

*The Thomas Flyer*

CHAMPION ENDURANCE CAR  
OF THE WORLD

—FOR SALE BY—

The Kirk Bros. Auto Sales Co.,  
Jefferson Ave., Buffalo, N. Y.

1910



# The Thomas Flyer



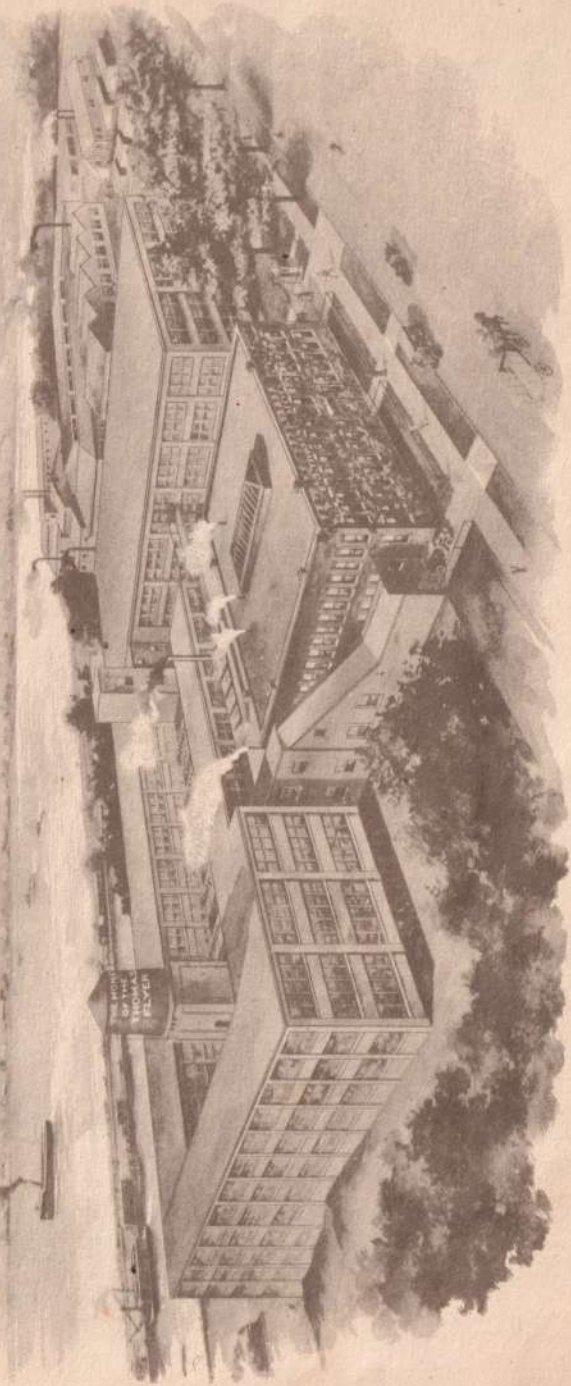
**E. R. THOMAS MOTOR COMPANY**

**BUFFALO, U. S. A.**

**NEW YORK CITY BRANCH, BROADWAY AND SIXTY-THIRD  
BOSTON BRANCH . . . . . 288 COLUMBUS AVENUE  
CHICAGO BRANCH . . . . . 1323 MICHIGAN AVENUE**

