

shot of the 1930s, always used a pump gun (for shooting singles). She looked awkward but obviously shot very well and became a member of Arthur Cuscaden's World Championship Squad when Bill Eldred dropped out in 1937.

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What We Do to Keep Running (Part 1 of 2): I have touched on problems with Stanley cars on long trips and how we dealt with them. The *Weekly News* of May 22, 2006, told of my trip to Woodstock, Vermont, and back in a newly restored 1912 Model 88 Mountain Wagon. Therefore, some of this is repetitious.

During World War II, my father was looking for a Mountain Wagon to add to his growing collection of Stanley cars. Lindley Bothwell of Canoga Park, California, one of the founders of the Horseless Carriage Club of America, had one. I wrote to him from the western Pacific to see if he might sell it to my father. He answered, saying it was not for sale but that if I could stop to see him on my way home from the Pacific, he would welcome a visit. That visit never worked out, and in 1946 my dad was successful in buying our present 1915 Mountain Wagon from George Monreau, grandfather of Brent Campbell. About 1958, he bought a second '15 Mountain Wagon (with the standard four seats instead of five) from James Melton. We had forgotten about the Bothwell "Wagon" in California.

In the early 1960s, a call came from an old Stanley friend in Indiana, Stanley Allred, who said he had a 1912 Mountain Wagon in his shop in rough condition and that its owner, a Mr. Herbst from Texas, did not want to spend what it would take to fix it up, so it was for sale. Sight unseen, my father bought it, and Allred delivered it to Yorklyn on his truck. What a sad "piece of junk" it was! The top was in shreds, the seats were damaged, the hood and fenders were beyond repair, and the wheels and rims were questionable. The engine was in the car, but the boiler and burner were junk. This was Lindley Bothwell's former Mountain Wagon. My father did not show his disappointment, and rough as it was, he was determined to restore it to running condition. The 1915 James Melton "Wagon" (a very nice one) was sold to Robert Chambers of Pittsburgh, along with a Doble coupe.

About 1965, my father got serious about restoring his 1912 Model 88 Mountain Wagon. A new hood and fenders were made, and a new boiler and burner were installed. He had a couple of extra Mountain Wagon seats that were substituted for the bad ones. He did a limited amount of engine work, but the engine was in reasonably good condition. Good 37 x 5 wheels and tires were installed. The original leather in the seats was deemed "good enough." Arrangements were made with Chuck Walls to make a new top, and painting would come after that. My father became ill before the car was fired up, and although he lived for 20 months, he never got back to his shop. In cold weather, I drove the car to Walls's shop about eight miles away, and he made the new top. After my dad's death, I drove it to Jack Wren's shop in West Grove, and he painted it green with red wheels and undercarriage. Originally this model carried only 25 gallons of water and 14 gallons of fuel in its tanks, both under the front seat. To increase range, I had water tanks made to fit under seats three and four (and tied them together) and used both the front-seat tanks for fuel. I had a satisfactory restoration for 1970, and the car ran well, although a lot of wear was evident in vital moving parts.

Tom Ackerman (1940-2010) agreed to accompany me on a trip to Woodstock, Vermont, and return in June 1970 to take part in one of the Veteran Motor Car Club's "Brass and Gas" tours at Laurance Rockefeller's new Woodstock Inn (the room rate was \$22 double). We used the "new" Mountain Wagon and got there and back on our own steam but had many unplanned experiences along the way, all having to do with the engine (to be continued).