

Lone Wolf Tour IV (In a '39 V-860 Coupe) by Tom Webb

(Ed - This is the first of a series of stories by Tom Webb. He has made some incredible trips in this '39 Coupe. I thank him for sharing these fascinating stories with us. I don't know many people who would make a trip like this, especially by himself. Tom certainly is to be commended for his dedication to the collector car hobby. This is part 1 of a 2 part story.)

The Goals of the trip:

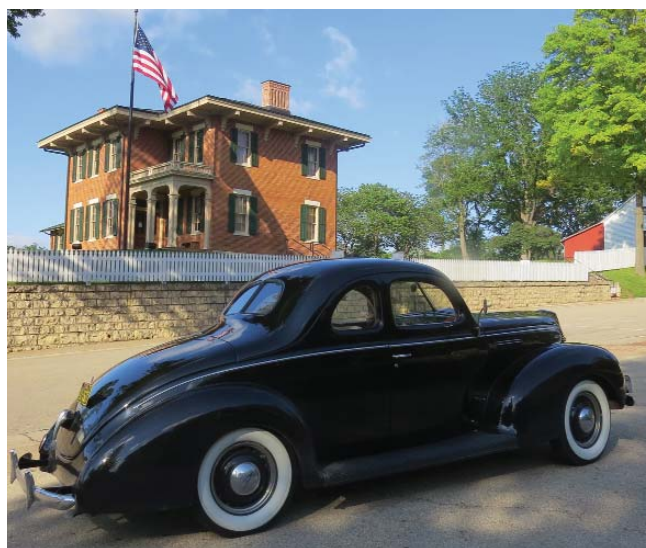
1. Take a road trip on the Coupe's 75th Birthday.
2. Drive north to Lusk, Wyoming and resume my U.S. 20 highway trip east to Boston.
3. Visit numerous "bucket list" destinations along the way.
4. The possibility of the Coupe traveling in 22 "new" states.
5. Get to Ocean City, MD and travel U.S. 50 West to Pueblo, CO completing the U.S. 20/U.S. 50 loop coast to coast.
6. Attend the Eastern National Early V-8 Meet in Gettysburg, PA (June 23 - 26)
7. Prove the road-worthiness of my '39 V-8 60hp Coupe.

Day 1 - June 1st, Sunday, 6:00 am start north on Colorado Blvd. to U.S. 85, north to Cheyenne. Everything in Wyoming was green and pristine. Arrived at Fort Robinson (NE) State Park in a driving rain storm. Waited a couple hours - the sky turned blue with a slight breeze and I was able to get the tent down relatively to dry ground. Just a perfect evening followed. (345 mi. day)

Day 2 - June 2nd, Monday, headed east on U.S. 20 through Chadron and made a photo stop at Cody, NE at an old Ford dealership. U.S. 20 is a pretty smooth road throughout the length of Nebraska. My goal was to get back to Plainview, which was my first home. My dad taught and coached there 3 years after returning from the South Pacific in WW II. I got the U.S. 20 trip idea by going east and west from Plainview years ago and discovering it was a true coast to coast road. Stayed the night in Wausa which is 10 mi north of 20 and my mother's home town. (373 mi day)

Day 3 - June 3rd, Tuesday, I made a stop south of 20 in Wayne, where I was born. I crossed into Iowa over the Missouri, and got to my planned destination at Backbone State Park (Iowa's oldest state park) built by the CCC's in the 30's. Nice scenic park but tent could hardly get up quick enough with mosquitoes feeding on me! (394 mi day)

Day 4 - June 4th, Wednesday, this day would be a diversion off U.S. 20. My goal was to get the Coupe into Minnesota. I drove up scenic State 150 and visited Minnesota's oldest Norwegian Settlement at Spring Grove. After a 15 mile loop we were back in Iowa on Iowa 76. Following an interesting stop at Effigy Mounds National Monument, the Mississippi was crossed into Prairie du Chein, Wisconsin. Galena, Illinois was the destination for the day and we reached it coming in from the north. (278 mi day)



U.S. Grant's home in Galena, Illinois

Day 5 - June 5th, Thursday, U.S. 20 becomes the U.S. Grant Highway across Illinois because Galena, was Civil War General and our 18th President's home town. This town is a "you shouldn't miss it" stop. I spent 4 hours touring the Grant Home (which was furnished by actual family pieces - not just period correct) and the town itself. U.S. 20 is a pretty road across northern Illinois but I left it going south on Illinois 251 to Rochelle and east on Ill 38 which is actually the Lincoln Highway (U.S. 30) to DeKalb. (142 mi day)

Day 6 - June 6th, Friday, 70th Anniversary of D-Day (1944). I stayed at Joe and Sue Martinez's house in DeKalb Thursday, Friday, Saturday night. They are former Sheridan, CO residents. Friday, Joe and Susie drove me to Wrigley Field for a Cub's game. I was last at Wrigley in the summer of '68 where I witnessed "Mr. Cub", Ernie Banks hit a grand slam. Where did the last 46 years go?

