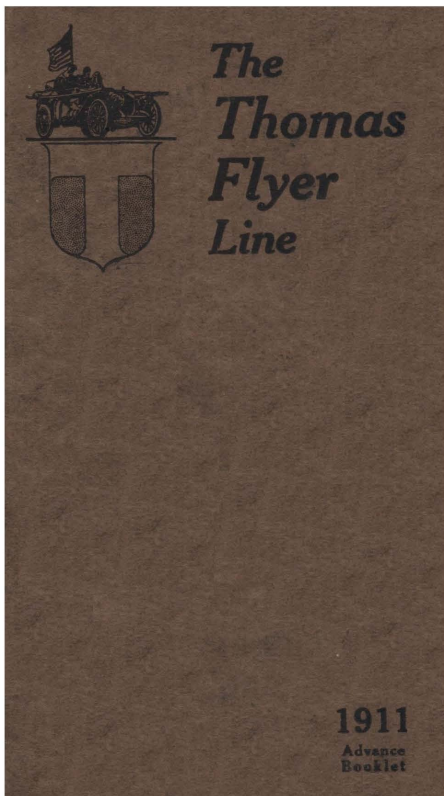


1911 Thomas Flyer - The Thomas Flyer Line



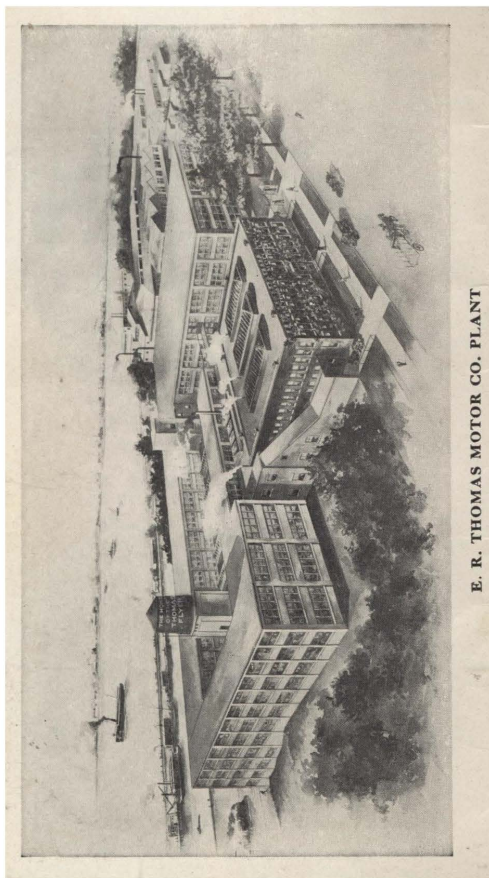
Automotive Research Library

## 1911 Thomas Flyer - The Thomas Flyer Line

### **NOTICE**

Fore doors will be furnished on all Model K cars *without extra charge*; also driver's windows on the Model K Limousine and Landaulet.

1911 Thomas Flyer - The Thomas Flyer Line



E. R. THOMAS MOTOR CO. PLANT

1911 Thomas Flyer - The Thomas Flyer Line

**THE**  
**THOMAS FLYER**

**WORLD CHAMPION**

THE THOMAS FLYER



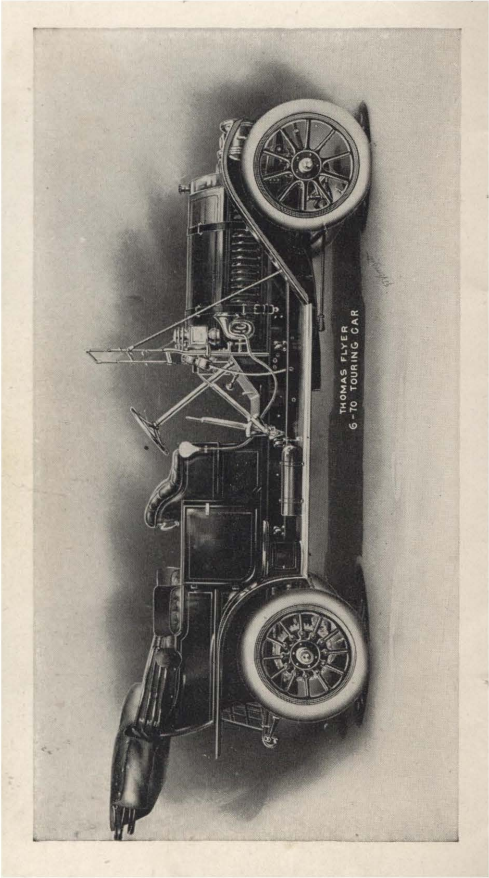
**1911**

**E. R. THOMAS MOTOR CO.**  
**BUFFALO, N. Y., U. S. A.**

---

**LICENSED UNDER SELDEN PATENT**

1911 Thomas Flyer - The Thomas Flyer Line



## THOMAS 6-70 FLYER

### Model K—Touring Car

**Seating Capacity**—Seven. Hand-hammered aluminum body, luxuriously upholstered.

**Wheel Base**—140 inches.

**Tread**—Standard. 56 inches.

**Clearance of Axles**—Front, 11 inches. Rear, 14 $\frac{3}{4}$  inches.

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

**Horse Power**—70 H. P. (A. L. A. M. rating, 72.6)

**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 unisparker with battery.

**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 control above 18-inch steering wheel. Foot accelerator.

**Transmission**—Four speeds forward and a reverse, selective type sliding gear. Direct drive on high gear. The countershaft is idle on direct drive.

**Gear Ratio**—Ratio of motor speed to that of the rear wheels is 2.6 to 1.

**Clutch**—Thomas three disc, cork inserts enclosed in oil-tight case. Automatic clutch brake. Clutch interlocked with emergency brake lever.

**Springs**—Semi-elliptic front and rear. Rebound clip construction throughout.

**Drive**—Side chain with hardened drop-forged steel sprockets.

**Bearings**—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.

**Brakes**—Internal expanding on rear wheels. External contracting on countershaft. Extra large braking surface.

**Cooling**—Honeycomb radiator. Pump of large capacity. Large water passages. Cast aluminum fan, belt driven.

**Steering Gear**—Adjustable worm and sector type. Eighteen-inch wheel.

**Tires**—38x4 $\frac{1}{2}$ -inch front; 38x5 $\frac{1}{2}$ -inch rear. Demountable Q. D. rims are standard.

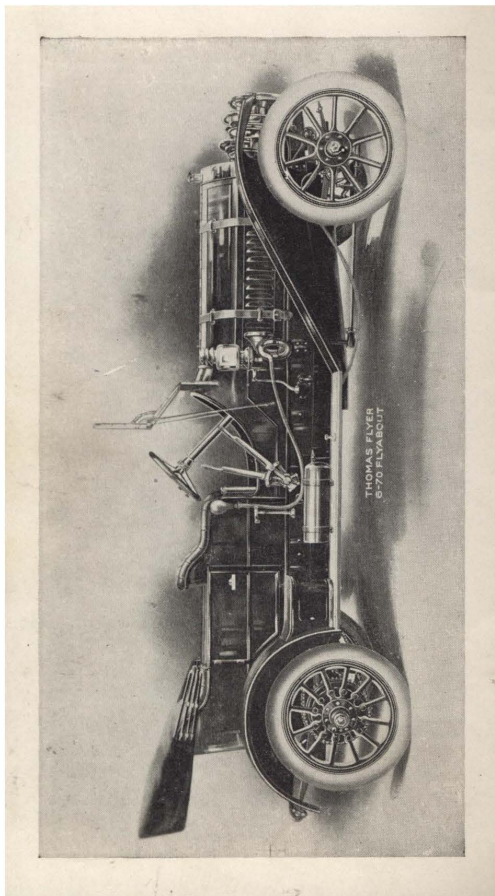
**Speed**—Five to seventy miles an hour on high gear.

**Equipment**—Glass front, top with electric dome light and parcel carrier, 100-mile speedometer with clock, shock absorbers, robe rail, foot 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 and a complete set of tools.