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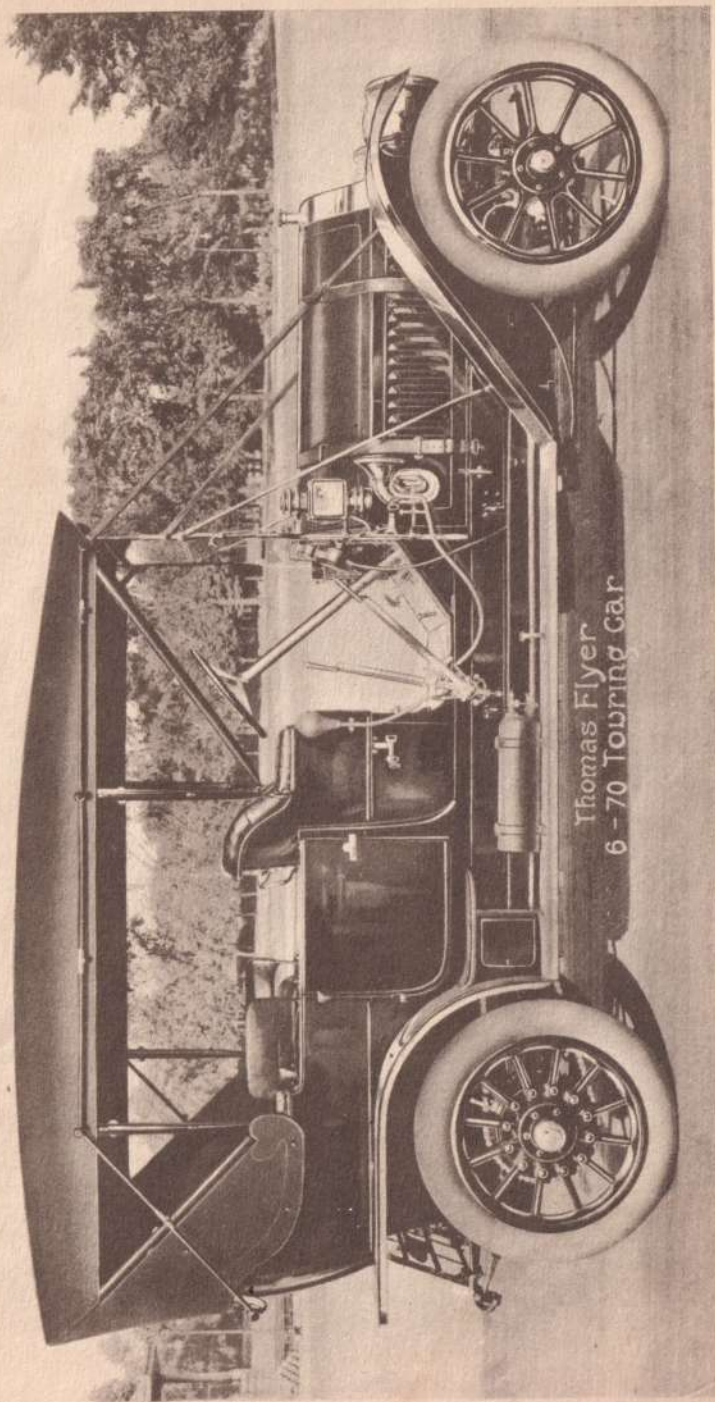




**T**HIS BOOK contains a brief outline of the mechanical features of the four types of 1910 Thomas Flyers and illustrations of one each of the complete cars built upon these chasses.

