



REDWOOD REVIEW

Regional Group #27

September 2020

Volume 51 Issue 9

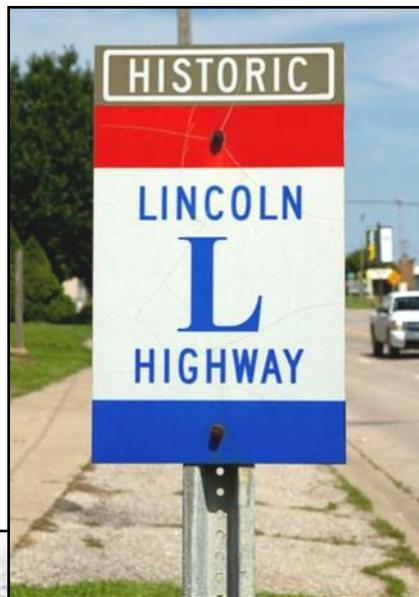
The Lincoln Highway

By John Girman

Extensively adopted from *The Lincoln Highway*, James Lin, 1996-98 and *Lincoln Highway*, Wikipedia, 2006

Most of us are pretty familiar with Rt. 66. Despite the fact that we travel on portions of it all the time, fewer of us are familiar with the other east/west national highway that pre-dates Rt.66: the Lincoln Highway. Last year on our return from the Central National Meet, Dave Trabucco remarked while travelling in Nevada on Rt. 50 about the highway marker with the big L. It was a Lincoln Highway marker and it got me thinking about the Lincoln Highway.

Even with the popularity of automobiles, there were few good roads in the USA in 1912. The few improved roads were found only around towns and



cities. A road was designated as improved if it was graded. Asphalt and concrete roads were largely nonexistent so that roads were bumpy and dusty when dry and largely unusable when wet.

Carl G. Fisher wanted to change this situation. He was a man of action and had built the Indianapolis Motor Speedway (and paved it with bricks so the cars could go faster!). He turned a swamp into a great resort named Miami Beach. He was also the manufacturer of the Prest-O-Lite carbide head-



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From The President:

Greetings and Hello from our self isolated home. We find ourselves again canceling all meetings and events. I can't believe it's been 6 months since our last meeting.

I hope this newsletter finds you all well and safe from the Covid 19 and all the fires taking place around us. I am not sure how much more our poor state of California can take.

I think this is a good time to start planning for the future. Most of us have a lot of free time and when this is all over, we will be ready for some amazing tours and gatherings.

I have started thinking about another murder mystery tour and looking for ideas of another crazy adventure I can take you all on. I am so ready to pack a bag and hit the road and experience new places and revisit the places I have been before. So, get your maps out and let's get some great tours ready for next year.

This is also a great time to think back on all the amazing tours we have been on. Dave and I have been club members since 1978 and remember those early tours packing our 3 young daughters up and heading out. Since we had the 1935 Pick up, the girls would take turns riding with Dave, while I followed behind in the Country Squire Wagon. We raised our girls with swap meets and old V-8 Events. Back then, the Troya's, Cambras and the Buegeleisen's along with us had no problem dragging our kids on the club adventures. They grew up seeing and appreciating the old cars. Thinking back,



Dave and I have met so many wonderful people and have developed friendships for a lifetime. Even when Dave was transferred to Salinas for 14 years we managed to maintain our membership with the Redwood Empire. We attended every Club Swap Meet and Installation Dinner. Does anyone remember the Installation dinner when I had this giant cut out of a bus and had 5 guys put on crazy boxer shorts over there pants and stand behind a cut out window? I made the wife's guess which rear end was their husband? Crazy night for sure. We have always felt a connection and love for our Regional Club.

As I look at the Early Ford V-8 Club in a bigger picture, just look at all the people nationwide that we have met. The National Meets and tours have offered us a chance to travel to new locations along with meeting and maintaining friendships year after year. Dave served as a National Director 15 years ago and that's when we decided to take over the Accessory Sales for the

National Club. We have met and talked with so many people here in America along with many International club members who have the same love for their Early Ford V-8 vehicles.

