

Fabricated by the E. R. THOMAS MOTOR CO., Buffalo, in the interest of Thomas Drivers

ECHOES OF THE NEW YORK-PARIS RACE

ASTONISHINGLY SMALL REPAIRS REQUIRED FOR TWENTY-TWO THOUSAND MILES

Official Repair Story of the Thomas Flyer in the Great New York-Paris Race

FIRST DAY'S RUN IN AMERICA

Report on Run of Thomas "New York to Paris" Car, from New York City to Poughkeepsie, N. Y., on August 24th, 1908.

The object of this report is to describe the run made by the Thomas "New York-to-Paris" car, from New York City to Poughkeepsie, N. Y., en route to Buffalo, N. Y. The car on this run carried Mr. George Schuster, who drove, Mr. George Miller, his assistant, Mr. A. B. McConnell from the Automobile Club of America's shop, and the undersigned, who rode on the car under instructions from the Club for the purpose of noting any repairs, replacements, or adjustments which might be made en route.

The roads, over which the car was driven in the run under discussion were macadam for the greater part of the distance, and the surface in good repair. Several short stretches were encountered where the roadbed was being rebuilt, and where the car had to pass over loose crushed stone. A number of ascending grades were met, a few of which appeared to be from eight to ten per cent.

The weather during the run was fine, the temperature being 78 degrees Fahrenheit in New York at the time of starting and 65 degrees in Poughkeepsie at the time of arrival there.

The car started from the Harry S. Hought Co.'s garage at Broadway and 63d Street, New York, at 1:45 P. M. and reached Poughkeepsie at 6:15 P. M. The distance according to the Club's records is 76 miles, and the actual running time was 4 hours and 30 minutes. This works out to an average running speed of 16.8 miles per hour. Two stops of less than half a minute each were made. The first at Peekskill to enquire about the most suitable road, and the second near Garrison on account of the road being blocked by "stalled" cars.

New York (Broadway and 63d St.) left 1:45 P. M.
Poughkeepsie arrived 6:15 P. M.
At Poughkeepsie Mr. A. B. McConnell took charge of the car and the undersigned returned to New York by train.

The car ran from New York to Poughkeepsie without a repair, replacement or adjustment of any kind being made. The motor was not stopped from the time the car left New York till it arrived in Poughkeepsie.
August 20, 1908.

JOSEPH TRACY.

AUTOMOBILE CLUB OF AMERICA REPORT

September 5, 1908.

Technical Committee, Automobile Club of America, New York City.

Gentlemen—On August 24th, 1908, I received instructions to proceed to the Harry S. Hought Company's garage to act as observer on the Thomas "New York-to-Paris" car during an exhibition trip. My orders were to render a daily report of the trip, especially in regard to repair or adjustments of any part of the car.

The bonnet covering the motor was sealed by a member of the Technical Committee.

I enclose a time schedule showing approximately the time consumed in the various stages. It was almost impossible to get the correct running time owing to the fact that the car was compelled to stop at different towns and cities on account of the crowds waiting to see it and also for the photographers.

At Poughkeepsie the seals on the right hand side of the bonnet were broken so that one gallon of oil could be put in the crank case of the motor. I permitted the mechanic to cut a hole in the bonnet for future oiling without breaking the seals. The crank case was filled every running day through this hole.

After the bonnet was in place I resealed it and from that time until the car was delivered to the United States Express Company the seals remained undisturbed.

At Rochester I left the car in the possession of the United States Express Company for shipment to New York City. After the car was taken from the express company at Communiapaw, N. J., I examined every part and could detect no change or breaking of the seals.

On the trip from Trenton to Atlantic City, and while making high speed, we encountered the first and only forced stop of the entire run. The trouble was in the clutch, and we afterward found that a collar which was made in Germany had worked loose from the shaft. After considerable trouble in getting in communication with the Philadelphia and New York agencies, we received the following new parts from New York:

- One new clutch shaft,
- One set of clutch studs.

The old clutch disc was in perfect condition and the new disc was not used. The time of this stop was from 3:35 p. m., August 30th, until 4 p. m., August 31st. The actual time taken in making repairs 6 hours, 30 minutes.

On account of the delay, the trip to Atlantic City was given up and the car was driven to Philadelphia and placed on exhibition in the showroom of the Borgdall Motor Car Company, where it remained untouched until delivered to the United States Express Company.

The performance of the motor was faultless throughout the entire trip. With the exception of the repairs to the clutch shaft and the oiling hole in the bonnet no other repairs, adjustments or replacements of any description were made.

Respectfully submitted,
JNO. F. MACCONNELL, Observer.

