

Part One: Mrs. Pauline B. Snook's Reflections on the 1953 Revival AAA Glidden Tour®

Compiled by Howard Edson and Tracy Leshner

Editor's note: This 1915 Dodge Brothers Touring, owned by Howard and Joan Edson of Pine Grove, California, has a history with the Revival AAA Glidden Tour® that can be traced back over 70 years. This tale is too good not to share with our members. It begins with a letter written to Howard and Joan from Gordon Snook, Pauline Snook's son. The original article series appeared in the 2023 Dodge Brothers Club News issues. The materials have been reformatted for the VMCCA Bulb Horn.



November 8, 2015

Dear Howard and Joan,

In *The Automobilst*, which was the magazine for the Automobilsts of the Upper Hudson Valley Club, my mother's chronicle of our travels during the 1953 Glidden Tour appeared. Reading her article brought back some memories. I do recall the traffic snarl in Cleveland. Other events that she wrote about, I have forgotten about. Sixty-two years have passed!

I have no memory of the police officer giving me a parking ticket nor of the rain at Greenfield Village that year. What I do remember about Greenfield Village were the trees and wide lawns with well-restored/preserved historic buildings which housed different types of hand-manufacturing processes plus a building containing some very early steam locomotives, where hardwood flooring came right up to the edge of the track. I also remember the General Motors sponsored lunch buffet on a patio facing the lake and the Grosse Pointe Yacht Club. It was the most lavish food I had ever seen in my life! Chrysler sponsored an evening banquet at a downtown Detroit hotel.

This information may be of interest to you and it is something to provide provenance for the Dodge.

Also enclosed is a Greenfield Village Program, which lists the Glidden Tour participants and the Great Lakes Region cars also at Greenfield Village that day.

Best wishes,
Gordon Snook

Old Car Festival

GREENFIELD VILLAGE
Dearborn, Michigan



Combined with the

Famous Glidden Tour

SATURDAY, SEPTEMBER 19, 1953

289. Dodge '15 T
Mrs. Pauline B. Snook,
Schodack Center, N. Y.
290. White '09 Toy Tonneau
Dr. Geo. E. Shafer,
San Bernardino, Cal.
291. Cadillac '13 T
Horace A. Clarkson,





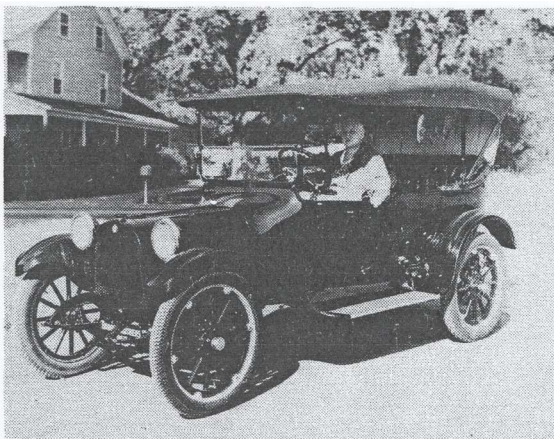
Area Woman To Be In Tour With 1915 Car

By KEITH MARVIN

With a turn of a shiny ignition key, a whirl of a starting mechanism and quiet, dignified putter of a completely revamped four cylinder motor, the Troy area's two representatives to the 1953 Glidden Tour departed from Schodack Center this morning in a 38-year-old touring car.

Mrs. Pauline B. Snook and her son, Gordon, left their home about 10 a.m., bound for some point between Rochester and Buffalo tonight in the 1915 Dodge Touring-Car which has been completely restored to new-car condition for the occasion. From there they will proceed tomorrow morning to the New York-Pennsylvania line where they will be escorted across the tip of that state in a convoy of other antique cars by the Pennsylvania State Police to the Ohio state line. They will arrive in Cleveland Sunday and from that city the tour of approximately 340 antique automobiles will proceed to Toledo for a golden anniversary celebration by the Willys-Overland Motor Car Co., and then to Dearborn, Mich., where the motorists will be the guests of the Ford Motor Co., for a similar celebration.

This year's Glidden Tour is being held under the supervision of the Antique Automobile Club of America and will be personally supervised by James Melton, well-known singer and antique car enthusiast and M. Jerry Duryea, son of the late Charles M. Duryea, who marketed the first American automobile to go on sale.



Show a letter PIC-12

PRIZE WINNER - Mrs. Pauline B. Snook is shown seated in her prize winning 1915 Dodge Touring-Car, described in more detail in the accompanying article, "Reflections on the Glidden Tour." This car, which was acquired in dubious condition in May, 1952 from Member Lowell H. Gypson, Sr., was completely restored to original condition by Mrs. Snook's husband, Member Frank E. Snook, and was taken on the 1953 Glidden Tour by Mrs. Snook and son, Gordon F. Snook, also a charter member of the AAUV. The car is a duplicate of the original car owned by Mr. Snook's family. He is currently engaged in restoring a 1921 Dodge Touring-Car, which was Mrs. Snook's first car.

On pages 30 and 31, (left to right) various artifacts from the 1953 Revival AAA Glidden Tour® and a Western New York newspaper helped to tell the story of Mrs. Pauline Snook's 1915 Dodge Brothers Touring car. The Times Record published an article about Mrs. Snook on September 11, 1953.



Reflections on the Glidden Tour.

by PAULINE B. SNOOK

(NOTE:- Mrs. Pauline B. Snook participated in the 1953 Glidden Tour in a 1915 Dodge Touring-Car recently restored for that occasion by her husband. The AUHV is justifiably proud of Mrs. Snook, who won a blue ribbon on the tour, and who has kindly consented to give THE AUTOMOBILIST her reflections after returning from the Schödaack Center to Michigan and back run.)

