

THE CHESAPEAKE BULLETIN

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Antique Automobile Club of America

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134 VEHICLES!

Howard County Fair Car Show 'Brings 'em Out'

By Bill Wurzell, Editor

I guess it could have been hotter and more humid, but I don't think anybody was wishing for that. Aw, what's a little perspiration between 134 friends? That's just the drivers! At least there wasn't any precipitation to growl about.

Sunday, August 7 at the Howard County Fairgrounds, Chesapeake Region's Annual Car show was off to a great start.

We had about every kind of motor vehicle you can think of and a bunch you never thought about.

How about John Shenton's 1916 Ford Model 'T' pickup? John has owned this vehicle since 1961. I graduated from high school in 1961,



Chief Judge Gene Sauter (far right) presents Dave Fisher with BEST OF SHOW for his 1956 Mercury

Jack Treadwell Gets His Kicks 'On Route 66'

Two and half generations ago, Jack Kerouac's, 'On the Road' was the definitive work of Beatnik literature. It described Sal Paradise's experience traveling across the United States with his friend Dean Moriarty. Chesapeake Region Treasurer, Jack Treadwell recently completed a modern day odyssey as he and his friend traveled famed 'Route 66.'--Bill Wurzell, Editor

By Jack Treadwell, Chesapeake Region Treasurer

In the late nineteen teens and early 1920s America's roads were largely unpaved, and the road system was a hodgepodge of byways sometimes connected, sometimes not. In 1921, Congress modified the Federal Highway Act, which made funds available for the development of an interstate road system. The single most potent force behind the development of Route 66 as an integrated highway from Chicago to Los Angeles was Cyrus Stevens Avery, a Tulsa, Oklahoma businessman. He was elected, in 1921, president of the Associated Highways Associations of America, an amalgam of organizations whose purpose was to promote the construction of unified highway systems across America. Through his efforts, and that of many others, state, local and federal funds were procured and construction was commenced to improve existing roads and complete the gaps between roads to form a fully improved hard surface highway network. This massive work was completed just as the number of cars on the road was exploding, and the mobility of the U.S. population was expanding.

As the unified highway was nearing completion, Avery and his supporters applied to the federal government for the designation of 'Route 60.' However, officials in Kentucky and Virginia objected, arguing that their own highway project should be assigned the number 60. Federal officials agreed with Virginia, and assigned the Chicago to Los Angeles highway the designation, Route 66. As with many

other car guys, I promised myself for years I would someday travel Route 66,

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After driving to Chicago, then heading West on old Route 66, this is one of the first roadside attractions (right) Jack and his friend, Frank O'Donnell came upon: a Texaco gas station in Dwight, Illinois. It may be difficult to see, but in the garage there appears to be a Ford Model 'T' facing out. It is surrounded by velvet ropes. Notice the Historic Rt. 66 sign on the building.--Jack Treadwell photo



In spite of the heat, very few people left the show-field before the awards were announced by Vice President, Nick Prevas.

and no, they didn't need to burn the school down to get me out!

John's son, John Shenton, III trailered the 'T' to the show, he drove it on and off the show-field, under its own power. John drove his 1949 Chrysler Windsor sedan. The 'T' is 100 years old and John has owned it for 55 years! "You

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Buzz Diehl Color Photos, Pages: 1, 2 & 11



John Shenton's 1916 Ford Model T (left) sits next to his '49 Chrysler Windsor sedan.--Buzz Diehl photos



Annual 'HOCO' Car Show Well Attended

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carry the years well John!" John received a 'Top 30' award for his 1949 Chrysler Windsor sedan. Other notable cars in the show were a 'perfect' pale yellow 1954 Kaiser Darrin Convertible. This unique fiberglass bodied vehicle features 'pocket doors' on both sides. To enter, slide the door forward, when seated, slide the door back. Very neat! The Darrin came with a six cylinder Continental inline, OHV motor that gave the lightweight two-place sports car decent performance. It's hard to believe, but the Darrin utilized the lowly 'Henry J' chassis. Designed by Howard 'Dutch' Darrin, there were only 435 made and only for the 1954 model year. Naturally, there were a couple dazzling 1964 model convertibles in fire engine



Tim Smith's 1954 Kaiser Darrin Convertible

red that pulled in awards for their owners. One was Chesapeake Region member Sandi Deeds for her outstanding 1964 Mercury Comet convertible, with factory four-speed floor shift. The other one belonged to Sugarloaf Moun-

tain region member, Jack Gallagher. His full size 1964 Plymouth Sport Fury convertible was popular with spectators.

Below are some more vehicles at the show.



Beautifully done GMC cab-over 'resto'



Chuck Talbert's always immaculate and historic 1939 Ford Custom sedan; it was in the money with a 'TOP 30' award.

Continued from page 1 'Route 66'

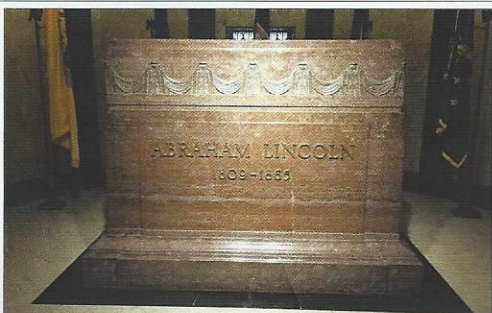
'The Mother Road.' Finally this summer, my friend, Frank O'Donnell, and I made the excursion. In mid-June I flew to Salt Lake City from Baltimore to meet my traveling companion. We debated taking one of Frank's 1970 Olds 442's on the trip, but not for very long. With both of us being middle-aged softies, and knowing that we'd be driving about 3,000 miles in desert heat, the decision was made to take a late model Lexus with air conditioning and the other modern amenities!