REPORT OF GEO. C. FEHRMAN

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

October 8, 1908.

Gentlemen—On Sept. 4th I took charge of the New York-Paris car, as official observer of the Automobile Club of Buffalo, in Rochester, N. Y.

The seals which had been placed on the hood, transmission and motor by an A. C. A. official, were still intact and the car, to the best of my knowledge, was in the same condition in which it had left Philadelphia, it having been in the hands of the United States Express Company from that city to Rochester.

I rode the entire distance from Rochester to Buffalo with Mr. Schuster, going as far as Batavia on Friday night and leaving that city for Buffalo on Saturday morning.

No trouble whatever was experienced with the car—it ran satisfactorily in every way. The only incident worth mentioning is the fact that about three miles before reaching Batavia Mr. Schuster discovered that the motor had not been properly lubricated upon leaving the garage at Rochester. He, therefore, decided to lift the hood and make sure that the lubricating apparatus was working properly, and, at the same time, replenished the oil supply.

This was necessary for the reason that he did not have a funneling apparatus to pump thru the hood into the oil tube.

Further than this I can say that the car seemed in particularly good condition. The speed along the road frequently exceeded forty miles per hour. We noticed no knocking at any time proceeding from the engine or other working parts.

We carried three passengers from Rochester to Batavia and four from Batavia to Buffalo.

At the conclusion of the parade in Buffalo, the car was exhibited on a raised platform, approximately five feet to which it ascended under its own power. Later it was taken to the showroom of Boscobe Bros. at 920 Main Street.

Yours very truly,
GEO. C. FEHRMAN.

Representing Automobile Club of Buffalo

Subscribed and sworn to before me
this 16th day of October, 1908.

ARCHIE IRA DRAKE,
Notary Public.

"TO WHOM IT MAY CONCERN"

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

September 23, 1908.

Wish to say the following is a list of new parts installed in the New York-to-Paris Racing Car at the Thomas factory, which was under my observations during the entire time the men worked on it while in the factory.

The total time worked on this car was 19 hours, 53 minutes. The repairs made were as follows:

- Repaired leak in radiator
- Resurfaced brake bands
- 8 new dry cells
- 1 new bushing for fan gear housing
- 2 new rivets in front bracket
- 18 new rivets in frame cross members
- 1 new internal gear in water pump, 1 shaft for same
- 1 new bearing retainer washer for rear wheel
- 1 new brake band guide yoke and pin
- 2 new rivets for front lamp bracket
- 4 new asbestos gaskets in comm. manifold gasket
- 1 bolt for motor leg
- 2 secondary cables
- 1 newly charged Presto Light tank
- 1 new motor idler gear
- 1 piece rubber tube for connecting gas headlight with gas tank
- 2 rubber tubes for tying chains

W. L. CONKLIN,
Representing Automobile Club, Buffalo
F. P. NEHRBAS,
Superintendent.

Sworn and subscribed to before
me September 30th, 1908.

ARCHIE IRA DRAKE,
Notary Public.

The above reports tell a tale that is a part of the life of all Thomas Flyers.

DO you realize that the six cylinder, seventy horse power THOMAS FLYER (A. L. A. M. rating 72.5 H. P.) when fully equipped and loaded with seven passengers, average weight of 150 pounds, weighs only 74 pounds per horse power and that nearly every competitive car weighs from 100 to 120 pounds per horse power? The minimum weight per horse power is the main reason why the 6-70 Thomas Flyer has by far the quickest action of any touring car and negotiates bad roads and hills on high gear as smoothly as most cars on the level.

Do you know that it is a well recognized principle in automobile construction that a car of long wheel base is much easier riding than a car of shorter wheel base and that the 6-70 Thomas Flyer, with a wheel base of 140 inches, rides over "thank-you-mams" bumps and ruts with the easy, gentle rocking motion that is so closely associated with the smooth and gentle glide of the powerful motor boat over a calm lake? Why buy cars of shorter wheel base whose action over rough roads is like the sensation of one riding on the hurricane deck of a bucking bronco? Get a demonstration over country roads and you will be convinced as to the truth of our claims.

Are you aware that the constant torque of six cylinders not only eliminates vibration, but is easier on tires and the mechanism and almost eliminates the necessity of changing gears, and reduces the repair account to a minimum?



ALL ROADS ARE LEVEL TO THOMAS FLYERS

Do you know that when buying steam engines wise buyers always provide a reserve of power? In an automobile it is of greater necessity to provide a reserve of power for use in emergency cases and for muddy roads and hills, which are always sure to overtake the tourist. With the Thomas 6-70 you can surmount any hill or mountain in an emergency. It has done it and travels regardless of roads.