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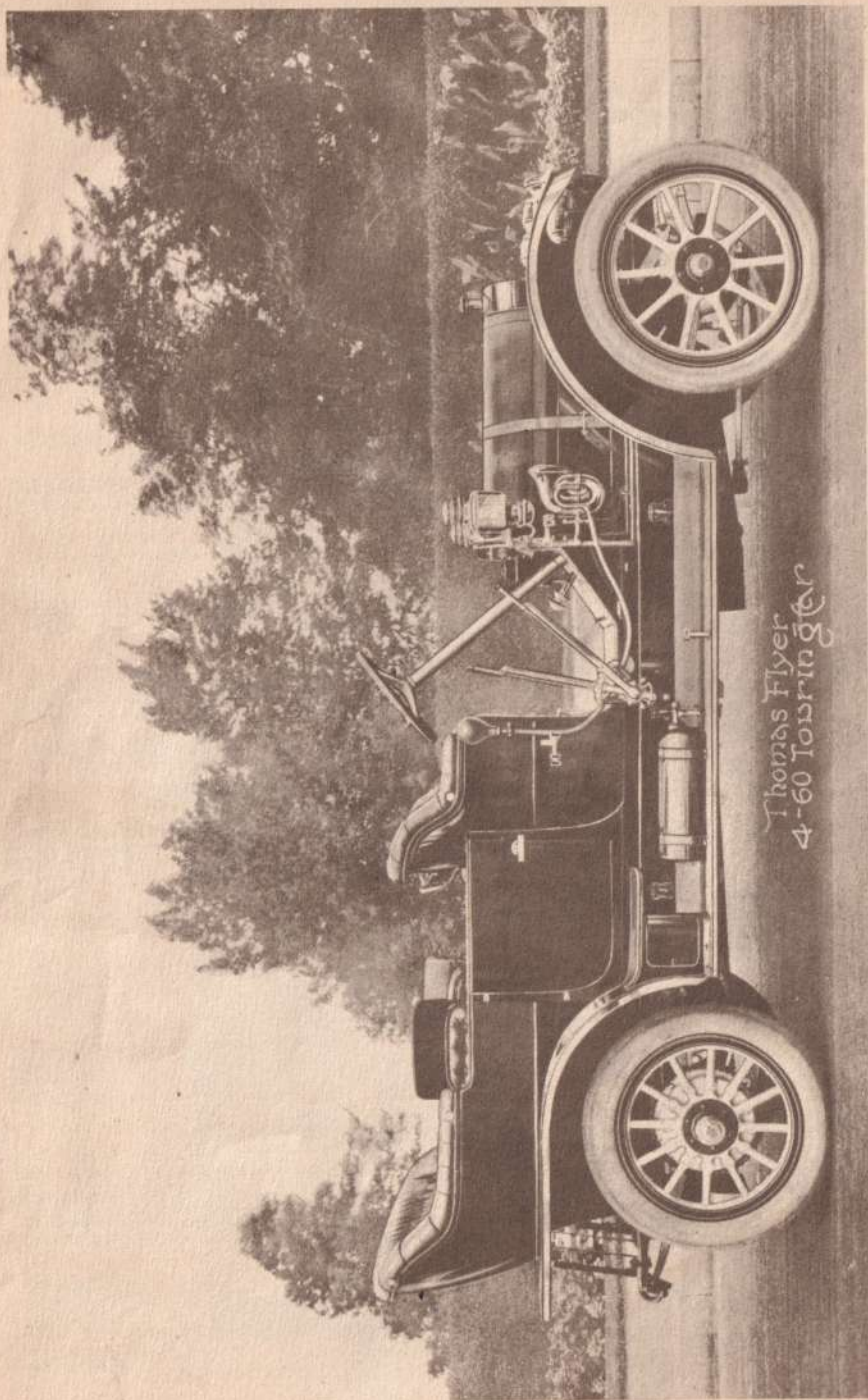
A photographic reproduction of the Thomas 6-70 Flyer, showing Touring Car type of body. Price, \$6000 with complete equipment

## Specifications of Thomas Flyer. Model "K" 6-70

1910 Model

<b>Seating Capacity</b>	Touring Car, Limousine and Landaulet, seven. Tourabout, three or four, depending upon whether single or double rumble seat is used. Flyabout, four.
<b>Body</b>	Hand-hammered Aluminum body, luxuriously upholstered.
<b>Wheel Base</b>	140 inches.
<b>Tread</b>	Standard. 56 inches.
<b>Clearance of Axles</b>	Front, 11 inches. Rear, 14 $\frac{3}{4}$ inches.
<b>Motor</b>	Six cylinders, four cycle, water cooled, cylinders cast separately. Seven separate bearings.
<b>Horse Power</b>	Seventy horse power.
<b>Carburetor</b>	Float feed, single jet, water jacketed, automatic air control. Carburetor can be flushed from front of car.
<b>Ignition</b>	Two separate and distinct systems. Bosch high tension magneto and Atwater-Kent spark generator.
<b>Lubrication</b>	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.
<b>Control</b>	Spark and throttle control above 18-inch steering wheel. Foot accelerator.
<b>Transmission</b>	Four speeds forward and reverse, selective type sliding gear. Direct drive on high gear. The countershaft is idle on direct drive.
<b>Gear Ratio</b>	Ratio of motor speed to that of the rear wheels is 2.6 to 1.
<b>Clutch</b>	Thomas three disc, cork inserts. Automatic clutch brake. Clutch interlocked with emergency brake lever.
<b>Springs</b>	Semi-elliptic front and rear. Rebound clip construction throughout.
<b>Drive</b>	Side chain with hardened drop-forged steel sprockets.
<b>Bearings</b>	Connecting rod and crank shaft, "Superior" babbitt. Seven large bearings. Cam shaft, "high-speed" bronze. Transmission, annular ball and roller. Countershaft, annular ball. Rear hub, annular ball. Steering gear, roller with ball thrust.
<b>Brakes</b>	Internal expanding on rear wheels. External contracting on countershaft. Extra large braking surface.
<b>Cooling</b>	Honeycomb Radiator. Gear Pump of large capacity. Large water passages. Cast Aluminum Fan.
<b>Steering Gear</b>	Adjustable worm and sector type. Eighteen-inch wheel.
<b>Tires</b>	Touring car, Landaulet and Limousine, 38x4 $\frac{1}{2}$ inches front; 38x5 $\frac{1}{2}$ inches rear. Tourabout and Flyabout, 38x4 $\frac{1}{2}$ inches front and rear. Detachable rims and Goodrich or Diamond tires are standard.
<b>Speed</b>	Five to seventy miles an hour on high gear.
<b>Equipment</b>	Glass front, top with electric dome light and parcel carrier, 100 mile speedometer with clock, shock absorbers, robe rail, tire irons, trunk rack, acetylene headlights, combination oil and electric side and tail lamps with storage battery, electric cigar lighter in tonneau, Prestolite tank.
<b>Color</b>	Landaulet and Limousine, maroon with olive gray upholstery. Tourabout, Flyabout and Touring Car, royal blue with straw color running gear or Thomas red with light red running gear.
<b>Price</b>	Touring Car, Flyabout, Tourabout, \$6000 complete. Limousine, Landaulet, \$7500.





