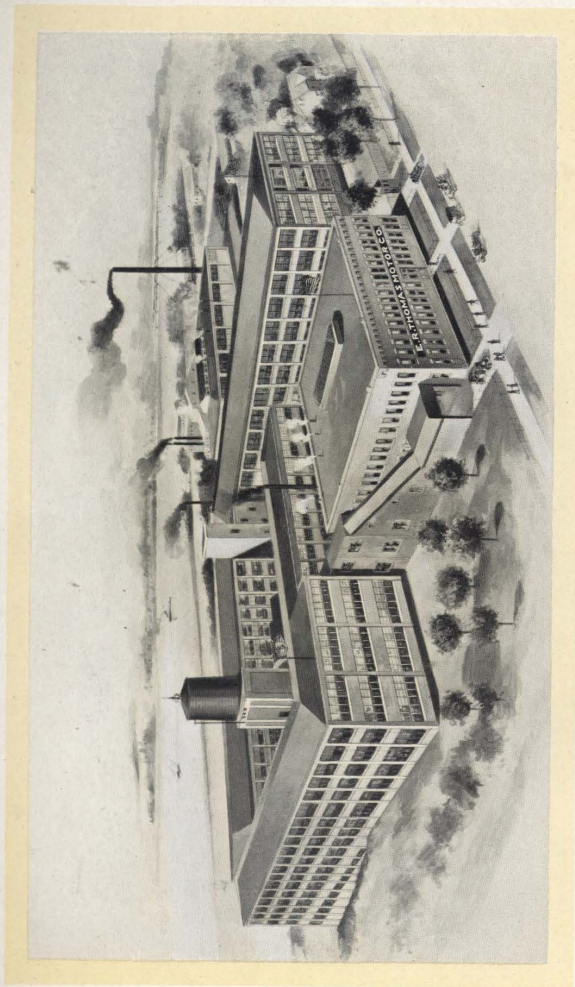


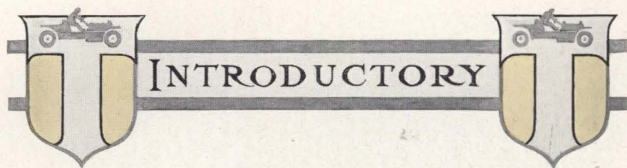
The Thomas Flyer
Champion Stock Car
of the World



The E.R. Thomas Motor Co
BUFFALO NEW YORK USA
M C M I X



E. R. Thomas Motor Co., Buffalo, N. Y.



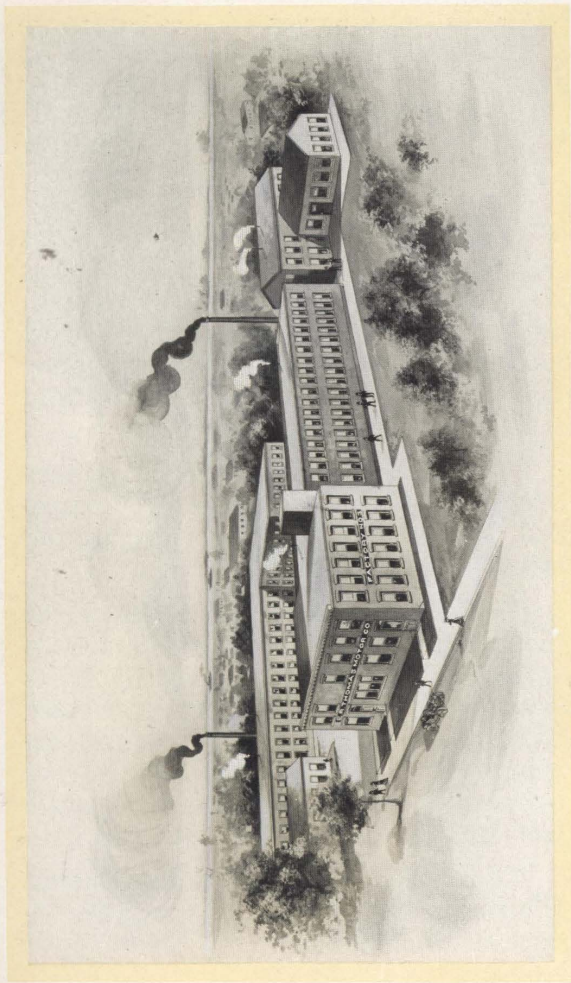
Tenth Annual Announcement

IT is the desire of the E. R. Thomas Motor Company to keep the Thomas Flyer ahead of its class at whatever cost, and that we have succeeded is largely indicated by the growth of our plant and business, which rank among the largest and best in the country.

This great growth could not have been made without the good will of our satisfied owners, who have been and are our most strenuous advocates.

The 1909 Thomas cars, designed like their predecessors, on the principles of simplicity, strength and durability, to which we owe our uninterrupted success, embody certain improvements and developments, the result of our experience in the New York-to-Paris race, which we won with a common stock car.

We can assure our friends that Thomas Flyers are better than ever and will fulfill every requirement.



Factory No. 3, E. R. Thomas Motor Co., Buffalo, N. Y.



Every 1908-9 THOMAS FLYER Owner
Owns a New York-to-Paris Car

EVERY Thomas Flyer owner should be justly proud over the great showing made in the New York-to-Paris endurance contest, for mechanically, his car is an exact duplicate of this world's champion, which was a stock car selected only six days before the start and positively without any preliminary tests greater than those given to any other Thomas Flyer. It was entered at the last moment, merely because no other American car was entered—because it seemed a reflection upon the American industry to permit five foreign cars, carrying five foreign flags,

to race across the American continent without a single American competitor.

The Winning of the Race Around the World

Far more remarkable than any of the stories told of the trip is the almost incredible performance of the Thomas Flyer itself, which was far beyond anything that was ever heard of or expected in a machine traveling under its power.

First, and above all, it must be understood that the Thomas Flyer was an ordinary car selected from stock, such as we are shipping every day to customers—a four cylinder, sixty horse power automobile—a standard machine, while all the others were specially constructed for the contest.

The strangest, most wonderful and most unexpected part of this wonderful journey is the absolute fact that from the time the car left Chicago, on February 28th, until its return to Buffalo, on September 29th, NONE OF THE VALVES WERE GROUND OR CHANGED; NOT A SPARK PLUG WAS CHANGED; NOR WERE THE CRANK SHAFT BEARINGS CHANGED OR ADJUSTED, notwithstanding the fact

that the car traveled 13,000 miles under its own power, of which 8,000 MILES WERE ON LOW GEAR, THE MOTOR REVOLVING NECESSARILY SEVERAL TIMES FASTER THAN ON HIGH GEAR, when ploughing through deep snows, mud and swamps, plunging into gullies and jumping ditches, climbing mountains, fording streams or bumping over cross ties, and outside of replacing transmission gears, on account of the continuous running for such a long distance under such awful strains, the fact being that cars are seldom compelled to run on low gear more than a few hours, few repairs were necessary, and from the time of leaving Seattle until its return to Buffalo, THE CAR WAS NEVER IN A REPAIR SHOP, ALL REPAIRS BEING MADE EN ROUTE BY SCHUSTER AND MILLER.

Repairs

On arriving at New York, without the slightest repairs, the bonnet was sealed by the Automobile Club of America, and the car was run under a sealed bonnet

for approximately one thousand miles until September 29th, when the car was examined before an official of the Buffalo Automobile Club, appointed for the purpose. Notwithstanding the fact that the motors, frames, bearings and every other part of the mechanism had been subjected to many times the severest and most continuous strains to which an automobile is ever subjected, it was only necessary to repair a leak in the radiator, resurface the brake bands, fit a new bushing for the fan gear housing, a new internal gear and shaft for water pump, new bearing retainer washer for rear wheels, a few rivets, one new idler gear, one bolt and one clutch shaft, to RESTORE THE CAR TO ITS PREVIOUS PERFECT RUNNING CONDITION.

This completes the most notable record ever made by any piece of machinery; and fully proves our oft-repeated assertion that the Thomas Flyer is the "most reliable car in the world."

The Record of the Thomas Flyer

22,000 miles (approximate distance), from New York to Paris. Elapsed time, 170 days. Total running time, 88 days. Daily average, 152 miles per day.

13,341 miles on land under its own power, and about 8,659 miles by water; traveling 2,385 more on land and 3,246 miles on water, a total of 5,031 miles more than its nearest competitor. The Thomas was the only car that complied with the rules and went the official route.

3,836 miles traveled from New York to San Francisco at the very worst season of the year; the temperature frequently near zero; the roads covered with the deepest snows for years or through the gumbo mud of the West, in addition to climbing snow-packed mountains, fording streams or traversing sandy deserts.

TIME—42 days, Zust 53 days; De Dion 56 days. The Protos, unable to proceed under its own power, shipped from Pocatello, Idaho, to Seattle, avoiding 1,100 miles of the worst roads on the American continent; announcing at Seattle that they would not continue as contestants. The Moto Bloc quit at Cedar Rapids, Iowa; the Sizaire Naudin at Red Hook, New York.

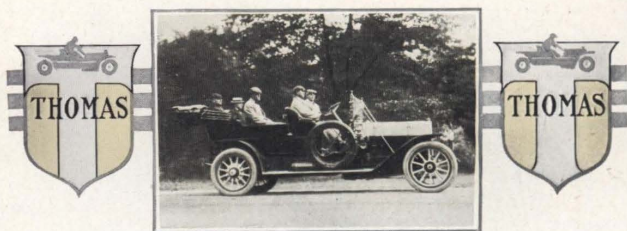
4,400 miles from Seattle to Valdez and return by water; compelled to go to Alaska to comply with official route but found it impracticable and returned; competitor sailed for Vladivostok before our return, being 17 days at Vladivostok for repairs and renewals.

