

In the **REO SPECIAL** both hands are free to drive. It has a left-hand steering wheel, and a right-hand change-speed lever. The latter is mounted in the centre of the car, close to the seat, just where the driver can reach it without bending. There are no other levers. The clutch and service brake are operated by one pedal with the left foot, while the emergency is the right pedal. The car can be brought to a stop without taking one hand from the steering wheel. This arrangement does away with side levers and permits free access to the driver's seat from either side of the car.

#### Comfort

The REO SPECIAL will run smoothly. A 112-inch wheel base, big 34 x 4-inch tires, longer and flatter rear springs, wider and roomier tonneau, and more foot room in front, will make for more touring comfort and longer wear in city use.

The lines of the **REO SPECIAL** will be more graceful than ever. The straight-line body, the gentle sweeping lines of the sides and doors, the well shaped fenders-all are in harmony with each. other, and with the general contour of the car. There are no unpleasing angles-no projecting handles-no unsightly boxes-nothing to mar the symmetry and elegance of this beautiful car.

#### Construction

The **REO** chassis and the motor will be much the same as in 1911. The construction that stood the strain of that gruelling cross-continent trip through sand and mud-over good roads and bad. early in 1911, when the REO ran from New York to San Francisco in 10 days, 15 hours, 13 minutes,

REO prestige. They are the 4-cylinder, cast in pairs, 4 x 41/2-inch type, developing 30 horsepower, built in our own factory at St. Catharines.

The general construction of chassis could not be made more durable. We have made some small changes, however. For instance, the running-board has been strengthened by using three supports in place of two. These supports are of channel steel, run under the board and tied across, making sagging or dipping impossible.

### Other New Features

Sextette windshiela and ventilators in dash to keep fore-door compartment cool. Demountable rims. Timkin bearings at gears and high-duty roller bearings at wheels. Full floating differential gears and semi-floating rear axle. Read over the specifications.

# Reo "30" Touring Car and Torpedo Roadster

Every part which enters into the construction of the REO is the best obtainable. The Motors, Transmissions, Axles, Radiators, Hoods, Fans and Steering Gears-all are made in our own plant at St. Catharines.

Coming directly under our own supervision and rigid inspection, each part is built as perfectly and economically as possible. There are no parts makers' profits to add to the cost of the REO. And what is of vastly more importance-the parts are made to exactly fit the design of the car, and for that reason work better and smoother-and last longer.»

The 1911 Thirty Touring Car and Roadster have consequently met with such general approval that the 1912 models will not be changed in essential design.

The 1912 REO "30" Touring Car will, however, be a more beautiful car, and it will be fully equipped.

The Torpedo Roadster will have the same design that made it a favorite in 1911, and full equipment.



GASOLINE CAPACITY-12 Imperial gallons.

12 Imperial gallons WATER CAPACITY-3 1-2 gallons.

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## Specifications of the Reo "Thirty" Touring Car and Torpedo Roadster FRAME-Pressed steel. SPRINGS-Front. half elliptic; rear, three-

THE REO MOTOR CAR COMPANY OF

quarter elliptic. . AXLES-Front, I-beam drop-forged, Timkin

Fore-Door Touring Car with Top and Windshield, \$1,350

ALLES—Front, 1-beam drop-lorged, Timkin roller-bearing spindle. Rear, tubular, semi-floating, Timkin roller-bearings at gear, high-duty roller bearings at wheel.
WHEELS—34-inch.
TIRES—34 in. x 3½ in. Dunlop or Goodyear quick detachable, with Goodyear rims.
WHEEL-BASE—108-inch.
ENGINE—Vertical four outledge part in prime

Reo "Thirty" 1912

ENGINE-Vertical, four-cylinder. cast in pairs, 4-inch x 4 ½-inch. HORSE-POWER-30.

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COOLING SYSTEM-Water-jackets, tubular radiator in honeycomb pattern, direct to exhaust valves. VALVES-Mechanically operated and protect-

CARBURETOR-Automatic, with hot-air in-IGNITION-Low-tension magneto, with auxil-

tary batteries, jump spark. CONTROL-Spark and throttle on steering-

post, with foot accelerator. TRANSMISSION—Selective swinging type. GEAR CHANGES—Three forward and reverse. DRIVE—Shaft, universal joints, encased in oil.

CLUTCH—Multiple-disc, with positive release. BRAKES—Two on rear wheel, internal and ex-ternal; 14-inch diameter drums. LUBRICATION—Automatic force feed, return

GASOLINE CAPACITY-12 Imperial gallons.

WATER CAPACITY-3 ½ gallons. STEERING-Gear and sector. EQUIPMENT-Three oil lamps, two gas lamps. generator, horn, complete tool and tire out-fit. Silk mohair top with side curtains and slip cover. Automatic windsheld

slip cover. Automatic windshield. PASSENGER CAPACITY-Touring Car. five;