Day 7 - June 7th, Saturday, Relaxed around DeKalb and toured
(Continued on next page)

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Sue's workplace - the campus of Northern Illinois University.

Day 8 - June 8th, Sunday, I got a good 5:45 a.m. start. I wanted to get through the big city of Chicago before most traffic woke up. I left U.S. 20 near Goshen and took a diagonal route to Auburn, IN, my destination for the day. I visited the Auburn/Cord/Duesenberg Museum. (261 mi day)

Day 9 - June 9th, Monday, the day started with a 2 hour visit to the collections of the Early Ford V-8 Foundation. Got back on U.S. 20 two miles inside of Ohio and on to Fayette. Drove up into Michigan & east to Morenci before returning to U.S. 20 east. Spent the night at Findley State Park 12 miles south of 20. (239 mi day)

Day 10 - June 10th, Tuesday, this was my Cleveland Day! U.S. Route 6 was my plan getting through this Metropolis! U.S. 6 ran 35 mph by some nice homes on the lake to my pre-planned destination of The Rock and Roll Hall of Fame. I stayed 3 hours, but also need to keep on movin'. Ended the day at Lake Erie State Park in N.Y. (210 mi day)

Day 11 - June 11th, Wednesday, I wanted to avoid Buffalo and its morning traffic so I left 20 north on State 78 to Lockport. I wanted to see Mac's Auto Parts and I got a tour of the place, quite an operation. Leaving there I traveled 20 mi west to my

first ever viewing of Niagara Falls - It is definitely quite a spectacle! Back on 20 east to Geneva and down the east side of Seneca Lake (one of NY's famous "finger lakes"). A lot of rain that night but the tent was up early. (285 mi day)

Day 12 - June 12, Thursday, a short road day spent with my friend and fellow Ft. Logan History board member Jane Howard at her long-time family home on Skaneateles Lake. It rained most of the night and was glad my gear was dry for the time being! (83 mi day)



Baseball Hall of Fame, Cooperstown, New York

Day 13 - June 13th, Friday, I drove north up the east side of Skaneateles Lake to 20. Then east to my goal for the day, Cooperstown and the Baseball Hall of Fame. I spent 3 1/2
(Continued on Page 4)

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hours here taking many photos of my boyhood heroes' plaques. Definitely on my "bucket-list", this was a very special day. After that, I headed north on the west side of Ostego Lake. It is the "glimmer glass" ("because the lake glimmered like glass") of James Fenimore Cooper's Leatherstocking Tales. At Glimmer Glass State Park I took a tour of Hyde Hall Mansion and estate of George Clarke who inherited 120,000 acres from his grandfather Col. George Clarke (Lt. Governor of N.Y. from 1736 - 1744). The mansion is considered one of the finest surviving examples of Classical Revival Architecture in America. (146 mi day)

Day 14 - June 14th, Saturday, took off early through Albany, the N.Y. capital city. Went up State 7 to "tag" Vermont at Bennington. Of course, while there, had to stop at Hemmings! Nice car collection and restored filling station gift shop. Vermont was a new state for me. Drove south on 7 where it meets 20 near Pittsfield, Mass. on through "rough" sections of road in Springfield to a camp ground just north of Sturbridge. (Wells State Park) (256 mi day)

Day 15 - June 15th, Sunday - No getting off U.S. 20 this close to its' end! I got great photos in front of Longfellow's Wayside Inn at 7:00 a.m. This historic Inn was purchased by Henry Ford, who owned the Inn from 1923 - 45. This is the oldest Inn still operating in the U.S. Nearly 300 years! Henry's restoration effort included A Grist Mill built in



Longfellow's Wayside Inn, Marlborough, Massachusetts

1929. The stone-ground whole wheat flour providing Pepperidge Farms with their entire supply for cookie making and other products. On through Cambridge to Boston. I was there - at my U.S. 20 East Finish. Drove up Highway 1 up the coast to tag New Hampshire and Kittery, ME before getting on the Interstate (495) into Amesbury, Mass. Got a photo in front of LeBaron - Bonney (Antique Auto Upholstery). Circled Boston on the outside in the truck lane at 60-65 mph. Stayed near Torrington, Mass at my first motel! (279 mi day)

(ED - This ends the first part of this fascinating journey The second part will be published next month.