On a personal note, here is the update on Dave's Falcon Car project. Dave went over to clean up his parents yard in Santa Rosa and managed to get Poison Oak all over himself and has been miserable and unable to work outside in the heat. So that brought on a delay with sanding and getting ready for paint. Update to continue next month.

As for me, school has started back up for our grandson Arturo with virtual learning here from our kitchen table. Spanish first grade can be a challenge for this Abuela Carolina.

Have a safe and healthy month and maybe by this time next month we will be closer to a vaccine for the Corona Virus.

Carol Rasmussen

Minutes of General Meeting

With the August meeting cancelled, there are no minutes to publish.



Carl Fisher

lights used on early cars. He believed that a coast-to-coast highway was needed to increase the popularity and utility of cars. In 1912, he began promoting his dream, which he estimated would cost about \$10 million. He asked for cash donations from manufacturers of automobiles and their accessories. Of course, as the largest manufacturer of cars, Henry Ford was approached. However, Henry Ford refused to provide any funds. Ford thought that it was the government's job to provide roads and that the public would never learn to support roads if private industry did it for them.

Henry Joy, the President of the Packard Motor Car Co., came up with the idea of naming the coast-to-coast highway the Lincoln Highway, after Abraham Lincoln. He wrote a letter to Fisher urging him to write a letter to Congress, which was considering a \$1.7 million memorial to Lincoln, saying that the highway would be a better tribute and would capitalize on the former President's popularity. Joy subsequently became the primary spokesman for the Highway. In 1913, the Lin-

coln Highway Association (LHA) was formed to direct the project with Joy as the president and Fisher as the vice president.

Soon cash donations began coming in. Teddy Roosevelt, Thomas Edison and Pres. Woodrow Wilson, who was a well-known motoring enthusiast, were among the contributors as were a group of Eskimo children in Anvik, Alaska, who sent a letter and fourteen pennies. Henry Ford never did contribute.

The route chosen was kept a secret because they wanted the nation as a whole to support the highway and not just the states that would have the highway. They also wanted as direct a route as possible and they wanted to bypass large cities and scenic attractions to minimize congestion. The route selected would pass through New York, New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah,

Nevada and California. The LHA received letters of protest from many sources trying to change the route but they steadfastly declined to do so.

On October 31, 1913, the LHA dedicated the route with bonfires, fireworks, concerts, parades and street dances in the hundreds of cities along the route. By 1914, however, the fund-raising had stalled after collecting only half the needed funds. Joy decided to redirect the LHA toward educating the country on the need for good roads made of concrete, with an improved Lincoln Highway as an example. They would construct "seedling miles" out in the countryside to demonstrate the superiority of concrete over unimproved dirt. When people experienced the difference, they pressed governments to construct good roads throughout their States.

