

**On Your Mark, Get Set, Go!**  
**1908 New York to Paris Automobile Race**

These lesson plans for grades 4<sup>th</sup> – 6<sup>th</sup> have been developed by Washoe County School District teachers, in accordance with Nevada State academic standards. The lesson plans focus on the 1908 New York to Paris Automobile Race and have been developed to use in conjunction with a visit to the National Automobile Museum (The Harrah Collection) (775-333-9300) on a field trip. They may be used in your classroom independent of the Museum's exhibit.

**AUTHORS:** Geri Garrison and Amy Stover

**HISTORICAL TOPIC/ERA:** 1908 New York to Paris Automobile Race

**GRADE LEVEL(S):** 4<sup>th</sup>-6<sup>th</sup>

**TIME REQUIRED:** Two 45 minute class periods

**BACKGROUND:**

On February 12, 1908 six cars from four different countries lined up in Times Square for the start of the New York to Paris automobile race. Some 250,000 people were there to witness this historical event. While there was much fanfare and excitement surrounding this event, many, especially the drivers and crews of the cars, had no idea just how difficult this journey would be for them.

The six cars participating in this event were the American Thomas Flyer, the French Motobloc, Sizaire-Naudin, and De Dion, the Italian Züst and the German Protos. Over the course of the next several months, both machine and man would be tested to the limits and beyond what anyone could have imagined at the time. Despite treacherous weather conditions, lack of roads and definite routes, car repairs too numerous to count and unbelievable odds, these competitors made the best of what was available to prove to the world that the automobile was here to stay. Only three cars would ultimately finish the race, but the journey captured the world's attention.

**NEVADA STANDARDS:**

**Nevada History Standard 2.4.2, 2.5.2** – Organize historical information from a variety of sources.

**Nevada History Standard 6.4.1** – Describe the physical setting of an historical event.

**Nevada Writing Standard 5.6.6** – Write short expository text that proposes solutions to a problem and offers simple persuasive evidence in support of the solution.

**STUDENT LEARNING GOALS:**

Students will create a foldable book using a map of the United States.

Students will chart the course of one of the six cars participating in the automobile race across the United States.

Students will then choose four-six locations where something important happened to their car.

Students will write a summary describing the event at each of the locations.

### **MATERIALS/SPECIAL ARRANGEMENTS:**

For each student:

One piece of 11 by 17 colored construction paper

Copy of the map of the United States (attached)

Plain white piece of copy paper, or binder paper

Crayons, colored pencils, etc.

Glue

Scissors

For the class:

Timelines (attached) to provide background knowledge of the race.

Chart paper

Transparencies

### **SETTING THE STAGE:**

1. Read the following statement as a read aloud.

The place: New York City

The date: 1908

“Impossible!” the automobile experts say. And it does seem impossible. Six automobiles are about to begin the longest road race ever to be held—17,000 miles from New York to Paris.

The automobile is still a very new invention. These drivers will face snowstorms, desert sands, thick mud, and icy mountains. Can it be done?

The starting signal is given. The pistol is fired. They're off!

( Jackson, R.B. (1968). Road Race Round the World. Scholastic Book Services, NY.)

2. Have students take out their journals and have them reflect on the above paragraph. Pose such questions as “Is this possible?”, “A hundred years ago, do you think that cars could really race around the world?”, and “What would stop them from completing the race?”

### **ACTIVITIES/STRATEGIES:**

#### **Day One**

1. Teachers would benefit by reading the timelines attached to gain a better understanding of what the four major competitors went through during the race.
2. Divide the students into teams. You may have as few as four or as many as eight. Give each team one of the four provided timelines. (\*\*Since the focus of the exhibit is the Thomas Flyer, you may choose to only focus on the Thomas Flyer timeline instead of all four cars).

3. Have the teams read through their timelines. Allow 15 – 20 minutes to review their timeline.
4. Each group will fill out the four sections about their car on their worksheet.
5. When finished, have the groups add the information to a larger chart. Make a transparency, write chart on board, or use a flip chart.
6. When done have the class fill in the other cars' information on their sheet.

### **Day Two**

1. Each child will create a foldable book, using a map of the United States and construction paper. See materials list above.
2. Give each child an 11" by 17" piece of construction paper. Have them fold the longer ends of each side to meet at the middle point (hamburger style). You will have an 9" by 12" folded piece of paper.
3. Open flaps and glue a 8 ½ by 11 piece of white paper centered on large middle portion. Be sure to glue all edges.
4. Close flaps and glue the map to center of paper covering the open flaps. Again, be sure to glue all edges completely.
5. Have the students locate on the map four to six cities where important events happened to their car. Number each stop from east to west coast.
6. At this point, it is recommended that you choose from a variety of options to cater to your grade level and standards. For example: 4<sup>th</sup> grade teachers may have the students color the states according to regions as outlined in the Social Studies textbook. 5<sup>th</sup> grade teachers may have students label the states and/or select major cities.
7. Once the coloring or labeling is complete, CAREFULLY cut the map along the crease, so that the book opens again. You may also choose to cut from the center up and down, to create four flaps.
8. Using a ruler, separate the plain white paper into four sections.
9. Have the students place the numbers for each of the cities on the map in one of the corresponding boxes. (Example: #1 could be New York City; place a #1 in the box closest to New York City.)
10. Students will write the name of each city next to the corresponding number. Students will then write a short sentence or summary describing the important event that happened to their car at that location.

### **EVALUATION OF STUDENT LEARNING:**

The final product will be an assessment of student learning. Teachers may choose to have students get together in groups by car to share what events were chosen in common. Groups may also then share with the entire class.

**References:**

New York Times Archives (10/10/2007). TRAIN CREW RESCUES ZUST.; Italians Borrow Wrecking Tackle and Pull Car Out of Mud. Retrieved on October 19, 2007 <http://query.nytimes.com/gst/abstract.html?res=9E04E7DF143EE233A25753C2A9659C946997D6CF> from

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Zike, D. (in print). Foldables for grades 1-6; 3-D Interactive Study Organizers. Macmillian/McGraw-Hill. New York:NY.

## **Thomas Flyer**

### **The Great Race of 1908: New York to Paris**

#### Car:

- Thomas Flyer; (Thomas) or (Flyer)
- 60 horsepower
- Traveled up to 60 miles per hour

#### Description:

- Gray
- Had 12 inch wide, 2 inch thick wooden planks bolted to the length of the sides of the car. These could be removed to be used as tracks through snow and mud.
- Holes were drilled in the floorboards to let heat from the engine warm the driver's feet.
- Most powerful entry
- Lightest car

#### Driver:

- Montague Roberts

#### Teammates:

- George Schuster, mechanic
- George Miller, mechanic
- Williams, reporter for the New York Times

#### Interesting Facts

- The US car did not enter the race until one week before it began.
- The US team wrapped the headlights with cloth to protect the lenses.