"Mike" and the Mechanics

In 1767, Chief Pontiac rallied the Ottawa Tribe to help a lady nurse the family horse back to health. The horse had served well by providing enjoyable family outings and being the center of many memories. Three hundred fifty years later, John Flaherty of the Colorado Chapter of the Pontiac-Oakland-GMC club spoke to the chapter members about a similar situation. Michele "Mike" Hartman had a need to sell the family fun car. The car, a 1967 Pontiac convertible, had not been driven for nineteen years. It sat in the garage with flat tires, 12 gallons of old gasoline, and a dead battery. The car had been advertised for sale but potential buyers were not willing to make an offer on a car that was not running.



At the January meeting of the Colorado chapter, it was decided to take the car on as a project and get it road-worthy and sold. Several chapter members formed "Mike and the Mechanics" to work Saturdays and plow into Operation Pontiac Resurrection. It started with removing and cleaning the gas tank and cleaning or replacing fuel lines. The fuel pump was replaced and the carburetor rebuilt. There was a drain on the battery that was found to be a faulty turn signal



flasher. The shifter for the automatic transmission had been broken for years and got replaced and the console was cleaned up and installed. The wheels and tires were replaced. The engine was tuned up. After six weeks, the car started. The engine was brought up to temperature and a leaking radiator raised its ugly head. The radiator was rebuilt and now the car was ready to go. The car was sold and exported to Sweden.

There is a lot of pressure in Colorado to get old cars off the road. The pressure comes from car dealers, junk yards, and environmentalists. Car hobbyist need to make a positive impression to help maintain the old car hobby. What was done to help Mike is one positive statement by the Colorado chapter. We received help from Colorado Tire and Service Co, Havana Auto Parts, Gold Star Radiator and Mike – she provided 24 gallons of coffee, 6 dozen doughnuts, and several pizzas — as well as bunch of Colorado Pontiacers got to know each other better.



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The tubing on the back of the boom of the truck could be unhooked and put down to use as outriggers and the tubes behind the cab could also be used for the same purpose. It was equipped with a generator to run the big lights for nighttime recovery.

Mike continued to say that it was very difficult to decipher what kind of truck is under all of Big Bertha’s “gingerbread”. But under all of that “bling”, I think you will find a 1930 to ’33 GMC Model “T” with the same specifications as offered on the T-41 to T-61 models. Look closely at the rounded radiator, and you can just barely make out the round GMC emblem, and the cab is the same, they even both have the oval rear window.



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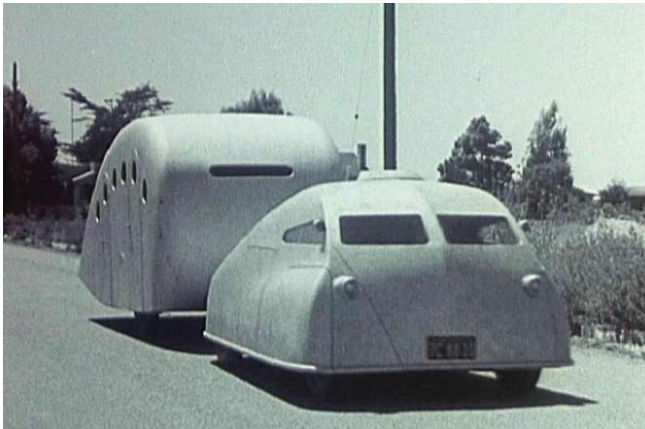
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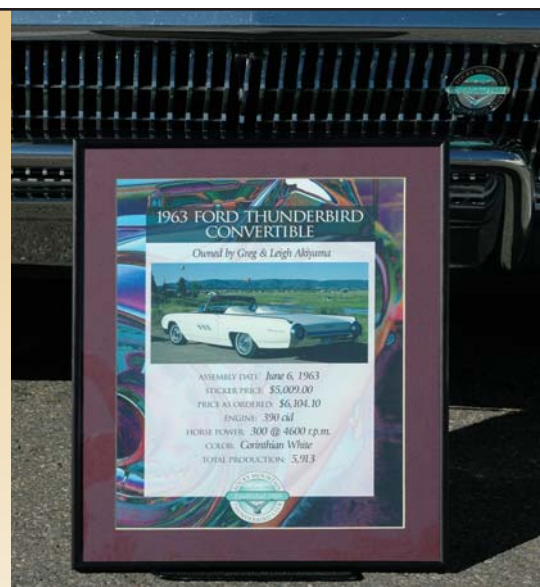
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This is a monthly publication dedicated to the enjoyment of the collector car hobby in Colorado.

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ED: I am looking for other Cars of the Month. These cars do not have to be concours award winners, just cars that have owners who are proud to own them. (Don't we all feel that way?) To nominate a car and owner, please contact me at gakiyama@earthlink.net. Thanks.

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