Thus, it is not clear when the Lincoln Highway was completed. In reality,



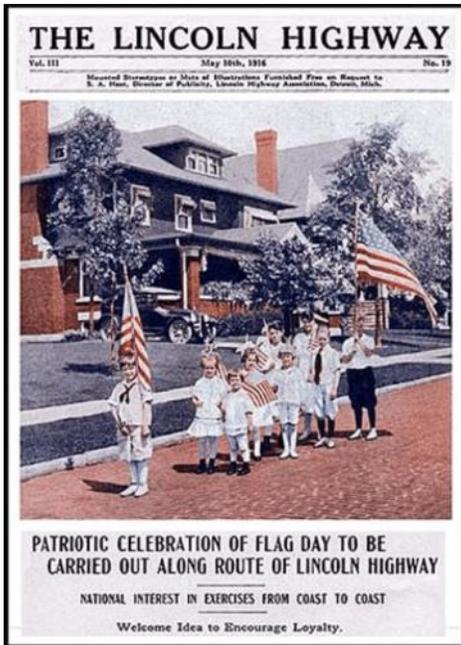
Lincoln Highway route

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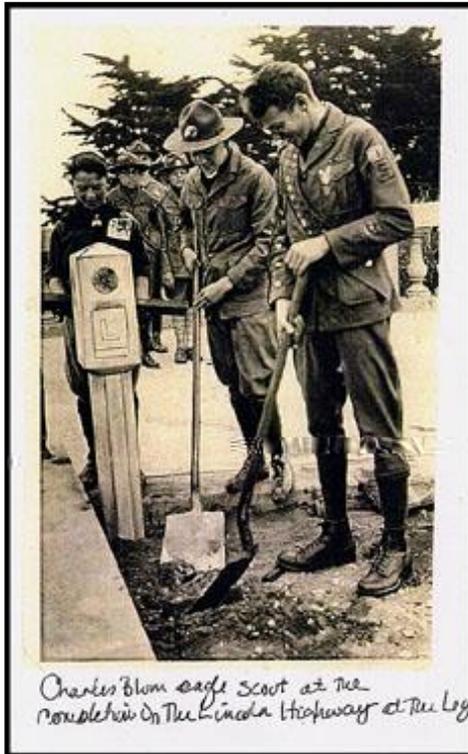
The Lincoln Highway, continued from Page 3

there probably never was a completion date and segments were more or less continuously improved or modified. By 1925, governments were part of the road-building movement and were beginning to control it.

In 1916, the LHA Official Road Guide stated that a trip across the length of the Lincoln Highway would take from 20 to 30 days and would cost about \$5 per day per person, including food, gas, oil and five to six meals in hotels. Car repairs were not included in this estimate.



In 1919, the US Army ran a well-publicized transcontinental motor convoy on the Lincoln Highway from Gettysburg, PA to San Francisco which took two months. This was the well-known trip that included a young Lt. Col. Eisenhower and was foundational to his later initiation of the Interstate Highway System in 1956 when he was President.



Boy Scout placing marker

With the abandonment of the idea that the auto industry and private contributions would fund the highway, most of the LHA funds were used for promotion of the highway and to lobby all levels of government to financially support the highway construction. However, times were definitely changing and in November 1926, states approved the new federal numbering system and the Lincoln Highway was split among several numbers. East of Philadelphia, it was assigned U.S. 1; from Philadelphia west to Granger, Wyoming, it was U.S. 30; and west of Salt Lake City, it became U.S. 40. The segment between Granger and Salt Lake City was never part of this numbering scheme. In California, the highway traveled through Truckee, Emigrant Gap, Auburn, Sacramento, Stock-

ton, and Livermore to Oakland ferry ending in San Francisco and following portions of current I-80 and I-580.

When the Boy Scouts placed about 3,000 concrete markers along the route to dedicate it to Abraham Lincoln on September 1, 1928, they were also marking the last major promotional activity for the LHA. Each marker had the Lincoln Highway insignia, a directional arrow and a bronze medallion with the slogan "This Highway Dedicated to Abraham Lincoln."

The table gives a comparison of Rt. 66 and the Lincoln Highway. Ironically, while the terminal cities of Route 66 are no longer connected by a single highway, the terminal cities of the Lincoln Highway are — by I-8.

	Lincoln Highway	Route 66
Became official in:	1913	1926
Terminal cities	New York San Francisco	Chicago Santa Monica
Original length	3389 miles	2448 miles
Primary proponent	Henry Joy	Cyrus Avery
Routes into which original highway was split	U.S. 1, U.S. 30, U.S. 30N, U.S. 30S, U.S. 530, U.S. 40, U.S. 50	I-55, I-44, I-40, I-15, I-10

More recently, in 1992, a new Lincoln Highway Association was formed,

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TAMAGNO'S CALENDAR OF EVENTS

For More Information
Contact Rick Tamagno at 707-539-2876

Regional Events Calendar

I cannot confirm any events for **September 2020** at this time. All the event websites have not been updated to know whether they have been cancelled or are still a go. I recommend checking with event organizers before planning to go anywhere.