#### Timeline:

##### February 12, 1908

- Six cars lined up at the start of the race. The race began in New York City at Times Square. 250,000 people gathered to watch the start of the race, even though it was snowing.
- Roberts wanted to compete at top speed from the very beginning of the race. The De Dion and the Zust kept up with the Thomas.
- The Thomas sped by the Zust, which was broken down on the side of the road.
- The De Dion, the Thomas, and the Zust teams all got stuck in very deep snow and joined together to pull each other out of the snow.
- The Thomas spent the night in Hudson, NY

##### February 13, 1908

- The blizzard continued and the Thomas, the De Dion and the Zust pushed on.

- George Schuster walked ahead of the Thomas, poking the snow, looking for shallow areas.
- It took the team 10 hours to travel the 22 miles to Albany, New York. The team was cold and tired from shoveling their car through the snow.
- The Sizaire-Naudin withdrew from the race.
- The Thomas arrived in Fonda, NY by nightfall.

February 14, 1908

- Snow turned into rain and another blizzard hit west of Syracuse. It was the worst winter storm to hit the east in years.
- The Zust had more transmission problems, which allowed the Thomas and De Dion to reach Buffalo, NY. But, the Zust team drove all night to catch up and stopped in Buffalo, New York long enough for breakfast, then re-took the lead.
- Buffalo was the Thomas' hometown so Roberts drove the Thomas to the factory for repairs.
- The crews of the Zust and De Dion thought this was unfair but race officials said no rules were broken.
- Mechanic George Miller was added to the crew.
- The Thomas was 6 hours behind the Zust. The De Dion was shortly behind the Thomas and the Protos was further back in Rochester, NY and the Motobloc in Auburn, NY.

February 18, 1908

- The Thomas arrived in Cleveland, Ohio, ahead of the Zust and the De Dion teams.

February 22, 1908

- The Thomas had a day's lead over the De Dion and the Zust, due to the weather, severe fatigue, and more car repairs.
- The Thomas also had the lead because the Goshen (Indiana) Trolley Co. allowed them to run over its tracks. The trolley company did not allow the other teams to do this.

February 24, 1908

- Throughout Indiana, they encountered 15 to 20 feet snow drifts.
- The Thomas had to be pulled by horses to the railroad in Burdick, Indiana.

February 26, 1908

- Thomas arrived in Chicago, one week later than race officials had planned.
- Thousands lined the street to greet the Thomas, which was escorted by members of the Chicago Automobile Clubs.
- The Zust and De Dion also arrived in Chicago, 36 hours after the Thomas.

February 28, 1908

- Hansen, the Arctic explorer of the De Dion team, had a fight with St. Chaffray and joined the Thomas team. He would meet them in Omaha, Nebraska.
- The Thomas left Chicago and encountered mud. The teams got stuck in the mud constantly. They had to dig, push, and pull themselves free from the sticky ooze.

February 29, 1908

- The Thomas crossed the Mississippi River and spent the night in Clarence, Iowa.
- In spite of the mud, the lighter Thomas began to break away from the Zust and the De Dion.
- Each night the Thomas crew would borrow a hose from the local fire department and wash away the thick mud that coated the car.

March 2, 1908

- The Thomas was traveling through Iowa but its lead was cut in half due to mud conditions.

March 6, 1908

- The Thomas traveled more than 250 miles, the longest run yet!

March 7, 1908

- The Thomas arrived in North Platte, Nebraska and the team was invited to lunch with Buffalo Bill Cody.

March 8, 1908

- The Thomas arrived in Cheyenne, Wyoming, greeted by a band of cowboys and a motorcade of 100 cars.
- Driver Roberts left the team to race in other events back East. Linn Mathewson took his place.

March 9, 1908

- The Motobloc withdrew from the race. They shipped their car to the West Coast by train. This left just 4 of the 6 cars still in the race. They were the Thomas, Zust, De Dion, and the Protos.
- The Thomas spent the night in Laramie, Wyoming.

March 13, 1908

- In Wyoming, the Union Pacific granted the team permission to drive over the train tracks. The team would travel over the tracks many times over the next several days, which was very hard on the tires.

March 16, 1908

- The Protos had many breakdowns, so they shipped the car from Pocatello, Idaho to Seattle by train. They didn't drive the 1,100 miles to the West Coast.
- Their driver, Koeppen, sent a telegraph to the race committee asking if they can go by train to San Francisco. They are told that if they do, they will be

disqualified. Koeppen decided to ship the car and continue the race even though he cannot win.

March 18, 1908

- The Thomas team was still in the lead. They were over 500 miles ahead.
- They arrived in Ely, Nevada and had to be pulled free from the deep mud by a 6 mule team.

March 19, 1908

- The transmission on the Thomas cracked. Schuster paid \$20 to borrow “a flea-bitten horse” and rode 75 miles into Tonopah.

March 20, 1908

- While sleeping on a ranch awaiting daylight to return to the Flyer, Schuster was awakened by a group of men who drove from Tonopah looking for the Flyer. All the men drove back to Tonopah, borrowed parts from a doctor’s Thomas, drove to the Flyer and made the necessary repairs, then drove back to Tonopah.

March 21, 1908

- The Thomas team was treated to a banquet in Goldfield, NV, and then drove through Rhyolite, NV and into Death Valley.

March 24, 1908

- The Thomas reached San Francisco, California, 41 days after it left Times Square. It had traveled 3,836 miles.
- The Züst’s mechanic, Heinrich Haaga, discovered that the Züst’s frame had a bad crack in it. The only thing they could do was to turn around and take a train back to Ogden, Utah.
- The De Dion was also in trouble. Near Spring Valley, Wyoming, the car had sunk into a stream. The team used ropes to pull it out.
- The Motobloc team was disqualified for using the train. Owner told the team to sell the car, and come home.

March 27, 1908

- After 2 days in San Francisco, the Thomas team sets sail for Seattle, where it would pick up a steamer for Valdez, Alaska.
- Schuster was now the driver for the Thomas.

March 29, 1908

- The Thomas arrived in Seattle.

April 5, 1908

- The Züst reached San Francisco 12 days after the Thomas.
- The Protos was shipped to Seattle from Utah.

April 8, 1908

- The Thomas reached Valdez, Alaska.
- Schuster honked the horn – the first automobile horn ever heard there.
- It was impossible to race through Alaska. Race organizers told the team to return to Seattle.

April 14, 1908

- The Züst and De Dion sailed for Japan from Seattle aboard the S.S. Aki Maru.

April 16, 1908

- The Thomas arrives back in Seattle, their lead wiped out!

April 21, 1908

- The Thomas left Seattle for Japan.
- During the voyage, the leather was stripped off the fenders by the ship's crew so they could resole their shoes. The ship's carpenters replaced the leather with canvas.