4,285 miles from Seattle to Yokohama.

- 350 miles across Japan. The roads were so narrow on the mountains that only a few inches were left between the wheels and the precipices and mountain ravines, and the car had to be lifted around the curves at times.
- 8,280 miles Vladivostok to Paris covered in 49 days running time. Daily average, 169 miles per day. At Vladivostok, one of the competitors cornered all the gasoline, detaining the Thomas car three days—a striking contrast to the American sportsmanship as shown by the Thomas crew which was detained quite a while pulling the Protos car out of the mud.
- 450 miles traveled on cross ties between Vladivostok and Harbin, which were wide apart and unbalanced, the car having to run fairly fast to keep the wheels from locking between the ties on the outside of each rail—a most fearful bumping and jolting test to men and machines.
- 72 days in trackless Siberia, carrying sometimes two barrels of oil in addition to load which frequently exceeded 800 pounds. The roads of Siberia are too narrow for the tread and at no time was the car in the track. The privations were awful—poor food, no water, and only five nights in bed during the entire seventy-two days.

Glidden Tour Insignificant

Contrast this performance with the easy daylight travel of a Glidden tour, in the summer time, on well-traveled roads, always amidst friends and in sight of villages or farmhouses, and the difference between the Thomas feat and the most trying public performances of other American cars will be readily apparent.



THOMAS 6-Cylinder, 70 Horse Power FLYER

THE most powerful, complete and luxurious stock car made. Not because of any single detail, but because of its absolute superiority in every detail, this car has earned its rank as the world's most perfect car.

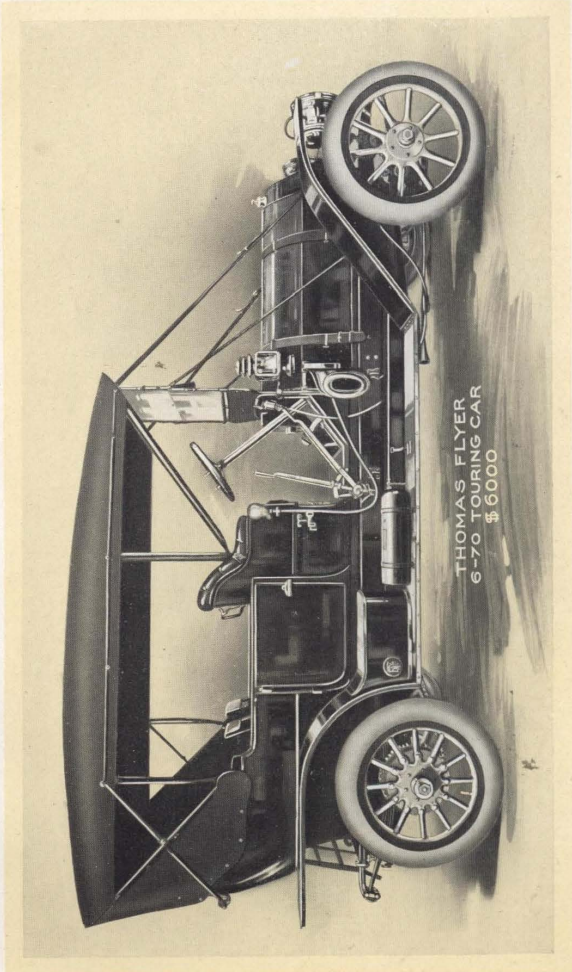
Equipped with top, speedometer, clock, prestolite tank, tire irons, two separate ignition systems, shock absorbers, geared fans, oilers and pumps—it has everything that money can buy.

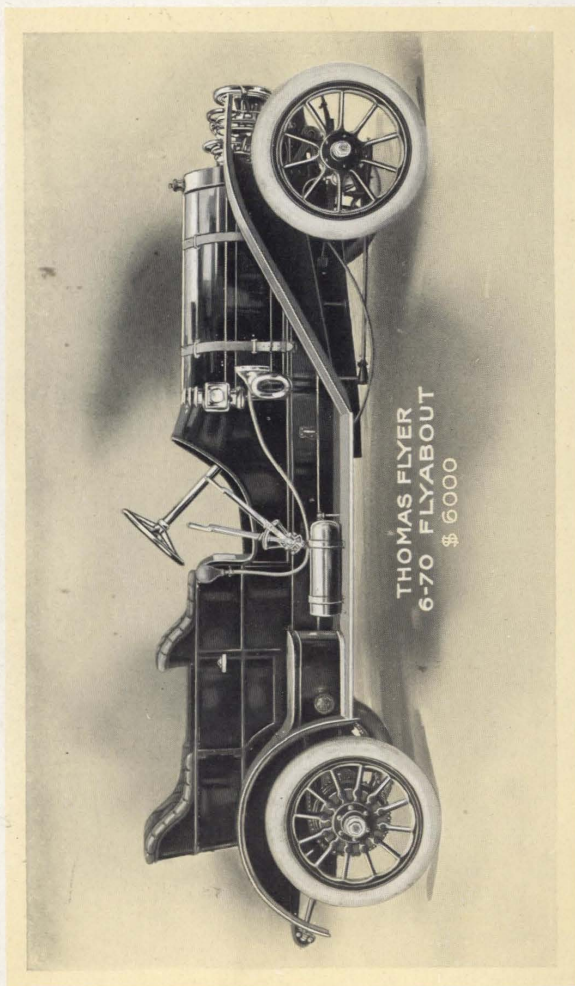
Splendid body balance and exceedingly easy riding.

The greatest reserve of power, speed and strength with the constant torque of six cylinders, insures the smoothest running on high gear, in the crowded streets or on muddy roads and steep hills.

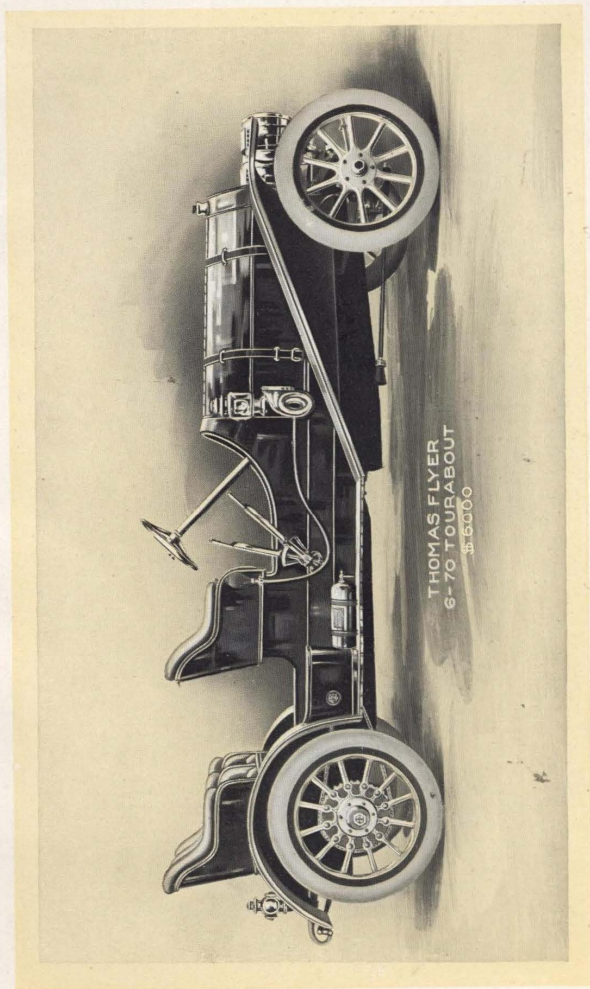
The 1909 model will be faster, smoother and quieter than ever. The Model K is the fastest stock car in the world. Easy in operation and elastic under power it traverses the most difficult country roads, and takes the worst hills, on high gear, without visible or audible sign of effort or exertion. It excites an exultation, pleasure, contentment and pride not possible with any other car.

