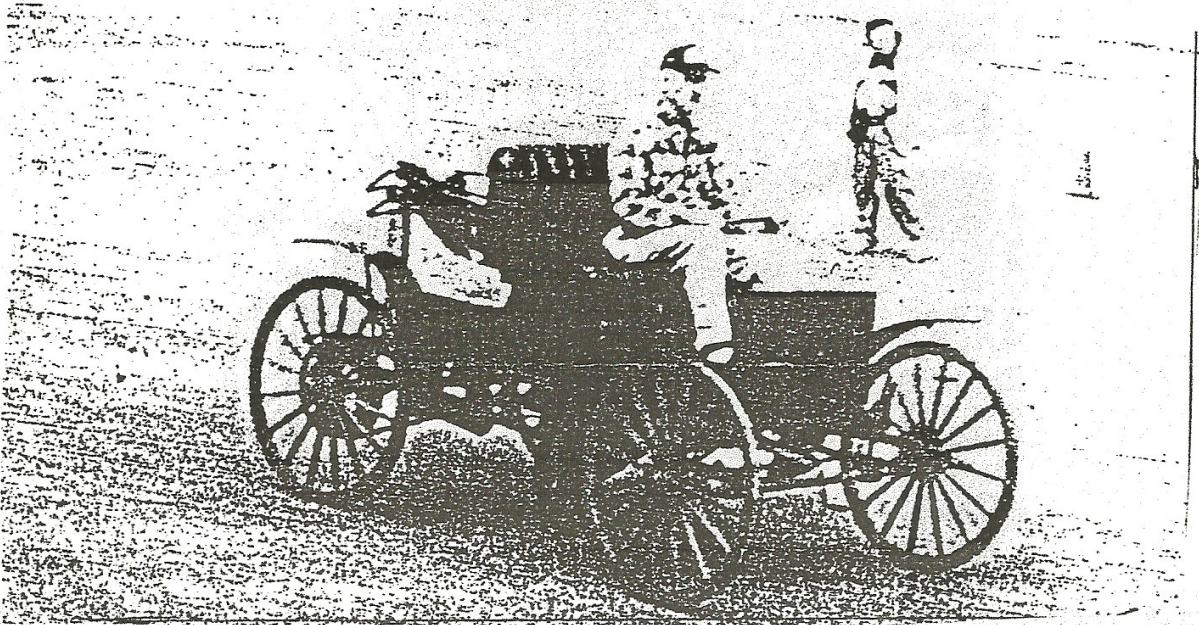


Instead of waiting to publish a bigger issue, I thought you'd be especially interested to hear what went on at Hershey.



Mr. High the man in charge of getting the race cars out on the Stadium track thought I shouldn't disappoint the spectators with no race at all, so he asked me to take two laps at speed. While waiting my turn to race, the plug wire had started to come loose, so I reinforced it with a 'twistum'. It made it a little harder to start than the usual two cranks, and the crowd clapped and whistled when it started. Mr. High recounted to the crowd a lot of pertinent information about my car that I had given him.

I won the highwheeler race at the Hershey Stadium by 'default', because Loy stayed home with his wife while she was ill, but judged Saturday, and Gordon Martin had had two strokes during the summer, but showed up with a cane.

Gerry Perschbacher presented me with a spiral bound booklet that he had made up for me called "What Sears Owners Say", containing testimonials which I had only seen excerpts of before. Now I have a source of additional material for — future 'Searsheets'.

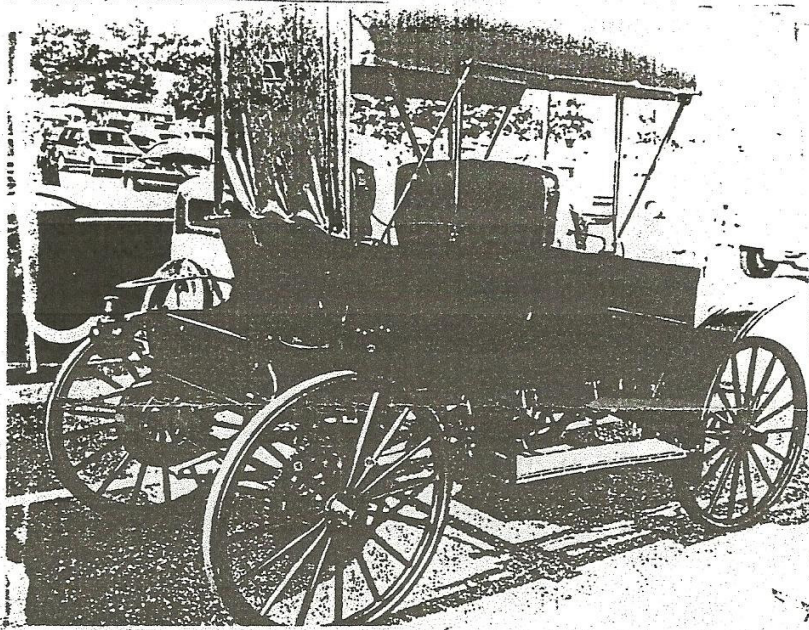
I gave Gerry a ride partway back to my space in the White Field, until a wire came off a plug which I had meant to get fixed before I left home. A passerby noticing my trouble cut the insulation off the wire where the attachment had been, using a borrowed knife of another pedestrian, so the wire now is held by the plug nut. Its remarkable how helpful some people are.

So many people talked to me as I was loading my Sears after the race that I didn't get to the Rustine's tent until about four which was when a foundry owner from Pittsburgh was discussing the making of 'clutchrs' for the Rustines

HERSHEY

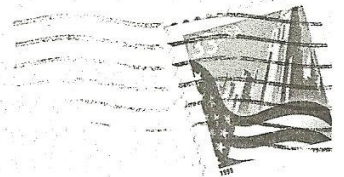
SEARSHEET

2000



This 'dolloed' up P type Sears was shown in the car corral by a dealer known of by Gerry Perschbacher of Old Cars in St. Louis. It had four Sears type fenders except that the front of the rears included the chain sprockets. Its brownish maroon leather seats matched the color of the running gear, but its seat cushions were tufted. The rear axle was reenforced by a bar under it, and the muffler was crosswise but without a tail pipe. Its owner gave me the number 4169 of its 'Supplementle' engine, thinking that was its VIN. Unfortunately I forgot to ask him for its frame number. Its the only model P I've seen with a full folding top but without a 'dogleg' front bow. There's a P in the GEM Museum near Reading, PA, and another in Sandwich, MASS with a surrey top. The former had fenders too. The asking price was \$2000.

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Bill Eskine