STAY SAFE

Hope to see everyone soon.

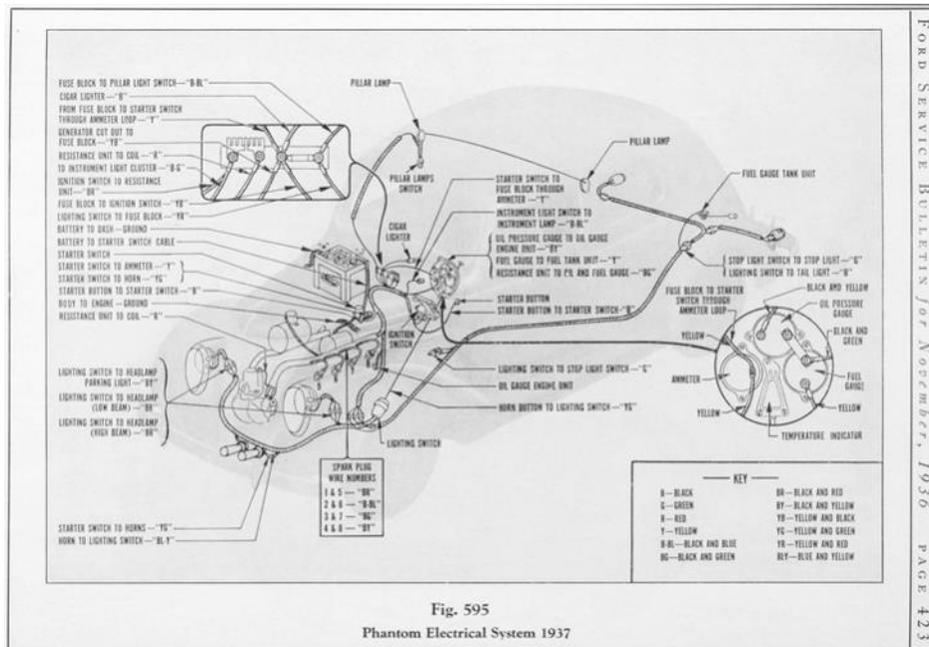
Redwood Region Club Members!

In these extraordinary times I would like to invite you, once again, to submit your short story, photos or anything you think might be of interest to your fellow club members. What projects fill your days? Submit a simple story, use your phone/camera to take pictures.

You can send them to me:

John Thompson, Editor: Redwood Review

rdster36@comcast.net



SEPTEMBER BIRTHDAYS

- | | | | | | |
|--------|-----------------|--------|--------------|--------|---------------|
| Sep 01 | Earlene Barker | Sep 07 | Bill Kuhn | Sep 15 | Craig Owens |
| Sep 01 | Janice Luce | Sep 11 | Jan Taurian | Sep 17 | Thomas Cook |
| Sep 02 | Tim Cambra | Sep 13 | Alice Bowker | Sep 28 | Frank Wheeler |
| Sep 02 | Steve Santillan | Sep 14 | Dave Kibler | Sep 28 | Mike Phillips |
| Sep 04 | Jess Todd | Sep 15 | Jess King | Sep 29 | Dave Simonds |

The Lincoln Highway continued from Page 4

“... to identify, preserve and improve access to the remaining portions of the Lincoln Highway and its associated historic sites.” Additional information about the Lincoln Highway and the Association’s activities can be found at: www.lincolnhighwayassoc.org.



What Have You Done During Shelter In-place?



You all know about my project for the Redwood Empire Food Bank but I would like to give you the latest on that. The giving has been so successful that I have about run out of things to give and I have been working to replenish the store. I have delivered to the food bank close to \$6,000.00 so far and hope to take more. As you can see, I have a mobile store-the pie truck- and that has made the activity more interesting and lots of fun. Wherever we go people are very interested and appreciative and

there have been some cute reactions. A lady friend said that she would donate but did not want one of the things but she brought the money she saw one of the wooden trucks and said that she would like to have one for her grandson’s birthday. Some time later she sent an Email saying, “I just love that little truck and want to keep it, can I have the other one for my grandson”. You guessed it; she got it and left another donation. Hope to see you soon.

