

THE CHESAPEAKE BULLETIN



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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