1909 Thomas Flyer - Champion Stock Car of the World

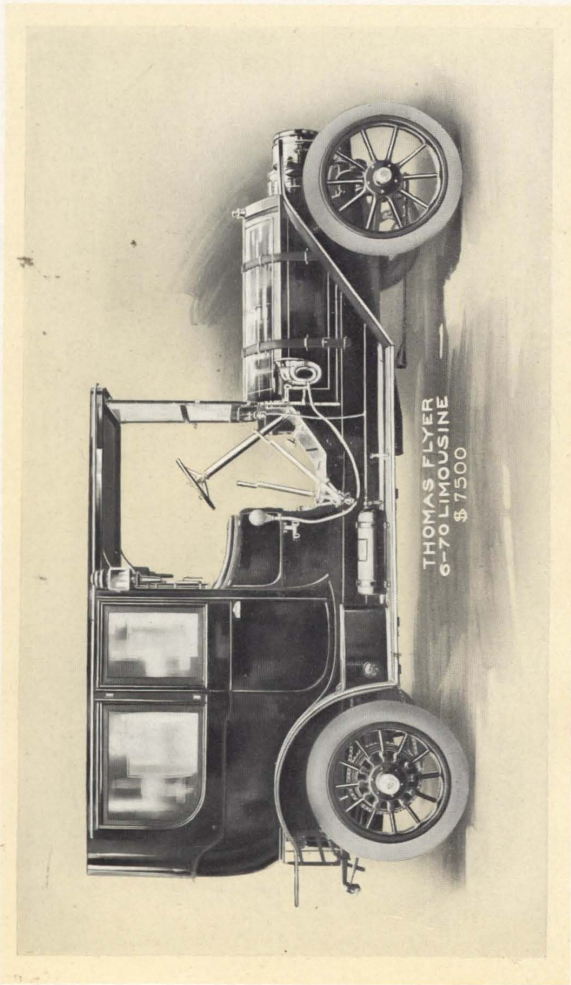




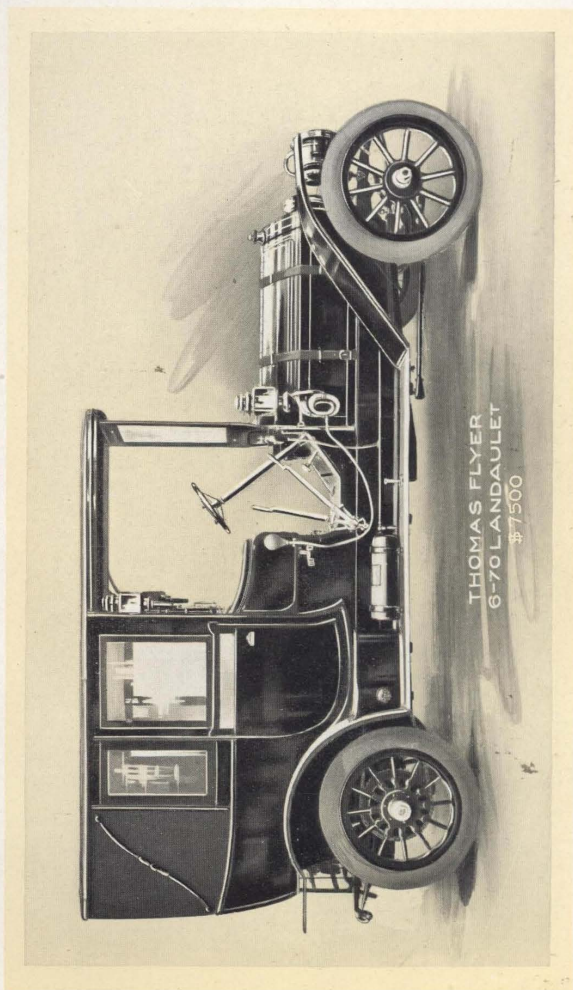
1909 Thomas Flyer - Champion Stock Car of the World



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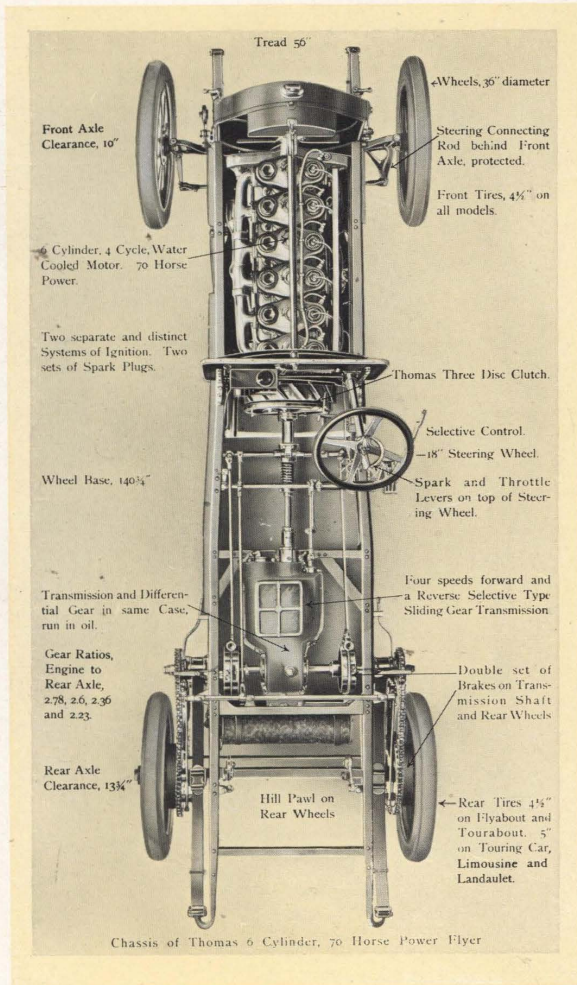


For appointments see page 60



For appointments see page 60

1909 Thomas Flyer - Champion Stock Car of the World



Mechanical Features of Thomas 6-70 Flyer

SEATING CAPACITY—Touring Car, Limousine and Landaulet, seven. Tourabout, three or four, depending upon whether single or double rumble seat is used. Flyabout, five.

BODY—Hand-hammered Aluminum body, luxuriously upholstered.

WHEEL BASE—140 inches.

TREAD—Standard.

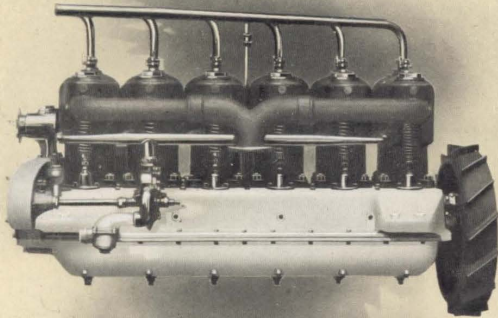
CLEARANCE OF AXLES—Front, 10 inches. Rear, $13\frac{3}{4}$ inches.

MOTOR—Six cylinders, four cycle, water cooled, cylinders cast separately. Seven separate bearings.

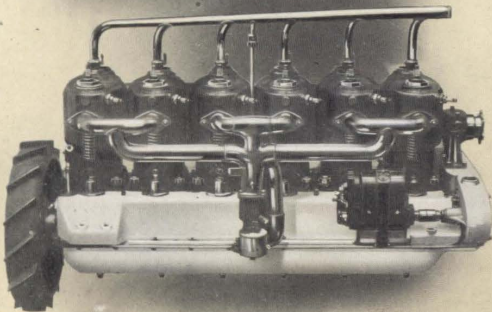
HORSE POWER—70 Horse Power.

CARBURETOR—Float feed, single jet, water jacketed, automatic air control. Carburetor can be flushed from front of car.

IGNITION—Two separate and distinct systems. Bosch high-tension magneto and Atwater-Kent timer with batteries.



TWO VIEWS OF THE
THOMAS 6 CYLINDER 70 HORSE POWER FLYER
MOTOR



Mechanical Features of 6-70 Thomas Flyer

(Continued)

LUBRICATION—Mechanical ten-point oiler, feeds cylinders, crank case and chains. Transmission gears packed in grease; oil and grease cups are provided at all important bearings.

CONTROL—Spark and throttle on top of steering wheel, also foot accelerator.

TRANSMISSION—Four speeds, forward and reverse, selective type sliding gear. Direct drive on high speed. Countershaft idle when thrown out of mesh.

GEAR RATIO—Ratio of motor speed to that of rear wheels can be provided as follows: 2.78, 2.6, 2.36, 2.23.

CLUTCH—Thomas three-disc, cork inserts. Automatic clutch brake. Clutch disengaged by emergency brake lever and foot.

SPRINGS—Front and rear, semi-elliptic. Rebound clip construction throughout. Extra long.

DRIVE—Side chain with drop forged steel sprockets.

BEARINGS—Connecting rod and crank shaft, best anti-friction metal. Seven large bearings. Cam shaft, high-speed bronze. Transmission, annular ball and roller. Countershaft, annular roller. Rear hub, annular ball. Steering gear, roller with ball thrust.

Mechanical Features of 6-70 Thomas Flyer

(Continued)

BRAKES—Internal expanding on rear wheels. External contracting on countershafts. Total braking surface, 400 square inches.

COOLING—Gear pump, extra large water passages, large radiator.

STEERING GEAR—Worm and sector type, 18-inch wheel.

TIRES—Touring Car, Landaulet and Limousine, 36x4½ inches, front; 36x5 inches, rear. Tourabout and Flyabout, 36x4½ inches, front and rear. Marsh detachable rims and Diamond or Morgan & Wright tires are standard.

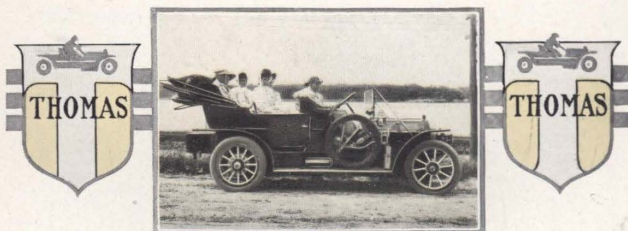
SPEED—5 to 70 miles an hour on high speed.

EQUIPMENT—Head, side and tail lamps, horn, coat rack, trunk rack, tire irons, Prestolite tank, shock absorbers, foot accelerator, speedometer with clock, top, and glass front.

COLOR—Landaulet and Limousine, Maroon with olive grey upholstery. Tourabout, Flyabout, and Touring Car, Thomas Red with light red running gear or Royal Blue with straw color running gear.

E. R. Thomas Motor Company

Buffalo, N. Y., U. S. A.



THOMAS 4-Cylinder, 60 Horse Power FLYER
The Old Reliable THOMAS FLYER—Ready for
a Trip Around the World at Any Minute

MECHANICALLY a duplicate of
the stock car selected only six days
before starting, without special prepara-
tion or test, for the great New York-to-
Paris Race. Winner by twenty-six days
of the great International endurance con-
test around the world in competition with
five of Europe's best cars. The only
car that went the official route; and the
winner of more contests than any model
in the world.

Plenty of reserve power, reserve strength, reserve speed, roomy, luxurious, quiet, well balanced, splendidly proportioned.