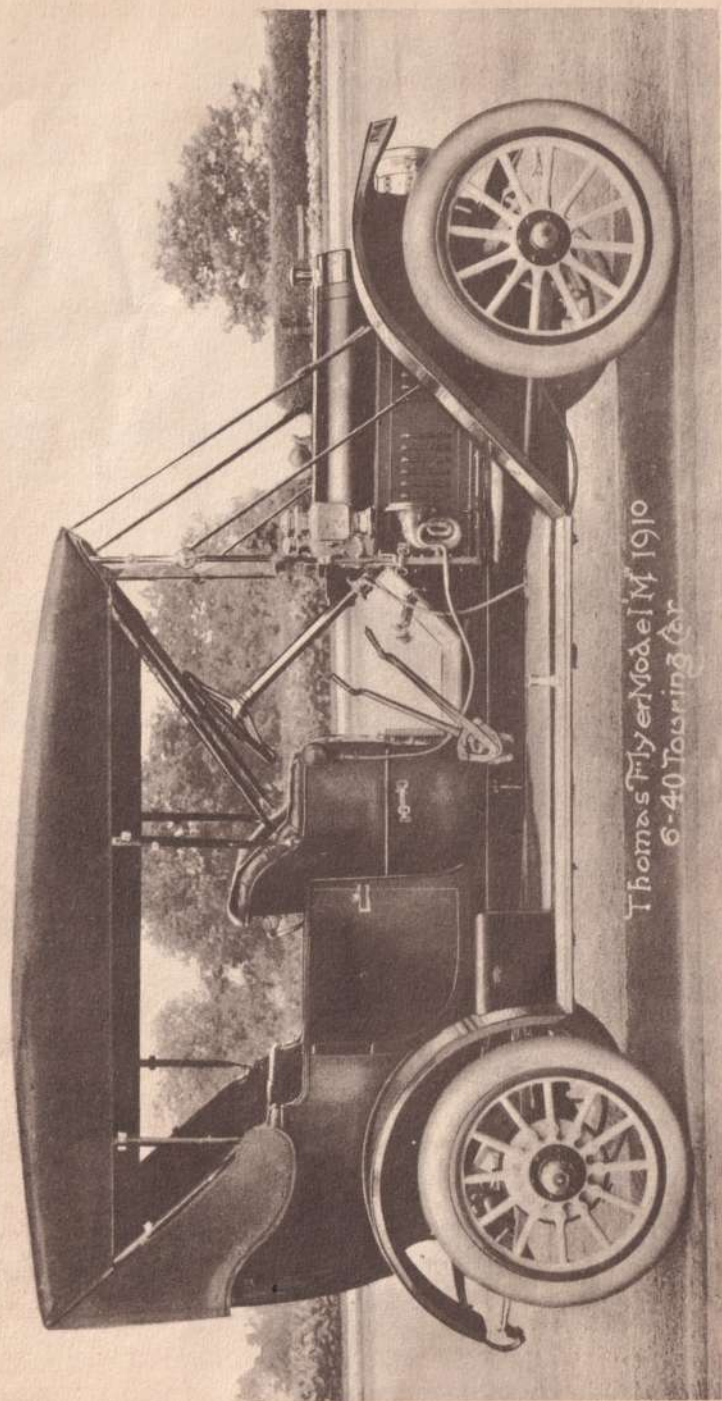
A photographic reproduction of the Thomas 4-60 Flyer, showing Touring Car type of body. Price, \$4500

