



eNews

Presented by Zip Products and Transhine Auto Detailing

Top Story

New Parts of Old 66

On July 21, Hib Halverson, Caravan Section Captain for Southern California and Southern Nevada, went on "PreRun1", over Historic 66 in San Bernardino County, from Ludlow to Exit 116, west of Needles. After that trip, he told the eNews that route could, once again, be part of the National Corvette Caravan. Today it's called "National Trails Highway" and it follows part of the original US 66 alignment through southeastern California.

"We took this route in 2003." Halverson tells the eNews, "I picked it after driving it on another caravan event several years earlier. Because Paul Mariano and I took over the '03 SCSN Section on short notice in January that year, we didn't prerun it but we should have. The road was in lousy shape. Because of that, we didn't include it in '09, but for '14 I thought maybe the County of San Bernardino might have fixed the road by now.

"In '03, the worst part of that road—from about three miles east of Ludlow to the BNSF grade crossing in Amboy—has been patched to the point that Corvettes can now run it at 50-55 mph," Halverson said. "In the first three miles, there are two bridges where edges have formed due to the road on either side of the bridge settling. We'll have to drive a short distance out of Ludlow at 30 mph, but after the second bridge we can go the speed limit.

"Past Amboy, because the road from there to I-40 sees a lot more traffic coming up from 29 Palms, the road is better-maintained. In fact, between Amboy and I-40 old 66 is in better shape than parts of eastbound I-40



On Prerun1, at a mountain pass fifteen miles east of Amboy, Capt. Halverson glasses old Route 66 towards Essex looking for a Caravan reform location. Image: Yeoman L. Sharke

which bypasses Amboy. I have to talk this over with "Commander" Tony Megown, our 'Route Book' expert, but, time permitting, I'd want to get the Caravan back on at least one part of old 66 in California."

In other old Route 66 News, Arizona/New Mexico Section Captain, Holt Davis recently announced that his route for the third day of the combined SoCal/SoNev and AZ/NM Caravan will cover some new ground. Leaving Albuquerque, New Mexico on 24 August, 2104, rather than continue on I-40/East, the Caravan will head north on I-25 towards Santa Fe, then east to Pecos and finally to Santa Rosa, NM. This was the original alignment for Route 66 until 1938.

Capt. Davis gave the eNews a little history, "Governor Hannett lost his re-election bid in 1937 and blamed the loss on the 'Santa Fe gang of politicians'", Davis said. "After the loss, he vowed to get even by bypassing Santa Fe and the city's businesses and re-routing Route 66 through Albuquerque—the route now followed by I-40. He had highway construction crews work around the clock—even through Christmas—to complete the road before the new governor took office in January. The new route reduced the distance between Albuquerque and Tucumcari by 90 miles. The 'new Route 66' was open before the new governor could stop the project and that was the US 66 alignment until it was replaced by Interstate 40 during the late 1960s and early '70s."

Holt Davis says he wants to take the Caravan on a route that is close as possible to the 1926-1938 Route 66 alignment. Davis and Southern California/Southern Nevada Section Captain Hib Halverson will survey that proposed route as part of "PreRun2," a reconnaissance trip over the full Caravan route from Ontario to Bowling Green at the end of August.



Amboy: Route 66's Desert Oasis

Amboy, California has an interesting history. It was first settled in 1858, but wasn't established until 1883 when a locating engineer for the Atlantic and Pacific Railroad, predecessor of the Santa Fe Railroad, founded it as the first of a series of stations in the Mojave Desert. The old National Trails Highway opened in 1914 and its replacement, Route 66, opened in 1926. While some of Amboy's growth was, traditionally tied to the Santa Fe Railroad, known today as the Burlington Northern Santa Fe (BNSF), business really took off once all of Route 66 was paved in the late 1930s.

In 1938 Roy Cowl who, with Wife, Velma, owned the town, opened "Roy's" as a service station. In the 1940s, Roy teamed with Herman "Buster" Burris, who married his daughter Bessie and was one of Route 66's most famous characters. Together Cowl and Burris expanded the Roy's, keeping it open 24 hours a day and adding a motel to the service station and cafe. The complex was so busy during summer that it ran want ads in other states looking for workers.