May 10, 1908

- The Thomas arrived in Yokohama, Japan.

May 14, 1908

- The Thomas had to be pulled up a steep mountain by men and women with a rope tied to the front axle.

May 15, 1908

- The same process must be used going down the mountain.
- The Thomas team sent a telegraph to Paris about the Protos shortcuts. The Protos was penalized 7 days.
- The Thomas was credited with a 23 day lead to make up for the time they wasted in Alaska.

May 16, 1908

- Thomas took a steamship to Siberia.

May 18, 1908

- The Thomas reached Siberia.
- The De Dion team received bad news!!! The owner of the automobile company had sold the car to a businessman from Japan. There were now just 3 of the 6 cars that started the race. They were: The Italian team (Züst), the German team (Protos), and the American team (Thomas).

May 22, 1908

- Just into the race, the Thomas came across the Protos. It was stuck in the mud. The Thomas pulled the car out.

- Later that same evening, 40 soldiers pulled the Thomas out from deep mud. After traveling in mud for days, the team used the Trans-Siberian Railroad tracks to travel.
- The Thomas suffered a breakdown and the team spent five days repairing the engine.

June 12, 1908

- The Thomas traveled through Manchuria, making good time over the wide open plains.

June 21, 1908

- The Thomas caught up to the Protos but saw the car board a ferry to cross Lake Baikal. They were disappointed to learn that the next ferry did not leave for 12 hours.

June 29, 1908

- The Thomas caught up to the Protos and finally took the lead.
- The Zust was far behind.

July 6, 1908

- The Thomas reached a small town in Russia and had a 4 day lead over the Protos.

July 11, 1908

- The transmission failed on the Thomas and the team lost 4 ½ days to make repairs.

July 19, 1908

- A pigeon crashed into a headlight and smashed the lens. This would be a problem at the end of the race.

July 26, 1908

- The Protos arrived in Paris but there was no one around to greet them since they had been penalized for not driving the entire course.
- The team left the next day to return to Berlin.

July 30, 1908

- The Thomas arrived in Paris to much fanfare and celebration.
- However, a policeman stopped the Thomas for having only one headlight. A bicyclist offered his bike and so it was hoisted onto the Thomas.
- Schuster drove the car to the race sponsor's office, where the Thomas was officially declared the winner of the New York-to-Paris race. They won the race by 26 days, traveling 169 days, 13,341 miles by land and 8,659 miles by water for a total of 22,000 miles.

August 1908

- The Thomas was shipped back to the United States where more celebration took place.

September 17, 1908

- The Zust arrived in Paris!

#### References:

New York Times Archives (10/10/2007). TRAIN CREW RESCUES ZUST.; Italians Borrow Wrecking Tackle and Pull Car Out of Mud. Retrieved on October 19, 2007 <http://query.nytimes.com/gst/abstract.html?res=9E04E7DF143EE233A25753C2A9659C946997D6CF> from

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National Automobile Museum (2007). 1908 New York to Paris Automobile Race Timeline.

## **Protos**

### **The Great Race of 1908: New York to Paris**

#### Car:

- Protos
- 40 Horsepower
- Traveled up to 70 miles per hour

#### Description:

- It was the largest car in the race and was built in only 16 days.
- The German Kaiser (ruler) owned fourteen cars and wanted to develop the automobile for use by the military.
- All 3 people on the team were military officers.

#### Team captain:

- Lieutenant Koeppen – he had a large moustache and a crew hair cut. He was wearing a heavy leather jacket over a white turtleneck sweater.

#### Driver:

- Hans Knappe

#### Mechanic:

- Ernst Maas

#### Timeline:

##### February 12, 1908

- Six cars lined up at the start of the race. The race began in New York City at Times Square. 250,000 people gathered to watch the start of the race, even though it was snowing.
- The Thomas and Züst took off at full speed. The De Dion decided to travel at the fast pace, but the Protos took off slow and steady.
- The heavy Protos made it only to Peekskill, New York the first night.
- Three cars were ahead of them by 40 miles, and the Sizaire was 10 miles behind them.

##### February 13, 1908

- It took the team 10 hours to travel the 22 miles to Albany, New York. The team was cold and tired from shoveling their car through the snow.
- After tunneling through snow, they make it to Fonda, New York.
- The Sizaire-Naudin withdrew from the race.

February 14, 1908

- Snow turned into pouring rain. The Zust came into Utica, New York in 1<sup>st</sup> place. Many Italians living in Utica came out to cheer as they drove in.

February 15, 1908

- A wheel broke near Rochester, New York.
- They drove all night to catch up and stopped in Buffalo, New York for breakfast.
- They left Buffalo, the Thomas, and the De Dion behind. This once again gave them the lead.

February 18, 1908

- The repairs made to the wheel gave way and they lost the lead near Erie, Pennsylvania.
- They drove all night to catch up. They took turns sleeping in the back of the car. This helped them gain 6 of the 14 hours they had lost.

February 22, 1908

- Near Toledo, Ohio, the Zust team was now extremely tired. Their driver drove the car into a snow bank. They were helped out by local people passing by.
- They drove into another snow bank a little while later. They were so tired that instead of digging their way out, they fell asleep. Lucky for them, someone passed by and woke them before they could freeze to death.

February 24, 1908

- Throughout Indiana, they encountered 15 to 20 feet snow drifts.

February 26, 1908

- The Zust arrived in Chicago, Illinois. They were 36 hours behind the Thomas team. Their arrival was celebrated by the people of Chicago as they came out to welcome them, and many of them carrying flowers.

February 28, 1908

- The Zust and De Dion left Chicago.
- They had thought the snow was challenging, until the teams encountered mud. Roads were not paved in 1908, and the teams got stuck in the mud constantly. They had to dig, push, and pull themselves free from the sticky ooze.

February 29, 1908

- The Zust and De Dion spent the night in Clinton, Iowa. They stayed at the Grand Hotel. It was remarked later that the Grand Hotel was more like a barn than a hotel.

March 2, 1908

- The Protos stayed in a livery (a place for horses) overnight in Chesterton, Indiana.

- The next morning there was 3 feet of snow and it was suggested that the Protos use the help of a team of horses to pull it through the snow.
- The horses were hooked up to the car and Koeppen left the car and entered a building to pick up some baggage he had left. The car had its brake on. There was a misunderstanding and the horses were called to pull the car just then. The steering broke a “knuckle” and was unable to proceed.
- The Züst passed the De Dion near Mechanicsville, Iowa.

March 3, 1908

- Without the necessary “knuckle” for his steering column, Koeppen left by train for Chicago. He was met and welcomed with a reception. He proceeded to look for the broken part. He went into a shop, and in broken English asked if the clerk had a knuckle protector. The clerk said yes and put a pair of boxing gloves on the counter. Koeppen knew he needed help and returned to the reception. He secured the needed part later that day and returned to Chesterton.