**Color**—Optional.

**Price**—\$6,000 with complete equipment.

1911 Thomas Flyer - The Thomas Flyer Line





## THOMAS 6-70 FLYER

### Model K—Flyabout

**Seating Capacity**—Four. Hand-hammered aluminum body, luxuriously upholstered.

**Wheel Base**—140 inches.

**Tread**—Standard. 56 inches.

**Clearance of Axles**—Front, 11 inches. Rear, 14 $\frac{3}{4}$  inches.

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

**Horse Power**—70 H. P. (A. L. A. M. rating 72.6).

**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 unisparkler with battery.

**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 control above 18-inch steering wheel. Foot accelerator.

**Transmission**—Four speeds forward and a reverse, selective type sliding gear. Direct drive on high gear. The countershaft is idle on direct drive.

**Gear Ratio**—Ratio of motor speed to that of the rear wheels is 2.6 to 1.

**Clutch**—Thomas three disc, cork inserts, enclosed in oil-tight case. Automatic clutch brake. Clutch interlocked with emergency brake lever.

**Springs**—Semi-elliptic front and rear. Rebound clip construction throughout.

**Drive**—Side chain with hardened drop-forged steel sprockets.

**Bearings**—Connecting rod and crank shaft, "Superior" babbit. 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.

**Brakes**—Internal expanding on rear wheels. External contracting on countershaft. Extra large braking surface.

**Cooling**—Honeycomb radiator. Pump of large capacity. Large water passages. Cast aluminum fan, belt driven.

**Steering Gear**—Adjustable worm and sector type. Eighteen-inch wheel.

**Tires**—Flyabout, 38x4 $\frac{1}{2}$ -inch front and rear. Demountable Q. D. rims are standard.

**Speed**—Five to seventy miles an hour on high gear.

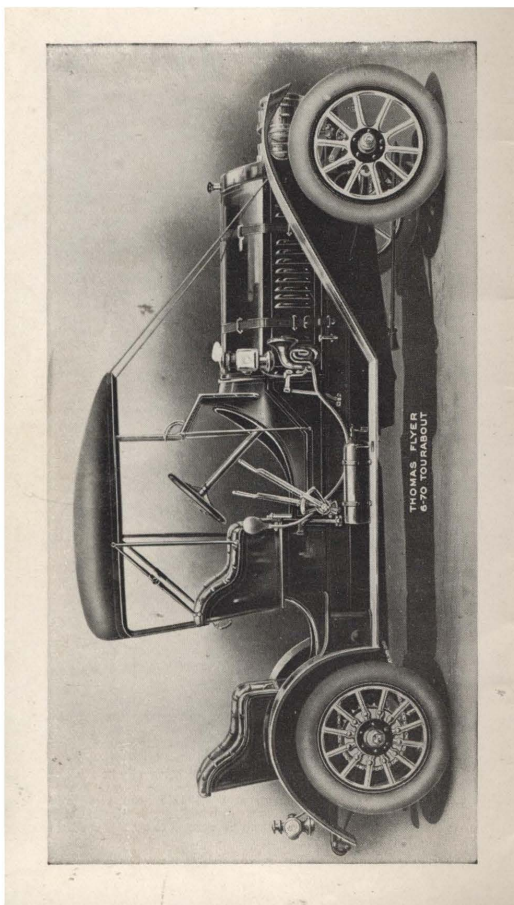
**Equipment**—Glass front, top with electric dome light and parcel carrier, 100-mile speedometer with clock, shock absorbers, robe rail, tire irons, trunk rack, acetylene headlights, combination oil and electric side and tail lamps with storage battery, electric cigar lighter in tonneau, Prestolite tank and a complete set of tools.

**Color**—Optional.

**Price**—\$6,000 with complete equipment.



# 1911 Thomas Flyer - The Thomas Flyer Line



## THOMAS 6-70 FLYER

### Model K—Tourabout

**Seating Capacity**—Two, or if rumble seats are used, three or four. Hand-hammered aluminum body, luxuriously upholstered.

**Wheel Base**—140 inches.

**Tread**—Standard. 56 inches.

**Clearance of Axles**—Front, 11 ins. Rear, 14 $\frac{3}{4}$  ins.

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

**Horse Power**—70 H. P. (A. L. A. M. rating 72.6).

**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 unisparker with battery.

**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 control above 18-inch steering wheel. Foot accelerator.

**Transmission**—Four speeds forward and a reverse, selective type sliding gear. Direct drive on high gear. The countershaft is idle on direct drive.

**Gear Ratio**—Ratio of motor speed to that of the rear wheels is 2.6 to 1.

**Clutch**—Thomas three disc, cork inserts, enclosed in oil tight case. Automatic clutch brake. Clutch interlocked with emergency brake lever.

**Springs**—Semi-elliptic front and rear. Rebound clip construction throughout.

**Drive**—Side chain with hardened drop-forged steel sprockets.

**Bearings**—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.

**Brakes**—Internal expanding on rear wheels. External contracting on countershaft. Extra large braking surface.

**Cooling**—Honeycomb radiator. Pump of large capacity. Large water passages. Cast aluminum fan, belt driven.

**Steering Gear**—Adjustable worm and sector type. Eighteen-inch wheel.

**Tires**—38x4 $\frac{1}{2}$ -inch front and rear. Demountable Q. D. rims are standard.

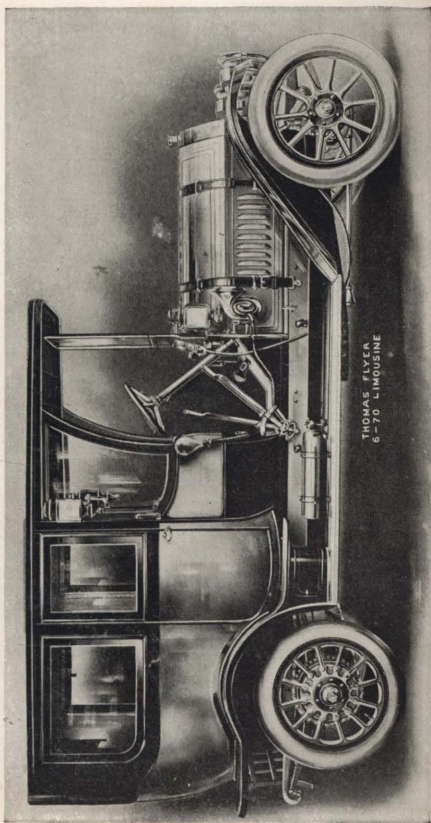
**Speed**—Five to seventy miles an hour on high gear.

**Equipment**—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, Prestolite tank and a complete set of tools.

**Color**—Optional.

**Price**—\$6,000 with complete equipment.

1911 Thomas Flyer - The Thomas Flyer Line



## THOMAS 6-70 FLYER

### Model K—Limousine

**Seating Capacity**—Eight. Hand-hammered aluminum body, luxuriously upholstered.

**Wheel Base**—140 inches.

**Tread**—Standard. 56 inches.

**Clearance of Axles**—Front, 11 inches. Rear, 14  $\frac{3}{4}$  inches.

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

**Horse Power**—70 H. P. (A. L. A. M. rating 72.6).

**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 unisparker with battery.

**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 control above 18-inch steering wheel. Foot accelerator.

**Transmission**—Four speeds forward and a reverse, selective type sliding gear. Direct drive on high gear. The countershaft is idle on direct drive.

**Gear Ratio**—Ratio of motor speed to that of the rear wheels is 2.6 to 1.

**Clutch**—Thomas three disc, cork inserts, enclosed in oil-tight case. Automatic clutch brake. Clutch interlocked with emergency brake lever.