Its reliability has been proven and with the exception of more power, it is practically the same car that won the New York-Paris Race, with improvements that experience in that awful grind suggested. It won a perfect score in the Glidden tour, driven by a young boy—Gus. Buse—the son of its owner. This is the second season for the 6-70 and a large number have been in the hands of the public and give every assurance of its thorough reliability.

Many of these cars have been sold, mostly to a conservative class of wealthy business men. Each and every one through experience, emphatically state they never realized that such great luxury and pleasure were possible in a self propelled vehicle and that the improvements of the six cylinder over the four are as great as the four over the two cylinder.

We feel that the 6-70 Thomas Flyer at \$6000.00 is really the best and most paying investment that can be made in automobiles and almost as cheap as cars of much less power, listing much lower, for without extra charge it is fully equipped with a splendid top, speedometer, clock, extra brass oil tank, shock absorbers, prestolite tank, gas lamps, tire irons, trunk rack, two separate and distinct sets of ignition and other items which list at nearly \$1000, all tend-



A ROYAL TEST FOR THE BIG SIX

ing to show that you are paying but little more for the easiest riding and most luxurious car in the world.

You will never need more power. You can never have more luxury, comfort or better style and in the end the 6-70 is the cheapest car you can buy.

THE WAY THE THOMAS FLYERS ARE TESTED

A NOVEL TEST which shows to what extremes the E. R. Thomas Motor Company will go to give their cars a thorough test before sending them out, was given to a party of newspaper representatives a short time ago.

One each of the 1909 models was chosen as subject for a test over a course specially selected with a view to ascertaining what each one would stand, over the ruts, hills, mud and sand, with good stretches for speed.

Day was just breaking and old Sol with generous brush was painting the horizon with alternate streaks of red and gold, giving promise of a warm and clear day, when the three cars left the factory, the drivers with instructions to subject the cars to any possible stunt which the vivid imagination of the newspaper men could devise. That the boys' imaginations were up to the mark, the following story will tell.

Leaving Buffalo by the lake road the party headed for Warsaw with its hills, bad roads and other conditions which make it a paradise for testers.

The Big Six with a sand box over its rear axle, containing 10 fly wheels, each weighing 98 pounds, packed in sand to prevent shifting, set out on a thirty-five mile clip. The 4-60 Model "F" and the Light 6-40 took all that came their way in the shape of jolts and bumps, as a matter of course, to the disgust of the newspaper men, paying no attention to the suppressed groans or protests.



BIG AND LITTLE SIX ON A 27% GRADE

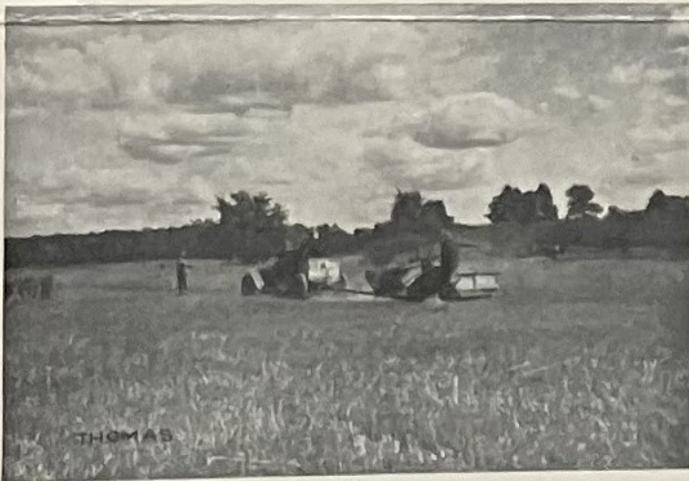


A THOMAS TEST

The first test required was a hill climbing stunt which was pulled off on Warsaw Hill, a 27% grade with rolling approaches.

Seven passengers, including the driver piled on to the Big Six and headed for the big hill. Onward and upward at cyclonic speed the big car rushed until, a moment of suspense, and it shot over the crest with a roar from the exhaust, $\frac{3}{4}$ of a mile in one minute and twenty-one seconds, the 4-60 and the Light Six nosing in alongside at the finish.

All three cars were put at the hills on all speeds and at the finish were found free from overheating. The next stunt tried after the cars had been put over the roads at terrific speed for over sixty miles, endangering the necks and lives of the entire party had any-



HAULING A WHEAT BINDER

thing broken, was suggested by a hair brained individual from the city of pretzels.