Before departing Salt Lake City, we toured the shop of Dave Kindig, of 'Bitchin' Rides' TV show fame. There were a number of interesting projects underway in the shop, but unfortunately, no pictures were permitted. We didn't meet Dave, but his staff was very cordial and enthusiastic. We also attended a local car auction where one of Kindig's customer's cars was being sold: a beautiful 1967 black Impala convertible 502 c.i., four-speed, which didn't meet the reserve and was a no sale at \$65,000!

The decision was made to drive from Salt Lake City to Chicago, pick up route 66 there, and work our way westward on the old road. Going through Iowa, we unexpectedly encountered one of the highlights of the trip; the 'Iowa 80' truck stop, the world's largest. It's located on Interstate 80 and boasts 100 fuel pumps, three restaurants, a hotel, medical and dental services, swimming pool and gymnasium, parking for 1,000 big rigs, a giant retail store, and a museum large enough to house two complete custom 18 wheelers! I have taken to describing it as the 'DISNEYWORLD' for truckers. An absolute 'must see' for any long-haul trucker wannabe.

The drive from Salt Lake City to Chicago was about 1,300 miles, which we accomplished in two days; with a leaky tire along the way being our only mishap. We picked up old Route 66 just south of Chicago. The romance of the Mother Road overtook us the instant we left the interstate, and found ourselves on the almost deserted concrete ribbon.

...Continue in October 2016 edition of the Bulletin

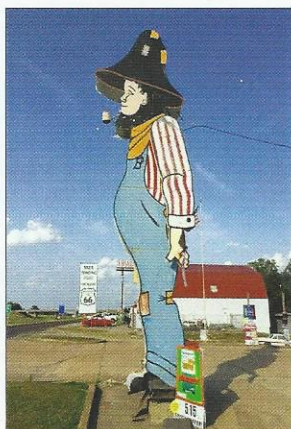


The Lincoln Tomb is the final resting place of the 16th President of the United States, Abraham Lincoln, his wife, Mary Todd Lincoln, and three of their four sons. It is located in Oak Ridge Cemetery in Springfield, Illinois, which is on the 'Mother Road', Route 66. The Lincoln's son, Robert Todd Lincoln not interred with the rest of the family is buried in Arlington National Cemetery, Virginia.



Another Route 66 roadside structure of interest is this 'art deco' style Phillips 66 gas station/garage. Note the metal ramp on the left for servicing the undercarriage. An early 1940s Ford utility body truck is on the right. Jack Treadwell photos

Route 66 seems to have more than its share of larger than life figures. This giant 'hillbilly' farmer wearing overalls, beard and pipe, apparently depicts life around this farming community, in earlier times.



Jack Gallagher pays his admission fee for his 1964 Plymouth Sport Fury convertible. The admission tent was manned by Gary, and Andrew Wilmer and Tom Young. Andrew and brother Todd Wilmer have since departed for Clemson University and their college careers.



Chesapeake Region Chief Judge, Gene Sauter had two of his collector cars in the show. A 1937 British Wolseley 6 sedan and a modified 1932 Buick coupe. Neither car was judged or eligible for an award. Buzz Diehl photos



Vice-President Nick Prevas completes a registration form from which Vicky Wilmer (back to camera) or Anne Kenney will record for the window card. Sandi Deeds (end of table) helps keep things moving along.



'Get your veggies and chicken nuggets here'



World famous Clydesdale horses were on hand



Ed Allen collects award for his '59 Buick Electra 225



Early 1930s Ford rumble seat convertible



Nice old Ford dumptruck in working condition



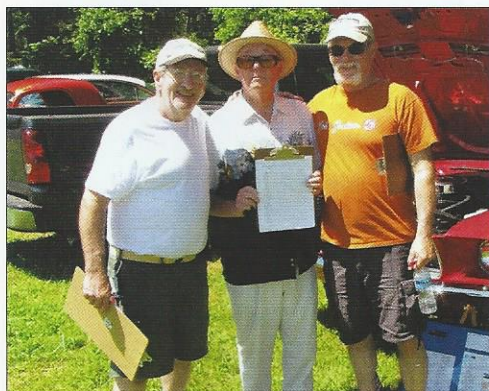
Gus Rodriguez', 1965 Volkswagen Beetle



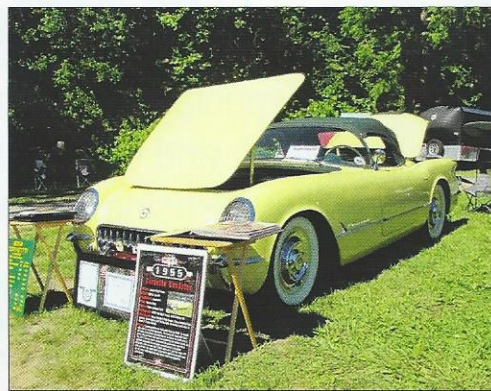
A portion of the showfield



A walk up the midway to food, exhibitions and Funnel Cake!



Nick Prevas, Bill Wurzell and Phil Hack



Ray Owings, 1955 Corvette six cylinder drop-top



The Midway: rides and attractions