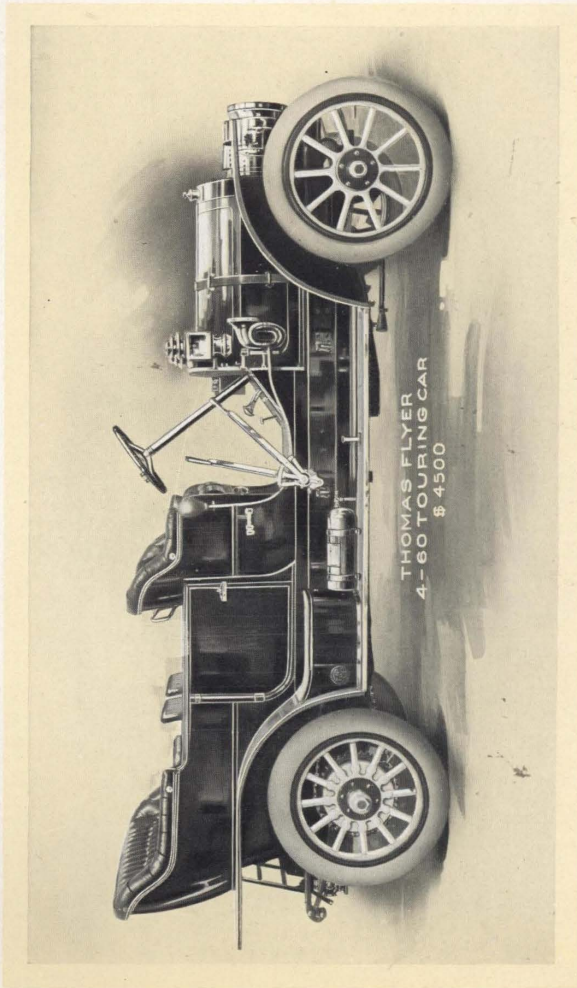
Two separate and distinct systems of ignition. Hill pawls on rear wheels—extra long springs, easy riding—four very large brakes. Thomas three-disc clutch—Four speeds forward and reverse—easy steering.

The motor is the famous "Thomas Flyer" four-cylinder engine—than which, judged wholly by performance, none better has ever been built.

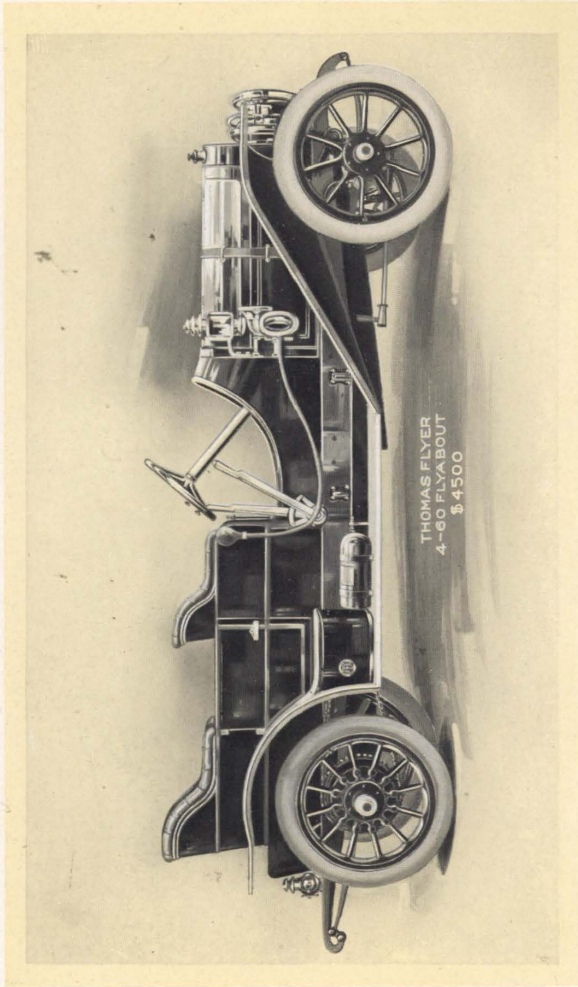
Mechanically it has crystallized within it the best of all that is known about powerful, smooth-running engines—perfect positive transmission—simple, certain control.

This is practically the third year for Model F. Each year a little smoother, a little faster, more refined, more luxurious.

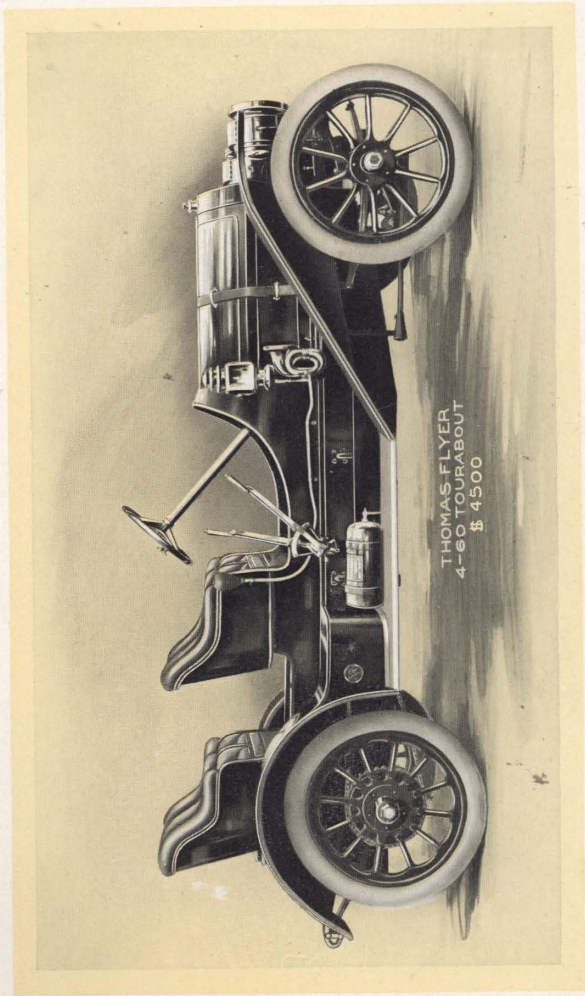
1909 Thomas Flyer - Champion Stock Car of the World

