

'56 V-8 two-tone Dodge with a lot of power. With power steering and a good automatic transmission, it was an easy car to manage, but it was the last car my mother drove. Weldin Stumpf bought this car and drove it to work for several years. In 1970, I selected a small Buick Skylark sedan with a 350-cubic-inch V-8 engine for her, and several of her female friends, as well as Cliffey, loved to take her around in this car, as it was so easy to handle. In 1978, I totaled the little Buick on the Kennedy Turnpike near Christiana Mall, being in the middle of a chain-reaction accident with seven cars involved. It had 26,000 miles on its odometer.

Tom Marshall's Weekly News, January 12, 2009

Frank H. Gardner (1920–2004): I first met Frank and his wife, Eloise (Weezie), in October 1946, when my father took delivery of our 1915 Mountain Wagon from George Monreau, grandfather of Brent Campbell. From that time until his death, I considered him one of my very best friends. Frank and Weezie drove from their home in West Newton to Cochituate, Massachusetts, residence of George Monreau, in Frank's 1918 Franklin touring car to give us a good send off for the 400-mile trip back to Yorklyn.

As a teenager, Frank had developed an interest in antique cars, his favorites being Stanleys, Franklins, and Packards, of which he eventually owned several. His first Stanley was a 1913 Model 65, 10-horsepower touring car, bought before World War II. He served in the Pacific Theater during the war, and upon his return in 1945, he married Eloise Woodward. They had met during summer vacations on Cape Cod. They raised four daughters and one son, but sadness struck about 1974 when their youngest daughter, Barbara, was killed watching a parade in Mexico, where she was attending college.

Having found an exceptionally nice Stanley 20-horsepower touring car of 1912, Frank sold his first Stanley to Jim Keith in 1947 (this car is presently owned by the Swigart Museum) and proceeded with the complete restoration of his new find. When he and two others (Stanley Ellis and Ed Pamphilon) hosted a steam car tour in the suburbs of Boston in 1951, Frank had his 20-horsepower Stanley chassis running, minus the four-passenger body, and run it did! He could not resist leaving the rest of us behind in his steam.

A few months later and before the restoration was complete, however, tragedy struck the Gardner family. In early summer, 1952, on Cape Cod, the whole family came down with polio (this was about three years before discovery of the miraculous Salk vaccine). Frank's brother died within 48 hours. Weezie was not paralyzed but has had to favor a weak back from that time on. The three girls (two of their children had not yet been born) had light cases with no long-term effects. Frank was completely paralyzed from the waist down. He could have thrown in the towel but instead led an exemplary life, giving in to nothing as he pursued his church activities, his non-profit interests, and his antique cars. He loved to drive, and drive them he did, with hand controls making possible the elimination of foot pedals. Weezie was always supportive and at his side.

On his 1912 Model 74 Stanley, his good friend Calvin Holmes, who had worked at the Stanley factory, did a beautiful job in finishing the restoration and working out the driving system for Frank. Unlike most of us, Frank could not jump out to re-light the pilot when it went out. Cal Holmes developed a very satisfactory propane pilot with an electric igniter, and a later improvement by another friend, the talented Ole Vikre, had a dash gauge that told when the pilot was out. Frank drove his Stanley for 40 years with great enjoyment and satisfaction, keeping it in pristine condition. Many times he took part in steam car tours in our part of the country as well as in New England. In 1994, realizing his strength was waning, he sold the Stanley to Brent Campbell, who still treasures it as one of his nicest cars. In the 1970s, Frank also owned a Stanley Model F touring of 1906 that had been restored by Roland Dunkelberger, but after a few years, he sold it to Jim Hancock. It was like the new Model F Frank's grandfather had owned 70 years before.

Frank also treasured his Packards, most notable of which were a huge 1915 Straight Six seven-passenger touring and a 1929 Model 633 seven-passenger touring, in which he and Weezie enjoyed many miles of touring. In his later years, he treasured his collection of Franklins, all of which were equipped with hand controls and most with overdrive transmissions or rear ends. Annually he attended the Franklin Trek at Cazenovia, New York. Frank was president of Boston's Museum of Transportation for 10 years and oversaw its expansion into a downtown facility next to the Boston's Children's Museum. He and Weezie attended Trinity Church on Copley Square in Boston, possibly the oldest and largest Episcopal church in New England, where he held several positions of responsibility.

I was privileged to visit many times at the Gardner home on Prince Street in West Newton, and Ruth was with me on several of these visits. They also stayed at Auburn Heights on many occasions. Once at their home the