

THOMAS FLYERS:-

World's Champion Endurance Car

Every 1908-9 Thomas Flyer Owner Owns a New York to Paris Car.

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

The Winning of the Race Around the World

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

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

The strangest, most wonderful and most unexpected part of this wonderful journey is the absolute fact that from the time the car left Chicago, on Feb. 28th, until its return to the factory, Sept. 29th, NONE OF THE VALVES WERE GROUND OR CHANGED. NOT A SPARK PLUG WAS

CHANGED, NOR WERE THE CRANK SHAFT BEARINGS CHANGED OR ADJUSTED; notwithstanding the fact that the car traveled 13,000 miles under its own power, of which 8,000 MILES WERE ON LOW GEAR, THE MOTOR REVOLVING NECESSARILY SEVERAL TIMES FASTER THAN ON HIGH GEAR, when ploughing through deep snows, mud and swamps, plunging into gullies and jumping ditches, climbing mountains, fording streams or bumping over cross ties, and outside of replacing transmission gears, on account of the continuous running for such a long distance under such awful strains, the fact being that cars are seldom compelled to run on low gear more than a few hours, few repairs were necessary, and from the time of leaving Seattle until its return to Buffalo, THE CAR WAS NEVER IN A REPAIR SHOP, all repairs being made enroute by Schuster and Miller.

REPAIRS

On arriving at New York, without the slightest repairs, the bonnet was sealed by the Automobile Club of America, and the car was run under a sealed bonnet for approximately one thousand miles, until Sept. 29, when the car was examined before an official of the Buffalo Automobile Club, appointed for the purpose. Notwithstanding the fact that motors, frames, bearings and every other part of the mechanism had been subjected to many times the severest and most continuous strains to which an automobile is ever subjected, it was only necessary to repair a leak in the

Radiator, resurface the brake bands, fit a new bushing for the fan gear housing, a new internal gear and shaft for water pump, new bearing retainer washer for rear wheels, a few rivets, one new idler gear, one bolt and one clutch shaft, to RESTORE THE CAR TO ITS previous perfect running condition.

This completes the most notable record ever made by any piece of machinery, and fully proves our oft repeated assertion that the Thomas Flyer is the "MOST RELIABLE CAR IN THE WORLD."

The Flyer "is the Most Reliable Car in the World"

We now have our temporary salesroom at 225 S. W. Temple St. open, where we will be glad to show you the 1909 Models.

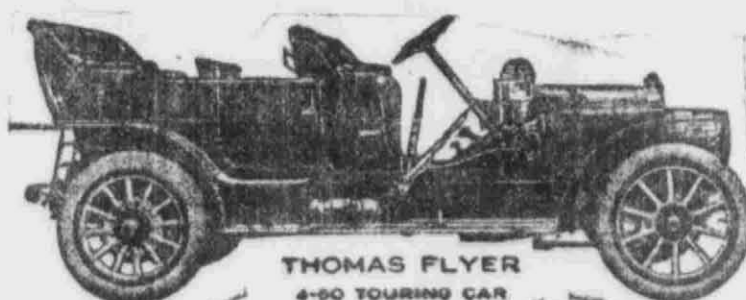
Second-Hand Cars!

