

Tom Marshall's Weekly News, May 4, 2009

A Major Restoration, Our 1914 Stanley Model 607: At the end of October 1946, I arranged to purchase our Model 607 from Donald H. Randall of Randolph, Massachusetts, for \$500 and to pick it up in early December. It was the first Stanley I ever owned. It was an excellent original car, with everything good except the burner that had been cracked and discarded. My father said he would build up a burner for me and not having a 20-inch grate, correct for this model, he used a 23-inch and pulled in the sides to fit the boiler. Although slightly modified in 1949, this oversized burner worked very well, and I often averaged 14 or 15 M.P.G. on kerosene, the best mileage I have witnessed on any Stanley.

Years ago, the late Paul Bourdon told me he had owned this car, presumably in the 1930s. Through the kindness of Tim Martin, I have learned that the original owner was George Shorey of Lyndonville, Vermont, probably followed by Scott Farnum, also of Lyndonville, who had it registered in 1921. I don't know whether Bourdon used it during his ownership, but Mrs. Randall, mother of D. Howard Randall (of the Stanley Museum Board of Trustees), drove it for daily transportation during World War II. In any event, in 1946 only 12,000 miles showed on the odometer, the original leather looked perfect, the nickel plating was deteriorating, and the five original lamps were in fair condition. In those years, tires were a problem, as no new tires were available. Raymond Noznesky of Kennett Square bought a 1912 (or '13) Model 25 Buick from Mr. Randall at the same time, and Eddie Malin was hired by Raymond to go with us in my father's '37 Packard Twelve, still in the Friends of Auburn Heights Preserve collection, to Randolph to drive it home, as I was driving my newly acquired Stanley. My father would follow "back-up" in the big Packard.

In the first week of December, we stayed for two or three days in an old hotel in Brockton, Massachusetts, and an early winter cold spell where the temperature remained well below freezing made it difficult readying the cars for the 400-mile trip to Kennett Square and Yorklyn. They were stored in a carriage barn with dirt floor in the back yard of the Randalls' large home. It was late one afternoon when we were finally ready to leave, so we drove only to Wellesley, probably 25 miles, as the thermometer reached the low 30s. The cold snap was moderating! The next night, we stopped at the Outpost Inn at Ridgefield, Connecticut, a favorite lodging place of my father, and the third day we crossed the Bear Mountain Bridge and followed Route 202 to West Chester, Pennsylvania, and then on home. The trip seemed uneventful, and I remember less of it than that made with our Mountain Wagon about six weeks before, when tire trouble caused us to stop for a few days in North Jersey as we came home and prepared new wheels and tires for the big "wagon." Having driven a Stanley less than 100 miles prior to these two one-way trips, I got experience on the road with 800 miles behind the wheels of two steamers.

For those who have owned a 10-horsepower Model 607, they have experienced a wonderful little car. Easy to steer and handle, these cars will do almost anything a larger 20-horsepower car can do with seemingly little effort. I drove mine about 9,000 miles between 1946 and 1954, and coming east on the Pennsylvania Turnpike on the '48 Glidden Tour, it was possible to hold 50 M.P.H. The Stanleys knew, however, that the small engine was built too light to carry four large passengers in the touring cars, so they geared them very low, 30 teeth on the engine gear to 56 teeth on the differential. Wanting more speed, I, like many owners, changed the engine, making it 40 to 56, which allowed for the higher speeds. But the extra stress of the high gear on these light engines soon caused problems, and I broke two wrist pins in 1949, one in May and one in late September on the Virginia Glidden Tour. Both times, it caused a cylinder head to blow out. With new wrist pins and more conservative driving habits, I had no more engine trouble, but 60 years later, Howard D. Johnson of Lemont, Illinois, can furnish a "beefing up" kit for these engines, which makes the 607 model and a few others very practical for modern driving. Having undergone a limited cosmetic restoration in 1949 and new leather and top more recently, our car is now completely apart for a complete restoration by FAHP volunteers.