

## Tom Marshall's Weekly News, November 21, 2005

**Restoring a 1912 Model 88 Mountain Wagon:** A 1912 Model 88 12-passenger Mountain Wagon was perhaps the roughest car we ever restored here. We first knew of this car when it was owned by Lindley Bothwell of Canoga Park, California, near Los Angeles, during World War II. Bothwell was one of the founders of the Horseless Carriage Club of America. I had hoped to stop and see this "wagon" on my way home from the Pacific in 1946, but I came through San Francisco, not Los Angeles, and was anxious to get home. About 1960, Bothwell finally sold this car to John Herbst of Texas, who sent it to our old friend Stanley Allred of Huntington, Indiana, for restoration. When Allred told Herbst what it might cost to get it running, etc., the owner asked Stanley if he could sell it for him. My father bought it sight unseen, and Allred delivered it here on a truck. What a sad sight it was!

The top was in shreds, the fenders rusted through, the seats badly damaged, the hood rusted out, and all the working parts showed lots of wear. Today, however, collectors would think this a rare find, as it *was* a wood-frame Mountain Wagon. My dad put the project on the back burner, but he did have new fenders made by the Wendling Brothers and installed a new 25-inch boiler (the original size was 26 inches) and built up a new 26-inch burner. Soon he became ill and asked me to arrange for Chuck Walls to make and install a new top. With a minimum of mechanical work on my part, I drove the car to Walls's shop near Price's Corner, about 8 miles away, and the work was done in short order.

On a cold day, I drove it home again but barely made it as the burner was backfiring so badly. I discovered the branch fork nut on the hot end of the vaporizer had never been tightened! Again, the car sat here with no paint (the fenders were primed), and my father passed away. I drove it to West Grove, Pennsylvania, where Jack Wren, a sign painter, had agreed to paint and stripe it. He painted it green, with red wheels and black fenders, as I already had a red Mountain Wagon (the 15-passenger still here). I prepared to drive it to a Brass and Gas tour at Woodstock, Vermont, in June 1970 and invited Tom Ackerman of Waretown, New Jersey, to go with me. In 1980, this Mountain Wagon was bought by Charles DelMarco, in 1983 by Bob Reilly, and in 1984 by Allen Blazick, who still owns it.