

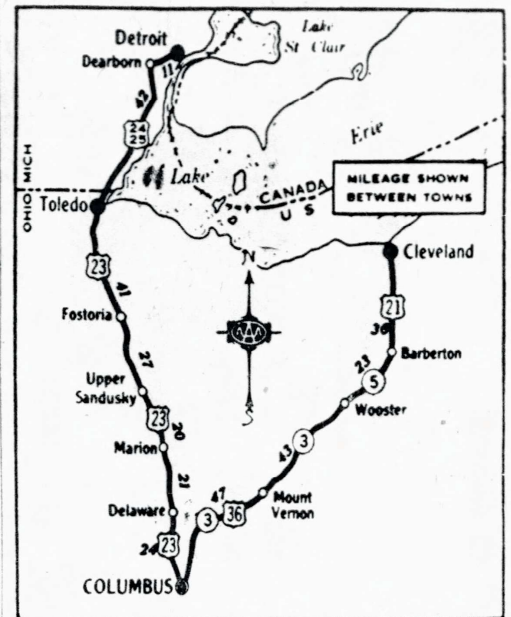
Part Two: Mrs. Pauline B. Snook's Reflections on the 1953 Revival AAA Glidden Tour®

Compiled by Howard Edson and Tracy Leshner

The 1953 Revival AAA Glidden Tour® received national coverage in countless newspapers and media. The above image and the article below were published in Rochester, New York's Democrat and Chronicle on September 12, 1953. Pauline's Glidden adventure continues on pages 39 and 40.

Glidden Tour Route

Cavalcade of Ancient Autos To Pay Honor to Ohio Sesqui



Route of the 1953 Glidden Tour, which will swing across Ohio on September 14-16 with the biggest cavalcade of ancient automobiles ever staged in America as a salute to the state's 150th birthday anniversary, is announced by the Ohio Sesquicentennial Commission.

The route follows: Cleveland to Barberton on Route 21; Barberton to Wooster on Route 5; Wooster to Mount Vernon on Route 3; Mount Vernon to Delaware on Route 36; Delaware to Marion on Route 23; Marion to Upper Sandusky on Route 23; Upper Sandusky to Fostoria on Route 23; Fostoria to Toledo on Route 23; Toledo to Dearborn, Mich., on Route 24.

Starting Today for Glidden Tour

7 Antique Cars Set for 750-Mile Trip

Poised in their driveway at 94 Gorsline St. yesterday, Mr. and Mrs. Clarence J. Stillson's 1911 Marathon roadster was a sight to gladden the eye of the late Barney Oldfield.

From the hickory-spoked, narrow-tired wheel to the top of its folding windshield, the trim little roadster looked capable of the 750-mile round trip ahead. Early this morning, Mr. and Mrs. Stillson planned to nose their four-cylinder, red - and - black chariot onto US 5, and, with others from the Rochester area driving six similarly ancient vehicles, point their radiator cap at Detroit.

Tonight, the group—all members of the Genesee Valley Antique Automobile Club—expect to be in Erie, Pa. Tomorrow night, if all goes well, they hope to reach Cleveland. There, they'll

join drivers of some 330 other cars of comparable vintage and begin the Glidden Tour to Detroit.

New England industrialist Charles Glidden began sponsoring the tours back in 1904 to prove "horseless carriages" could make cross-country junkets. With growing interest in antique cars, the tour was revived in 1946. But this is the first year the local club has taken part.

Despite the vehicle's showroom sparkle, you could expect the Stillsons to be dubious about their impending trip. But yesterday they beamed confidence.

"Why, if we had the time, I might push right on to the West Coast," Stillson said. "I've only had this car a year, and the farthest I've ever driven it in one stretch is 90 miles. But after the hours I've put in working on it,

I bet I could take it anywhere."

The "hours" Stillson mentioned added up to 1,900, according to his wife's calculations. Stillson discovered the 1911 model in a Rhode Island junkyard a year ago. Since then, he's spent many dollars and most of his time restoring the ancient automobile to its original condition.

