

Tom Marshall's Weekly News, August 8, 2005

The New England Glidden Tour of 1947: Our Glidden Tour adventures began in the middle of September, 1947, when we left Yorklyn in the Model 71 and the 735. Both cars had new paint jobs and had been mechanically restored by my father. I started out in the 735 and my dad in the 71, but as the weather got colder, we switched, as the 71 had no front doors. C. E. Simmons of Washington, D.C., and Ralph Willis of Penns Grove, New Jersey, were our passengers, and Roy Bengel went as far as the starting point in Hartford, Connecticut, and came home on the train. We had an initial banquet in a hotel in Hartford (we took a day and a half to get there), and drove up the Connecticut Valley to Brattleboro, Vermont, then northeast across New Hampshire to Concord, the first night's stop. There had never been anything like this in New England before.

Town after town released the kids from school so they could see the cavalcade of cars go by. In Brattleboro, the sidewalks were lined three or four deep. That night at Concord, Clarence Huggins, the Buick dealer there and an old car collector himself, allowed our cars to be stored overnight in his garage and shop. The public was informed that they could walk through and view the cars. It soon became necessary to rope off the cars, and the long lines continued until after 10 P.M. With cold and somewhat wet weather, we proceeded to Intervale on the southeast side of the White Mountains and stayed there either two or three nights at a guest house. Staying at the same place were Floyd Clymer and his wife; he was already famous for his motor scrapbooks, so helpful and interesting to our hobby in the early years. Rod Blood, famous for his early Packards, was also at the guest house. We enjoyed our illustrious company. From Intervale, we went to the famous old Wentworth by the Sea near Portsmouth, New Hampshire, and the last day to Newport, Rhode Island, via Boston and a police escort. The 71 won either the second or third prize on a formula for the oldest car driven the longest distance to the start of the tour. I think a Model A Ford from the Midwest was first. The two-day trip home from Newport was routine and uneventful, but it had been a great 10 days! I was learning to drive a Stanley, but the operator was in the other car.