**Springs**—Semi-elliptic front and rear. Rebound clip construction throughout.

**Drive**—Side chain with hardened drop-forged steel sprockets.

**Bearings**—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.

**Brakes**—Internal expanding on rear wheels. External contracting on countershaft. Extra large braking surface.

**Cooling**—Honeycomb radiator. Pump of large capacity. Large water passages. Cast aluminum fan, belt driven.

**Steering Gear**—Adjustable worm and sector type. Eighteen-inch wheel.

**Tires**—38x4  $\frac{1}{2}$ -inch front; 38x5  $\frac{1}{2}$ -inch rear. Demountable Q. D. rims are standard.

**Speed**—Five to seventy miles an hour on high gear.

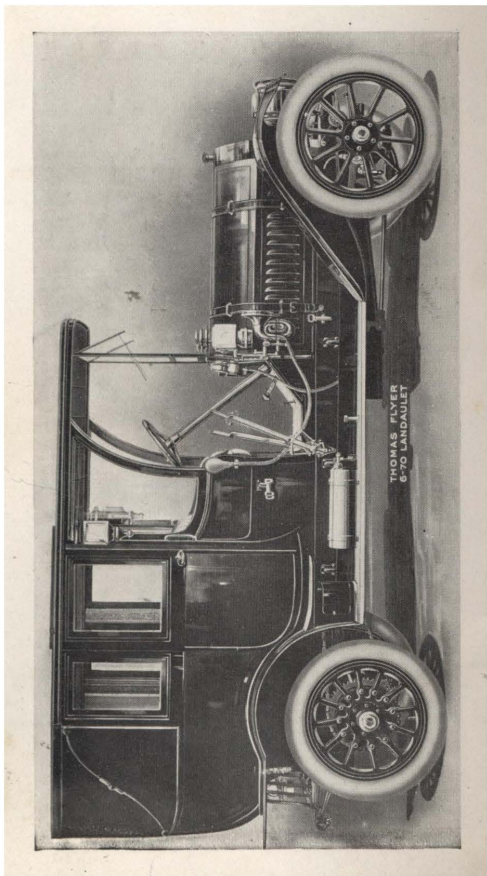
**Equipment**—Glass front, 100-mile speedometer with clock, shock absorbers, tire irons, trunk rack, acetylene headlights, combination oil and electric side and tail lamps with storage battery, Prestolite tank, pillar lamps, toilet cases, cigar lighter, megaphone, annunciator, bouquet holder, umbrella drain, dome light, mirrorscope, foot rail and a complete set of tools.

**Color**—Optional.

**Price**—Limousine, \$7,500 with complete equipment.

Side windows for driver's seat, \$50.00 extra.

1911 Thomas Flyer - The Thomas Flyer Line



## THOMAS 6-70 FLYER

### Model K—Landaulet

**Seating Capacity**—Eight. Hand-hammered aluminum body, luxuriously upholstered.

**Wheel Base**—140 inches.

**Tread**—Standard. 56 inches.

**Clearance of Axles**—Front, 11 inches. Rear, 14¾ inches.

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

**Horse Power**—70 H. P. (A. L. A. M. rating 72.6).

**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 unisparkler with battery.

**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 control above 18-inch steering wheel. Foot accelerator.

**Transmission**—Four speeds forward and a reverse, selective type sliding gear. Direct drive on high gear. The countershaft is idle on direct drive.

**Gear Ratio**—Ratio of motor speed to that of the rear wheels is 2.6 to 1

**Clutch**—Thomas three disc, cork inserts, enclosed in oil-tight case. Automatic clutch brake. Clutch interlocked with emergency brake lever.

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

**Drive**—Side chain with hardened drop-forged steel sprockets.

**Bearings**—Connecting rod and crank shaft, "Superior" babbitt. Seven large bearings. Cam shaft, "high speed" bronze. Transmission, annular ball and roller. Countershaft, annular ball. Rear hubs, annular ball. Steering gear, roller with ball thrust.

**Brakes**—Internal expanding on rear wheels. External contracting on countershaft. Extra large braking surface.

**Cooling**—Honeycomb radiator. Pump of large capacity. Large water passages. Cast aluminum fan, belt driven.

**Steering Gear**—Adjustable worm and sector type. Eighteen-inch wheel.

**Tires**—38x4½-inch front; 38x5½-inch rear. Demountable Q. D. rims are standard.

**Speed**—Five to seventy miles an hour on high gear.

**Equipment**—Glass front, 100-mile speedometer with clock, shock absorbers, tire irons, trunk rack, acetylene headlights, combination oil and electric side and tail lamps with storage battery, Prestolite tank, pillar lamps, toilet cases, cigar lighter, megaphone, annunciator, bouquet holder, umbrella drain, dome light mirrorscope, foot rail and a complete set of tools.

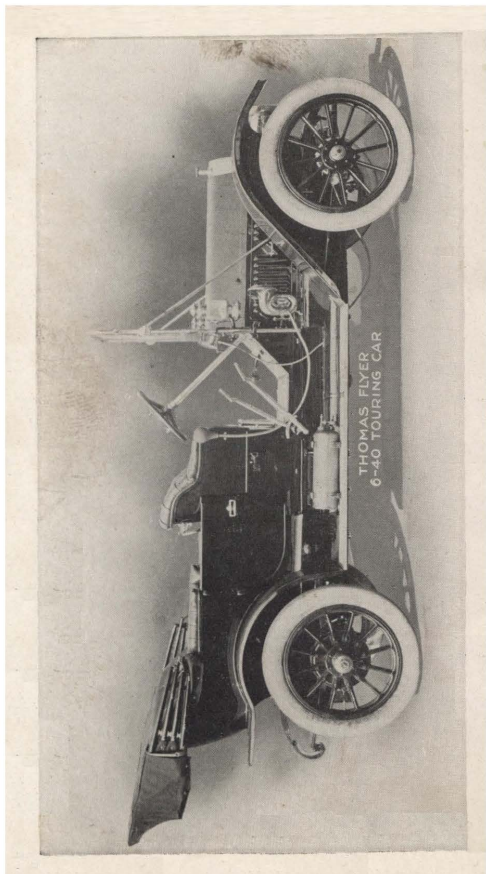
**Color**—Optional.

**Price**—\$7,600.00 with complete equipment.

Side windows for driver's seat, \$50.00 extra.



1911 Thomas Flyer - The Thomas Flyer Line





## THOMAS 6-40 FLYER

### "Long Stroke"—Model M—Touring Car

**Seating Capacity**—Five. Hand-hammered aluminum body, luxuriously upholstered.

**Wheel Base**—125 inches.

**Tread**—Standard. 56 inches.

**Clearance of Axles**—Front, 11 inches. Rear, 10  $\frac{1}{4}$  inches.

**Motor**—Six cylinder, four cycle, water cooled, cylinders cast in pairs. 4  $\frac{1}{4}$ -inch bore by 5  $\frac{1}{2}$ -inch stroke.

**Horse Power**—40 H. P. (43.3 A. L. A. M. rating).

**Carburetor**—Float feed, double 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 unisparkner with battery.

**Lubrication**—Mechanical oiler with sight feed on dashboard. Transmission gears packed in grease. Oil or grease cups at all important bearings.

**Control**—Spark and throttle control above 18-inch steering wheel. Foot accelerator.

**Transmission**—Three speeds forward and a reverse, selective type sliding gear. Direct drive on high gear.

**Gear Ratio**—3  $\frac{3}{7}$  to 1.

**Clutch**—Thomas three disc with cork inserts, enclosed in oil-tight case. Automatic clutch brake.

**Springs**—Semi-elliptic front. Three-quarter elliptic rear. Rebound clip construction throughout.

**Drive**—Shaft drive. Bevel gears in oil-tight case.

**Bearings**—Crank shaft and connecting rods, babbitt bushings. Cam shaft, high speed bronze. Transmission, annular ball. Front and rear hubs, Timken roller. Steering gear, roller with ball thrust.

**Brakes**—Internal and external on rear wheels. Unusually large braking surface.

**Cooling**—Honeycomb radiator. Centrifugal pump. Large water passages. Belt driven fan of cast aluminum.

**Steering Gear**—Adjustable worm and sector type.

**Tires**—36x4  $\frac{1}{2}$ -in. front and rear. Quick detachable rims.

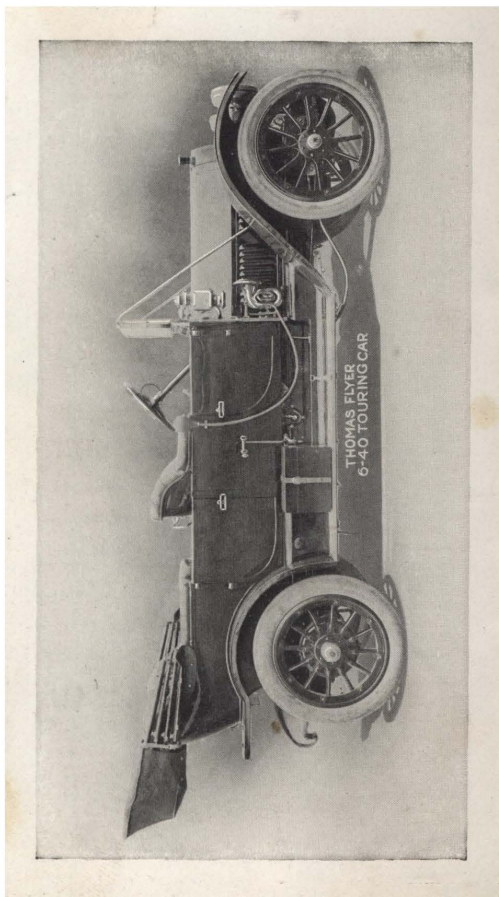
**Speed**—Two to fifty-five miles per hour on direct drive.