March 4, 1908

- The Protos team arrived in Chicago, Illinois.

March 5, 1908

- Koeppen lost his mechanic and driver. They returned to Germany. He was faced with finding replacements for them.
- O.W. Snyder from the Woods Motor Vehicle Company joined the Protos.

March 7, 1908

- The Protos left Chicago, Illinois.

March 9, 1908

- The Motobloc withdrew from the race. They shipped their car to the West Coast by train. This left just 4 of the 6 cars still in the race. They were the Thomas, Züst, De Dion, and the Protos.

March 16, 1908

- The Protos had many breakdowns, so they shipped the car from Pocatello, Idaho to Seattle by train. They didn't drive the 1,100 miles to the West Coast.
- Their driver, Koeppen, sent a telegraph to the race committee asking if they could go by train to San Francisco. They were told that if they did, they would be disqualified. Koeppen decided to ship the car and continue the race even though he could not win.

March 24, 1908

- The Thomas team reached San Francisco, California.
- The Züst's mechanic, Heinrich Haaga, discovers that the Züst's frame has a bad crack in it. The only thing they could do was to turn around and take a train back to Ogden, Utah.

- The De Dion was also in trouble. Near Spring Valley, Wyoming, the car had sunk into a stream. The team used ropes to pull it out.

April 5, 1908

- The Zust team reached San Francisco, California. The Thomas left San Francisco for Alaska on the 27<sup>th</sup> of March.
- The De Dion team arrived in San Francisco the next day.
- The Protos broke down and had to turn back to Ogden, Utah. Their driver, Koeppen, sent a telegraph to the race committee asking if they could go by train to San Francisco. They were told that if they did, they would be disqualified. Koeppen decided to ship the car and continue the race even though he could not win.

April 14, 1908

- The Zust and De Dion sailed for Japan from Seattle aboard the S.S. Aki Maru.
- Sirtori left the Italian Zust team to join the Protos team while in Seattle.

April 30, 1908

- Both the Zust and De Dion teams arrived in Yokohama, Japan, but did not leave Yokohama for a week. They were waiting for the Japanese government to approve their travel across the country.

May 15, 1908

- When the Zust and De Dion teams arrived in Vladivostok, Russia, they found that the Protos had been in town for 4 days. Not only that, but the Protos factory had sent a team of mechanics and spare parts to meet them. The Protos team had skipped the driving from Utah to San Francisco, and now they had skipped the driving through Japan. They had been allowed back in the race, in part because of the confusion the race officials had with the change of the course.
- Sirtori having switched teams to the Protos left the race for good.
- The American team (Thomas) arrived two days after the Italians (Zust) and French (De Dion).
- The Thomas team sent a telegraph to Paris about the Protos shortcuts. The Protos was penalized 7 days.

May 18, 1908

- The De Dion team received bad news!!! The owner of the automobile company had sold the car to a businessman from Japan. There were now just 3 of the 6 cars that started the race. They were: The Italian team (Zust), the German team (Protos), and the American team (Thomas).

May 22, 1908

- The Protos team, now with two mechanics and Russian captain, left Vladivostok at 9:00 a.m.
- The Thomas team left 2 hours later.

- Just into the race, the Thomas comes across the Protos. It is stuck in the mud. The Thomas pulled the car out.

June 5, 1908

- The Zust left Vladivostok on a dreary, rainy day. Before long, they were bogged down in the same sticky mud that slowed the progress of the Protos and Thomas.

June 13, 1908

- The mud and rising water made it impossible to travel by road. So just like the Protos and Thomas, they started to travel by railway.
- They were traveling along the railroad tracks in Manchuria with a Russian official from the railway. When a train was spotted ahead. A passenger ran ahead to flag the train down as the others attempted to take the 2 ton car off the tracks. Just then, the car caught fire!! Scarfoglio and Haaga shoved their spare clothes into the engine to smother the fire. The oncoming train ground to stop just feet away from them.

June 22, 1908

- The Zust snapped 2 springs, broke a wheel, and poked a hole in the gas tank. Even so, the team persevered and arrived in Chita, Russia on the 27<sup>th</sup> of June.

June 30, 1908

- The Zust ran out of oil during a violent thunder storm. Haaga borrowed a horse and rode into a village and bought the only oil available—sewing machine oil. Because sewing machine oil was too light, it caused a bearing to burn out on the Zust. Haaga, being inventive, made another bearing out of melted lead bullets.

July 1, 1908

- The Zust arrived in Chita, Russia.

July 8, 1908

- The Zust arrived in Irkutsk, Russia.

July 19, 1908

- Zust arrived in Krasnojarsk, Russia.

July 22, 1908

- Zust arrived in Tomsk.

July 26, 1908

- The Protos rolled into Paris—claiming victory.

July 30, 1908

- The Thomas arrived in Paris after dark. They were given a ticket for driving without a headlight. A bicyclist offers to let them use the light on his bicycle. The bike was attached to the Thomas and the team proceeds into Paris.

- The Thomas is declared the winner and the Protos is given 2<sup>nd</sup> place.

August, 1908

- The Zust scared a horse and the child riding the horse died from the fall. Scarfoglio and Haaga were arrested and put in jail. They were cleared after 3 days and headed for Leningrad (St. Petersburg).

September 6, 1908

- They arrived in Berlin.

September, 1908

- Scarfoglio and Haaga had a bad crash into a ditch. They both spent a week in the hospital recovering. As soon as they could, they were back in the race.

September 17, 1908

- The Zust team pulled into Paris in 3<sup>rd</sup> place. They fought many hardships during the race. It would have been easier to have given up, but they kept going and completed the greatest race in the world. Of the 6 that started, only 3 finished.

## **Zust**

### **The Great Race of 1908: New York to Paris**

#### Car:

- Brixia-Zust (pronounced Zoost)
- 40 Horsepower
- Traveled up to 60 miles per hour

#### Description:

- Open to the air with a folding canvas top
- The Italian flag was painted on the hood

#### Driver:

- Antonio Scarfoglio – he was 21 years old and loved automobiles and was known as a poet in Italy.

#### Teammates:

- Emilio Sirtori and Heinrich Haaga. Both of them were also in their 20's.

#### Car's Nickname:

- The Children's Car, because of the young age of the drivers.

#### Timeline:

##### February 12, 1908

- Six cars lined up at the start of the race. The race began in New York City at Times Square. 250,000 people gathered to watch the start of the race, even though it was snowing.
- Late that same day, the Zust broke a transmission chain. These are similar to bike chains. They repaired it and were on their way again.
- It wasn't long after that the car experienced another problem. The radiator cracked from the cold weather and water spilled out. As the team waited for snow to melt so they could replace the water in the radiator, the De Dion and Thomas teams passed them.
- As the snow got deeper, the Zust caught up to the De Dion and Thomas. But then, their chain broke again and the team had to fix it a second time.
- Scarfoglio lost his way and drove the Zust into a field with axle deep snow.
- The De Dion, Thomas, and Zust teams joined together to pull each other out of the snow.
- The Zust spent the night in Hudson, New York.
- Scarfoglio was fined \$3.00 for scaring a horse.