Other motorists going from the Rochester area are:

Harry L. Schoff, West Bloomfield, in an 1895 Allen; Mr. and Mrs. Allan G. Nagle, 123 Floverton St., in a 1911 Fiat roadster; Dr. and Mrs. John H. Remington, 91 Brock Rd., Pittsford, in a 1912 Ford; Mr. and Mrs. Jack W. Kurtz, Washington Street, Pittsford, in a 1915 Ford; John E. Searls, 43 Briarcliff Rd., Irondequoit, in a 1915 Hudson, and Ian Tatlock, 120 Main St. S., Pittsford, in a 1915 Dodge.



SEPT. 15- Tuesday: Bound for Columbus, Ohio. Approximately 160 miles. An early start, a beautiful morning and a long line of high-wheelers speedily left through and over the great iron and steel manufacturing center and before we realized it, we were south of the 6th largest city in the United States. In an hour's time we were skirting the hub of the rubber empires, and regretted that there wasn't enough time to see more of Akron. We had a fine trip through a region of prosperous farms. The roads were excellent through this rolling country. When we arrived at Wooster, Ohio, the county seat of Wayne County, we learned that this is one of the outstanding agricultural counties of the United States. It might be well to state that the Model 'T's, the early Dodges and the Buicks, Reos and Studebakers were the most easily identified by the farmers as being their first cars. By mid afternoon, we rolled onto the Ohio State Fair grounds outside of Columbus and our original group of 341 cars seemed to be growing by leaps and bounds. Our vehicles were to be housed that night at the Lazarus building garage. Several floors with ramps were found here, built when headroom was needed. We assembled at the fairgrounds to wait for the city garage to be emptied of day-parkers, for the exodus of the heaviest of the commuting traffic and for adequate police escort through the city. We made good time going through the city, darkness coming over us for the last few blocks. A fine banquet that night was the highpoint of the day. Governor Lausche of Ohio was one of our speakers at this event.

SEPT. 16- Our schedule today was the run from Columbus, Ohio, to Toledo, Ohio to Dearborn, Mich. 190 miles for the day. Orders had been given to "tinkle" all the phones very early as we had to be out of the garage by 7 a.m. What a rush-- at the desk-- and garage! We drove out-of-town for breakfast to Marion, Ohio, home of the late President Harding. As usual the town surrounded our cars and Gordon was startled to find a traffic violation ticket under the hand-windshield wiper of the car. Violation? Too close to the meter! The dispensing officer beamed with his hand on Gordon's shoulder, explaining that he wanted "once again to hand in a ticket on a 1915 Dodge." It amused the crowd, however, and we were told to keep the ticket as a souvenir-- and following the usual round of applause for a good restoration, we travelled northwest toward Toledo, the home of Willys Motors and Auto-Lite. We circled the latter, somehow missing any welcome for mid-day luncheon, as did many others. It didn't matter as we wanted to continue on so the school-children who had a roadside holiday and the farmers who crowded every side road and lane wherever we travelled could get a glimpse of the Tour cars. What a royal reception we DID have in every village! One of the most enjoyable highlights of a Glidden Tour is just that! This particular day and the forenoon of the Detroit parade showed the most appreciation and the keen-knowledge of the cars of yesteryear. We arrived at Greenfield Village at Dearborn, Mich., by 4 p.m. The Ford Motor Company thoughtfully provided us with huge tents to stable our cars. Constant patrol service was provided and adequate Greyhound Bus service-- again with Ford as host-- to and from the village and the Cadillac Hotel. We had a long day--no function that night. (And we were indeed grateful for this extra time to write and rest).

SEPT. 17- Thursday: The cars lined up at Greenfield Village to parade through Detroit and out to the Grosse Pointe Yacht Club. The round trip covered about 65 miles-- and what a trip! The motorcycle officers had a holiday escorting us and thoroughly enjoyed themselves, were dubbed the "clowns" of the trip, and got us through in good time. The food and catering service at Grosse Pointe was super. Our hosts here- General Motors! On the lawn approaching the entrance to the Club were the futuristic Oldsmobile, Buick and Pontiac of 1960. Everyone agreed, "We can't

6 wait."

In the evening the banquet was given by the Chrysler Corporation. Again, what a wonderful dinner! A welcome address to the Glidden Tourists by A. vanderZee, a vice-president of Chrysler and another address was delivered by B. J. Meldrum, staff engineer of the Missile Branch of Chrysler. Excellent singing and dancing entertainment followed. A perfect day!