A farmer intent on reaping and binding his wheat was assailed by a grimy, dirty looking crowd, who requested that he allow them to pull his binder around the field with their Thomas machine. After some persuasion he consented and the Big Six was hitched to his binder, and started on its trip around the field over ruts and all manner of obstructions.

After three trips around the field the machine was stopped by the frantic farmer who swore "by Heck" it was a fine thing, but that if the stunt was kept up there would be no binder left, "by Heck."

Thanking the farmer, the party resumed its trip heading for Buffalo where they arrived at 12:10 P. M., having covered over 200 miles.

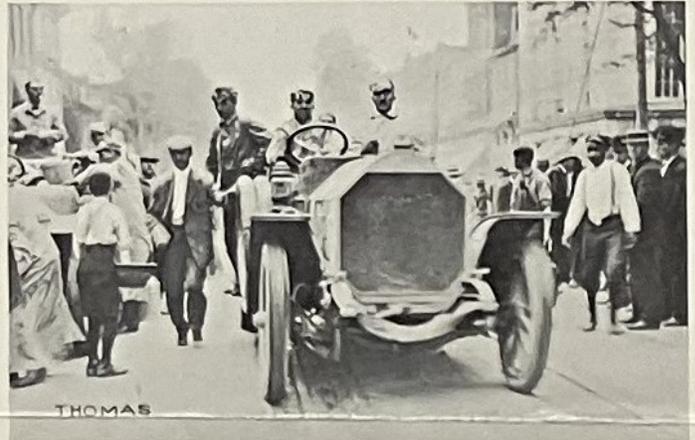
The cars used were the Big 6-70, the 4-60 "F," and the new Light 6-40, and the baby made good, holding to its own all the way through.

BIG SIX THOMAS

Holder of American Touring Record and Glidden Tour Perfect Score

MR. GUS. BUSE of Buffalo, N. Y., is the proud possessor of a "Big Six" Thomas Flyer which holds the American Record of 369 miles for one day's run for a touring car. This run is a remarkable one in many ways. The Buse Thomas finished the Glidden Tour with a perfect score at Saratoga, and decided on continuing at top speed for Buffalo.

Leaving early in the morning with a full complement of passengers and 1 trunk, 5 suit-cases and 40 pounds of extras, Buse drove the car over the road to Albany at almost railroad speed giving his passengers a ride such as they never had before, dur-



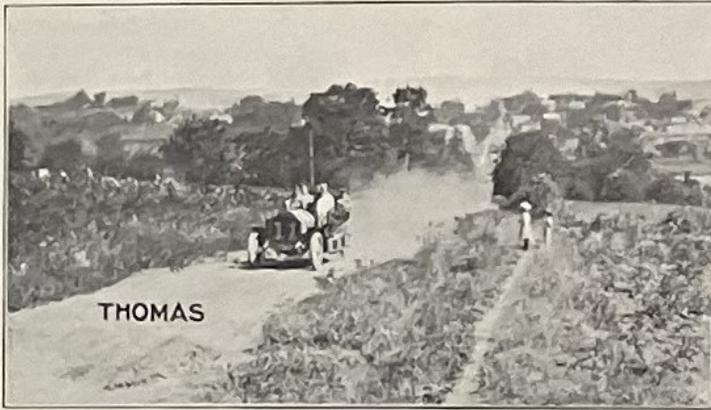
CUT OF BUSE CAR

ing the entire Glidden Tour through Pennsylvania or elsewhere.

Leaving Albany after a ten minute stop, Buse set out for Utica which was made in less than three hours over roads that were inches deep in dust and rubble where the road repair gangs were at work, in many places requiring long detours. Arriving in Utica, the party had breakfast and after a delay of three-quarters of an hour set out for Buffalo via Syracuse and Rochester. The roads between Syracuse and Rochester were found in better condition than those farther east and very good time was made, but from Rochester the roads alternated with bad stretches here and there, making high speed almost an impossibility. The run from Utica to Buffalo required but five hours and a half, making a total of nine hours and five minutes for the total distance of 369 miles, the car finishing in Buffalo with no repairs necessary after the gruelling grind of the Glidden



SYRACUSE TO ROCHESTER



NEARING BUFFALO

Tour and its fast trip from Saratoga to Buffalo, beating all other Glidden cars home by many hours.

The same car one month later, with its full complement of passengers, including Gus. Buse, his brother, mother and two sisters, left for New York City and made the first day's run to Amsterdam, 301 miles in twelve hours and to New York City, 490 miles from Buffalo in the total time of twenty hours, which speaks well for the easy riding qualities of the Big 6-70 Thomas. All Thomas cars incorporate the qualities that brought victory to a Thomas stock car in the famous New York-Paris Race against all its foreign competitors, all of whom had specially constructed machines. Quality and reliability are a known quantity in the Thomas.

