

The National Automobile Museum
is the home of the 1907 Thomas Flyer

Leaving 1908
stamp your passport here:



10 South Lake Street
Reno, Nevada 89501-1558
(775) 333-9300
www.automuseum.org



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made possible by
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Nevada Humanities*

Passport funded in part by the Museum's Volunteer Organization.

PASSPORT
TO ADVENTURE

NEW YORK TO PARIS

AUTOMOBILE RACE

OF 1908

100TH ANNIVERSARY

Featuring the winning car: 1907 Thomas Flyer

NAME:

DATE:

Entering the United
States, stamp
your passport here:

DRAW YOUR PASSPORT PICTURE

TIMES SQUARE: THE GREAT RACE BEGINS!



On the sunny and cold morning of Wednesday, February 12, 1908, in New York City Times Square, 250,000 people lined up to see the start of the world's longest automobile race ever. The six cars would travel 22,000 miles around the world, ending in Paris, France.

The race route was going to be very difficult and in many places there were no roads. It started by crossing the United States to San Francisco, California in winter, a trip never accomplished by a car. The racers would travel by ship across the Pacific Ocean to Japan, race across Japan and then take a ship to Asia and travel across Siberia, Manchuria, Russia and Germany and into Paris, France. After 169 days of fierce competition, the race ended on July 30, 1908.

For the race teams in the cars in this around-the-world adventure, it was a contest of man and machine against the many dangers of primitive roads and terrible weather conditions that no car race before or since has faced.

This exhibit tells the story of the only American entry, the 1907 Thomas Flyer. It won the New York to Paris Automobile Race and it was driven to victory by George Schuster. He worked for the company that made the Thomas Flyer. The Thomas Flyer traveled 13,341 miles on land and 8,600 miles over water.

The Six Cars in the Race:

United States: Thomas Flyer
Germany: Protos
Italy: Zust
France: De Dion
Motobloc
Sizaire-Naudin

If You Lived 100 Years Ago

What slang did people use?

An important person was called a **big bug**.

If you did well in school, your teacher might say, **Bully for you**.

If you were a classy dresser, you'd be called a **dude**.

If you were a fast runner, you'd go **faster than greased lightning**.

Anyone who showed courage or toughness was **full of grit**.

If you got mad about something, you'd **get into a pucker**.

If your teacher was a woman, she'd be a **schoolmarm**.

If you were making a commotion, you'd be **waking snakes**.

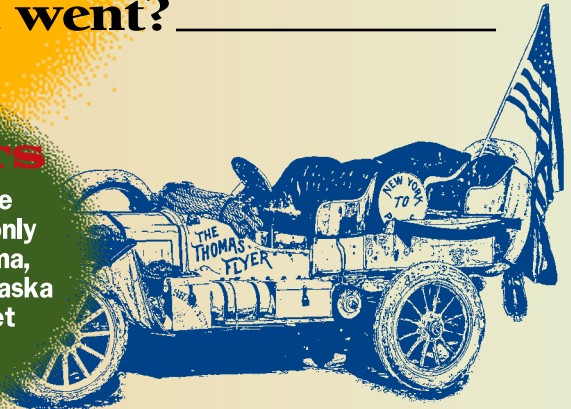
From the book, If You Lived 100 Years Ago by Ann McGovern, Scholastic Books



What **symbol** of America did the Thomas Flyer carry with it everywhere it went? _____

FAST FACTS

Did you know that the American flag in 1908 only had 45 stars. Oklahoma, New Mexico, Arizona, Alaska and Hawaii had not yet become states.



VICTORY

“Vive la voiture americanine.”
“Long live the American car.”

When the Thomas Flyer entered Paris it was met by cheering crowds and bicyclists rode alongside. Flowers were thrown and the winners were toasted with champagne. Go back to the first page of the passport and read the “The Great Race Begins” and answer the following questions:

1 How many miles did the Thomas Flyer travel on land?

2 Over water?

Entering France
Stamp your passport here:

WORD SEARCH • Find the names of the cars that were in the race, they are listed on the previous page.

S	E	Z	A	C	Y	M	O	S	A	Z	W	X
M	I	C	L	Q	J	H	S	O	D	M	Q	C
T	G	Z	M	V	F	N	I	T	J	O	D	S
H	I	T	A	K	O	C	Z	O	G	T	K	E
O	R	B	O	I	S	N	F	R	B	O	M	G
X	F	Q	D	B	R	M	Q	P	I	B	X	O
I	B	E	S	H	V	E	Z	L	S	L	D	Q
L	D	J	Q	N	Z	X	N	H	V	O	E	Z
P	X	F	D	J	U	I	D	A	B	C	G	U
S	H	C	Q	O	S	M	Q	L	U	Z	B	N
U	V	A	M	B	T	Z	U	Y	P	D	L	S
R	S	H	F	M	G	D	J	J	O	Y	I	F
T	H	O	M	A	S	F	L	Y	E	R	H	N

Each team had a driver and a mechanic and...

each prepared their car for the journey in different ways.

- 1 **The German Protos** was the largest and weighed almost twice as much as cars today and could go 70 miles per hour.
- 2 **The Italian Zust** had a large red, white, and green Italian flag painted on its hood. The frame of the car was wrapped with cord and stuffed with wood to protect the steel from the cold.
- 3 **The French De Dion** was the best prepared. It had huge 37-inch wheels and the tires were studded with short steel spikes for driving in the snow. It even had a mast and sail, like found on a boat, to take advantage of the favorable winds on the plains.
- 4 **The French Motobloc** had a chest of drawers built on the back to hold spare parts and emergency equipment.
- 5 **The French Sizaire Naudin** was the smallest car. The team hoped it would not sink into the mud and snow since it was small and light. When it was loaded with supplies and equipment it weighed almost as much as the big Protos.
- 6 **The American Thomas Flyer** had a pair of foot-wide, two-inch thick, long wooden planks bolted to each side of the car. They could be used as tracks in the mud and snow or as a bridge over streams. Holes were cut in the floorboard to let the heat from the engine warm the driver's feet. An American flag was carried with the car during the entire race.

Some facts about the Thomas Flyer.

A key is used to start a car today. In 1908, cars, including the Thomas Flyer, were started by turning the crank on the front of the car. A person would need to be very strong to turn the crank. Like many cars in 1908, a chain was used to run the car. The engine sent power to the chain. The chain pulled the rear tires to move the car. Special leather fenders were made for the Thomas Flyer for the race. Without fenders, the wheels would splash mud, snow and dirt onto the car and crew. When the Thomas Flyer was sailing from the United States to Japan, the crew on the ship removed the leather fenders and used the leather to put new soles on their shoes. The ship's carpenter replaced the missing leather with canvas used to make sails for the ship. When the Thomas Flyer was traveling through Russia, a pigeon crashed into the left headlight, smashing the lens, leaving only one headlight working.

