

MAY 3, 2010 F.A.H.P. NEWS

Harbor Island in San Diego: Millard Newman's Transcontinental Reliability Tour of 1972 was advertised from "Montreal to Tijuana" but it actually ended on Harbor Island in San Diego on July 16. We drove to and from Tijuana the last day. We were members of the Tour with our 1912 Stanley Model 87. It was the culmination (with a perfect score) of the greatest tour of my life in an antique car. From Harbor Island the car was driven over the road back to Auburn Heights, and when it arrived on August 9, it had covered 8,328 miles on its own power since June 13, had evaporated 12,500 gallons of water, and burned 1,250 gallons of kerosene.

Harbor Island was a scenic place with two Sheraton Inns in 1972. We stayed in one of them and had our final banquet overlooking the harbor. The U.S. Navy's North Island Navy Yard and Naval Air Station were directly opposite our Inn. Tied up and in moth balls within full sight was the Cruiser "Bunker Hill", which had an illustrious history in the South Pacific during World War II. Howard Henry of North East, MD, on the Tour with his wife Judy in their 1913 Packard, had served as paymaster on the "Bunker Hill" nearly 30 years before.

There had been only 21 cars on our "Trans-Con" tour of cars made before 1915, and all of them completed the trip, some with no trouble, and some with a lot of trouble. Like a successful athletic team, everyone was pulling for everyone else to make it. Since ours was the only steamer, we had more than our share of well-wishers. We said "good-by" with heavy hearts, but thinking we would meet again on similar tours. Although I went on three subsequent "Trans-Cons" with the Model 87, there was never another quite like that first one (See Weekly News editions of 1/2/06, 3/20/06, and 5/8/06).

About 35 members of F.A.H.P. attended the 38th annual Point-to-Point event at Winterthur yesterday. On an unseasonably hot day, we had 12 Stanleys and 2 Packards on the grounds there, all driven over the road except our 1902 Stick Seat Runabout. Our members, in appropriate costume, enhanced the display of our cars, and those who visited of the total 13,000 who attended the affair were favorably impressed. In advance, we had understood that there would be a parade of the Rolls Royces and of the Stanleys, but we didn't know what to expect. It turned out to be a private parade through the gardens and lanes of Winterthur, most spectacular in their spring splendor. We know Greg Landrey, a Winterthur official who is also vice president and chairman of the Collections Committee of FAHP, was instrumental in arranging this for our benefit. Dan and Dorothy Boxler of the Country Butcher in Kennett Square provided gourmet lunches for our group, and Rose Ann Hoover reported that we consumed 4 gallons of ice tea, 2-1/2 gallons of lemonade, 1-1/2 cases of bottled water, and over 2 gallons of coffee. The Boxlers provided a 100th birthday cake for our Model 71, with an accurate likeness of the car in the icing on top of the huge cake, not only spectacular, but delicious as well. Aaron Nathans, a feature writer for the News Journal papers, not only wrote up the Point-to-Point event for his paper, but added a special article alongside describing our Stanleys and the part they played in the overall success.

On Saturday, May 1, another warm day, Our Models 76 and 735 Stanleys were taken by six volunteers to Old Dover Days, where they gave rides to 150 people around Woodburn, the Governor's House.

I want to thank and congratulate everyone who made our weekend successful, not only those who took part Saturday and Sunday, but those who helped us prepare the cars, food, and other details. With a new flyer prepared by Susan Randolph, we hope to track how our visitors hear of us prior to coming to Auburn Heights for our "Steamin' Days".

It's very appropriate at this time to thank the mechanical volunteers who took responsibility for preparing Model 607 parts for repainting, a long and tedious process, and for moving ahead, right on schedule, with burner work and re-assembly of the car's frame. It is time to bring the paint shop into the picture, to determine whether the parts are ready to be transferred there, and final selection of paint colors, etc. The rebuilt gauges are back from England, and the nickel plating is ready for pick-up. We will need to check on the hydraulic brake kit from Bob Barrett, and Jim Personti still has to undertake the engine rebuilding. A great job, everyone! Rear axle work continues on the Rauch & Lang, and Jim Sank's "Diesel" has been successfully tested on the Auburn Valley R.R. Anne Cleary is having an Events Committee meeting on May 11 at 7:00 in the F.A.H.P. office.

The Delaware Historical Society has extended an invitation to members of FAHP to attend a reception at the Delaware History Museum, 5th & Market Streets in Wilmington, to celebrate the opening of a special exhibit "Almost as Fast as Birds Can Fly", centered around the restoration of their Jackson & Sharp wooden passenger car from the late 19th century. The time is from 5:30 to 7:00 on Friday, May 7. The exhibit will be open to the public starting on May 8.

Our first charter event is scheduled for Saturday, May 15, and is a birthday party for approximately 40 people. We need a skeleton crew to open the museum, run one of the Stanleys, and operate one train. Dan Citron is handling the details concerning the house, where the party will take place in the sun porch, the open porch, and the adjoining patio. The time is 12 noon to 2 P.M. If you can help that day, please let Susan know.

We also need volunteers starting Thursday night to paint new partition walls inside the Museum, and also paint the wall behind a part of the electric trains. If four or five volunteers come forth, this can probably be finished in two sessions. Susan promises her home-made cookies in full payment. Please let her know if you can help.

Tom