February 13, 1908

- It took the team 10 hours to travel the 22 miles to Albany, New York. The team was cold and tired from shoveling their car through the snow.
- After tunneling through snow, they made it to Fonda, New York.
- The Sizaire-Naudin withdrew from the race.

February 14, 1908

- Snow turned into pouring rain. The Zust came into Utica, New York in 1<sup>st</sup> place. Many Italians living in Utica came out to cheer as they drove in.

February 15, 1908

- A wheel broke near Rochester, New York.
- They drove all night to catch up and stopped in Buffalo, New York for breakfast.
- They left Buffalo, with the Thomas and the De Dion behind. This once again gave them the lead.

February 18, 1908

- The repairs made to the wheel gave way and they lost the lead near Erie, Pennsylvania.
- They drove all night to catch up. They took turns sleeping in the back of the car. This helped them gain 6 of the 14 hours they had lost.

February 22, 1908

- Near Toledo, Ohio, the Zust team was now extremely tired. Their driver drove the car into a snow bank. They were helped out by local people passing by.
- They drove into another snow bank a little while later. They were so tired that instead of digging their way out, they fell asleep. Lucky for them, someone passed by and woke them before they could freeze to death.

February 24, 1908

- Throughout Indiana, they encountered 15 to 20 feet snow drifts.

February 26, 1908

- The Zust arrived in Chicago, Illinois. They were 36 hours behind the Thomas team. Their arrival was celebrated by the people of Chicago as they came out to welcome them, and many of them carried flowers.

February 28, 1908

- The Zust and De Dion left Chicago.
- They had thought the snow was challenging, until the teams encountered mud. Roads were not paved in 1908, and the teams got stuck in the mud constantly. They had to dig, push, and pull themselves free from the sticky ooze.

February 29, 1908

- The Zust and De Dion spent the night in Clinton, Iowa. They stayed at the Grand Hotel. It is remarked later that the Grand Hotel was more like a barn than a hotel.

March 2, 1908

- The Zust passed the De Dion near Mechanicsville, Iowa.

March 4, 1908

- In Jefferson, Iowa, the Zust team was surprised to see its right rear wheel go skipping out across a field.
- A group of women from Jefferson that were gathered to greet the team came out and helped them find the wheel and put in back on.
- The mud was still a big problem. They were only able to cover four miles in nine hours.

March 6, 1908

- With the Thomas in the lead, the Zust decided to use the railroad tracks of the Union Central Railway as a road. This helped with the muddy conditions.
- The Union Central Railway treated them as if they were a regular train. They even hung red and green lanterns from the car—just like a train.
- When a train approached them, they had to lift their car off the tracks—quickly. The Zust weighed twice as much as today's modern cars.

March 9, 1908

- The Motobloc withdrew from the race. They shipped their car to the West Coast by train. This left just 4 of the 6 cars still in the race. They were the Thomas, Zust, De Dion, and the Protos.

March 16, 1908

- The Protos had many breakdowns, so they shipped the car from Pocatello, Idaho to Seattle by train. They didn't drive the 1,100 miles to the West Coast.
- Their driver, Koeppen, sent a telegraph to the race committee asking if they could go by train to San Francisco. They were told that if they did, they would be disqualified. Koeppen decided to ship the car and continue the race even though he could not win.

March 19, 1908

- The team was making good time through Wyoming. Suddenly, Sirtori hit the brake pedal and slid sideways to a stop. Two wheels of the car dangled over the edge of a 150 foot cliff. The team jumped from the car. As their nerves settled, they pulled the Zust safely back on solid ground.
- The Thomas team was still in the lead. They were over 500 miles ahead.

March 24, 1908

- The Thomas team reached San Francisco, California.

- The Zust's mechanic, Heinrich Haaga, discovered that the Zust's frame had a bad crack in it. The only thing they could do was turn around and take a train back to Ogden, Utah.
- The De Dion was also in trouble. Near Spring Valley, Wyoming, the car had sunk into a stream. The team used ropes to pull it out.

March 27, 1908

- The Zust departed Ely, Nevada and headed over the mountain and was expected in Goldfield by midnight. The Goldfield paper writes, "The same attention will be given the Italians as the American car received. If they will remain here for the purpose a banquet will be served and every effort made to impress the foreigners with the hospitality of a Western mining city and the sportsmanship of the American public."

March 29, 1908

- The Zust team left Goldfield and hoped to hurry through Death Valley. Scarfolgio made a comment about the heated air saying that it was like breathing fire. The team passes 3 human skeletons that had turned white from the sun.

April 5, 1908

- The Zust team reached San Francisco, California. The Thomas left San Francisco for Alaska on the 27<sup>th</sup> of March.
- The De Dion team arrived in San Francisco the next day.
- The Protos broke down and had to turn back to Ogden, Utah. Their driver, Koeppen, sent a telegraph to the race committee asking if they could go by train to San Francisco. They were told that if they did, they would be disqualified. Koeppen decided to ship the car and continue the race even though he could not win.

April 14, 1908

- The Zust and De Dion sailed for Japan from Seattle aboard the S.S. Aki Maru.
- Sirtori left the Zust team to join the Protos team while in Seattle.

April 30, 1908

- Both teams arrived in Yokohama, Japan, but did not leave Yokohama for a week. They were waiting for the Japanese government to approve their travel across the country.

May 8, 1908

- The Zust and De Dion were ready to leave Yokohama for the city of Tsuruga (on the other side of the island). Tsuruga was 215 miles away.
- The Zust had a new banner painted on its hood. It said "New York to Paris", but in Japanese letters.

May 9, 1908

- The Zust was near Mt. Fujiyama. They were going to travel over the mountain using the curvy, narrow road. The team found that things in Japan were smaller than in America—including the roads.
- The curves in the road were so tight that the team could not drive around them. They had to lift the back end of the car on each curve.

May 12, 1908

- Near Nagoya, the Zust and De Dion had to cross a raging river. The only bridge across was a rickety, old bridge designed for carts and people. It was made from bamboo and rope. Both cars removed as much weight as possible from their cars. The De Dion crossed first. The Zust barely made it over. As the back wheels of the Zust touched land on the other side of the river, the bridge gave way.
- Both teams were to sail from Tsuruga on the 13<sup>th</sup>; therefore, they had to drive all night to arrive in time.
- On the same morning, the Thomas team was leaving Kobe, Japan for Tsuruga. They were making a detour around the difficult mountains that the Zust and De Dion had gone over.