Frank and Phyllis

Check Your Shop Equipment!

Harbor Freight sold two models of jack stands between 2013 and 2019 that have been identified in a recall notice. Apparently the pawls that hold the extension lifting post at various heights could “disengage from the extension lifting post” under a shift in weight. This applies to 3 ton and 6 ton jack stands with item numbers **56371**, **61196** and **61197**. They can be returned to any Harbor Freight Tools location where they will be exchanged for a gift card equal to the original “shelf price” of the stands in question at the time of purchase.



Redwood Empire Regional Group #27

2020 Officers

President:	Carol Rasmussen	(707) 226-5256
Vice President:	John Girman	(707) 992-0730
Secretary:	Steve McClain/Charlene Trabucco	(707) 575-3504
Treasurer:	Dennis Ripple	(707) 838-4331

Committee Members

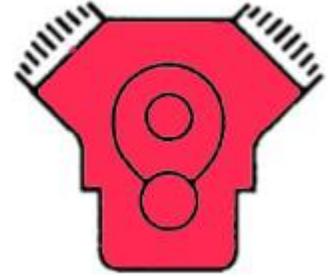
Tour Coordinator:	Rick Tamagno	(707) 539-2876
Swap Meet Chairman:	Dave Peterson	(707) 527-9183
Historian:	Mike Buegeleisen	(707) 217-8751
Sunshine Lady:	Pam Johnston	(707) 255-1230
Newsletter Editor:	John Thompson	(707) 318-3520
Roster:	Patty Girman	(707) 992-0730
Club Clothing:	Mike Buegeleisen	(707) 217-8751

Board Members

Charlene Trabucco, Steve McClain, Rick Tamagno, Sterling Cousins, Richard DeCroff, Ron Mollo, John Girman, Bill Crackbon

All Members are invited to attend the Board Meetings; call any of the above Board Members for dates, time and meeting place.

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MEMBERSHIP INFORMATION

The membership dues to REDWOOD EMPIRE REGIONAL GROUP #27 are \$20.00 per year (single or couple). You may sign up at a meeting or mail in your application (with a check) to the address on the form below.

(You are required to be a member of the national Early Ford V8 Club, for membership information refer to : www.earlyfordv8club.org)

RERG #27 MEMBERSHIP FORM (mail to RERG #27 P.O. Box 3302, Santa Rosa, CA 95402)

NAME _____ Your Birth Date: Month _____ Day _____

SPOUSE _____ Spouse Birth Date: Month _____ Day _____

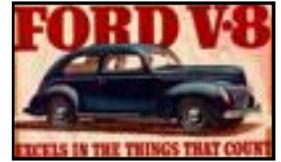
Address _____ City _____ State _____ Zip _____

Phone _____ Cell Ph # _____ E Mail _____

Early Ford V8'S You Own (Give Year, Model, Body Style and Engine Type)

(Attach additional sheets with V8 information as needed)

John Thompson, Editor
The Redwood Review
478 Woodley Place
Santa Rosa, Ca 95409



Mike and Barbara Haen on the Fort Bragg Fourth of July Tour, 2015

REDWOOD EMPIRE RG # 27 IN SONOMA, MARIN & NAPA COUNTIES, SEPTEMBER 2020

Meetings are held on the 2nd Tuesday of every month at 7 PM at Round Table Pizza- Exit Hwy 12 & Stony Point Road to 2065 Occidental Road, Santa Rosa. All interested V8-ers are invited to attend! This newsletter is a monthly publication of Redwood Empire RG # 27 of the Early Ford V8 Club of America. Other Regional Groups may reprint material, provided proper credit is given.