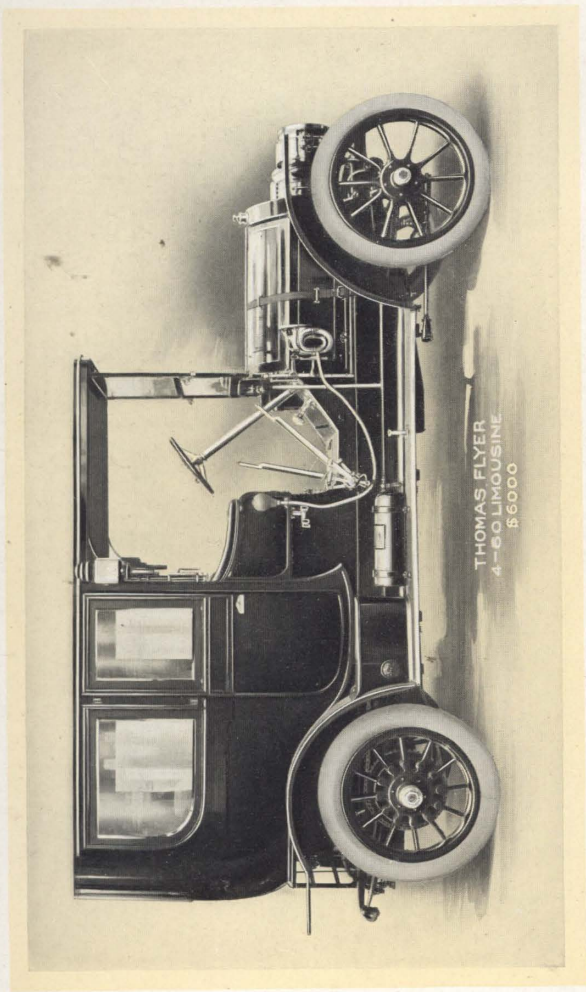


1909 Thomas Flyer - Champion Stock Car of the World

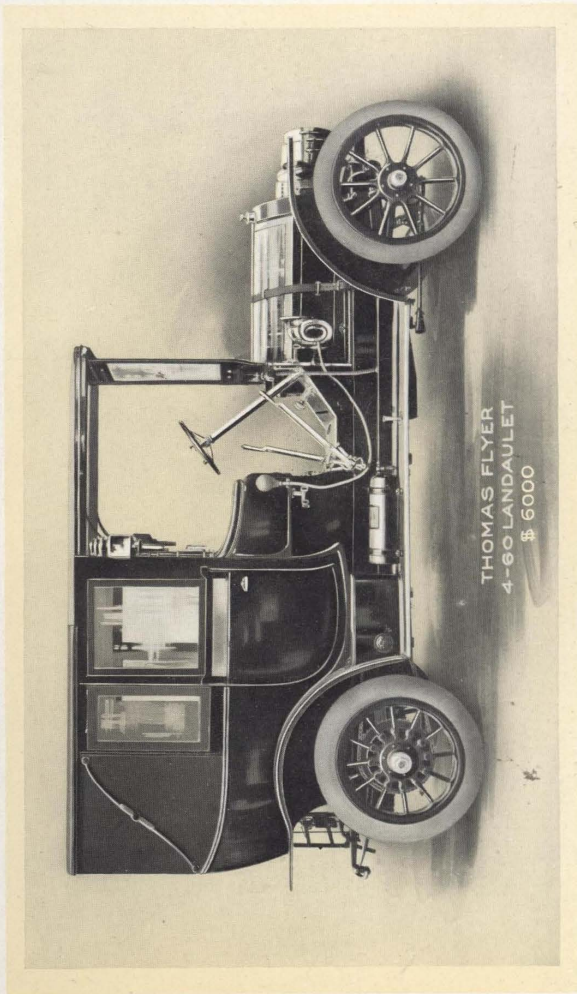


1909 Thomas Flyer - Champion Stock Car of the World



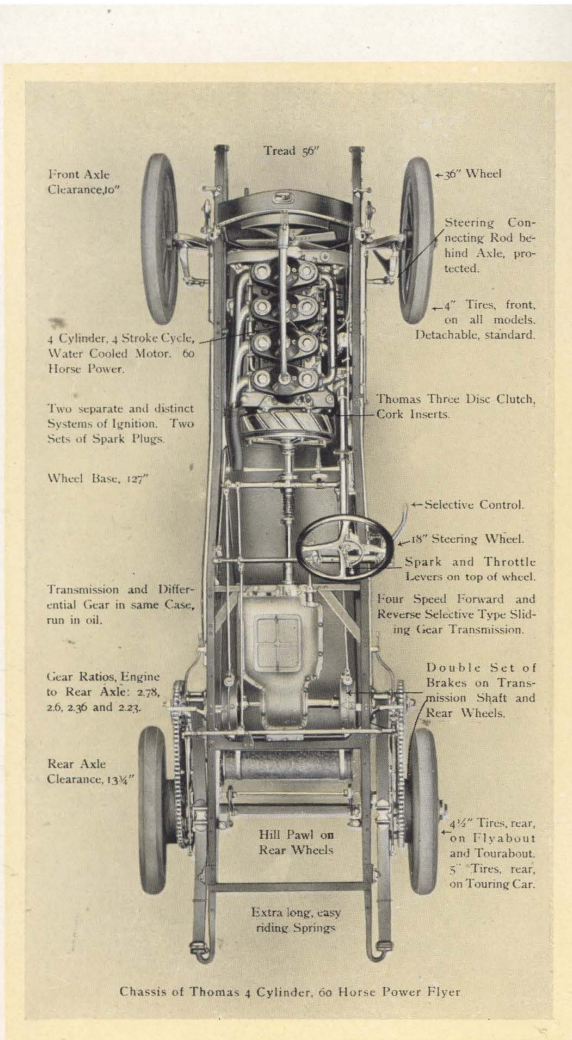


For appointments see page 60



For appointments see page 60

1909 Thomas Flyer - Champion Stock Car of the World



Mechanical Features of Thomas 4-60 Flyer

SEATING CAPACITY—Landaulet, Limousine, and Touring Car, seven. Tourabout, three or four, depending upon whether single or double rumble seat is used. Flyabout, five.

BODY—Hand-hammered, Aluminum body, luxuriously upholstered.

WHEEL BASE—127 inches—all Models.

TREAD—Standard.

CLEARANCE OF AXLES—Front, 10 inches. Rear, $13\frac{3}{4}$ inches.

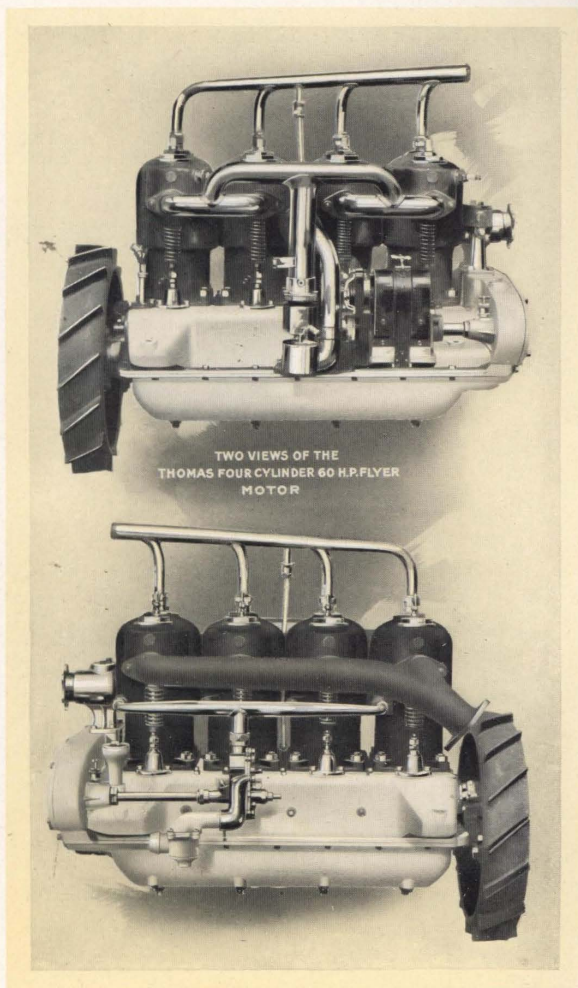
MOTOR—Four cylinders, four cycle, water cooled, cylinders cast separately.

HORSE POWER—60 Horse Power

CARBURETOR—Float feed, single jet, water jacketed, automatic air control. Carburetor can be flushed from front of car.

IGNITION—Two separate and distinct systems. Bosch high-tension magneto and Atwater-Kent timer with batteries.

LUBRICATION—Mechanical eight-point oiler, feeds cylinders, crank case, and chains. Transmission gears packed in grease; oil or grease cups at all important bearings.



Mechanical Features of Thomas 4-60 Flyer

(Continued)

CONTROL—Spark and throttle on steering wheel, also foot button accelerator.

TRANSMISSION—Four speeds, forward and reverse, sliding gear selective type. Direct drive on high speed with countershaft idle and thrown out of mesh.

GEAR RATIO—Ratio of motor speed to that of rear wheels can be provided as follows: 2.78, 2.6, 2.36, 2.23.

CLUTCH—Thomas three-disc with cork inserts. Automatic clutch brake. Clutch disengaged by emergency brake lever and foot pedal.

SPRINGS—Semi-elliptic, front and rear. Rebound clip construction throughout.

DRIVE—Side chain with drop-forged steel sprockets.

BEARINGS—Connecting rods and crank shaft, best anti-friction metal. Cam shaft, high-speed bronze. Transmission, annular ball and roller. Countershaft, annular ball. Front hub bearings, roller. Rear hub, annular ball. Steering gear, roller with ball thrust.

Mechanical Features of Thomas 4-60 Flyer

(Continued)

BRAKES—Internal expanding on rear wheels. External contracting on countershaft. Total braking surface, 400 square inches.

COOLING—Gear pump extra large, large water space, and large radiator.

STEERING GEAR—Worm and sector type, 18-inch wheel.

TIRES—Landaulet, Limousine, and Touring Car, 36x4 inches, front; 36x5 inches, rear. Tourabout and Flyabout, 36x4 inches, front; detachable 36x4½ inches, rear. Marsh rims and Diamond or Morgan & Wright tires are standard.

SPEED—5 to 60 miles an hour on high speed.

EQUIPMENT—Head, side and tail lamps, horn, coat rack, trunk rack, tire irons, Prestolite tank, shock absorbers, and foot accelerator.

COLOR—Landaulet and Limousine, Maroon with olive grey upholstery. Tourabout, Flyabout, and Touring Car. Thomas Red with light red running gear, or Royal Blue with straw color running gear.

E. R. Thomas Motor Company

Buffalo, N. Y., U. S. A.



THOMAS 6-Cylinder, 40 Horse Power FLYER

WHEN the crude and useless material was eliminated from a forty-pound bicycle and the weight reduced to twenty-two pounds, leaving it stronger, cheaper to construct, more symmetrical, easier to propel and more economical on tires, a revolution was accomplished, and the business was quadrupled.

We have accomplished the same revolution in the construction of our New Thomas Forty Model L — a six-cylinder,

six-passenger family car, weighing, without gas, water, oil and extras, only 2,500 pounds, eliminating about 1,000 pounds of useless weight.

There is not an experimental feature in its entire make-up. The wonderful results are due to severe simplicity and compactness of design; new distribution of functional parts; six-cylinder constant torque, reducing vibration, the foe of steels, to a minimum; the use of the very best quality of nickel, vanadium and heat-treated steels; annular ball-bearing crank shafts, cam shafts, transmission and wheels—a combination which gives the maximum mechanical efficiency and delivers the maximum amount of power to the rear wheels.

In addition to the great advantage of ball-bearing, six-cylinder construction, it includes the most expensive features conducive to reliability and comfort, which are usually found only on \$6,000 cars.

Two entirely separate and distinct ignition systems.

Bosch Magneto and Atwater-Kent timer for easy starting and reserve ignition.

Two sets of spark plugs.

Thirty-six-inch wheels and tires.

Low centre of gravity.

Three-disc clutch, encased in oil.

Double elliptic springs.

122-inch wheel base.

Gas and oil lamps.

Prestolite tank.

Hand-hammered aluminum body—seats looking forward.

Most beautifully and luxuriously upholstered and finished.

Body practically suspended between axles—the modern style.

Transmission on floating type rear axle.

Drop frame.

Herringbone gears for quietness.

Eighteen-inch steering wheel.

Ball-bearing knuckle, exceedingly easy to steer.

Fan on fly wheel.

Four brakes.

Three-point motor suspension.

Aluminum hoods and fenders.

Geared lubricator.

Spark and throttle on top of steering wheel.