With the crush of motoring tourists who took to Route 66 after World War 2, business boomed. Roy's was the only gasoline, food and lodging stop on Route 66 between Needles and Barstow and was known for both the futuristic, "Googie" architecture of one of the original buildings and the even more famous sign, constructed in 1959. Amboy remained a busy road traveler's oasis until Interstate 40 bypassed the town in 1973.

Buster Burris, ran the town until 1995 when he sold it, then moved to Twenty-Nine Palms where he died in 2000. The town was owned by investors who mainly used it photo shoots and movies. Later, it was repossessed by Bessie Burris, Buster's widow. Bessie sold the property in 2005 to Albert Okura, owner of the Juan Pollo restaurant chain, who promised to preserve the town and reopen Roy's. In April 2008, Roy's reopened as a gift store. Okura also has plans to reopen a cafe and open a mini-mart at the same location.

Roy's has attracted some well-known regulars. Actors Harrison Ford and Anthony Hopkins have autographed photos on the walls of and visit whenever their schedules allow. Ford sometimes flies in and lands his plane on a nearby landing strip.

As long as the condition of the road remains as it was found on PreRun1, the Southern California/Southern Nevada Section of the National Corvette Caravan will visit Amboy in 2014.

Other News

Three Captains planning PreRun2

In the Fall, Capt. Halverson and his Wife will pre-run the Caravan route all the way to Bowling Green for this year's Labor Day event at the Corvette Museum. "First, we're stopping in Williams, AZ to meet with the Chamber of Commerce there and scout some hotel properties," Halverson, said. "On the second day, we'll pick-up Holt Davis in Albuquerque where we're going to meet with hotel property management. In El Reno, Oklahoma we'll meet Captain "Tuna" Dobbins who organizes the Oklahoma/Texas Panhandle Section. The three of us will drive all of the new route through northeastern Oklahoma, Missouri and western Kentucky. I know Tuna Dobbins is going to take us on parts of Historic 66 in Oklahoma which will be new to Caravaners."

Caravaners and Captains Rave about Transhine

After Transhine Auto Detailing signed-on as one of two presenting sponsors of our eNews, we were surprised at how quickly Caravaners took advantage of the company's Corvette detailing skills.

Ed Clerkin, a 2014 Caravaner and a member of Corvette Club Santa Barbara, told the eNews that he had Transhine give his 06 Convertible the full detailing treatment. Transhine is a factory-trained installer for 3M Scotchcal urethane paint protection film so Ed had them install a Scotchcal "clear bra" to the front end of his car.

Ed told us he was very impressed by Transhine's car care expertise and their Scotchcal installation work. He went on to say that he's had his car detailed by several different professionals but Transhine did the best job by far. Clerkin plans to be a repeat customer which says a lot considering he lives in Arroyo Grande and Tran-



Transhine personnel apply 3M Finesse II polishing compound to Capt. Halverson's 04 Z06. Image: Yeoman L. Sharke

shine is 200 miles away in Whittier.

Our Section Captain, Hib Halverson, has also become a Transhine convert after having his '04 Z06, Lead Car for the 2009 trip, detailed at Transhine. "Actually, I've never had any of my cars done by a professional detailer until now," Halverson told us. "I always did car care stuff myself and, when I took enough time to properly wash, polish then wax them, they looked pretty good."

After writing a car care series for both 'Corvette Enthusiast' magazine and the 'Corvette Action Center' web site, back in '08, I felt I understood the process. That allowed me to critically evaluate Transhine's work and I think their facility is top notch, their people are highly skilled and really care about customer's cars and their materials are amongst the best.

"When they were done with my '04, it looked better than any detailing I did. In fact, it looked just about as good as it did when the Fairest Sandra the Red and I bought it seven years ago. I'm going to go back to Transhine in a few months to have them put a clear bra on the car. For Vettes that see a lot of highway miles, such as those which go on Caravans, Scotchcal clear urethane paint protection film is the best way to eliminate impact damage to your paint from sand, small rocks and large bugs."

New PDF Style

With Issue 3 of the 2014 eNews, we tried this .pdf format. The input we got from you Caravaners was almost all positive so we're going to stick with issuing the eNews as a .pdf file. Also, you'll note that in this issue, innovation and technology has reared its ugly head, and we're including pictures.

Please, email any comments about the eNews to captainSCSN@netmotive.net

Thanks for reading
Yeoman L. Sharke, Editor



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