**Equipment**—Top, glass front, speedometer, shock absorbers, head, side and tail lamps, horn, robe rail, foot rail, tire irons, Prestolite tank, and a complete set of tools.

**Color**—Royal blue with straw color running gear or Thomas red with light red running gear, maroon or Russian green.

**Price**—\$3,750 with complete equipment.

1911 Thomas Flyer - The Thomas Flyer Line



## THOMAS 6-40 FLYER

“Long Stroke”—Model M—Touring Car

(FORE DOOR)

**Seating Capacity**—Five. Hand-hammered aluminum body luxuriously upholstered.

**Wheel Base**—125 inches.

**Tread**—Standard. 56 inches.

**Clearance of Axles**—Front, 11 inches. Rear, 10¼ inches.

**Motor**—Six cylinder, four cycle, water cooled, cylinders cast in pairs. 4¼-inch bore by 5½-inch stroke.

**Horse Power**—40 H. P. (43.3 A. L. A. M. rating).

**Carburetor**—Float feed, double 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 unisparker with battery.

**Lubrication**—Mechanical oiler with sight feed on dashboard. Transmission gears packed in grease. Oil or grease cups at all important bearings.

**Inside Control**—Spark and throttle control above 18-inch steering wheel. Foot accelerator.

**Transmission**—Three speeds forward and a reverse, selective type sliding gear. Direct drive on high gear.

**Gear Ratio**—3 3/7 to 1.

**Clutch**—Thomas three disc with cork inserts, enclosed in oil-tight case. Automatic clutch brake.

**Springs**—Semi-elliptic front. Three-quarter elliptic rear. Rebound clip construction throughout.

**Drive**—Shaft drive. Bevel gears in oil-tight case.

**Bearings**—Crank shaft and connecting rods, babbitt bushings. Cam shaft, high speed bronze. Transmission, annular ball. Front and rear hubs, Timken roller. Steering gear, roller with ball thrust.

**Brakes**—Internal and external on rear wheels. Unusually large braking surface.

**Cooling**—Honeycomb radiator. Centrifugal pump. Large water passages. Belt driven fan of cast aluminum.

**Steering Gear**—Adjustable worm and sector type.

**Tires**—36x4½-in. front and rear. Quick detachable rims.

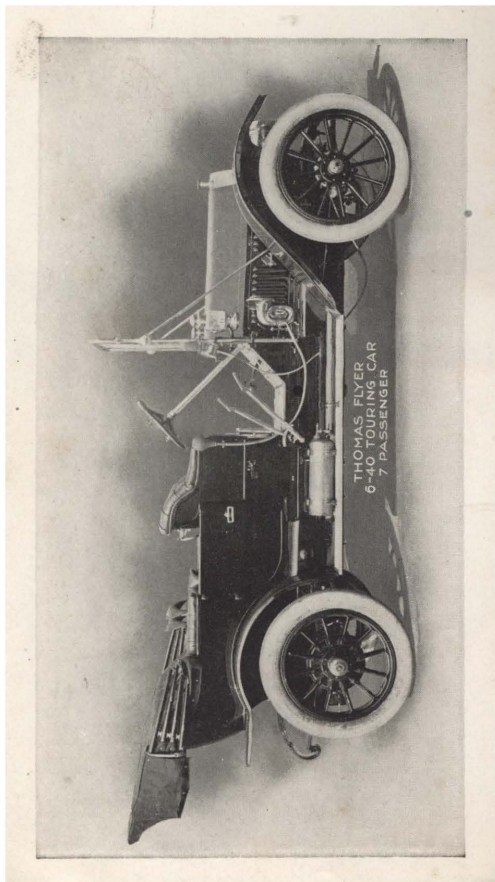
**Speed**—Two to fifty-five miles per hour on direct drive.

**Equipment**—Top, glass front, speedometer, shock absorbers, head, side and tail lamps, horn, robe rail, foot rail, tire irons, Prestolite tank, and a complete set of tools.

**Color**—Royal blue with straw color running gear or Thomas red with light red running gear, maroon or Russian green.

**Price**—\$3,900 with complete equipment.

# 1911 Thomas Flyer - The Thomas Flyer Line



## THOMAS 6-40 FLYER

### "Long Stroke"—Model M—Flyabout

**Seating Capacity**—Four. Hand-hammered aluminum body, luxuriously upholstered.

**Wheel Base**—125 inches.

**Tread**—Standard. 56 inches.

**Clearance of Axles**—Front, 11 inches. Rear, 10 $\frac{1}{4}$  inches.

**Motor**—Six cylinder, four cycle, water cooled, cylinders cast in pairs. 4 $\frac{1}{4}$ -inch bore by 5 $\frac{1}{2}$ -inch stroke.

**Horse Power**—40 H. P. (43.3 A. L. A. M. rating).

**Carburetor**—Float feed, double 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 unisparker with battery.

**Lubrication**—Mechanical oiler with sight feed on dashboard. Transmission gears packed in grease. Oil or grease cups at all important bearings.

**Control**—Spark and throttle control above 18-inch steering wheel. Foot accelerator.

**Transmission**—Three speeds forward and a reverse, selective type sliding gear. Direct drive on high gear.

**Gear Ratio**—3 to 1.

**Clutch**—Thomas three disc with cork inserts, enclosed in oil-tight case. Automatic clutch brake.

**Springs**—Semi-elliptic front. Three-quarter elliptic rear. Rebound clip construction throughout.

**Drive**—Shaft drive. Bevel gears in oil-tight case.

**Bearings**—Crank shaft and connecting rods, babbitt bushings. Cam shaft, high speed bronze. Transmission, annular ball. Front and rear hubs, Timken roller. Steering gear, roller with ball thrust.

**Brakes**—Internal and external on rear wheels. Unusually large braking surface.

**Cooling**—Honeycomb radiator. Centrifugal pump. Large water passages. Belt driven fan of cast aluminum.

**Steering Gear**—Adjustable worm and sector type.

**Tires**—36x4 $\frac{1}{2}$ -inch front and rear. Quick detachable rims.

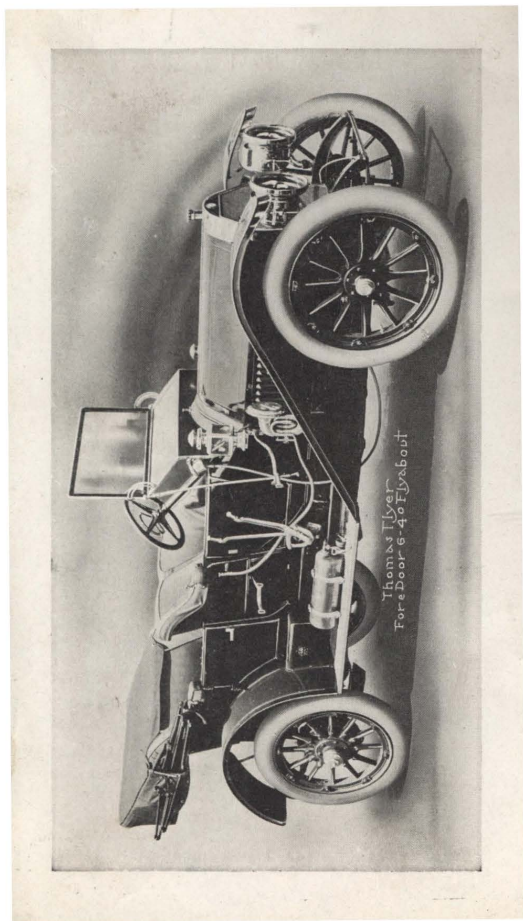
**Speed**—Two to fifty-five miles per hour on direct drive.