May 15, 1908

- When the two teams arrived in Vladivostok, Russia, they found that the Protos had been in town for 4 days. Not only that, but the Protos factory had sent a team of mechanics and spare parts to meet them. The Protos team had skipped the driving from Utah to San Francisco, and now they had skipped the driving through Japan. They had been allowed back in the race, in part because of the confusion the race officials had with the change of the course.
- Sirtori having switched teams to the Protos left the race for good.
- The American team (Thomas) arrived 2 days after the Italians (Zust) and French (De Dion).
- The Thomas team sent a telegraph to Paris about the Protos shortcuts. The Protos was penalized 7 days.

May 18, 1908

- The De Dion team received bad news!!! The owner of the automobile company sold the car to a businessman from Japan. There were now just 3 of the 6 cars that started the race. They were: The Italian team (Zust), the German team (Protos), and the American team (Thomas).

May 22, 1908

- The Protos team, now with two mechanics and a Russian captain, left Vladivostok at 9:00 a.m.
- The Thomas team left 2 hours later.
- Just into the race, the Thomas came across the Protos. It is stuck in the mud. The Thomas pulled the car out.

June 5, 1908

- The Zust left Vladivostok on a dreary, rainy day. Before long, they were bogged down in the same sticky mud that slowed the progress of the Protos and Thomas.

June 13, 1908

- The mud and rising water made it impossible to travel by road. So just like the Protos and Thomas, they started to travel by railway.
- They were traveling along the railroad tracks in Manchuria with a Russian official from the railway when a train was spotted ahead. A passenger ran ahead to flag the train down as the others attempted to take the 2 ton car off the tracks. Just then, the car caught fire!! Scarfoglio and Haaga shoved their spare clothes into the engine to smother the fire. The oncoming train ground to a stop, just feet away from them.

June 22, 1908

- The Zust snapped 2 springs, broke a wheel, and poked a hole in the gas tank. Even so, the team persevered and arrived in Chita, Russia on the 27<sup>th</sup> of June.

June 30, 1908

- The Zust ran out of oil during a violent thunder storm. Haaga borrowed a horse and rode into a village and bought the only oil available—sewing machine oil. Because sewing machine oil was too light, it caused a bearing to burn out on the Zust. Haaga, being inventive, made another bearing out of melted lead bullets.

July 1, 1908

- The Zust arrived in Chita, Russia.

July 8, 1908

- The Zust arrived in Irkutsk, Russia.

July 19, 1908

- Zust arrived in Krasnojarsk, Russia

July 22, 1908

- Zust arrived in Tomsk

July 26, 1908

- The Protos rolled into Paris—claiming victory.

July 30, 1908

- The Thomas arrived in Paris after dark. They were given a ticket for driving without a headlight. A bicyclist offered to let them use the light on his bicycle. The bike was attached to the Thomas and the team proceeded into Paris.
- The Thomas was declared the winner and the Protos is given 2<sup>nd</sup> place.

August, 1908

- The Züst scared a horse and the child riding the horse died from the fall. Scarfoglio and Haaga were arrested and put in jail. They were cleared after 3 days and headed for Leningrad (St. Petersburg).

September 6, 1908

- They arrived in Berlin.

September, 1908

- Scarfoglio and Haaga had a bad crash into a ditch. They both spent a week in the hospital recovering. As soon as they could, they were back in the race.

September 17, 1908

- The Züst team pulled into Paris in 3<sup>rd</sup> place. They fought many hardships during the race. It would have been easier to give up, but they kept going and completed the greatest race in the world. Of the 6 that started, only 3 finished.

## **De Dion**

### **The Great Race of 1908: New York to Paris**

#### Car:

- De Dion-Bouton (called the De Dion)
- Nationality: French
- 30 Horsepower
- Traveled up to 50 miles per hour

#### Driver:

- St. Chaffray

#### Teammates:

- L'Autran was the mechanic and Hansen was an arctic explorer. Hansen had never learned to drive an automobile, and the team did not know until the race started.

#### Car Facts:

- Although the De Dion was slower than the Zust, it was better prepared for the race. The driver, St. Chaffray, had driven in a race from Peking, China to Paris, France the year before.
- The car had a sail to help it travel fast in windy conditions.
- The tires had spikes in them for driving in the snow, and had runners (like skis).
- Since the car would travel on railroad tracks, it was equipped with wheels that attached to railroad tracks.
- There were clothes, tools, food for a month, and spare tires on board.
- Another important feature was a winch. This would prove very helpful for the race ahead. A winch attaches to another object to help pull the car out if it gets stuck.

#### Timeline:

##### February 12, 1908

- Six cars lined up at the start of the race. The race began in New York City at Times Square. 250,000 people gathered to watch the start of the race, even though it was snowing.
- The Thomas and Zust took off at full speed. The De Dion was going to go at a slower pace, but the De Dion couldn't resist and took off as fast as it could.
- Not long after the start, the Zust experienced problems and the De Dion and Thomas teams passed them.
- As the snow got deeper, the Zust caught up to the De Dion and Thomas. But then, their chain broke again.
- The De Dion, Thomas, and Zust teams joined together to pull each other out of the snow.
- The De Dion spent the first night in Hudson, New York.

February 13, 1908

- It snowed all night and was still snowing in the morning. The De Dion left Hudson with two feet of snow on the ground. The 3 leaders (De Dion, Thomas, and Zust) took turns being the front car. The front car plowed the road and made the road easier for the other 2.
- The Sizaire-Naudin withdrew from the race.
- The De Dion was 20 miles behind the leader. The Zust and Thomas were in Fonda, New York.
- Because it was built lower to the ground, it was more difficult to get through the huge amounts of snow. The team had to dig to clear a path for it.

February 14, 1908

- Snow turned into pouring rain as the team approached Utica, New York.

February 15, 1908

- The De Dion and Thomas teams made it to Buffalo, New York.
- In Buffalo, the Zust stopped only for breakfast. They had driven all night. This once again gave the Zust the lead.
- The Thomas cars were built in Buffalo, New York. While there, the Thomas team took the car to the factory for repairs and changes. The De Dion and Zust teams complained to race officials, but they said that the Thomas did not break any rules.

February 18, 1908

- The De Dion arrived in Painesville, Ohio
- They drove all night to catch up. They took turns sleeping in the back of the car. This helped them gain 6 of the 14 hours they had lost.

February 22, 1908

- Near Toledo, Ohio, the Zust team was now extremely tired. Their driver drove the car into a snow bank. They were helped out by local people passing by.
- They drove into another snow bank a little while later. They were so tired that instead of digging their way out, they fell asleep. Lucky for them, someone passed by and woke them before they could freeze to death.

February 24, 1908

- Throughout Indiana, they encountered 15 to 20 feet snow drifts.