1 Mod. H, six cylinder, seven passenger Franklin, \$2250.00
1-4 cylinder, five passenger, Moline \$850.00



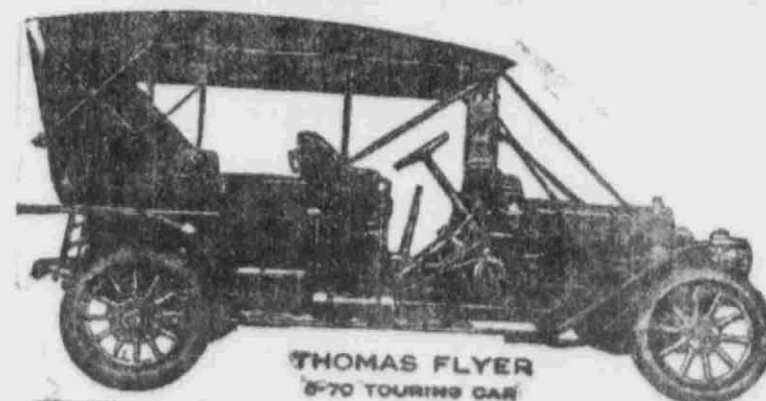
THOMAS FLYER
8-40 TOURING CAR

Seating Capacity—Six. Individual seats facing forward. Hand-hammered Aluminum body, practically suspended between the axles.
Wheel Base—122 inches.
Tread—Standard.
Clearance of Axles—Front, 10 1/2 inches. Rear, 11 inches.
Motor—Six cylinders, four cycle. Cylinders cast in blocks of three.
Horse Power—49 Horse Power.
Carburetor—Float feed, single jet, water jacketed, automatic air control.
Ignition—Two separate and distinct systems. High tension Bosch magneto and Atwater-Kent timer, 2 sets spark plugs.
Lubrication—Gear driven oiler, eight feeds on dash supplies motor. Transmission case packed with grease; oil or grease cups are provided at all important bearings.
Control—Spark and throttle control on steering wheel, also foot accelerator.
Transmission—Three speeds forward and reverse, selective type sliding gear. Special nickel steel.
Gear Ratio—3 1/4 to 1.
Clutch—Special design Thomas three disc with cork inserts. Enclosed. Ball bearing thrusts.
Springs—Special steel. Front, semi-elliptic. Rear, full elliptic, double scroll. Rebound clip construction throughout. Vanadium steel.
Drive—Shaft drive. Bevel gear in oil-tight case.
Bearings—Crank shaft, three annular ball with ball thrust on rear end; cam shaft, three annular balls. Transmission, annular ball with ball thrust behind bevels. Hub bearings, rear, annular ball; front, roller. Steering gear, roller with ball thrust.
Brakes—Internal and external on rear hubs. Total braking surface, 368 square inches.
Cooling—Circulation by pump thru especially large water passages. Fan on periphery of fly wheel.
Steering Gear—Worm and sector type 18-inch wheel.
Tires—Quick detachable type, 36x3 1/2 inches front, 36x4 inches rear. Marsh detachable rims and Diamond or Morgan & Wright tires are standard.
Speed—5 to 50 miles per hour.
Equipment—Head, side and tail lamps. Prestolite tank and accelerator.
Color—Thomas red with light red running gear, or royal blue with straw color running gear.
Price—\$3,000.00 F. O. B. Buffalo, N.Y.



THOMAS FLYER
8-50 TOURING CAR

Seating Capacity—Seven. Individual seats facing forward. Hand-hammered Aluminum body, luxuriously upholstered.
Wheel Base—127 inches.
Tread—Standard.
Clearance of Axles—Front, 10 inches. Rear, 13 1/4 inches.
Motor—Four cylinders, four cycle, water cooled, cylinders cast separately.
Horse Power—40 Horse Power.
Carburetor—Float feed, single jet, water jacketed, automatic air control. Carburetor can be flushed from front of car.
Ignition—Two separate and distinct systems. Bosch high tension magneto and Atwater-Kent generator with batteries.
Lubrication—Mechanical eight-point oiler, feeds cylinders, crank case and chains. Transmission gears packed in grease; oil or grease cups at all important bearings.
Control—Spark and throttle on steering wheel, also foot button accelerator.
Transmission—Four speeds forward and reverse, sliding gear selective type. Direct drive on high speed with countershaft idle and thrown out of mesh.
Gear Ratio—Ratio of motor speed to that of rear wheels can be provided as follows: 2.78, 2.6, 2.55, 2.22.
Clutch—Thomas three disc with cork inserts. Automatic clutch brake. Clutch disengaged by emergency brake lever and foot pedal.
Springs—Semi-elliptic, front and rear. Rebound clip construction throughout.
Drive—Side chain with drop forged steel sprockets.
Bearings—Connecting rods and crank shaft, best anti-friction metal. Cam shafts, 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.
Brakes—Internal expanding on rear wheels. External contracting on countershaft. Total braking surface, 400 square inches.
Cooling—Gear pump extra large, large water space and large radiator.
Steering Gear—Worm and sector type, 18-inch wheel.
Tires—36x3 inches front, 36x3 1/2 inches rear. Marsh detachable rims and Diamond or Morgan & Wright tires are standard.
Speed—5 to 50 miles an hour on high speed.
Equipment—Head, side and tail lamps, horn, coat rack, trunk rack, tire irons, Prestolite tank, shock absorbers and foot accelerator.
Color—Thomas red with light red running gear, or royal blue with straw color running gear.
Price—\$4,500.00 F. O. B. Buffalo, N.Y.