**Equipment**—Top, glass front, speedometer, shock absorbers, head, side and tail lamps, horn, robe rail, tire irons, Prestolite tank, and a complete set of tools.

**Color**—Royal blue with straw color running gear or Thomas red with light red running gear, maroon or Russian green.

**Price**—\$3,750 with complete equipment.

1911 Thomas Flyer - The Thomas Flyer Line





## THOMAS 6-40 FLYER

“Long Stroke”—Model M—Flyabout

(FORE DOOR)

**Seating Capacity**—Four. Hand-hammered aluminum body, luxuriously upholstered.

**Wheel Base**—125 inches.

**Tread**—Standard. 56 inches.

**Clearance of Axles**—Front, 11 inches. Rear 10  $\frac{1}{4}$  inches.

**Motor**—Six cylinder, four cycle, water cooled, cylinders cast in pairs. 4  $\frac{1}{4}$ -inch bore by 5  $\frac{1}{2}$ -inch stroke.

**Horse Power**—40 H. P. (43.3 A. L. A. M. rating).

**Carburetor**—Float feed, double 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 unisparker with battery.

**Lubrication**—Mechanical oiler with sight feed on dashboard. Transmission gears packed in grease. Oil or grease cups at all important bearings.

**Control**—Spark and throttle control above 18-inch steering wheel. Foot accelerator.

**Transmission**—Three speeds forward and a reverse, selective type sliding gear. Direct drive on high gear.

**Gear Ratio**—3 to 1.

**Clutch**—Thomas three disc with cork inserts, enclosed in oil-tight case. Automatic clutch brake.

**Springs**—Semi-elliptic front. Three-quarter elliptic rear. Rebound clip construction throughout.

**Drive**—Shaft drive. Bevel gears in oil-tight case.

**Bearings**—Crank shaft and connecting rods, babbitt bushings. Cam shaft, high speed bronze. Transmission, annular ball. Front and rear hubs, Timken roller. Steering gear, roller with ball thrust.

**Brakes**—Internal and external on rear wheels. Unusually large braking surface.

**Cooling**—Honeycomb radiator. Centrifugal pump. Large water passages. Belt driven fan of cast aluminum.

**Steering Gear**—Adjustable worm and sector type.

**Tires**—36x4  $\frac{1}{2}$ -inch front and rear. Quick detachable rims.

**Speed**—Two to fifty-five miles per hour on direct drive.

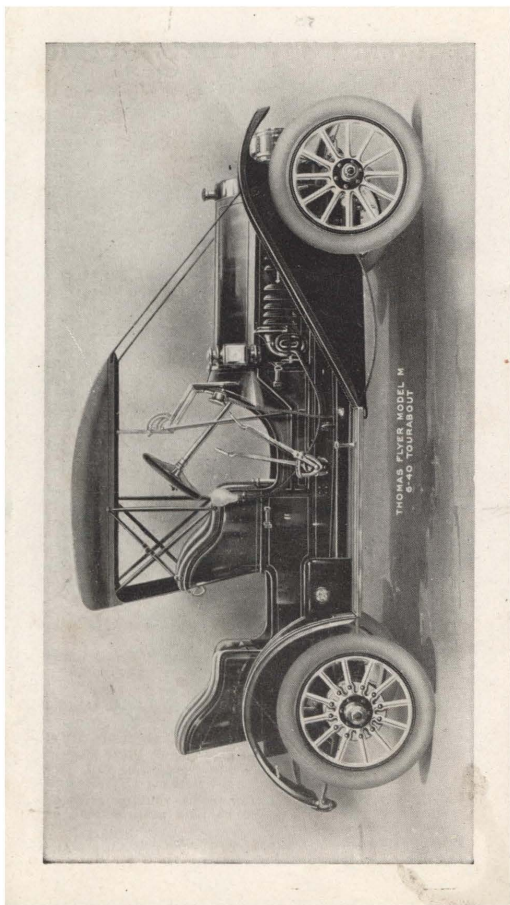
**Equipment**—Top, glass front, speedometer, shock absorbers, head, side and tail lamps, horn, robe rail, tire irons, Prestolite tank, and a complete set of tools.

**Color**—Royal blue with straw color running gear or Thomas red with light red running gear, maroon or Russian green.

**Price**—\$3,900 with complete equipment.



1911 Thomas Flyer - The Thomas Flyer Line



## THOMAS 6-40 FLYER

### "Long Stroke"—Model M—Tourabout

**Seating Capacity**—Tourabout, three or four, depending upon whether single or double rumble seat is used  
**Hand-hammered aluminum body, luxuriously upholstered.**

**Wheel Base**—125 inches

**Tread**—Standard. 56 inches.

**Clearance of Axles**—Front, 11 inches. Rear, 10¼ inches

**Motor**—Six cylinder, four cycle, water cooled, cylinders cast in pairs. 4¼-inch bore by 5½-inch stroke.

**Horse Power**—40 H. P. (43.3 A. L. A. M. rating).

**Carburetor**—Float feed, double 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 unisparkner with battery.

**Lubrication**—Mechanical oiler with sight feed on dashboard. Transmission gears packed in grease. Oil or grease cups at all important bearings.

**Control**—Spark and throttle control above 18-inch steering wheel. Foot accelerator.

**Transmission**—Three speeds forward and a reverse, selective type sliding gear. Direct drive on high gear.

**Gear Ratio**—3 to 1.

**Clutch**—Thomas three disc with cork inserts, enclosed in oil-tight case. Automatic clutch brake.

**Springs**—Semi-elliptic front. Three-quarter elliptic rear. Rebound clip construction throughout.

**Drive**—Shaft drive. Bevel gears in oil-tight case.

**Bearings**—Crank shaft and connecting rods, babbitt bushings. Cam shaft, high speed bronze. Transmission, annular ball. Front and rear hubs, Timken roller. Steering gear, roller with ball thrust.

**Brakes**—Internal and external on rear wheels. Unusually large braking surface.

**Cooling**—Honeycomb radiator. Centrifugal pump. Large water passages. Belt driven fan of cast aluminum.

**Steering Gear**—Adjustable worm and sector type.

**Tires**—36x4½-inch front and rear. Quick detachable rims.

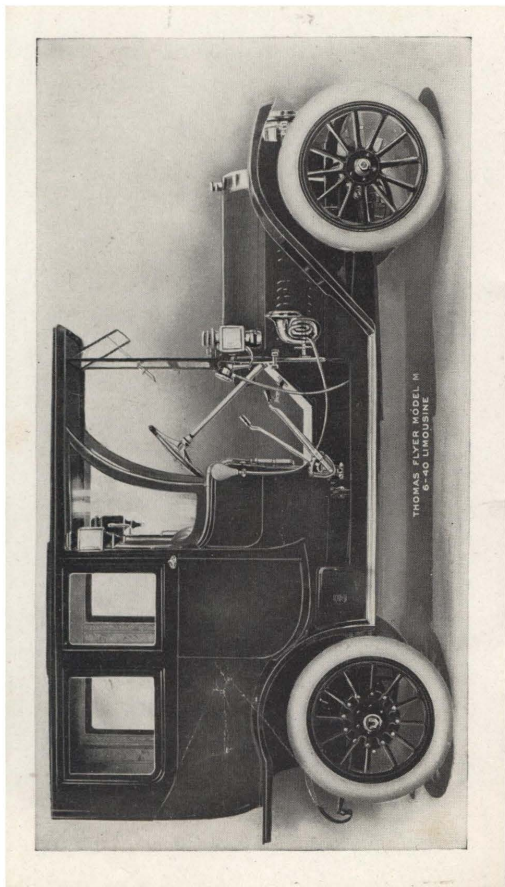
**Speed**—Two to fifty-five miles per hour on direct drive.

**Equipment**—Top, glass front, speedometer, shock absorbers, head, side and tail lamps, horn, robe rail, tire irons, Prestolite tank, and a complete set of tools.

**Color**—Royal blue with straw color running gear or Thomas red with light red running gear, maroon or Russian green.

**Price**—\$3,750 with complete equipment.

1911 Thomas Flyer - The Thomas Flyer Line



## THOMAS 6-40 FLYER

### "Long Stroke"—Model M—Limousine

**Seating Capacity**—Seven. Hand-hammered aluminum body, luxuriously upholstered.

**Wheel Base**—125 inches.

**Tread**—Standard. 56 inches.

**Clearance of Axles**—Front, 11 inches. Rear, 10  $\frac{3}{4}$  inches.

**Motor**—Six cylinder, four cycle, water cooled, cylinders cast in pairs. 4  $\frac{1}{4}$ -inch bore by 5  $\frac{1}{2}$ -inch stroke.

