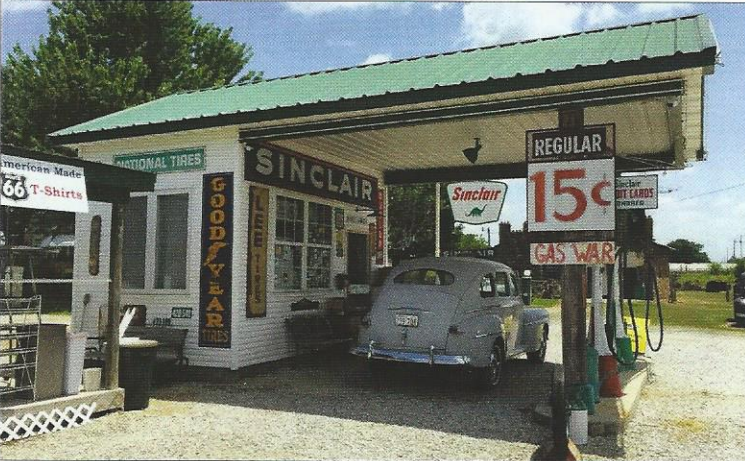


PART TWO

Jack Treadwell Continues Getting His Kicks 'On Route 66'

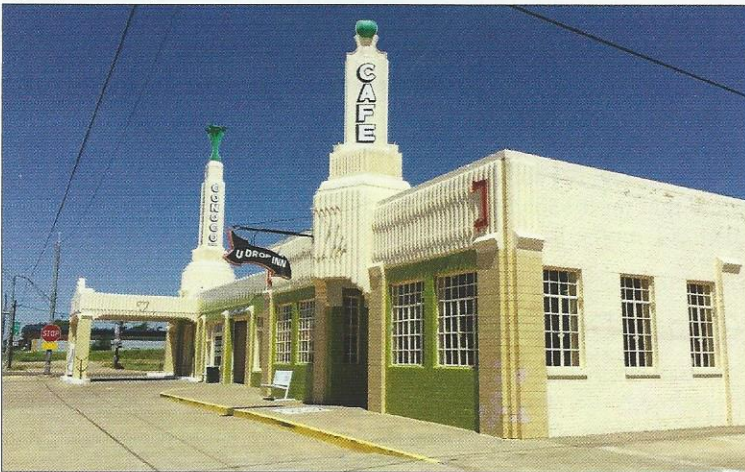
By Jack Treadwell
Chesapeake Region Treasurer

Our stops along the route in Illinois included 1930s and 1940s era gas stations which have been restored and are filled with automotive memorabilia. They are now open as mini-museums (no gas is sold), and are manned by descendants of the original owners. The most notable of these is in Bois D'Arc, Missouri, and is known as 'Gary's Gay Parita.'



'Gary's Gay Parita' gas station along Route 66, 15¢ gas, what a great idea!

In the 1930s, Gary and Gay Tucker opened their Sinclair service station along the Old Road. Apparently, the money used to open the business came mostly from Gay Tucker, and of course she took an equal part in running the station on a daily basis as well as keeping the books. Gary felt so indebted to his wife that he named the enterprise 'Gay Parita' (parita being Latin for 'co-equal') to acknowledge Gay's essential role in establishing and operating the station. They sold gas, ran a tow truck and did repair work until the late 1960s, a span of thirty some years. The station is now open on a daily basis as a museum and is overseen by a grand-nephew of the Tuckers.

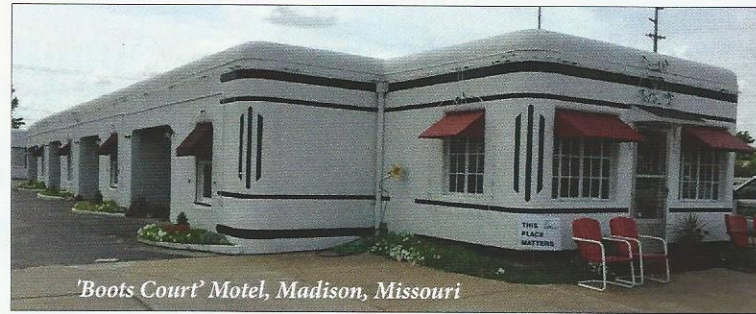


Conoco Tower and 'U DROP INN'

The most beautiful (and the most beautifully restored) service station on Route 66 is the Conoco facility in Shamrock, Texas. The building also contains the U DROP INN, a full service lunch counter. Also known as Tower Station, the building was erected in 1936. The design was supposedly inspired by a nail being driven into the ground. In the early 2000s, a 1.3 million dollar grant was provided to restore the facility, and it is now used as a community center and music hall. The tower and building were once bedecked by neon, but due to the enormous costs of replacing neon, LED lighting was substituted during the restoration.