SEPT. 18- Friday: The entire day's program was under the direction and at the expense of the Ford Motor Company. Busses from the hotel and for the entire day's tour were provided with Ford personnel as guides. We visited the Rotunda (built by Ford in the shape of a cog-gear). This houses exhibits including the futuristic interurban traffic as viewed by a scientist in the year 2000. After 45 minutes in the Rotunda, we proceeded to Fair Lane, the home of Henry and Clara Ford from 1915 to the time of their death. We walked through the famous rose gardens and then went to the proving grounds where "Old 999" with Frank E. Davidson at the wheel was driven twice up and down the track, making all camera fans happy. After dinner, we went on a leisurely trip through the River Rouge assembly plant, where we witnessed Fords being assembled at the rate of 672 per 9-hour shift. This, with our trip through the Edison Museum building, gave us material for a long list of memories. With the Great Lakes Region joining our group and the Model T Ford Club adding their ranks to ours, larger quarters were reserved for the Ford Banquet and the awarding of the Tour Prizes in the huge Masonic Temple. A memorable evening climax for the Glidden Tour!

SEPT. 19- Saturday: The Old Car Festival at Greenfield Village was held in a pouring rain. We personally were out in the rain for five consecutive hours while the judging went on; (easier to endure when the '15 Dodge was awarded a large blue ribbon!) Over 9,000 tickets were sold, even with the continuous heavy rain! *I have the ribbon JK*

SEPT. 20- Sunday: We travelled home by the way of Windsor, Ont., and through Canada to Buffalo along with the New England cars. Monday to Cazenovia. Tuesday, home! The entire trip-- 12 days! and SO many interesting cars and so many new acquaintances to look back upon!

SHADES OF THE PAST

Local historians at Racine, Wis., say that the following, published May 7, 1873 in the RACINE JOURNAL may have been the first newspaper mention of the automobile:

"Their new buggy will be rushing up and down the streets or dashing over the roads that lead to Milwaukee, Union Grove and other rural towns.

The story was written about a steam-driven vehicle, built by the Rev. J. W. Carhart, pastor of the Racine Methodist Episcopal Church, and George Slauson, described as "a wealthy gentleman of this city."

Mr. Carhart was enthusiastic, although he never made any money out of his invention. He described his automobile as being "so simple in construction and easy of management that a lady can control and guide it."



Editor's note: Pauline continued to be a leader in the antique car community for decades. She held several leadership positions with automobile clubs in the Hudson Valley area. The newspaper clippings in the lower right are from her 1962 obituary. She frequently drove a 1915 Crane-Simplex along with her 1915 Dodge Brothers Touring car. Since I was unfamiliar with 1915 Crane-Simplex Coupes, I decided to search for an image. I hit the jackpot when I came across a photo taken by Alden Handy from 1951 of the Snook's coupe at Larz Anderson Park. This photo turned up on the AACA Forum.



To Address Automobilists

Mrs. Pauline B. Snook of Scho-dack Center, a past president and currently a director of The Auto-mobilists of the Upper Hudson Valley, local organization of an-tique, classic and sports car en-thusiasts, will address the March meeting of the club Sunday at the Delmar Public Library.

Mrs. Snook who, with her hus-band, Frank E. Snook, operated

a garage at Schoduck Center is a recognized authority on Simplex and Crane-Simplex motor cars which were built for many years through about 1924. She and her husband are owners of three of these automobiles and have trav-eled throughout the eastern part of this country. She has partici-pated in several of the famous Glidden Tour revivals.

Mrs. Snook is the only woman ever to have headed an antique and sports car club, having served successively as first vice president of the group in 1953 to July, 1954, and as president from July 1954, to January 1956. Since that time she has been active as a member of the group's board of directors.

Warren L. Adriance, president of the club, will be in charge of the meeting.

The club was founded in 1950 in Troy and its headquarters is



MRS. PAULINE B. SNOOK

Former Head Of Antique Car Club Dies

Mrs. Pauline B. Snook, 62, of Schodack Center, widely known as a radio commentator, local historian and active in antique automobile circles, died last night at Memorial Hospital, Al-bany, following a lingering ill-ness.

Mrs. Snook was the first and only woman known to have headed an internationally-known antique automobile organiza-tion.

The Troy Record
March 13, 1958,
documented one of
Pauline's many presen-tations. She also had
a radio program for a
number of years.