THESE LETTERS EXPLAIN THEMSELVES

Cleveland, Ohio, October 16, 1908.

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

Dear Sir:—I am sending you the full data for the trip I experienced with the little Thomas car, in the Cleveland reliability run of over five hundred miles, over the worst roads and hills that could be picked out in northern Ohio. It was a more grueling contest than the Glidden tour, and held under the strictest rules ever used in a contest of this kind. We were persuaded to enter this run on Tuesday night, and started on the run Wednesday morning, not even having a chance to do any work of any kind on the car, and yet regardless of this the entire trip was made without breaking the seals on the engine, or any other part of the car.

Five passengers were carried nearly all of the way, and even over these bad roads it was necessary to make thirty-five and forty miles an hour to catch each control on time. All of the passengers carried, expressed their wonder and appreciation of the smooth running, easy riding and wonderful qualities of this little car.

Talks were given to the farmers along the road by senators of this state on good roads. At these points there were many inquiries made for that wonderful car that went to Paris.

We had all the other cars beaten in actual running time throughout the tour. The little car was the first to check in at all points. I must say that I never saw a car do more and it is ready to go through another contest of this kind at any time. I will send you a picture of the car that was taken on the trip, going at a rate of fifty miles an hour.

Thanking you for the interest taken in this, and hoping that it will help a great deal in this section and be a benefit to the Thomas Company and its agents, I beg to remain, Yours very truly, THE AUTO SHOP CO.

G. P. Sperry, Sales Manager.

Mr. E. R. Thomas, Cleveland, Ohio, October 20, 1908.

In care of E. R. Thomas Motor Co., Buffalo, N. Y.

My dear Mr. Thomas:—I am in receipt of your telegram, and also your letter of October 19th.

I thank you very much for your interest shown to me in the Cleveland Reliability Run. I will say that a large part of credit comes to the car, as this was my first experience in a contest of this kind. I did not know the ins and outs of it, but I will say that I never saw a car do any more than this little car did. I was getting from fifty to fifty-five miles an hour out of it on the level, and on the hills it took them just as though they were level. In the small towns the people took more interest in this little car than any other car that was in the run. The farmers all inquired and wanted to know if this was like the car that went around the world.

In my estimation there is no car that has anything on the model "L," and I only hope that I will be able to get all the cars that I sent orders for.

Thanking you again, and wishing you all the success in the world on the model "L," I beg to remain, Yours sincerely, GEORGE P. SPERRY,

PROVED METTLE OF MACHINES

Endurance Contest of Last Week Showed Cars are Reliable.—Drivers Were Compelled to Make Fast Schedule, but Held to Work

By HENRY H. HOWER

The reliability of the American automobile has never been demonstrated in this state in the history of motoring as it was the past week, during the progress of the Cleveland Automobile Club's reliability contest. No one not accompanying the cars through the strenuous three days can appreciate what the machines and drivers were forced to endure.

The Glidden tour is called the "premier motoring event of America," and so it is, but no three days of the last tour could in any way compare with what the machines here went through. There were several causes for this, and altogether they formed a combination of circumstances such as is rarely seen in an endurance contest.

CARS FORCED HARD

In the first place the schedules were a trifle wrong, causing the cars to "beat it" at a mighty fast pace. Then, when the drivers found that the prescribed distances could not be relied upon altogether, they had no alternative but to keep ahead of the twenty-mile an hour average. Add to this the few mistakes made by the confetti car, and the drivers were completely "up in the air" for a while.

But—and here comes the remarkable part—not a single car finishing the trip was late into a control with one exception, and this was due to weak batteries. Floundering through sand, up hills and down, running in a cloud of dust and not at all certain whether they were on the right road, these cars still came through at every control right on the dot.

HAD MANY CONTROLS

Heretofore in such contests there has as a rule been but one and possibly two controls; but here the machines were forced to make at least three every day. This meant that they could not pick up much on the schedule, for what was gained in a few hours running was sure to be lost at the next short control.

In the face of all this, and considering the stiff examination given the cars at the conclusion of the run, it is indeed a tribute to the manufacturing skill of the American automobile builder that such reliable machines can be produced. And more than that—it gives the public assurance that the automobile on the market today is well worth the investment, for it is built to stand up under heavy pounding and harsh abuse.

—Cleveland Plain Dealer, October 18, 1908.