For some time before the official announcement, rumors indicated that in 1953 all roads would lead to Detroit for the eighth annual revival of the Glidden Tours. Three AUHV Charter Members in one family unanimously agreed that their entry should be an automobile that had been made in Detroit. It was further agreed that it should be a duplicate of the only car ever owned by the parents of a mechanic who was to restore it. The search for the Snook family car began in earnest. (That is an article for a future edition.) The mutilated body resulted in buying another '15 Dodge in extremely rough condition. (The total restoration again is a story in itself.)

After more than one year of patient, persistent, painstaking effort by my husband, the car was restored to mint condition. This included many miles of travel in search of leather for re-upholstering and top material and equally important to find a man who could efficiently duplicate the entire job in precise detail. After that, some seven months later, another mountain faced us: an enamel paint job!

The Glidden Tour entry form had gone on its way and timing was close in several ways. Too close to avoid tenseness as the last-minute paint-job proved. Promptly in return came the assorted paraphernalia which each driver receives before setting out on his or her venture with the tour. Among particulars received were: The TOURGUIDE PORTFOLIO from the Gulf Tourguide Bureau with marked maps; the Gulf Credit Card, which entitled us to gasoline and oil at Gulf expense for the entire tour plus the travelling necessary to the starting point and assembly at Cleveland, Ohio, and subsequent breaking-up at Greenfield Village, Dearborn, Mich., and return home; the flannel-backed white canvas, bearing the legend, THE ANTIQUE AUTOMOBILE CLUB OF AMERICA insignia in blue, the large red numbers, 289, assigned to the Dodge and the second legend, 1953 GLIDDEN TOUR, to be attached on either rear door in order that the tour cars could be identified along the way. Incidentally, the credit cards were thoughtfully numbered to correspond to the number assigned to the Dodge by the Glidden Tour Committee. 289 was to play an important part in many assignments en route, one of which was the series of Glidden Tour markers, all bearing No. 289. We didn't realize the importance of this until we saw the mountain of luggage at the Columbus (Ohio) State Fair Grounds, all to be delivered by National Guard trucks at the assigned hotel.

Then, the Tour Committee's arrangements for all hotel and garage reservations came through without a hitch. The AAA Triptik was a most helpful and appreciated gesture, the regional information and guidance being the most complete and helpful of any received. Last, but not



least, we had added insurance coverage-- important to every Glidden Tourist--- and our Travellers' Cheques. We were all set even to 200 postage stamps to facilitate my habit of writing as many times as humanly possible while on a strenuous tour. (My apologies to neglected lists on intentions.)

SEPT. 11- Schodack Center, N.Y., 11 a.m.: With Gordon F., at the wheel of the restored 1915 Dodge five-passenger touring-car, and I, seated alongside, we noted pride and happiness that we could travel together, and anxiety for such a long trip on Frank's face as we rolled out of the driveway. He told us upon our return that as he saw us leave and head west and out of sight, he had full confidence in all the mechanical units of the car, but knew we did not fully realize what was ahead of us in the hills of Route 20, the crowded cities and most of all in breaking in a tight motor and a leather-cone clutch. On to Cazenovia, north to Syracuse, through Auburn and on to Seneca Falls just after sundown.

SEPT. 12- Seneca Falls to Erie, Penna., through acres of vineyards, fruit orchards and "mums". Tour cars continually passed us, being borne by trailers.

SEPT. 13- Erie, Penna., to Cleveland, Ohio. Arrived at the Thompson Products Auto Museum at 1 p.m. We were the sixth arrival at the Thompson parking lot. Learned immediately of a complete down-town traffic jam. Decided to stay at the museum and study the exhibits on the walls, including historical documents, charcoal drawings and oil paintings of significant events and products, license-plate collections etc., and the very fine collection of early cars, (the latter not mounted on the walls, of course.) We were indeed surprised to learn that 87 makes of cars had been manufactured in Cleveland. The original Glidden Tour Trophy is also housed here, we learned. All Glidden Tour cars were stored underground at the Municipal Auditorium Garage. Gliddenites at Hotel Cleveland.

SEPT. 14- Monday: Cars assembled for the parade. Early! Amateur and commercial photographers had the same ideas plus people going to work added to the crowd and confusion of the moment and in a quarter of an hour's time all downtown traffic for blocks around the below-street-level entrance became hopelessly snarled. Those who had ringside seats in their cars, parked during the wee hours, refused to move-- consequently the restricted zones were not ours after all! No one seemed to know exactly what happened although it was frequently referred to at all banquets and gatherings for the next two days. We became encouraged, however, at the appearance of the city police. Apparently the first notice they had of the situation was their being summoned out of bed after being on duty all night. By that time it was too late to clear the streets and our Cleveland parade tried the tempers of all business people--AND frightened Glidden Tour car owners so that for evermore we shall dread the sight of panel delivery trucks snake-weaving among us!

At the huge evening banquet, the tension was relieved by the excellent dinner and program with the Thompson Products Co., and the Firestone Tire and Rubber Co., as our hosts. James Melton, master-of-ceremonies, introduced our speakers, Frederick C. Crawford, Chairman of the Board of the Thompson Products Co., and Roger S. Firestone, President of the Firestone Plastics Co. A few hours' sleep of sheer exhaustion--and we were on our way on

To be continued in the September/October issue.