THOMAS FLYER
8-70 TOURING CAR

Seating Capacity—Seven. Individual seats facing forward. Hand-hammered Aluminum body, luxuriously upholstered.
Wheel Base—140 inches.
Tread—Standard.
Clearance of Axles—Front, 10 inches. Rear, 13 1/4 inches.
Motor—Six cylinders, four cycle, water cooled, cylinders cast separately.
Horse Power—70 Horse Power.
Carburetor—Float feed, single jet, water jacketed, automatic air control. Carburetor can be flushed from front of car.
Ignition—Two separate and distinct systems. Bosch high tension magneto and Atwater-Kent timer with batteries.
Lubrication—Mechanical ten-point oiler, feeds cylinders, crank case and chains. Transmission gears packed in grease; oil or grease cups are provided at all important bearings.
Control—Spark and throttle on top of steering wheel, also foot accelerator.
Transmission—Four speeds forward and reverse, selective type sliding gear. Direct drive on high speed. Countershaft idle when thrown out of mesh.
Gear Ratio—Ratio of motor speed to that of rear wheels can be provided as follows: 2.78, 2.6, 2.55, 2.22.
Clutch—Thomas three disc, cork inserts. Automatic clutch brake. Clutch disengaged by emergency brake lever and foot pedal.
Springs—Front and rear, semi-elliptic. Rebound clip construction throughout. Extra long.
Drive—Side chain with drop forged steel sprockets.
Bearings—Connecting rod and crank shaft, best anti-friction metal. Five center bearings. Cam shafts, high-speed bronze. Transmission, annular ball and roller. Countershaft, annular roller. Rear hub, annular ball. Steering gear, roller with ball thrust.
Brakes—Internal expanding on rear wheels. External contracting on countershaft. Total braking surface 400 square inches.
Cooling—Gear pumps, extra large water passages, large radiator.
Steering Gear—Worm and sector type, 18-inch wheel.
Tires—36x3 1/2 inches front, 36x4 inches rear. Marsh detachable rims and Diamond or Morgan & Wright tires are standard.
Speed—5 to 70 miles an hour on high speed.
Equipment—Head, side and tail lamps, horn, coat rack, trunk rack, tire irons. Prestolite tank, shock absorbers, foot accelerator, speedometer and top.
Color—Thomas red with light red running gear, or royal blue with straw color running gear.
Price—\$5,000.00 F. O. B. Buffalo, N.Y.

We are Distributors of Thomas Flyers in Utah and Idaho. We want agents in every town.

We are Distributors for the Buick in Idaho. We want agents in all unoccupied territory.

RANDALL-DODD AUTO CO., Agents

Salt Lake, Utah, 225 S. W. Temple St.

Freed Auto Co., Salt Lake, C. E. Lind, Twin Falls, Idaho.

Mateer & Bradley, Nampa, Idaho, Mackay & C. I. Stage Co., Mackay, Idaho, R. K. Payne Auto Co., Caldwell, Idaho.

Clark-Pratt Auto Co., Payette, Boise, Idaho, 12th and Main Sts.

Idaho, A Zimmerman, Ontario, Ore.