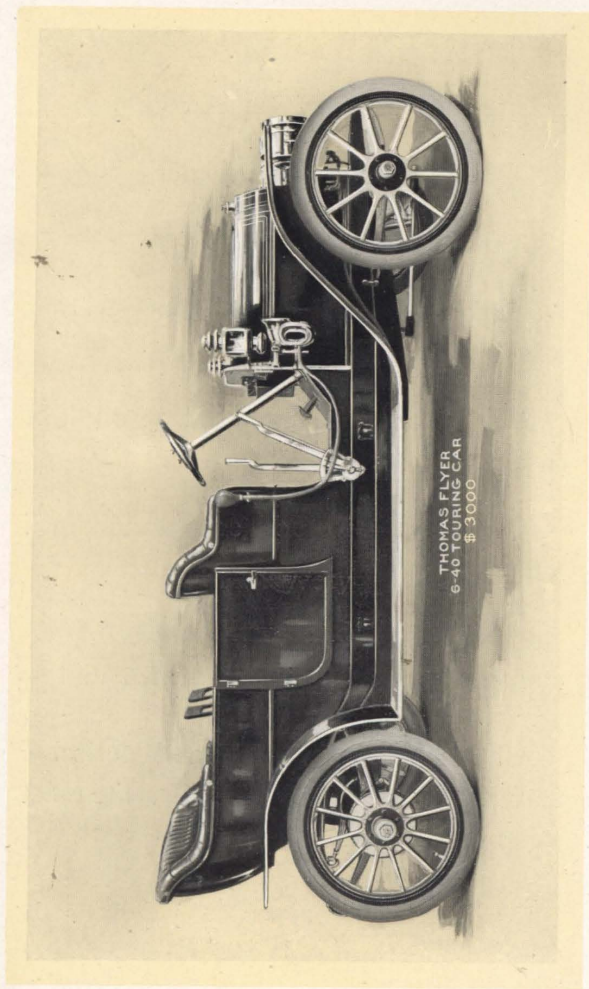
Bevel gear drive enclosed in oil-tight case.

Extra large water jackets and piping; large radiator.

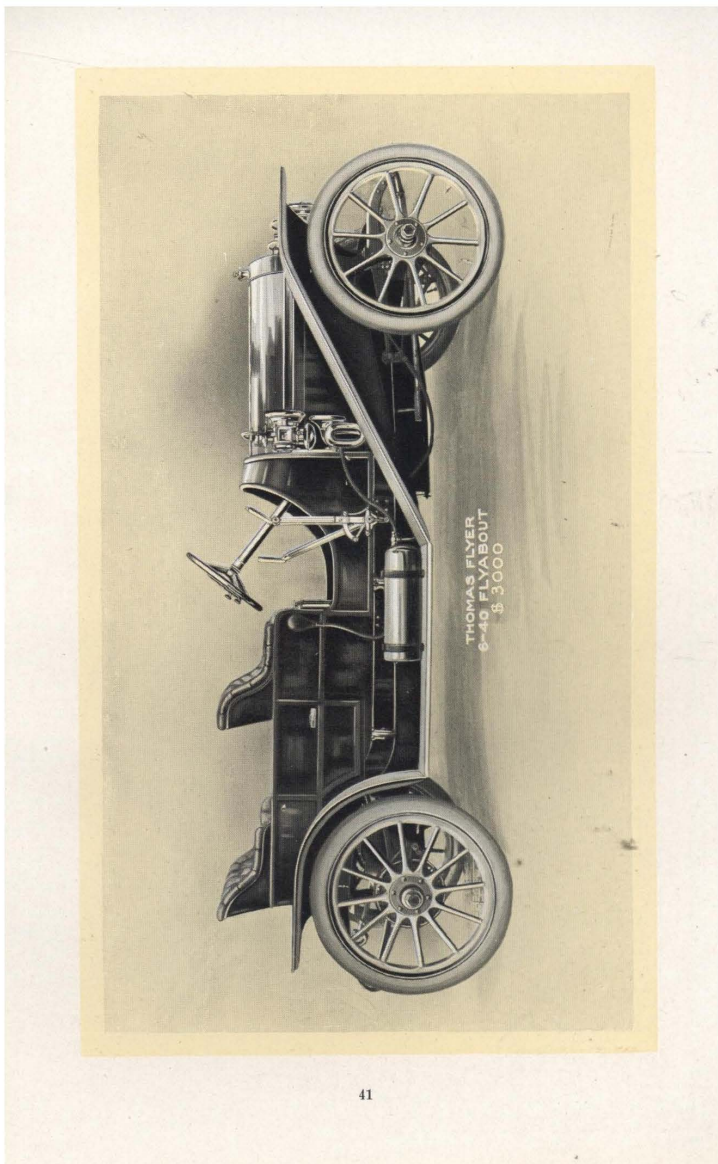
A very compact, simple, powerful six-cylinder, four cycle, water cooled motor.

All of the high grade and desirable features usually found on only the most expensive automobiles.

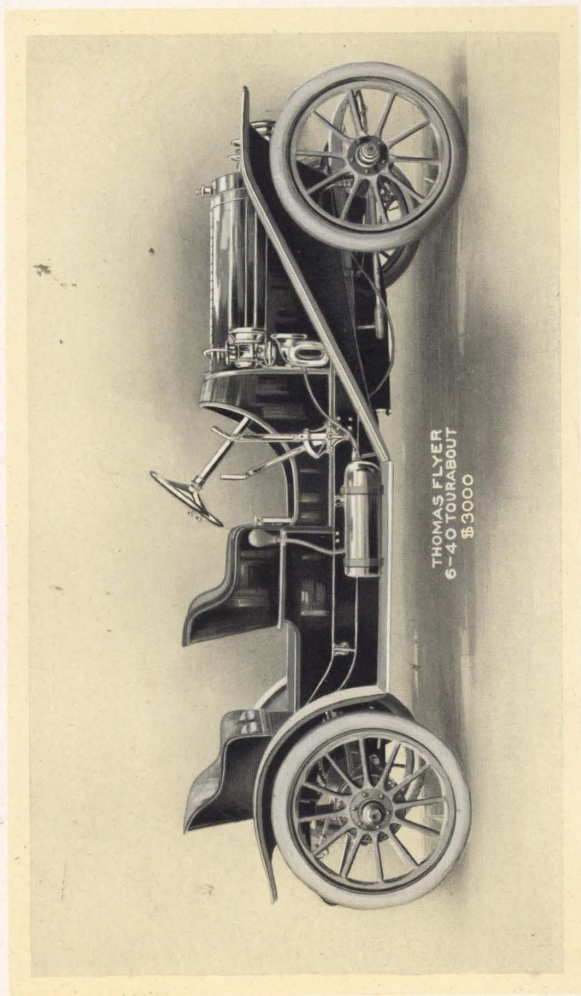
1909 Thomas Flyer - Champion Stock Car of the World



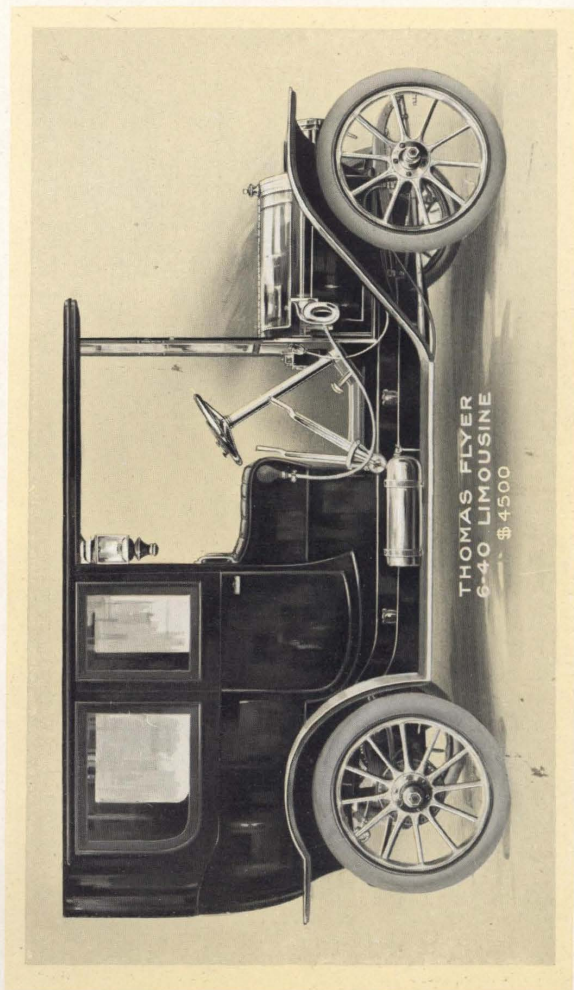
1909 Thomas Flyer - Champion Stock Car of the World



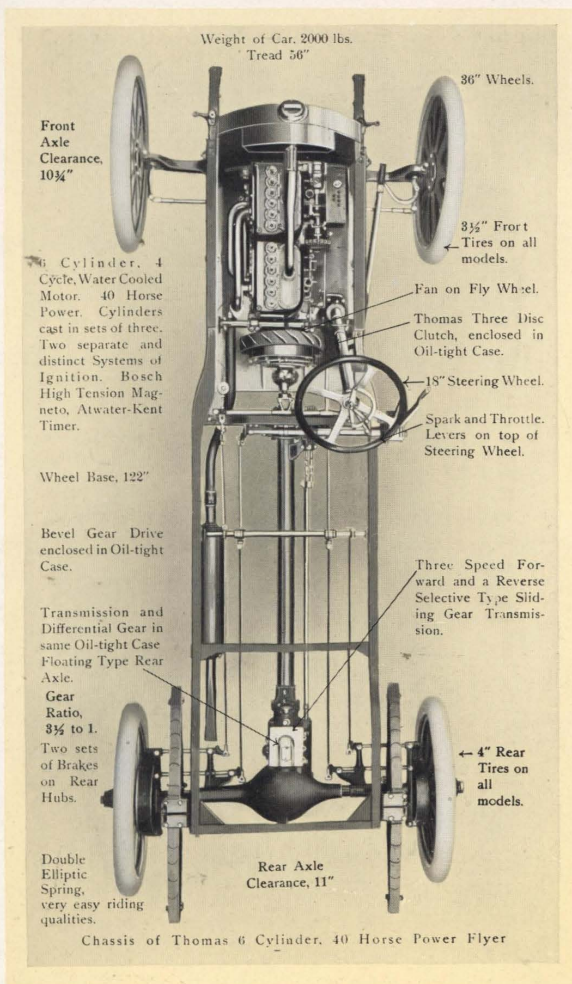
1909 Thomas Flyer - Champion Stock Car of the World



1909 Thomas Flyer - Champion Stock Car of the World



1909 Thomas Flyer - Champion Stock Car of the World



Mechanical Features of Thomas 6-40 Flyer

SEATING CAPACITY—Limousine and Touring Car, six, two individual seats facing forward in touring car. Tourabout, three or four, depending upon whether double or single rumble seat is used. Flyabout, four.