February 26, 1908

- The De Dion arrived in Chicago, Illinois, along with the Zust. They were 36 hours behind the Thomas team. Their arrival was celebrated by the people of Chicago as they came out to welcome them, and many Chicagoans were carrying flowers.

February 28, 1908

- Hansen, the arctic explorer, had a fight with St. Chaffray and joined the Thomas team. He would meet them in Omaha, Nebraska.
- St. Chaffray replaced Hansen with a man named Lascaris.
- The Zust and De Dion left Chicago.
- They had thought the snow was challenging, until the teams encountered mud. Roads were not paved in 1908, and the teams got stuck in the mud constantly. They had to dig, push, and pull themselves free from the sticky ooze.

February 29, 1908

- The Zust and De Dion spent the night in Clinton, Iowa. They stayed at the Grand Hotel. It was remarked later that the Grand Hotel was more like a barn than a hotel.

March 2, 1908

- The Zust passed the De Dion near Mechanicsville, Iowa.
- The De Dion's chassis (frame) snapped in half. Ruts had been created in the frozen mud, and the constant bumping cause the car's frame to snap.

March 4, 1908

- The Thomas was 100 miles ahead of the Zust. The De Dion and Protos were now behind the Zust.
- Hansen, from the De Dion team, had quit and traveled to Omaha, Nebraska to join the Thomas team. They had just arrived.

March 9, 1908

- The Motobloc withdrew from the race. They shipped their car to the West Coast by train. This left just 4 of the 6 cars still in the race. They were the Thomas, Zust, De Dion, and the Protos.

March 16, 1908

- The Protos had many breakdowns, so they shipped the car from Pocatello, Idaho to Seattle by train. They didn't drive the 1,100 miles to the West Coast.
- Their driver, Koeppen, sent a telegraph to the race committee asking if they could go by train to San Francisco. They are told that if they did, they would be disqualified. Koeppen decided to ship the car and continue the race even though he could not win.

March 18, 1908

- The Thomas team was still in the lead. They were over 500 miles ahead.
- The Zust almost plunges over a 150 foot cliff. The team jumped from the car. As their nerves settled, they pulled the Zust safely back on solid ground

March 24, 1908

- The Thomas team reached San Francisco, California.

- The Zust team discovered that their frame has a bad crack in it. The only thing they could do was turn around and take a train back to Ogden, Utah.
- The De Dion was also in trouble. Near Spring Valley, Wyoming, the car had sunk into a stream. The team used ropes to pull it out.

March 29, 1908

- The De Dion team was crossing the desert of Nevada. They were surprised to find that water was fenced off and expensive to buy.
- There were ghost towns scattered along the way.
- A sandstorm stopped the De Dion. The soft sand prevented the wheels from turning. The team had to use pieces of cloth that they tore from their shirts to tie to the wheels. This gave them the traction (grip) they needed to get loose.

April 5, 1908

- The Zust team reached San Francisco, California. The Thomas left San Francisco for Alaska on the 27<sup>th</sup> of March.

April 6, 1908

- The De Dion team arrived in San Francisco.

April 8, 1908

- The Thomas arrived in Valdez, Alaska. The car couldn't be driven off the dock because the snow was as high as 12 feet in places. The only roads available to them were narrow tracks for dog sleds.
- They cabled the race organizers and were told to go back to Seattle.

April 14, 1908

- The Zust and De Dion sailed for Japan from Seattle aboard the S.S. Aki Maru.

April 21, 1908

- The Thomas left Seattle for Japan.

April 30, 1908

- Both the De Dion and Zust teams arrived in Yokohama, Japan, but did not leave Yokohama for a week. They were waiting for the Japanese government to approve their travel across the country.

May 8, 1908

- The Zust and De Dion were ready to leave Yokohama for the city of Tsuruga (on the other side of the island). Tsuruga was 215 miles away.

May 9, 1908

- The De Dion was near Mt. Fujiyama. They were going to travel over the mountain using the curvy, narrow road. The team found that things in Japan were smaller than in America—including the roads.

- The curves in the road were so tight that the team could not drive around them. They had to lift the back end of the car on each curve.

May 12, 1908

- Near Nagoya, the Züst and De Dion had to cross a raging river. The only bridge across was a rickety, old bridge designed for carts and people. It was made from bamboo and rope. Both cars removed as much weight as possible from their cars. The De Dion crossed first. The Züst barely made it over. As the back wheels of the Züst touched land on the other side of the river, the bridge gave way.
- As the De Dion team approached the Hukusan Mountains, the team leader, St. Chaffray, had a bright idea. He hired all the people from a village and paid them 30 cents a day. They were hired to pull the car over the steep hills.
- Both teams were to sail from Tsuruga on the 13<sup>th</sup>; therefore, they had to drive all night to arrive in time.
- On the same morning, the Thomas team was leaving Kobe, Japan for Tsuruga. They were making a detour around the difficult mountains that the Züst and De Dion had gone over.

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- When the two teams arrived in Vladivostok, Russia, they found that the Protos had been in town for 4 days. Not only that, but the Protos factory had sent a team of mechanics and spare parts to meet them. The Protos team had skipped the driving from Utah to San Francisco, and now they had skipped the driving through Japan. They had been allowed back in the race, in part because of the confusion the race officials had with the change of the course.
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- The Thomas team sent a telegraph to Paris about the Protos shortcuts. The Protos was penalized 7 days.

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	Thomas Flyer	Zust	De Dion	Protos
Country				
Crew				
Important Events (2-3)				
Finish? When?				