**Horse Power**—40 H. P. (43.3 A. L. A. M. rating).

**Carburetor**—Float feed, double 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 unisparker with battery.

**Lubrication**—Mechanical oiler with sight feed on dashboard. Transmission gears packed in grease. Oil or grease cups at all important bearings.

**Control**—Spark and throttle control above 18-inch steering wheel. Foot accelerator.

**Transmission**—Three speeds forward and a reverse, selective type sliding gear. Direct drive on high gear.

**Gear Ratio**—3  $\frac{3}{7}$  to 1.

**Clutch**—Thomas three disc with cork inserts, enclosed in oil-tight case. Automatic clutch brake.

**Springs**—Semi-elliptic front. Three-quarter elliptic rear. Rebound clip construction throughout.

**Drive**—Shaft drive. Bevel gears in oil-tight case.

**Bearings**—Crank shaft and connecting rods, babbitt bushings. Cam shaft, high speed bronze. Transmission, annular ball. Front and rear hubs, Timken roller. Steering gear, roller with ball thrust.

**Brakes**—Internal and external on rear wheels. Unusually large braking surface.

**Cooling**—Honeycomb radiator. Centrifugal pump. Large water passages. Belt driven fan of cast aluminum.

**Steering Gear**—Adjustable worm and sector type.

**Tires**—36x4  $\frac{1}{2}$ -inch front and 37x5-inch rear. Quick detachable rims.

**Speed**—Two to fifty-five miles per hour on direct drive.

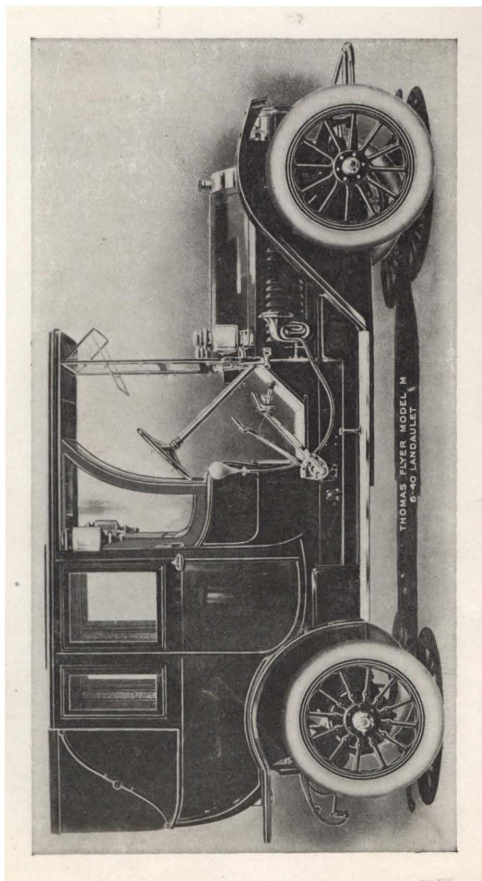
**Equipment**—Glass front, speedometer, shock absorber, head, side, pillar and tail lamps, horn, tire irons, Prestolite tank, toilet cases, cigar lighter, megaphone, annunciator, bouquet holder, umbrella drain, dome light, and a complete set of tools.

**Color**—Optional.

**Price**—\$5,000 with complete equipment.

Side windows for driver's seat, \$50.00 extra

1911 Thomas Flyer - The Thomas Flyer Line



## THOMAS 6-40 FLYER

### "Long Stroke"—Model M—Landaulet

**Seating Capacity**—Seven. Hand-hammered aluminum body, luxuriously upholstered.

**Wheel Base**—125 inches.

**Tread**—Standard. 56 inches.

**Clearance of Axles**—Front, 11 inches. Rear, 10 $\frac{3}{4}$  inches.

**Motor**—Six cylinder, four cycle, water cooled, cylinders cast in pairs. 4 $\frac{1}{4}$ -inch bore by 5 $\frac{1}{2}$ -inch stroke.

**Horse Power**—40 H. P. (43.3 A. L. A. M. rating).

**Carburetor**—Float feed, double 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 unisparker with battery.

**Lubrication**—Mechanical oiler with sight feed on dashboard. Transmission gears packed in grease. Oil or grease cups at all important bearings.

**Control**—Spark and throttle control above 18-inch steering wheel. Foot accelerator.

**Transmission**—Three speeds forward and a reverse, selective type sliding gear. Direct drive on high gear.

**Gear Ratio**—3  $\frac{3}{7}$  to 1.

**Clutch**—Thomas three disc with cork inserts, enclosed in oil-tight case. Automatic clutch brake.

**Springs**—Semi-elliptic front. Three-quarter elliptic rear. Rebound clip construction throughout.

**Drive**—Shaft drive. Bevel gears in oil-tight case.

**Bearings**—Crank shaft and connecting rods, babbitt bushings. Cam shaft, high speed bronze. Transmission annular ball. Front and rear hubs, Timken roller. Steering gear, roller with ball thrust.

**Brakes**—Internal and external on rear wheels. Unusually large braking surface.

**Cooling**—Honeycomb radiator. Centrifugal pump. Large water passages. Belt driven fan of cast aluminum.

**Steering Gear**—Adjustable worm and sector type.

**Tires**—36x4 $\frac{1}{2}$ -inch front and 37x5-inch rear. Quick detachable rims.

**Speed**—Two to fifty-five miles per hour on direct drive.

**Equipment**—Glass front, speedometer, shock absorbers, head, side and tail lamps, horn, tire irons, Prestolite tank, pillar lamps, toilet cases, cigar lighter, megaphone, annunciator, bouquet holder, umbrella drain, dome light, and a complete set of tools.

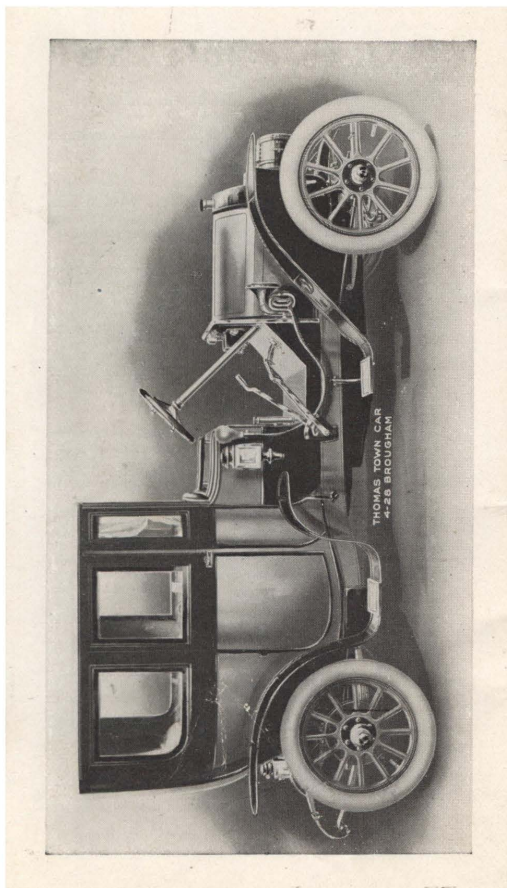
**Color**—Optional

**Price**—\$5,100 with complete equipment.

Side windows for driver's seat, \$50.00 extra.



1911 Thomas Flyer - The Thomas Flyer Line





## THOMAS 4-28 TOWN CAR

### Model R—Brougham

**Seating Capacity**—Six. Four passengers inside. Hand-hammered aluminum body; upholstered in imported worsted or broadcloth; morocco optional. Luxurious, deep cushions. Patent leather fenders.

**Wheel Base**—123 inches.

**Tread**—Standard. 56 inches.

**Clearance of Axles**—Front, 10 inches. Rear, 9  $\frac{1}{4}$  inches.

**Motor**—Four cylinders, four cycle, water cooled, cylinders cast in pairs 4  $\frac{1}{4}$ -inch bore by 5  $\frac{1}{2}$ -inch stroke.