Some of the innumerable old motels along 66 are still operating, and these are in various states of repair. One example is the 'Boots Court' in

Madison, Missouri. One look tells you instantly that it's a 1940s building in white stucco exterior, rounded edges on all sides of the building, and a charming somewhat 'worn-out' look overall. The clerk at Boots



'Boots Court' Motel, Madison, Missouri

Court explained that they generate just enough revenue to keep the place open, but there is never quite enough money to undertake a major renovation.

Continue to page 11, 'Route 66'

Chesapeake Region Loses Two Members

Chesapeake Region AACA lost two long time members in late August. **Linda L. Young**, beloved wife of Past President, and Current Director, Thomas Young, was only 69 years old when she passed on August 29, 2016 at the Woodholme Springs Assisted Living Center in Pikesville.



Linda was born May 11, 1947, and was the daughter of the late Earl VanGuilder and Frances Elizabeth Klinger VanGuilder. In addition to her husband Tom, she is survived by her daughter Amy Davis and her husband Christopher, grandson Caleb Joseph Frederick, her Aunt Jean VanGuilder and cousin Jerry VanGuilder. Linda's funeral service was held Friday September 2 in Owings Mills; interment was in Druid Ridge Cemetery.

Robert Allison 'Bob' Amos, 95 of Tampa, Florida, formerly of Baltimore died on August 21, 2016. Bob was a 44-year member of Chesapeake Region and served in many positions.

A World War II veteran, Bob was a U. S. Army soldier in France, Germany, and Austria and was awarded the Combat Infantryman Badge and two Bronze Star Medals. Upon receiving his honorable discharge from the Army in 1945, he returned to Baltimore where he completed his law degree. Bob joined Baltimore Gas and Electric Company as an assistant manager and was later promoted to Principal Attorney. He retired from BG&E in 1986. In retirement Bob restored antique cars, a passion that began at the age of 13, and became actively involved with the Antique Automobile Club of America where he served as a senior master judge and as president of the Chesapeake Region AACA, for three terms, 1999, 2000, and 2004.

Bob was a avid supporter of the Shriner's Hospital for Children through the Boumi Shriners Club of Baltimore. He was a member of the Methodist church since youth and served with his church families in Towson and Baltimore.

In addition to his parents, Bob was preceded in death by his beloved wife, Dorothy Elizabeth Amos and a brother Paul Amos. He is survived by his two children: Lona Elly and Robert, Jr., a brother Preston Amos and sister Dorothy Kelly; seven grandchildren Walter, Jonathan, and Christopher Elly, Samuel, Emily, Michael, and James Amos and six great-grandchildren.

A private family memorial was held at the National Cemetery, Bushnell, Florida. Bob's Family suggests, if desired, donations may be made to the Shriner's Hospital for Children c/o Boumi Shriners Club of Baltimore.

Chesapeake Region members extend our sympathies to the Young and Amos Families.

Continued from page 2, 'Route 66'...

Like many other owners of these old businesses along 66, the proprietors of Boots Court keep the enterprise running mostly out of a sense of history and romance for the bygone times when route 66 carried a constant stream of vehicles and people who were westward bound. Sadly, the most famous motel along 66 no longer exists.

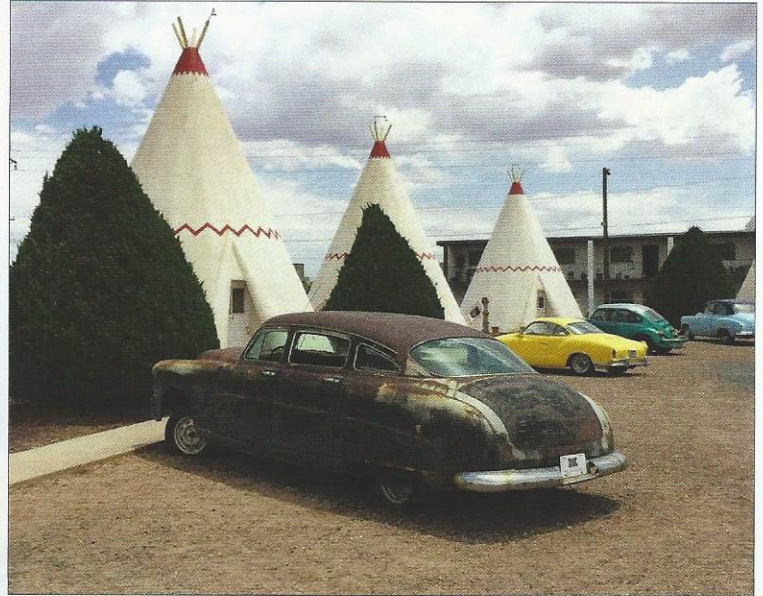
The 'Coral Court' motel, built in 1941 in Marlborough, Missouri, was the first motel on 66 to have individual garage spaces built into the front of the building with a garage door that would then be closed. Inside the garage space, and interior door led directly to the motel room. This, of course, obviated the need to be seen by others when exiting their vehicle and entering the motel room. Because of this architectural feature, the Coral court became famously know as the 'No-Tell Motel!' All that remains now are the neon entrance signs from the motel, which are in a



The above image is a Jack Treadwell photograph of a PICTURE of the Coral Court Motel in Marlborough, Missouri, built in 1941, it was razed years ago.

