

## Tom Marshall's Weekly News, May 10, 2010

**Another Great Trip, 1982:** The fifth Transcontinental Reliability Tour (and my third) for cars made in 1914 and before began at the Lodge at Pebble Beach (California) and ended at Jekyll Island, Georgia. Again I attempted it with our 1912 Stanley Model 87, with stronger rims from those that failed in 1979, a new rear axle made by Frank Cooke, and Yamaha Motorcycle hydraulic disc brakes on the front wheels to help us down the mountains. My passengers were Lindsay Greenplate from Pebble Beach to Reno, and Bob Reilly from Reno to Jekyll Island and on to Yorklyn. Our car was shipped, along with three others, from Aiken, Maryland, to Pacific Grove, California, only 3 miles from Pebble Beach. Brent Campbell was along with a Stanley he had built for long trips (a great-running car) and numerous friends and passengers who accompanied him for portions of the long trip. Following was Brent's motor home pulling his trailer, which proved to be a savior for us when we broke down near Holly, Colorado.

Anthony and Ollie Rippo from the Los Angeles area, he an old friend from Army days, joined us for two nights at Pebble Beach before our send-off near the 18<sup>th</sup> green at the famous golf club. The first day Lindsay and I drove the 125 miles to San Francisco, and two days later we crossed the Bay Bridge to Oakland to begin the eastward journey. At our first water stop near Alameda, I noticed steam showing around the hood, and investigation indicated a leak in the shell of the boiler. With the whole continent ahead of us, we had a leaky boiler! Reducing the steam pressure to 400# (normal would be 500#–550#), we made it across the San Joaquin Valley to Sonora at the southern end of the Mother Lode Gold Rush country, an interesting tourist town. That evening I worked until 11:30 “band-aiding” the leak (under the piano wire winding around the boiler shell) with the hope the leak would be reduced enough for us to continue the trip. Keeping the pressure at 400# maximum, we climbed the next day through Yosemite National Park to the East entrance at Tioga Pass, 9,945 feet in elevation. Dropping over 3,000 feet in 12 miles to Lee Vining, we finished the day at Bridgeport, California, and the next day we reached Reno. Again I patched the leak with circumferential bands holding the packing material in place. Bob Reilly flew in, and Lindsay Greenplate flew out, and again the tour headed eastward.

It was rainy and the temperature below 50 degrees as we followed the old Pony Express route of 1860–61. Austin and Eureka, Nevada, were little changed from the 19<sup>th</sup> century. The floor of our motel in Austin was built parallel to the street, but the street had a 5% grade all the way through town. When you got out of bed, it was easy to slide to the bathroom. Ely, Nevada, was more prosperous, and our eastward trek then took us through Delta and Green River in Utah. Finally we arrived in Grand Junction, Colorado, in time for the July Fourth Parade in which the 40 or so cars on our tour participated. The day that followed was a most spectacular one as we climbed from Ouray, Colorado, to Silverton over the “Million Dollar Highway” and then descended to Durango after going over an 11,000-foot-high pass. At Durango, Charlie Bradshaw, new owner of the Durango & Silverton Narrow Gauge Railroad, ran a special train for our group the full length of the line (Charlie participated in several subsequent “Trans-Cons” in his 1914 Cadillac). Brent Campbell and Martha Lang did not go, as they spent the day addressing wedding invitations to that special event that took place in August 1982. (to be continued in a future *Weekly News*)