**Horse Power**—28 H. P. (28.9 A. L. A. M. rating).

**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 unisparkler with battery.

**Lubrication**—Mechanical oiler with sight feed on dashboard. Transmission gears packed in grease. Oil or grease cups at all important bearings.

**Control**—Spark and throttle control above 18-inch steering wheel. Foot accelerator.

**Transmission**—Three speeds forward and a reverse, selective type sliding gear. Direct drive on high gear.

**Gear Ratio**—3  $\frac{3}{7}$  to 1.

**Clutch**—Thomas three disc with cork inserts, enclosed in oil-tight case. Automatic clutch brake.

**Springs**—Semi-elliptic front. Three-quarter elliptic rear. Rebound clip construction throughout.

**Drive**—Shaft drive. Bevel gears in oil-tight case.

**Bearings**—Crank shaft and connecting rods, babbitt bushings. Cam shaft, high speed bronze. Transmission, annular ball. Front and rear hubs, Timken roller. Steering gear, roller with ball thrust.

**Brakes**—Internal and external on rear wheels. Unusually large braking surface.

**Cooling**—Honeycomb radiator. Centrifugal pump. Large water passages. Belt driven fan of cast aluminum.

**Steering Gear**—Adjustable worm and sector type.

**Tires**—34x4  $\frac{1}{2}$ -inch front and rear. Quick detachable rims.

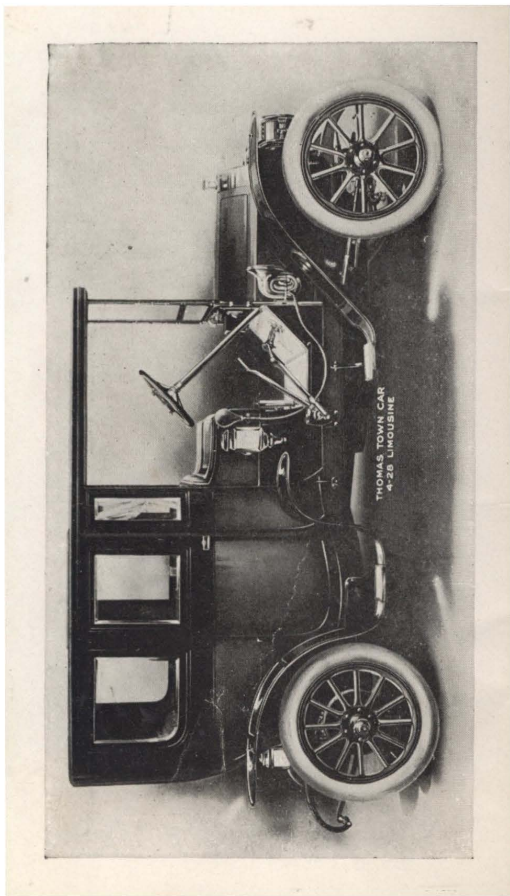
**Speed**—Five to forty-five miles per hour on direct drive.

**Equipment**—Head, side and tail lamps, horn, tire irons, Prestolite tank and a complete set of tools.

**Color**—Optional.

**Price**—\$4,000.

1911 Thomas Flyer - The Thomas Flyer Line



## THOMAS 4-28 TOWN CAR

### Model R—Limousine

**Seating Capacity**—Six. Four passengers inside. Hand-hammered aluminum body; upholstered in imported worsted, or broadcloth; morocco optional. Luxurious, deep cushions. Patent leather fenders.

**Wheel Base**—123 inches.

**Tread**—Standard. 56 inches.

**Clearance of Axles**—Front, 10 inches. Rear, 9¼ inches.

**Motor**—Four cylinders, four cycle, water cooled, cylinders cast in pairs, 4¼-inch bore by 5½-inch stroke.

**Horse Power**—28 H. P. (28.9 A. L. A. M. rating).

**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 unisparkner with battery.

**Lubrication**—Mechanical oiler with sight feed on dashboard. Transmission gears packed in grease. Oil or grease cups at all important bearings.

**Control**—Spark and throttle control above 18-inch steering wheel. Foot accelerator.

**Transmission**—Three speeds forward and a reverse, selective type sliding gear. Direct drive on high gear.

**Gear Ratio**—3 3/7 to 1.

**Clutch**—Thomas three disc with cork inserts, enclosed in oil-tight case. Automatic clutch brake.

**Springs**—Semi-elliptic front. Three-quarter elliptic rear. Rebound clip construction throughout.

**Drive**—Shaft drive. Bevel gears in oil-tight case.

**Bearings**—Crank shaft and connecting rods, babbitt bushings. Cam shaft, high speed bronze. Transmission, annular ball. Front and rear hubs, Timken roller. Steering gear, roller with ball thrust.

**Brakes**—Internal and external on rear wheels. Unusually large braking surface.

**Cooling**—Honeycomb radiator. Centrifugal pump. Large water passages. Belt driven fan of cast aluminum.

**Steering Gear**—Adjustable worm and sector type.

**Tires**—34x4½-inch front and rear. Quick detachable rims.

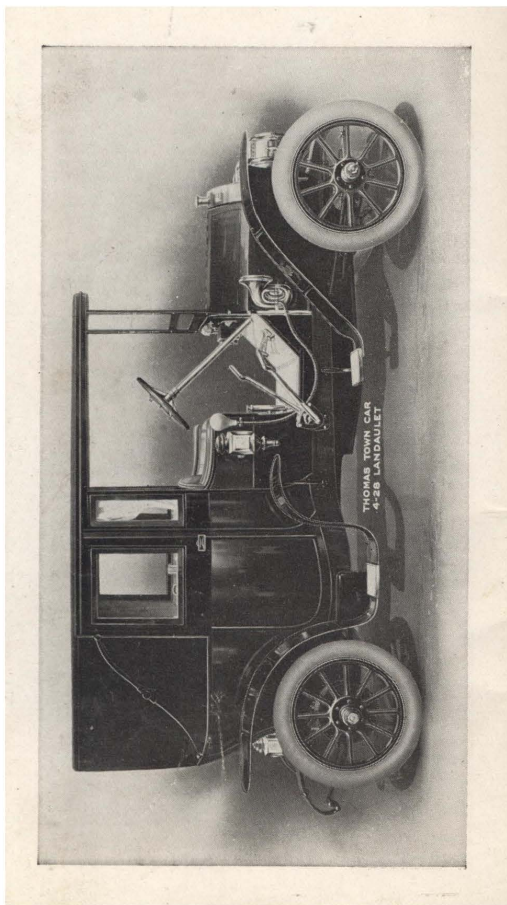
**Speed**—Five to forty-five miles per hour on direct drive.

**Equipment**—Head, side and tail lamps, horn, tire irons, Prestolite tank and a complete set of tools.

**Color**—Optional.

**Price**—\$4,100.

1911 Thomas Flyer - The Thomas Flyer Line



## THOMAS 6-40 FLYER

### "Long Stroke"—Model M—Touring Car

**Seating Capacity**—Seven. Hand-hammered aluminum body, luxuriously upholstered.

**Wheel Base**—125 inches.

**Tread**—Standard. 56 inches.

**Clearance of Axles**—Front, 11 inches. Rear, 10 $\frac{3}{4}$  inches.

**Motor**—Six cylinder, four cycle, water cooled, cylinders cast in pairs. 4 $\frac{1}{4}$ -inch bore by 5 $\frac{1}{2}$ -inch stroke.

**Horse Power**—40 H. P. (43.3 A. L. A. M. rating).

**Carburetor**—Float feed, double 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 unisparker with battery.

**Lubrication**—Mechanical oiler with sight feed on dashboard. Transmission gears packed in grease. Oil or grease cups at all important bearings.

**Control**—Spark and throttle control above 18-inch steering wheel. Foot accelerator.

**Transmission**—Three speeds forward and a reverse, selective type sliding gear. Direct drive on high gear.

**Gear Ratio**—3  $\frac{3}{7}$  to 1.

**Clutch**—Thomas three disc with cork inserts, enclosed in oil-tight case. Automatic clutch brake.

**Springs**—Semi-elliptic front. Three-quarter elliptic rear. Rebound clip construction throughout.

**Drive**—Shaft drive. Bevel gears in oil-tight case.

**Bearings**—Crank shaft and connecting rods, babbit bushings. Cam shaft, high speed bronze. Transmission, annular ball. Front and rear hubs, Timken roller. Steering gear, roller with ball thrust.