## Specifications of Thomas Flyer. Model "F" 4-60

1910 Model

<b>Seating Capacity</b>	Landulet, Limousine, Touring Car, seven. Tourabout, three or four, depending upon whether single or double rumble seat is used. Flyabout, four.
<b>Body</b>	Hand-hammered Aluminum body, luxuriously upholstered.
<b>Wheel Base</b>	127 inches.
<b>Tread</b>	Standard. 56 inches.
<b>Clearance of Axles</b>	Front, 10 inches. Rear, 13 $\frac{3}{4}$ inches.
<b>Motor</b>	Four cylinders, four cycle, water cooled, cylinders cast separately. Five separate bearings.
<b>Horse Power</b>	Sixty horse power.
<b>Carburetor</b>	Float feed, single jet, water jacketed, automatic air control. Carburetor can be flushed from front of car.
<b>Ignition</b>	Two separate and distinct systems. Bosch high tension magneto and Atwater-Kent spark generator.
<b>Lubrication</b>	Mechanical eight-point oiler feeds cylinders, crank case and chains. Transmission gears packed in grease. Oil or grease cups at all important bearings.
<b>Control</b>	Spark and throttle control above 18-inch steering wheel. Foot accelerator.
<b>Transmission</b>	Four speeds forward and a reverse, sliding gear selective type. Direct drive on high gear. The countershaft is idle on direct drive.
<b>Gear Ratio</b>	Ratio of motor speed to that of rear wheels is 2.6 to 1.
<b>Clutch</b>	Thomas three disc with cork inserts. Automatic clutch brake. Clutch interlocked with emergency brake.
<b>Springs</b>	Semi-elliptic front and rear. Rebound clip construction throughout.
<b>Drive</b>	Side chain with hardened drop-forged steel sprockets.
<b>Bearings</b>	Connecting rods and crank shaft, "Superior" babbitt. 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.
<b>Brakes</b>	Internal expanding on rear wheels. External contracting on countershaft. Extra large braking surface.
<b>Cooling</b>	Honeycomb Radiator. Gear pump of large capacity. Large water passages. Cast Aluminum fan.
<b>Steering Gear</b>	Adjustable worm and sector type. Eighteen inch wheel.
<b>Tires</b>	Landulet, Limousine and Touring Car, 36x4 $\frac{1}{2}$ inches front; 36x5 inches rear. Tourabout and Flyabout, 36x4 $\frac{1}{2}$ inches front; 36x4 $\frac{1}{2}$ inches rear. Detachable rims and Goodrich or Diamond tires are standard.
<b>Speed</b>	Five to sixty miles an hour on high gear.
<b>Equipment</b>	Combination oil and electric side and tail lamps with storage battery, acetylene headlights, horn, coat rack, trunk rack, tire irons, Prestolite tank and shock absorbers.
<b>Color</b>	Landulet and Limousine, maroon with olive gray upholstery. Tourabout, Flyabout and Touring Car, royal blue with straw color running gear or Thomas red with light red running gear.
<b>Price</b>	Touring Car, Flyabout, Tourabout, \$4500. Limousine, Landulet, \$6000.