AUTO RECORD FROM NEW YORK MADE BY GUS. BUSE, JR.

An automobile record was made by Gustave Buse, Jr., who just returned in his six cylinder Thomas touring car from the Vanderbilt cup race, making the trip from New York to Buffalo, via Albany, Utica, Auburn, to Buffalo in seventeen hours and twenty minutes, running time.

The passengers were Gustave Buse, Jr., G. G. Buse, Edward A. Buse, G. F. Fries and Cal Paxon.

—Buffalo Express, October 27.



PERFECT SCORE CAR—CLEVELAND RELIABILITY RUN

"DENVER DOES THINGS"

LINN MATHEWSON, Thomas agent in Denver, has a number of reasons for feeling proud of his successes with his Thomas cars. It seems whenever there's an event completed in or around Denver the newspapers fill up with "Mathewson wins again" and "Again Mathewson wins," etc.

It was gratifying (and hair raising) to read articles in the Denver papers describing the wildly exciting Labor Day Endurance Run in which Mr. Mathewson's Thomas 4-60 won.

Judging from the description, it certainly was a big event, full of nerve-straining excitement and plenty of honors for both Mathewson and the Thomas. The magnitude and importance of the affair can be appreciated when we explain that all the newspapers of the city came out in type covering half the first page: "Thomas Auto Wins Race!" "Mathewson's Thomas Flyer first to finish!" "Ball winner in famous Thomas!" etc.

The race covered a course of 290 miles—14½ miles to a lap. The new Denver Motor Club inspired the event and put up a \$500 prize. Ten of the best known cars in the country entered at the start and all but three were wrecked, smashed or disabled before the finish.

The 20,000 people who witnessed the race were kept at top notch excitement and enthusiasm thruout the event. It was both a speed and endurance run and a contest that remained red hot 'till the finish. The Thomas 4-60 Flyer (stock car) that won the race averaged 46 miles an hour and covered the 290 miles in 6 hours, 26 minutes. It started in eighth position and gradually crept to the front where it remained until the finish—the winner of what probably was the greatest race ever held in the West.

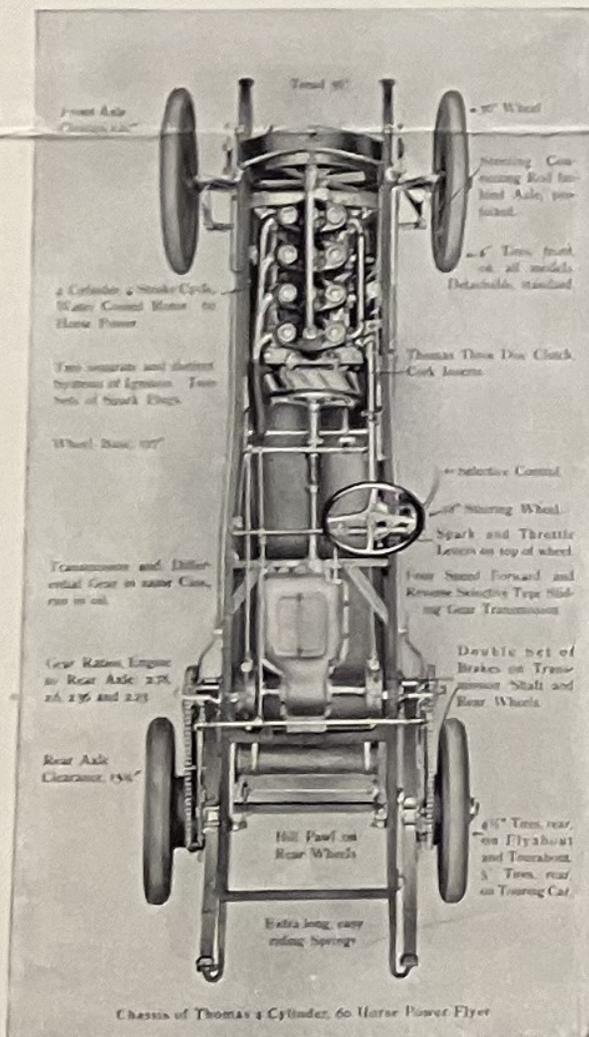
This event is not unlike Mathewson's other big success on Memorial Day, when he, himself, driving a Thomas came in first and won the Rocky Mountain Endurance Race. On this occasion the course covered 520 miles (32 to a lap) of typical western road-way. The winning Thomas made the run in 8 hours, 26 minutes, 21 seconds, carrying off the official prize for Linn Mathewson.

Another Thomas car captured a \$100 cup by making the fastest lap of the race, having completed the 32 miles in 45 minutes, 32 seconds.