BODY—Hand-hammered Aluminum bodies, practically suspended between the axles.

WHEEL BASE—122 inches—all Models.

TREAD—Standard.

CLEARANCE OF AXLES—Front, $10\frac{3}{4}$ inches. Rear, 11 inches.

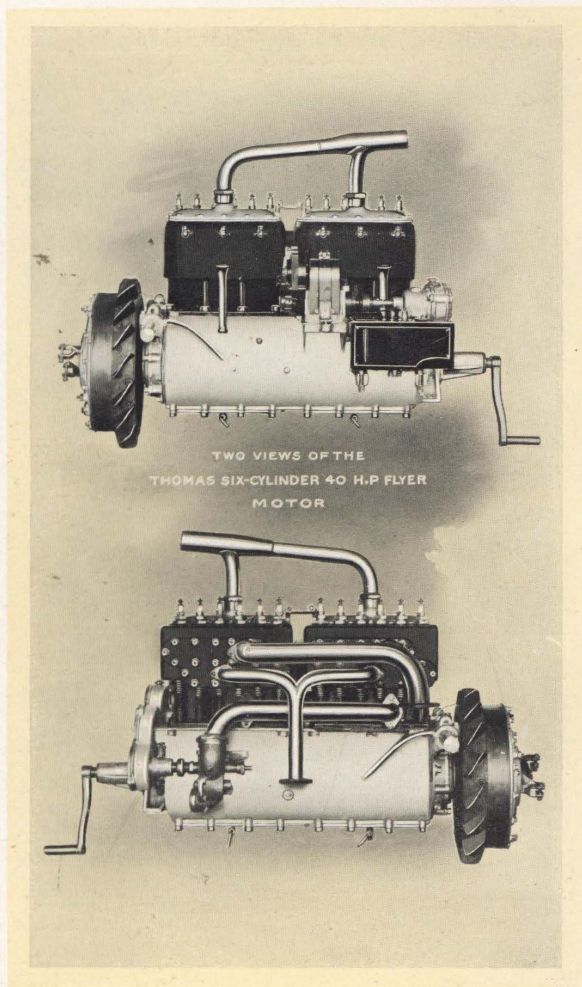
MOTOR—Six cylinders, four cycle, cylinders cast in blocks of three. Ball bearing crank shafts and cam shafts.

HORSE POWER—40 Horse Power.

CARBURETOR—Float feed, single jet, water jacketed, automatic air control.

IGNITION—Two separate and distinct systems. High tension Bosch magneto and Atwater-Kent timer, two sets spark plugs.

LUBRICATION—Gear driven oiler, sight feeds on dash supplies motor. Transmission case packed with grease; oil or grease cups are provided at all important bearings.



Mechanical Features of Thomas 6-40 Flyer

(Continued)

CONTROL—Spark and throttle control on steering wheel, also foot accelerator.

TRANSMISSION—Three speeds, forward and reverse, selective type, sliding gear. Direct drive on high speed. Special nickel steel.

GEAR RATIO— $3\frac{1}{2}$ to 1.

CLUTCH—Special design Thomas three-disc with cork inserts. Enclosed. Ball-bearing thrusts.

SPRINGS—Special steel. Front, semi-elliptic. Rear, full-elliptic, double scroll. Rebound clip construction throughout. Vanadium steel.

DRIVE—Shaft drive. Bevel gear in oil-tight case.

BEARINGS—Crank shaft, three annular ball with ball thrust on rear end; cam shaft, three annular ball. Transmission, annular ball with ball thrust behind bevels. Hub bearings, rear, annular ball; front, roller. Steering gear, roller with ball thrust.

Mechanical Features of Thomas 6-40 Flyer

(Continued)

BRAKES—Internal and external on rear hubs. Total braking surface, 308 square inches.

COOLING—Circulation by pump, through especially large water passages. Fan on periphery of fly wheel.

STEERING GEAR—Worm and sector type, 18-inch wheel.

TIRES—Quick detachable type, 36x3½ inches front, 36x4 inches rear. Marsh detachable rims, and Diamond or Morgan & Wright tires are standard.

SPEED—5 to 50 miles per hour.

EQUIPMENT—Head, side and tail lamps, Prestolite tank and accelerator.

COLOR—Limousine, Maroon with olive gray upholstery. Tourabout, Flyabout and Touring Car, Thomas red with light red running gear or Royal Blue with straw color running gear.

E. R. Thomas Motor Company

Buffalo, N. Y., U. S. A.



THOMAS 4-Cylinder, 16 Horse Power TOWN CAR
A Car for Every Day in the Year

WINTER or summer; night or day;
rain or shine. Warm in cold
weather. Cool in hot weather. Dry in
wet weather. Closed if dressed for shop-
ping, theatre or social functions; open to
the breeze and sunshine when touring.

It has a speed on high gear from five
to fifty miles per hour and will negotiate
any passable hill or road. It will carry
its people quietly, smoothly and luxuri-
ously. It's the safest car in the crowded
city streets or on a suburban road.

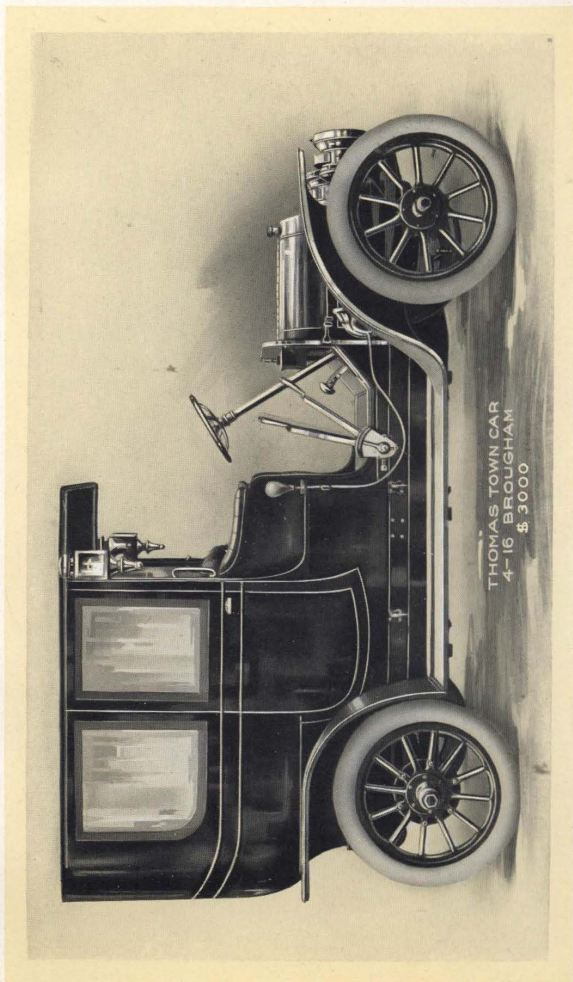
Owing to its short wheel base it will turn in an ordinary street without backing. It will not skid on slippery streets and owing to its low center of gravity rides smoothly without rocking. Its wide doors and low step permit of very easy ingress and egress.

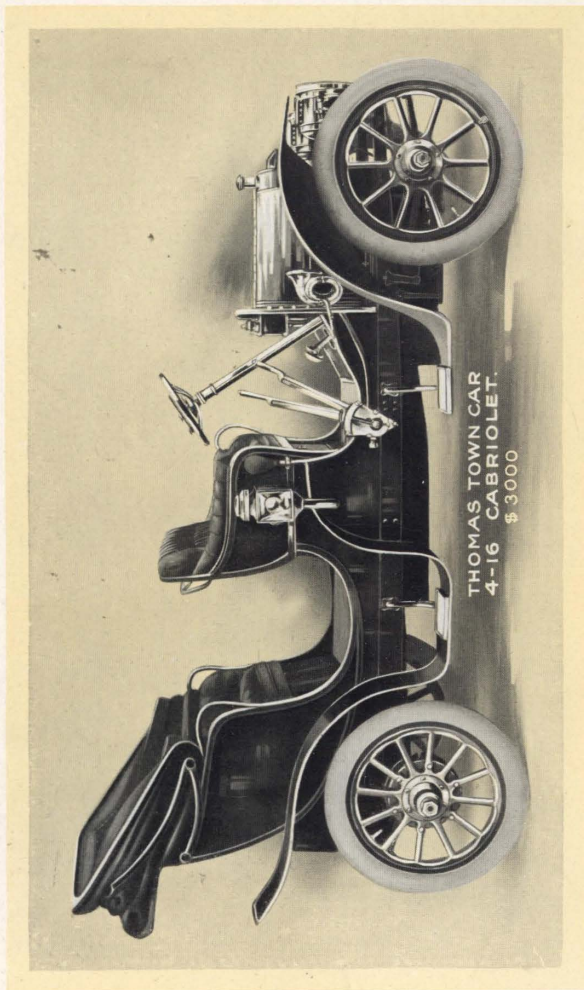
This car will be used two-thirds of the year for business, shopping, theatre, and social functions for which the open car is not adapted, saving more than half the expense of operation and cost of maintenance and tire renewal of a large car.