**Brakes**—Internal and external on rear wheels. Unusually large braking surface.

**Cooling**—Honeycomb radiator. Centrifugal pump. Large water passages. Belt driven fan of cast aluminum.

**Steering Gear**—Adjustable worm and sector type.

**Tires**—36x4 $\frac{1}{2}$ -inch front and 37x5-inch rear. Quick detachable rims.

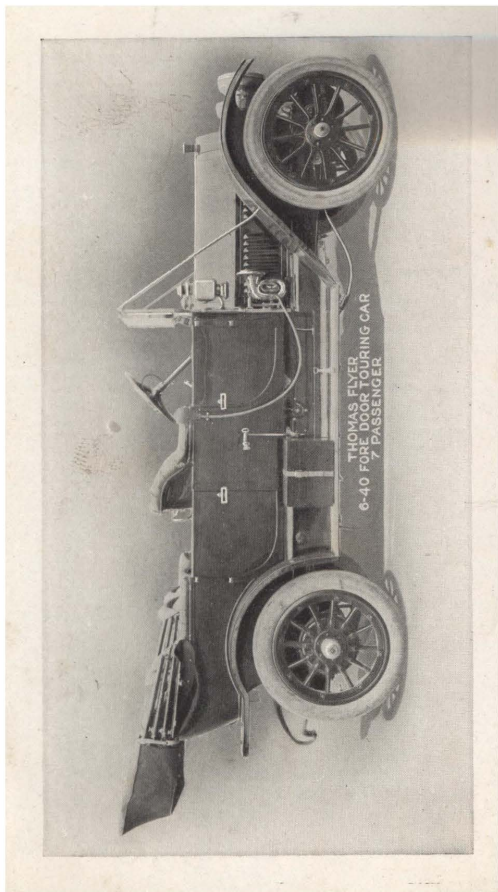
**Speed**—Two to fifty-five miles per hour on direct drive.

**Equipment**—Top, glass front, speedometer, shock absorbers, head, side and tail lamps, horn, robe rail, foot rail, tire irons, Prestolite tank, and a complete set of tools.

**Color**—Royal blue with straw color running gear or Thomas red with light red running gear, maroon or Russian green.

**Price**—\$3,850 with complete equipment.

1911 Thomas Flyer - The Thomas Flyer Line





## THOMAS 6-40 FLYER

“Long Stroke”—Model M—Touring Car

(FORE DOOR)

**Seating Capacity**—Seven. Hand-hammered aluminum body, luxuriously upholstered.

**Wheel Base**—125 inches.

**Tread**—Standard. 56 inches.

**Clearance of Axles**—Front, 11 inches. Rear, 10  $\frac{3}{4}$  inches.

**Motor**—Six cylinder, four cycle, water cooled, cylinders cast in pairs. 4  $\frac{1}{4}$ -inch bore by 5  $\frac{1}{2}$ -inch stroke.

**Horse Power**—40 H. P. (43.3 A. L. A. M. rating).

**Carburetor**—Float feed, double 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 unisparker with battery.

**Lubrication**—Mechanical oiler with sight feed on dashboard. Transmission gears packed in grease. Oil or grease cups at all important bearings.

**Inside Control**—Spark and throttle control above 18-inch steering wheel. Foot accelerator.

**Transmission**—Three speeds forward and a reverse, selective type sliding gear. Direct drive on high gear.

**Gear Ratio**—3  $\frac{3}{7}$  to 1.

**Clutch**—Thomas three disc with cork inserts, enclosed in oil-tight case. Automatic clutch brake.

**Springs**—Semi-elliptic front. Three-quarter elliptic rear. Rebound clip construction throughout.

**Drive**—Shaft drive. Bevel gears in oil-tight case.

**Bearings**—Crank shaft and connecting rods, babbitt bushings. Cam shaft, high speed bronze. Transmission, annular ball. Front and rear hubs, Timken roller. Steering gear, roller with ball thrust.

**Brakes**—Internal and external on rear wheels. Unusually large braking surface.

**Cooling**—Honeycomb radiator. Centrifugal pump. Large water passages. Belt driven fan of cast aluminum.

**Steering Gear**—Adjustable worm and sector type.

**Tires**—36x4  $\frac{1}{2}$ -inch front and 37x5-inch rear. Quick detachable rims.

**Speed**—Two to fifty-five miles per hour on direct drive.

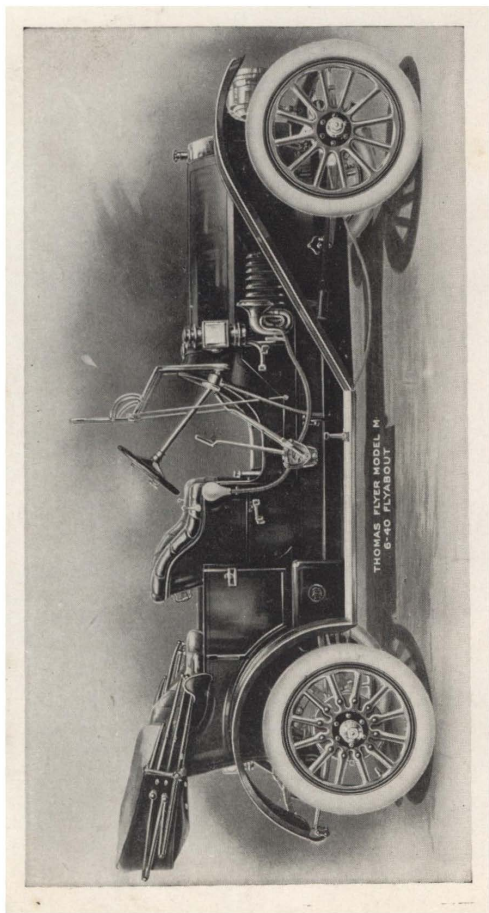
**Equipment**—Top, glass front, speedometer, shock absorbers, head, side and tail lamps, horn, robe rail, foot rail, tire irons, Prestolite tank, and a complete set of tools.

**Color**—Royal blue with straw color running gear or Thomas red with light red running gear, maroon or Russian green.

**Price**—\$4,000 with complete equipment.



1911 Thomas Flyer - The Thomas Flyer Line



## THOMAS 4-28 TOWN CAR

### Model R—Landaulet

**Seating Capacity**—Six. Four passengers inside. Hand-hammered aluminum body; upholstered in imported worsted or broadcloth; morocco optional. Luxurious, deep cushions. Patent leather fenders.

**Wheel Base**—123 inches.

**Tread**—Standard. 56 inches.

**Clearance of Axles**—Front, 10 inches. Rear, 9¼ inches.

**Motor**—Four cylinders, four cycle, water cooled, cylinders cast in pairs, 4¼-inch bore by 5½-inch stroke.

**Horse Power**—28 H. P. (28.9 A. L. A. M. rating).

**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 unisparker with battery.

**Lubrication**—Mechanical oiler with sight feed on dashboard. Transmission gears packed in grease. Oil or grease cups at all important bearings.

**Control**—Spark and throttle control above 18-inch steering wheel. Foot accelerator.

**Transmission**—Three speeds forward and a reverse, selective type sliding gear. Direct drive on high gear.

**Gear Ratio**—3 3/7 to 1.

**Clutch**—Thomas three disc with cork inserts, enclosed in oil-tight case. Automatic clutch brake.

**Springs**—Semi-elliptic front. Three-quarter elliptic rear. Rebound clip construction throughout.

**Drive**—Shaft drive. Bevel gears in oil-tight case.

**Bearings**—Crank shaft and connecting rods, babbitt bushings. Cam shaft, high speed bronze. Transmission, annular ball. Front and rear hubs, Timken roller. Steering gear, roller with ball thrust.

**Brakes**—Internal and external on rear wheels. Unusually large braking surface.

**Cooling**—Honeycomb radiator. Centrifugal pump. Large water passages. Belt driven fan of cast aluminum.

**Steering Gear**—Adjustable worm and sector type.

**Tires**—34x4½-inch front and rear. Quick detachable rims.

**Speed**—Five to forty-five miles per hour on direct drive.

**Equipment**—Head, side and tail lamps, horn, tire irons, Prestolite tank and a complete set of tools.

**Color**—Optional.

**Price**—\$4,250.