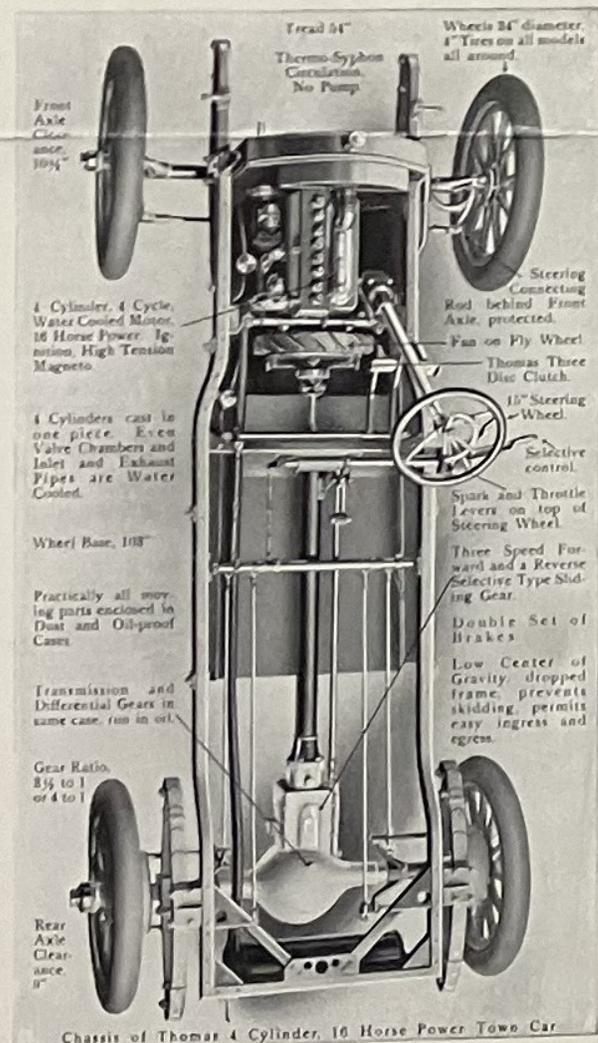
Thus the Thomas man in Denver covered himself with glory; which we all know means increased sales. And increased sales is our direct object. The Thomas outlook for Denver is indeed bright.

1909 THOMAS FLYER CHASSIS SPECIFICATIONS 1909

MODEL F, 4 CYLINDER, 60 HORSE POWER



MODEL G, 4 CYLINDER, 16-20 HORSE POWER



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

Seating Capacity—Cabriolet, four. Landaulet and Brougham, six.

JUDGE FORD'S TOUR IN THE THOMAS

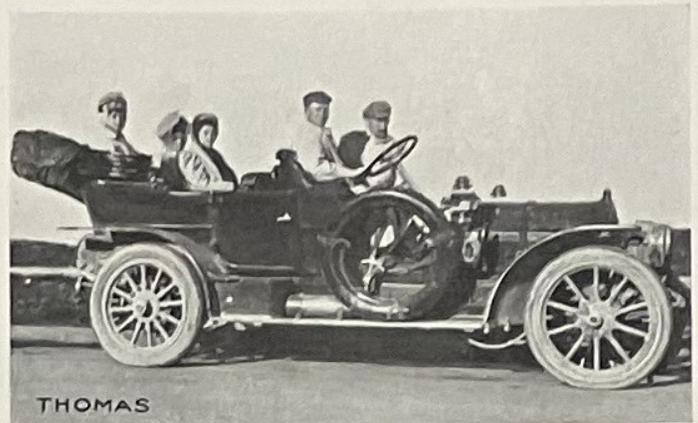
JUDGE JOHN FORD of the Supreme Court of New York arrived at the factory recently—and a more enthusiastic owner of an automobile you've never seen. He'd been running his family on a short tour in his Thomas Flyer, Model "F" (4-60) and stopped in to see us while en route.

On a Sunday morning he started with his family and driver from his New York City home to drive to his summer residence in Westchester County, on to Buffalo and return.

He was brim full of enthusiasm over the performance of his Thomas and stated that regardless of the very bad weather conditions prevailing during most of the trip and road conditions "that would even make Schuster (New York-Paris driver) call them bad," his car made 206 miles the first day and 226 miles the second.

The party passed over roads of red clay which because of the hard rain made traveling almost impossible. "You can't imagine" exclaimed the Judge, "what ruts and bogs our machine traveled over. The roads honestly were something terrible; and yet with it all the car ran just simply magnificent. The car is in the best of shape, so says Fisher (Mr. Ford's driver) and he ought to know for he's a driver."