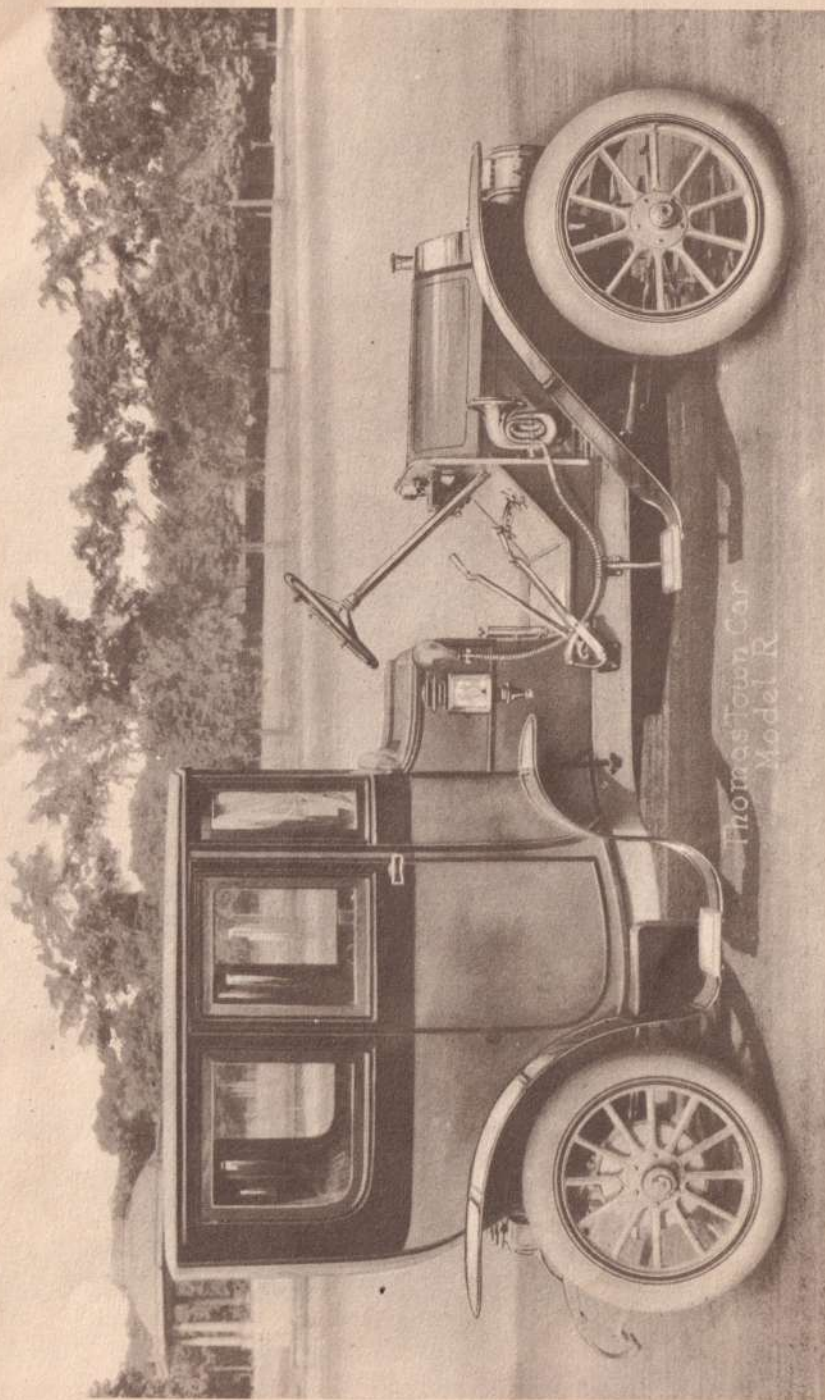
A photographic reproduction of the new "Long Stroke" 6-40 Thomas Flyer, showing Touring Car type of body.  
Price, \$3500 with complete equipment

## Specifications of Thomas Flyer. Model "M" 6-40

1910 Model

<b>Seating Capacity</b>	Touring Car, five. Combination Car (including features of Runabout, Tourabout and Flyabout), three and four. Runabout, three or four. Tourabout and Flyabout, four. Limousine and Landaulet, seven.
<b>Body</b>	Hand-hammered Aluminum, luxuriously upholstered.
<b>Wheel Base</b>	125 inches.
<b>Tread</b>	Standard. 56 inches.
<b>Clearance of Axles</b>	Front, 12 inches. Rear, 11 $\frac{1}{4}$ inches.
<b>Motor</b>	Six cylinder, four cycle, water cooled, cylinders cast in pairs. 4 $\frac{1}{4}$ -inch bore by 5 $\frac{1}{2}$ -inch stroke.
<b>Horse Power</b>	Forty horse power. (43.8 A. L. A. M. rating.)
<b>Carburetor</b>	Float feed, single jet, water jacketed, automatic air control. Carburetor can be flushed from front of car.
<b>Ignition</b>	Two separate and distinct systems. Bosch high tension magneto and Atwater-Kent unisarker with battery.
<b>Lubrication</b>	Mechanical oiler with sight feed on dashboard. Transmission gears packed in grease. Oil or grease cups at all important bearings.
<b>Control</b>	Spark and throttle control above 18-inch steering wheel. Foot accelerator.
<b>Transmission</b>	Three speeds forward and a reverse, selective type sliding gear. Direct drive on high gear.
<b>Gear Ratio</b>	Three to one.
<b>Clutch</b>	Thomas three disc with cork inserts, enclosed in oil-tight case. Automatic clutch brake.
<b>Springs</b>	Semi-elliptic front. Three-quarter elliptic rear. Rebound clip construction throughout.
<b>Drive</b>	Shaft drive. Bevel gears in oil-tight case.
<b>Bearings</b>	Crank shaft and connecting rods, best die cast babbitt. Cam shaft, phosphor bronze. Transmission, annular ball. Front and rear hubs, Timken roller. Steering gear, roller with ball thrust.
<b>Brakes</b>	Internal and external on rear wheels. Unusually large braking surface.
<b>Cooling</b>	Honeycomb radiator. Centrifugal pump. Large water passages. Belt driven fan of cast aluminum.
<b>Steering Gear</b>	Adjustable worm and sector type.
<b>Tires</b>	Goodrich or Diamond tires. Quick Detachable rims. 36x4 $\frac{1}{2}$ -inch front and rear on Touring car, Flyabout and Runabout. 36x4 $\frac{1}{2}$ -inch front and 37x5-inch rear on Limousine and Landaulet.
<b>Speed</b>	Five to fifty-five miles per hour on direct drive.
<b>Equipment</b>	Top, glass front, speedometer, shock absorbers, head, side and tail lamps, horn, robe rail, tire irons, Prestolite tank.
<b>Color</b>	Landaulet and Limousine, maroon with French gray worsted upholstery. Touring Car, Combination Car, Runabout, Tourabout and Flyabout, royal blue with straw color running gear or Thomas red with light red running gear.
<b>Price</b>	Touring Car, Flyabout, Tourabout, \$3500 complete. Limousine, \$5000. Landaulet, \$5150.





