

The

E. R. THOMAS MOTOR CAR COMPANY

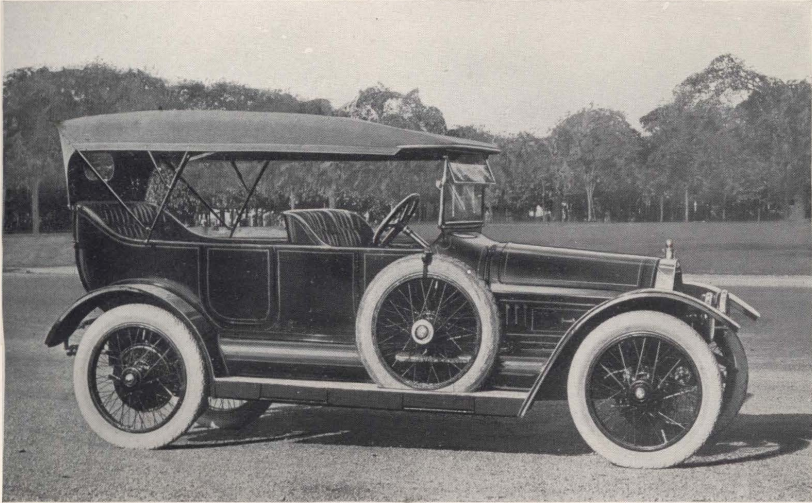


Manufacturers of

The Thomas Motor Car

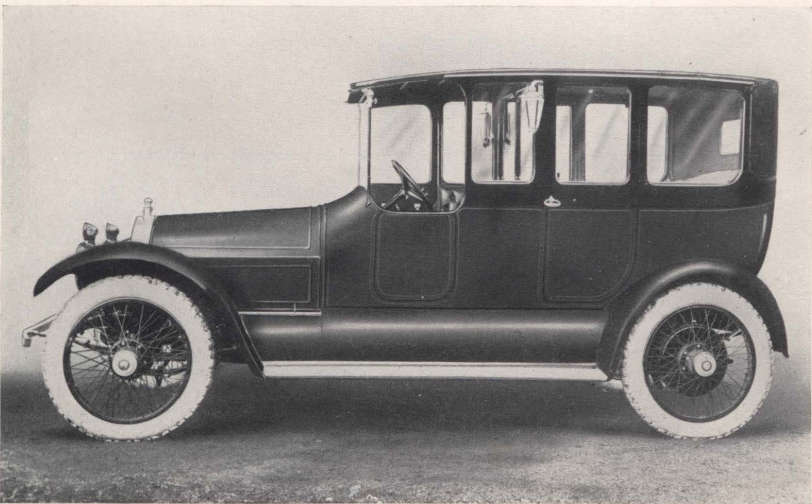
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B U F F A L O , N . Y . , U . S . A .

THOMAS TOURING CAR



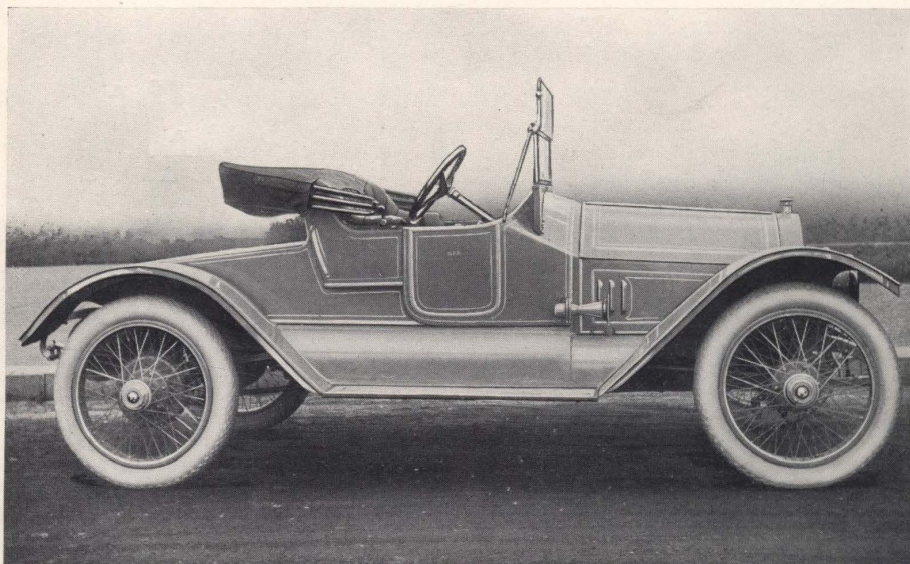
A TOURING CAR WITH CLASS, STYLE AND INDIVIDUALITY

