

Tom Marshall's Weekly News, January 7, 2013

Local Owners of Stanley "Steamers" since World War II: In addition to my father and myself, I have come up with 21 men from the local area who have owned steam cars during the "collection" period.

First of all, those living today and their cars are: Jay Williams – 1910 Model 60, Steve Jensen – 1911 Model 62, Eugene and Gerhard Maute – 1909 Model E-2 (plus a parts car), Bill Rule – 1940 Packard conversion, George Knox – 1924 Model 750 touring, Bob Wilhelm – 1918 Model 735 touring, Bill Schwoebel – 1907 Model H-5, Bob Parke – 1912 Model 63, and Andrew Parke – 1913 Model 77 touring. Of these cars, Bob Wilhelm and Steve Jensen are regularly on the road, and Jay Williams, Bill Rule, and Bill Schwoebel are moving rapidly toward having operating steamers. Jay's car was inherited from his father, a well-known "steam man" in North Jersey; Steve Jensen bought his car in northern New England about 2010; Bill Rule bought his ex-Packard from me about 2000; Bob Wilhelm bought his Stanley from Marvin Klair, also about 2000; and Bill Schwoebel bought his "Gentleman's Speedy Roadster" from George Hughes in 2011. The Maute boys, George Knox, and the Parkes have made little effort to get their cars operable in recent years.

Local people who have lost interest or who have passed on are: Bob Way (dec.) – 1919 Model 735 4-passenger touring, Harvey Booth (dec.) – 1930-era Lincoln conversion, Linneus Hoopes – 1920 Model 735 touring, Henry E. I. du Pont – 1913 Model 77 touring, E. Paul du Pont Jr. (dec.) – 1912 Model 73, Richard "Jerry" Riegel – 1909 Model R, Weldin Stumpf (dec.) – 1913 Model 77, Marvin Klair (dec.) – 1918 Model 735, Frank Springer – 1923 Model 740 sedan, Leroy Benge (dec.) – 1915 Model 720 touring, Eugene Matlusky (dec.) – 1907 Model H-5, and Gerald M. Brady – 1921 Model 735 Brougham. During their ownership, Way, Stumpf, Klair, Springer, and Benge ran their steamers on a regular basis and enjoyed them on steam car tours and local trips. Way, Stumpf, and Benge used their Stanleys on one or more Glidden Tour Revivals. Weldin Stumpf left his Model 77 to his grandson, Andrew Parke, and Bob Wilhelm bought the Marvin Klair car. Bill Rule's Packard conversion was originally done by my father in 1941–42. The Henry du Pont and the Riegel Stanleys were sold and bought back from these owners by my father after very short ownership, and du Pont's Model 77 became the Stumpf-Parke car. My father bought Paul du Pont Jr.'s Model 73 before it left the area.

The Stanleys owned by Bob Way, Jerry Riegel, Roy Benge, Gerry Brady, Gene Matlusky, and Frank Springer have been sold outside the local area, and we understand the George Knox Model 750 is for sale. I don't know the disposition of the Hoopes and Booth cars.

These homely "Weekly News Stories" began in February 2005, and there are now more than 400 of them. For fear of the "well running dry," some of the best stories of the past will be repeated in 2013, along with a few new thoughts that come along.