

Tom Marshall's Weekly News, November 26, 2007

A Guest House at Intervale: This may be of some interest to antique car collectors of long standing. The second Glidden Tour Revival in late September 1947 went through New England from Hartford, Connecticut, to Newport, Rhode Island, via New Hampshire's White Mountains, Portsmouth, New Hampshire, and Boston. It was the first "Glidden" in which my father and I participated, and we drove the newly restored Stanley Models 71 and 735. It was a new touring adventure for both of us, as it was for most of the tour participants.

Our passengers were Clyde E. Simmons (1880–1979) of Washington, D.C., and Ralph P. Willis (1882–1981) of Penns Grove, New Jersey. As you can see, both lived to be 99. Simmons was interested in steamers and later owned at least two Model 740s and half interest in a Doble. Willis was an old trapshooting friend. Roy Bengel (see the *News* of 10/22/07) went with us for two days, coming home on the train from Hartford, the starting point of the tour itself. Although Roy and I started out in the 735 and the other three in the 71, the cold weather soon reversed things so that my father and Willis were in the 735 and Simmons and I in the 71, and so it remained for most of the tour and for the trip home from Newport. The cold weather stayed with us as well.

The New England Inn at Intervale, just southeast of the Presidential Range of the White Mountains, was tour headquarters for the three nights we were there. The inn was small, however, and some tour members stayed at guest houses and small boarding houses within a few miles of the central location. We stayed at a guest house that had about six rooms of varying sizes. The four in our party stayed in one large room with four beds. Rod Blood of suburban Boston, the hobby's best-known early Packard collector, stayed in a small single room. Mr. and Mrs. Floyd Clymer of Los Angeles, he the publisher of those great early Historical Motor Scrapbooks, had a room. George Monreau and Jimmy Kyle, both ex-employees of the Stanley Motor Carriage Company, had another room. Blood had a 1912 seven-passenger Packard Six touring, and Monreau, who was with the tour for a couple of days, had his 1913 Model 65 Stanley named McGee. In the evening, we sat around the fire and exchanged stories. What a great experience for a 23-year-old who liked Stanleys and antique cars in general! It was almost like Longfellow's *Tales of a Wayside Inn*.

I remember particularly Floyd Clymer telling us of becoming an automobile dealer in 1906 at the age of 11. His father was a doctor in Berthoud, Colorado, and although Floyd never sold Stanleys, he rode many times in the Mountain Wagons from Loveland to Estes Park and said F. O. Stanley befriended him on several occasions. George Monreau, still working for Fred Marriott at the time, and Jimmy Kyle told of the final years they worked at the Stanley factory.

On one of the days at Intervale, we drove to the Mount Washington Motor Road and parked at the bottom while time trials were in progress on the mountain. "Cannonball" Baker, working for Nash Motors in 1947, was trying for record time on the 8-mile ascent in a stock car. As I recall, his time was something like 25 minutes. F. E. Stanley went up the mountain road in 1905 in just over 22 minutes! Following our stay at Intervale, we drove to the tour's end at Newport, Rhode Island, and then home. We had made 1,200 miles with each car and had had no trouble.