Mr. Ford cited the only mishap of the trip which consisted of the breaking of a big gas lamp—and which mishap occurred in an uncommon manner. The machine was traveling along in the country at a pretty good pace when it encountered a flock of chicken.

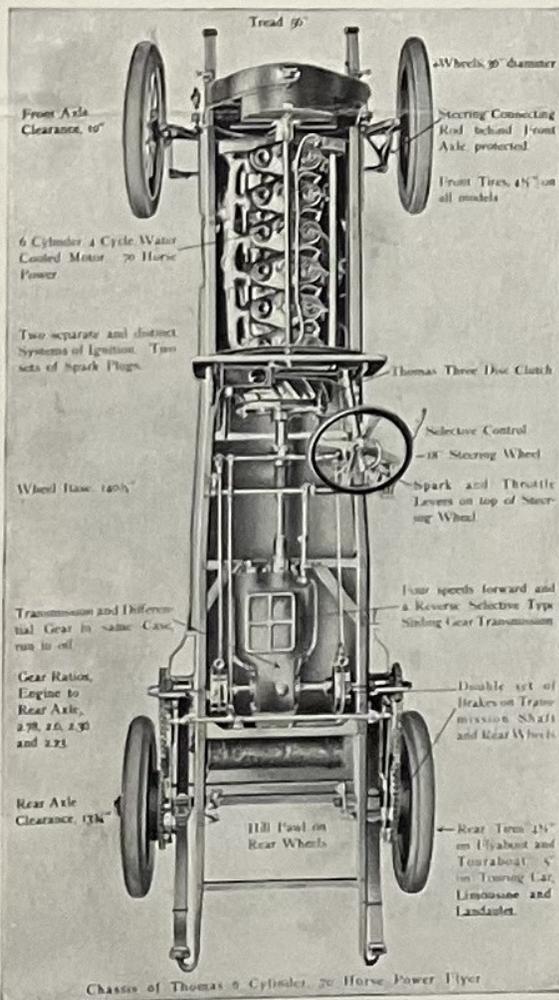


JUDGE FORD AND FAMILY

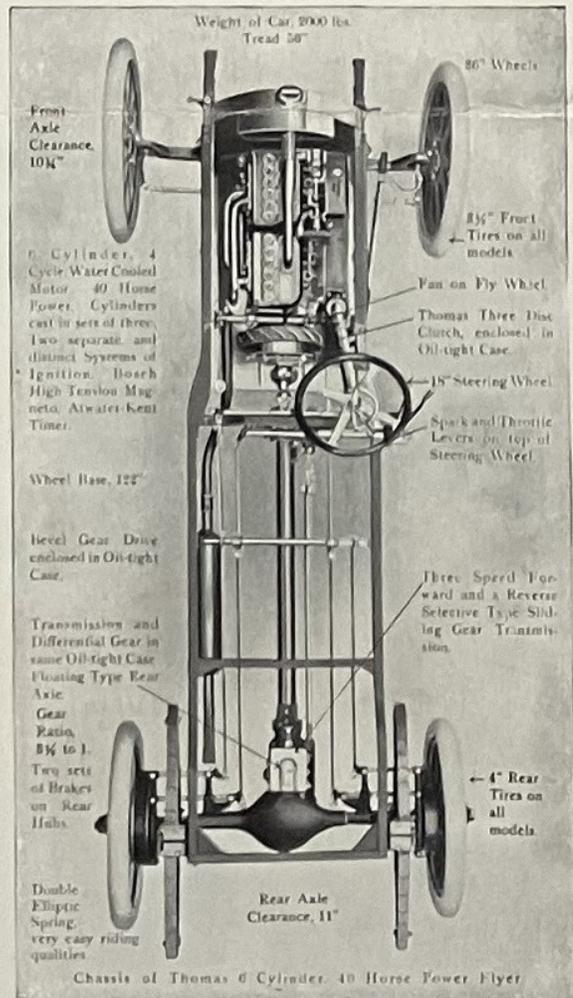
One big rooster, after having cleared the road, flew back on again and hit the head lamp fair and square. "It broke the lamp all right," said the judge, "but upon looking back I noticed the old fellow scramble to the barnyard, undoubtedly none the worse for his head-on collision. And I'll bet he crows on schedule regularly every morning."

1909 THOMAS FLYER CHASSIS SPECIFICATIONS 1909

MODEL K, 6 CYLINDER, 70 HORSE POWER



MODEL L, 6 CYLINDER, 40 HORSE POWER



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

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.