

Tom Marshall's Weekly News, April 11, 2005

Model 71 and Trip to Devon, 1946: I'm sure my lack of mechanical talent disappointed my father, and my ability to operate a Stanley, in 1946 at least, left much to be desired. Hyde Ballard and Dick French completed the first "early" restoration of our Model 71 about the time I returned home from the service in August of that year, and about a month later my dad entrusted me to drive this beauty to the AACA Fall Meet at Devon, 30 miles from Yorklyn. I was alone in the car, but my dad was ahead in his 1912 Model 63 (now owned by Bob Parke), and Roy Bengel was behind in our Model 76. We made it okay for the first half mile, and then Roy's pilot went out. I knew he had stopped to light it but thought I would go back to assist. I had heard my father say Stanleys would run as fast backward as forward, so I decided to save some time. When I was about halfway back to where Roy was stopped, I completely lost control, and the 71 veered sharply right and then left in rapid order. The car shot back and off the road toward the creek in a wooded area. I was helpless until the car and I finally came to a stop. I had narrowly missed several trees, and there was not a scratch on the new paint. In looking the car over, however, Roy noticed the tie rod on the steering had a 30-degree bend (it's supposed to be straight), causing the front wheels to be bowed out about three inches or more. I remember he sat on the ground, pushed on the bent rod with his foot, and brought it back nearly straight, good enough for us to proceed. My father wondered where we were and turned around and came back. He wisely decided he should ride with me to Devon and back, saying that he couldn't keep the pilot going on the Model 63, but the real reason was obvious. We had a fine day from then on but traveled only in a forward direction.