Vet

6. Seattle, Washington

7. Valdez, Alaska

1. New York City

2. Chicago, Illinois



Vet

6. Seattle, Washington

1. New York City

7. Valdez, Alaska

2. Chicago, Illinois

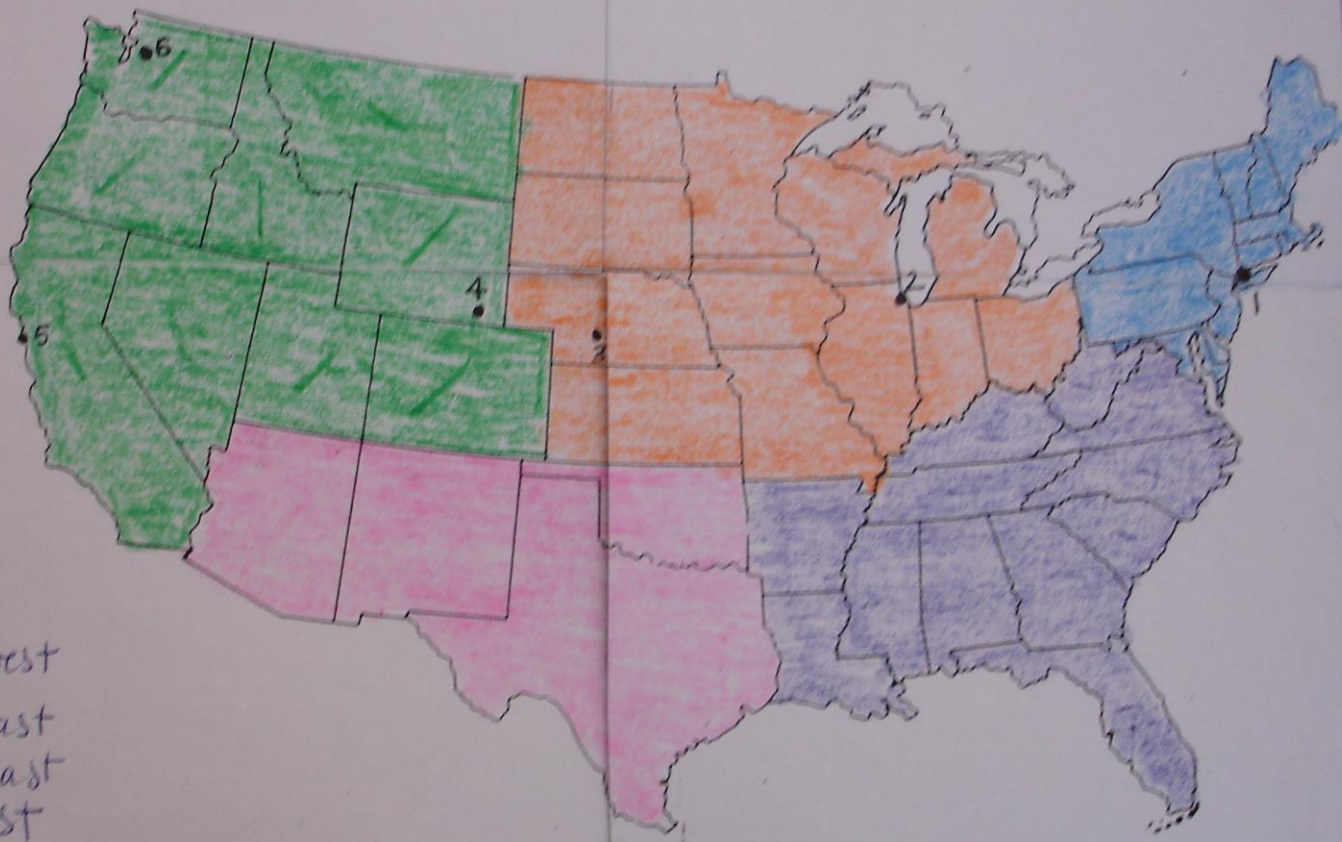
4. Cheyenne, Wyoming






3. North Platte, Nebraska

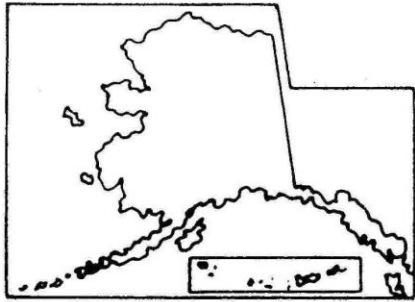
5. San Francisco, California

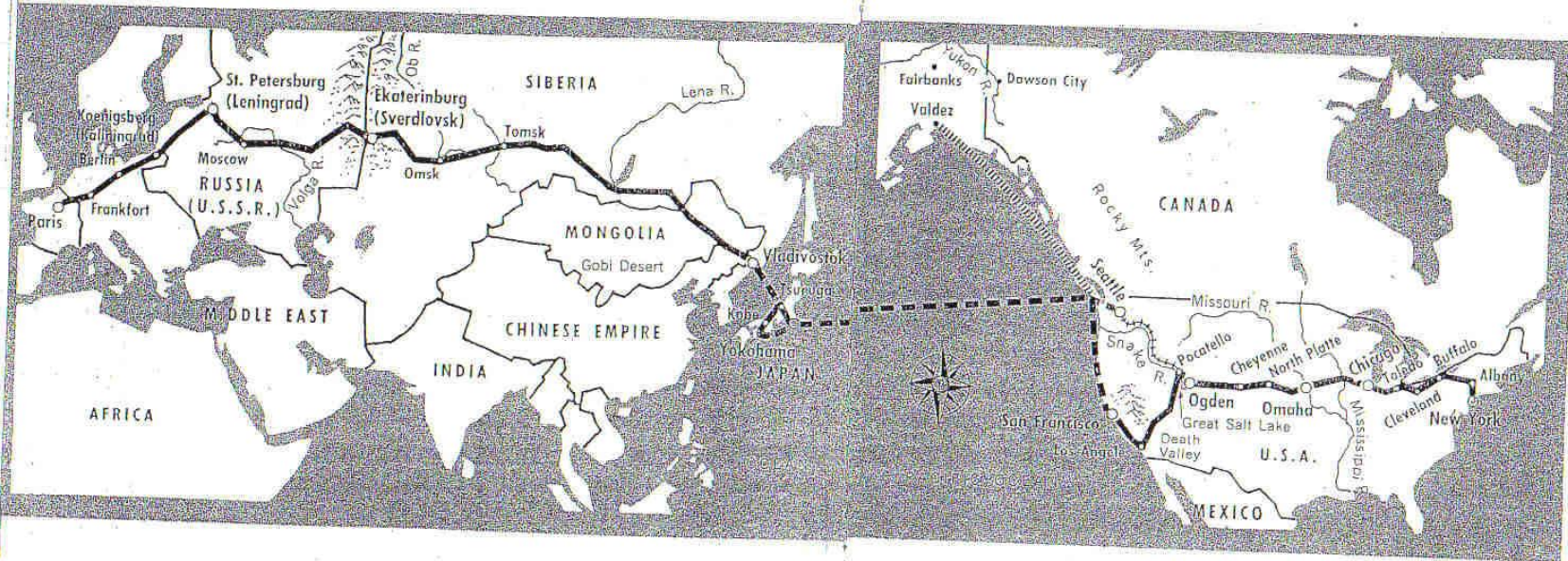
Directions: Cross out the  
object of the preposition.  
Remember: the object of  
prepositional phrase:

- 1. ~~John~~ lives in the city.
- 2. Jenny sang ~~to~~ the class.
- 3. Everyone is ~~in~~ the room.
- 4. I found a snail ~~in~~ the garden.
- 5. Let's meet ~~at~~ the school.
- 6. Mom walks ~~with~~ the dog.
- 7. Suzie has ~~in~~ her room.
- 8. Matt skips ~~with~~ the rope.
- 9. The cat sat ~~on~~ the floor.
- 10. I sat ~~at~~ the table.



-  West
-  Southwest
-  Southeast
-  Northeast
-  Midwest





The Route of the New York-to-Paris Race

Road Race Round the World  
New York to Paris, 1908  
by Robert Jackson  
Scholastic Book Services