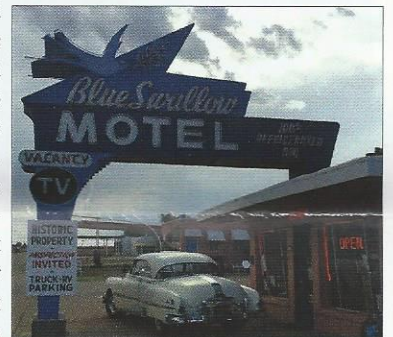
Route 66 museum, also in Marlborough.

Another iconic motel on Route 66 is the 'Wigwam', located in Holbrook, Arizona. As is evident from the photo, the rooms are individual



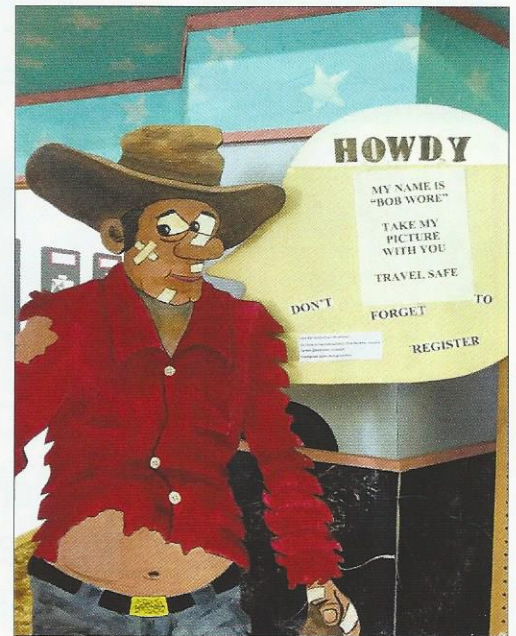
'Wigwam Motel', Holbrook, Arizona

Tee-pees made of reinforced concrete. Fortunately, they are air-conditioned today! It's open for business, but we were unable to stay. We visited during the middle of the day, and it was booked solid. The last motel of note is the blue Swallow, built in 1939 and located in Tucumcari, New Mexico. It boasts one of the most beautifully restored elaborate neon signs that you will see anywhere along Route 66. Reservations are required well in advance. There are any number of fine route 66 related museums along the road.



Blue Swallow Motel, Tucumcari, NM

One of the nicest is The Pontiac Museum and route 66 Hall of Fame in Pontiac, Illinois. It contains a comprehensive collection of Pontiac automobiles from all eras, and other automobilia. My favorite car of the collection is a beautifully restored 1967 GTO bedecked in a special order paint known as 'Tiger Gold.' It is of course, a four-speed car, as any GTO worthy of the name should be!



'Bob Wore' Cutout, LaCrosse, Kansas

My favorite museum along 66 is probably the 'kitchiest.' It's the Kansas Barbed Wire Museum, located in LaCrosse. It displays over 2,000 different types of barbed wire, and shows the particular applications for each type. Check out the photo of my cardboard cut-out friend, Mr. Bob Wore.'

Continued in November edition...

Continued from page 7, 'Art On Wheels'...

improve on existing designs. Automakers used these hood ornaments to create unique personas for their cars in the minds of consumers, to help make a statement about their products, and to distinguish their products for other make of cars, Some hood ornaments were even true works of art and have become almost universally known.

From Ladies to Stars...

One of the oldest and most recognizable automobile brand symbols today is the Mercedes-Benz three-pointed star enclosed in a circle. In the 1880s, German engine manufacturer Gottlieb Daimler, who invented the automobile separately but at the same time as Karl Benz drew a three-pointed star on a piece of his correspondence. Then, in a letter to his wife, he predicted that this design would one day shine over his own auto works. For Daimler, the three-pointed star symbolized the eventual use of his engines on land, sea, and in the air, and ten years after his death in 1900, the three-pointed star did, indeed shine over an auto works when it became the official emblem of the Daimler Mercedes cars. In 1925, in preparation for the formal merger between Benz' and Daimler's automobile companies, all Mercedes-Benz vehicles began displaying the Mercedes three-pointed star enclosed in a laurel wreath, which had long been a device used in the badges that graced Benz cars.

Beginning in 1925, Mercedes-Benz vehicles began using the three-pointed star first conceived by Gottlieb Daimler in the 1880s. Originally surrounded by the Benz Company's stylized laurel wreath, it became the hood ornament for all the cars produced by the two companies just before and after their formal merger in 1926.



Continued in November edition...