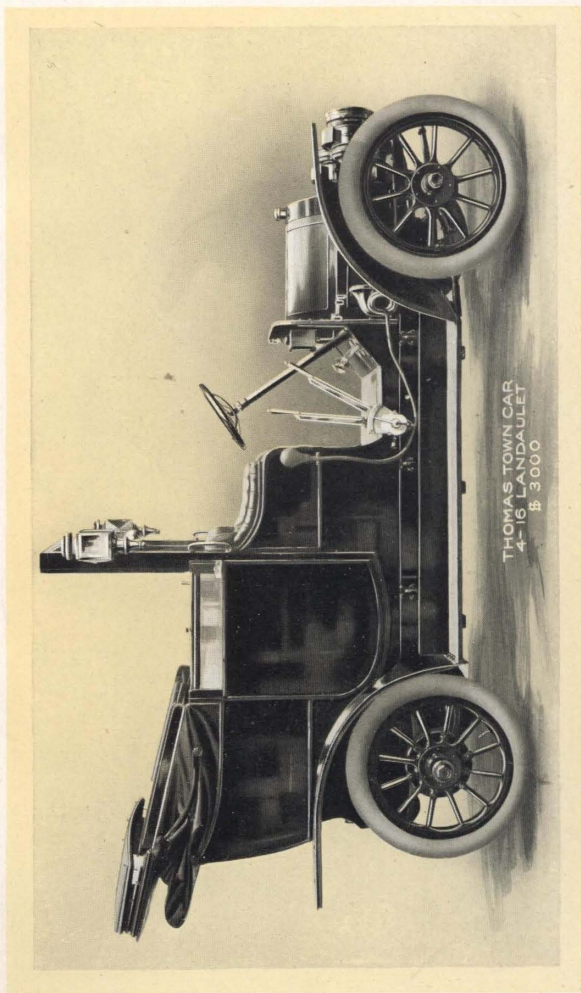
Should you live in the suburbs, it will carry you more exclusively, quietly and comfortably, than a railway or street car.

It fulfills any business or social requirements. These cars are well worth your investigation.

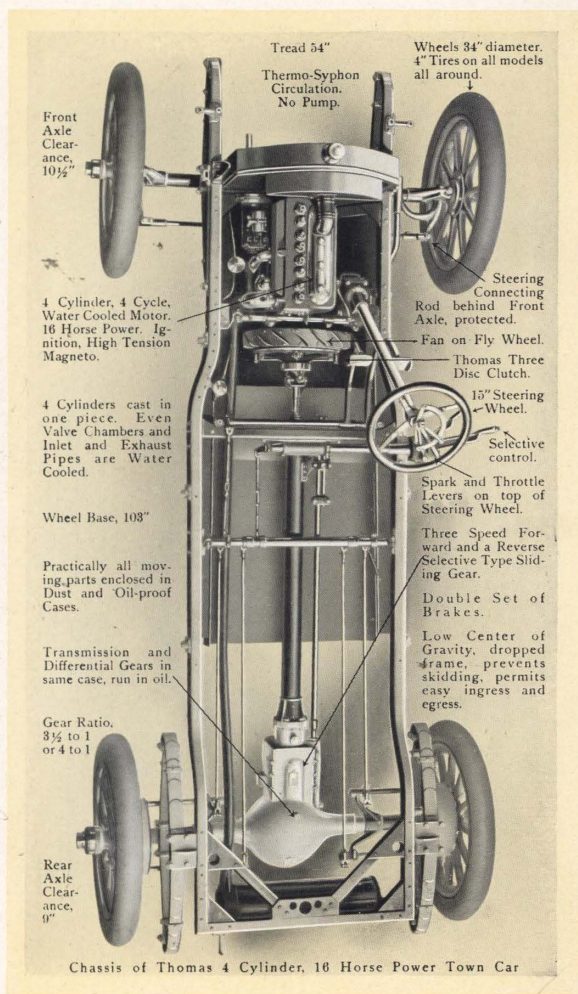
1909 Thomas Flyer - Champion Stock Car of the World







1909 Thomas Flyer - Champion Stock Car of the World



Mechanical Features of Thomas 4-16 Town Car

SEATING CAPACITY—Cabriolet, four. Landaulet and Brougham, six.

WHEEL BASE—103 inches—all Models.

TREAD—54 inches.

CLEARANCE OF AXLES—Front, $10\frac{1}{2}$ inches. Rear, 9 inches.

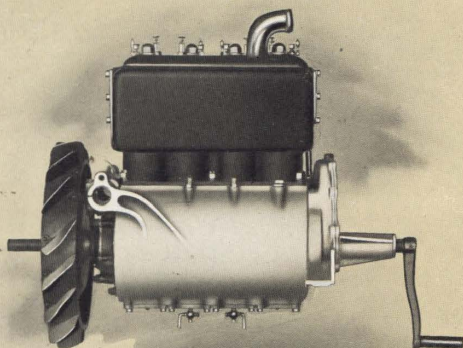
MOTOR—Four cylinders, four cycle. Cylinders cast in one piece.

HORSE POWER—16 to 20 Horse Power.

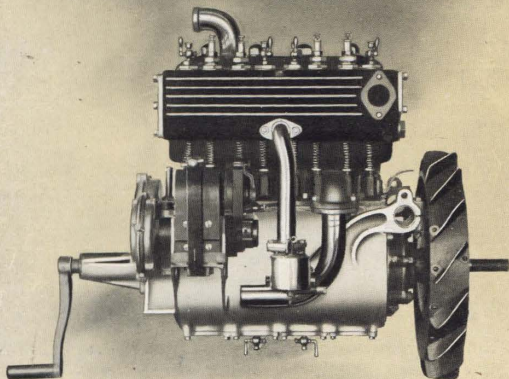
CARBURETOR—Float feed, single jet; automatic air control. Can be flushed from front of car.

IGNITION—High tension magneto.

LUBRICATION—Pressure feed oiler with sight feeds on dash supplies motor crank case. Transmission case packed with grease; oil or grease cups provided at all important bearings.



TWO VIEWS OF THE
THOMAS FOUR CYLINDER 16HP TOWN CAR
MOTOR



Mechanical Features of Thomas 4-16 Town Car

(Continued)

CONTROL—Spark and throttle control on steering wheel

TRANSMISSION—Three speeds, forward and reverse, selective type, sliding gear. Transmission carried on rear axle in same case with bevel drive gear.

GEAR RATIO—4 to 1.

CLUTCH—Thomas three-disc with cork inserts.

SPRINGS—Front, semi-elliptic. Rear, full-elliptic, double scroll. Rebound clip construction throughout.

DRIVE—Shaft drive, bevel gear in oil-tight case.

BEARINGS—Crank shaft, two annular ball and ball thrust on rear end; cam shaft, two annular ball. Transmission, annular ball, with ball thrust behind bevels. Hub bearings, annular ball. Steering gear, roller with ball thrust.

Mechanical Features of Thomas 4-16 Town Car

(Continued)

BRAKES—External and internal hub brakes. Braking surface, 309 square inches. One set operated by hand lever, other by foot pedal.

COOLING—Thermo-syphon system circulation. Fan on fly wheel periphery.

STEERING GEAR—Worm and sector type, 16-inch wheel.

TIRES 32x4 inches, front and rear. Marsh detachable rims are standard—Diamond or Morgan & Wright tires are standard.

SPEED—4 to 40 miles per hour.

EQUIPMENT—Head, side and tail lamps, horn and Prestolite tank.

COLORS—Brougham and Landalet—Maroon with fawn colored upholstery. Cabriolet—Brown (Chocolate) fawn colored running gear and upholstery.

E. R. Thomas Motor Company

Buffalo, N. Y., U. S. A.

Price List—1909—Thomas Cars

Model K—Thomas 6-70 Flyer

Touring Car	\$6,000
Flyabout	6,000
Tourabout	6,000
Limousine	7,500
Landaulet	7,500

Chassis, \$5,600; Touring Car, Flyabout, Tourabout Bodies, \$800; Limousine and Landaulet Bodies, \$1,900.

Model F—Thomas 4-60 Flyer

Touring Car	\$4,500
Flyabout	4,500
Tourabout	4,500
Limousine	6,000
Landaulet	6,000

Chassis, \$4,100; Touring Car, Flyabout, Tourabout Bodies, \$800; Limousine and Landaulet Bodies, \$1,900.

Model L—Thomas 6-40 Flyer

	Car Complete
Touring Car	\$3,000
Flyabout	3,000
Tourabout	3,000
Limousine	4,500

Chassis, \$2,700; Touring Car, Flyabout, Tourabout Bodies, \$700; Limousine Body, \$1,800.

Model G—Thomas 4-16 Town Car

Brougham	\$3,000
Landaulet	3,000
Cabriolet	3,000

Chassis, \$2,500; Bodies, \$1,000.

All prices f. o. b. Buffalo.

E. R. Thomas Motor Company
Buffalo, N. Y., U. S. A.

Limousine Body Appointments

Season 1908-1909

BODY—Full hand-hammered Aluminum; round cornered, of special construction, doing away with laps and moulding. Interior, French worsted cloth, special design.

TRIMMINGS—French lace, to match, our special design. Carpet, best imported Wilton, to match. Silk curtains of best imported quality at each window, to match.

APPOINTMENT: Interior—Ladies' Companion Case, imported and especially designed, containing most up-to-date arrangement; "Hasty Note Pad," Smelling Salt Bottles, Mirror, Hairpin Box, Watch, Address Book, Ladies' Toilet Puff and Clothes Brush. Gentlemen's Case with Match and Ash Tray, Memo. Book, Cigar Lighter. Holophane Dome Light, specially designed Annunciator, specially designed Megaphone, Parcel Rack, Hat Rack, Maltese Clouded Pearl fittings for ventilating knobs, window shades, etc. Ventilator of good size. Easy foot rest on floor.

APPOINTMENT: Exterior—Electric pillar and rear lamps fitted with theatre plug for disconnections. Luggage rack in front half of roof, accessible by means of special step attached to driver's seat.

FINISH—Standard Colors.

1909 Thomas Flyer - Champion Stock Car of the World