THOMAS LANDAULET



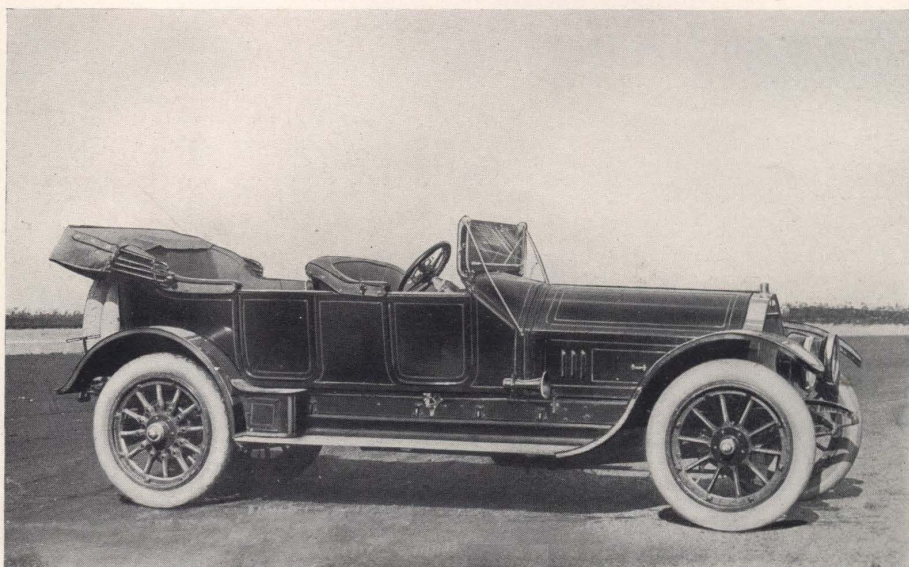
A MAGNIFICENT CAR. EASY RIDING. LUXURIOUS UPHOLSTERY. BEAUTIFULLY FINISHED

THOMAS RUNABOUT



A GENTLEMAN'S ROADSTER BUILT FOR SERVICE. COMFORTABLE, GOOD LOOKING
AND SNAPPY

THOMAS PHAETON



A SPECIALLY FAST CAR. WILL STAND HARD SERVICE

S P E C I F I C A T I O N S

BODY—Five or seven passenger. Hand-hammered aluminum touring body, luxuriously upholstered. Divided front seat optional. Option of Limousine or Landaulet at slight additional cost.

WHEEL BASE—134 inches. **TREAD**—Standard. 56 inches.

CLEARANCE OF AXLES—Front, $9\frac{3}{4}$ inches. Rear, $9\frac{3}{4}$ 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—Bosch high tension magneto and Atwater-Kent unisparkler with battery, or Bosch Duplex System.

LUBRICATION—Mechanical oiler, splash system, with sight feed on dash-board, pumping spray of oil to all important bearings; Transmission gear packed in grease. Oil or grease cups at all important bearings.

INSIDE CONTROL—Spark and throttle control above steering wheel, also foot accelerator mounted on floor board.

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

GEAR RATIO— $3\frac{2}{3}$ 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 thruout.

DRIVE—Shaft drive, helical cut. Bevel gears in oil-tight case.

BEARINGS—Crank shaft and connecting rods, babbitt bushing. 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 with 18-inch steering wheel.

WHEELS—Latest type third lacing wire wheel. 37 x 5 front and rear. (One extra interchangeable.)

TIRES—Goodyear, Firestone, or Goodrich,—as selected.

COLOR—Optional. **SPEED**—Four to fifty-five miles per hour on high gear.

STARTER—Electric. Motor cranks engine thru reducing gears that mesh with gears on fly wheel. Electric lighting thruout.

EQUIPMENT—Top, glass front, speedometer, shock absorbers, full set lamps, horn, robe rail, foot rail, tire irons, and a complete set of tools.

PRICE—\$4000 with complete equipment.

A N N O U N C E M E N T

OUR NEW MODEL MF IS NOW READY FOR DELIVERY. You will find illustrations of it on the inside pages of this folder. We call your particular attention to the pleasing lines of the car and its well-balanced appearance, also some of the special features such as wire wheels, electric starter, special oiling system, one-man top. The rear axle has the helical cut bevel gear. We have the men, equipment and the ability to build the model MF car so as to give a greater amount of comfort and more value than in any model ever produced by the company. If you will write us we will explain our special proposition in detail to you.

E. R. THOMAS MOTOR CAR COMPANY

BUFFALO, NEW YORK