A photographic reproduction of the Thomas Ladies' Special Town Car. Price, complete, \$4000

## Specifications of Thomas Town Car. Model "R" 4-28

1910 Model

<b>Seating Capacity</b>	Six. Four passengers inside.
<b>Body</b>	Hand-hammered Aluminum; upholstered in imported worsted or broadcloth; morocco optional. Luxurious, deep cushions. Patent leather fenders.
<b>Wheel Base</b>	123 inches.
<b>Tread</b>	Standard. 56 inches.
<b>Clearance of Axles</b>	Front, 11 inches. Rear, 10 inches.
<b>Motor</b>	Four cylinders, four cycle, water cooled, cylinders cast in pairs 4¼-inch bore by 5½-inch stroke.
<b>Horse Power</b>	Twenty-eight horse power (28.9 A. L. A. M. rating).
<b>Carburetor</b>	Float feed, single jet, water jacketed, automatic air control. Carburetor can be flushed from front of car.
<b>Ignition</b>	Two separate and distinct systems. Bosch high tension magneto and Atwater-Kent unisparker with battery.
<b>Lubrication</b>	Mechanical oiler with sight feed on dashboard. Transmission gears packed in grease. Oil or grease cups at all important bearings.
<b>Control</b>	Spark and throttle control above 18-inch steering wheel. Foot accelerator.
<b>Transmission</b>	Three speeds forward and a reverse, selective type sliding gear. Direct drive on high gear.
<b>Gear Ratio</b>	Three to one.
<b>Clutch</b>	Thomas three disc with cork inserts enclosed in oil-tight case. Automatic clutch brake.
<b>Springs</b>	Semi-elliptic front. Three-quarter elliptic rear. Rebound clip construction throughout.
<b>Drive</b>	Shaft drive. Bevel gears in oil-tight case.
<b>Bearings</b>	Crank shaft and connecting rods, best die cast babbitt. Cam shaft, phosphor bronze. Transmission, annular ball. Front and rear hubs, Timken roller. Steering gear, roller with ball thrust.
<b>Brakes</b>	Internal and external on rear wheels. Unusually large braking surface.
<b>Cooling</b>	Honeycomb radiator. Centrifugal pump. Large water passages. Belt driven fan of cast aluminum.
<b>Steering Gear</b>	Adjustable worm and sector type.
<b>Tires</b>	Goodrich or Diamond tires. 34x4½-inch front and rear. Quick Detachable rims.
<b>Speed</b>	Five to forty-five miles per hour on direct drive.
<b>Equipment</b>	Head, side and tail lamps, horn, tire irons, Prestolite tank.
<b>Color</b>	Brilliant blue with black trimmings and azure blue running gear. Black upholstery on front seat. French gray worsted interior.
<b>Price</b>	Brougham, \$4000. Limousine, \$4100. Landaulet, \$4250.