



# FREEDOM ROAD RALLY

“the classic car enthusiast’s  
DREAM VACATION”

www.freedomroadrally.com

937 498 0748

P.O.Box 888 Sidney, OH 45365

**Newsletter**  
**2016**  
**2<sup>nd</sup> & 3<sup>rd</sup>**  
**Quarters**

**2017 Tour**

**Ace Awards**

**Calendar**

**Virginia Review**

## Freedom Road Rally Will Tour Minnesota in 2017

Your event coordinators are busy planning the 2017 tour. Minnesota will be the destination, June 4-9. We have reached out to our rally friends in that region and received piles of terrific information about the wonders of Minnesota. As usual there is three times more cool stuff than can be covered in a week, including the world’s largest work boot, interesting museums, The Great River Road, quant small towns and a whole lot more. So, we are in the process of evaluating the choices and routes and planning our fact-finding trip. Updates will be posted to the website as they become available. We hope to see you there.



## 2016 Freedom Road Rally Virginia or You can’t get the smiles if you don’t do the miles

*By Debra Eich*

Gareth and I just completed our first and certainly not last, Freedom Road Rally across Virginia. We had heard positive reports from both the Crosllins and Robersons who had participated in prior years, plus our summer was fairly open. The venue in Virginia sounded good, with family in the area to hook up with at the end. So what car to take? That was easy enough, our new old stock flathead V-8, 1934 Ford Cabriolet. We just needed to have a convertible top put on it and replace the transmission but we had three months, we could do it. As the date grew nearer, we had completed the transmission repairs and top by early May, but road testing, not so much. I had every confidence in Gareth’s mechanical



06/05/2016

skills and rewiring bumper to bumper and my window rolled up for inclement weather, so why not. The shimmy had been reduced by balancing the tires and an 808 mile maiden voyage was the plan. A slight glitch arose as we had the car on the trailer late Thursday afternoon, Gareth discovered the disconnect switch had gone on the fritz. I headed off to pick up a new one at Discount Auto while the old switch was removed. We did miss the Ice Cream Tour though, but we were on a mission.

Following our typical sleepless night prior to departing for a holiday, we were on the road Friday by 2:48 AM headed to Richmond to see the sites. We arrived in Sandston, VA and were checked into our hotel by 4:00 PM to acquaint ourselves with the tour directors Anna Remsberg and Scott Dorsey as well as other participants, particularly the mechanics crew, not that we would need them, but just as a safety network.

### 2016 Ace Awards

- Jim & Betty Burns – 5 Tours
- Duane & Ann Cramer – 5 Tours
- Dick & Linda Fisk – 10 Tours
- Donnie Guyton – 5 Tours
- Joe Jeffrey – 5 Tours
- Ed & Carol Johnson – 5 Tours
- Ralph & Lori Peters – 5 Tours
- Dwight & Sharon Scott – 5 Tours
- Bob & Alice Wirth – 10 Tours
- Ivo Slezak & Brenda Letourneau – 10

## Upcoming Events

Oct 6, 2016 – FRR Cookout  
Hershey, PA

June 4-9, 2017 – 2017 Tour  
Minnesota

Saturday AM we toured historic downtown Richmond on our own and took a mini shakedown cruise for the '34 Cabriolet aka Scarlett, not to be confused with the '34 Victoria, across some fairly rough roads, hill climbing and curvy roads. Downtown Richmond has a rich history with the Museum and White House of the Confederacy of President James Madison, the home of John Marshall the fourth Chief Justice of the Supreme Court, and the Virginia State Capitol designed by Thomas Jefferson. Our docent at John Marshall's home, Sylvia was a former curator of a museum and so knowledgeable. She included us in discussions regarding state's rights versus complete central government

authority. You will want to ask for her should you be in the area. Like most historical buildings in downtown, these structures were saved from destruction by the Association for Preservation of Virginia Antiquities founded in 1889 by the ladies of Richmond for future generations to appreciate and how fortunate for us that they did. After perusing the downtown, we had to be back for the afternoon Orientation for the first timers to the tour, and there was a room full of us. Our cars were decaled, we were given name badges and goody bags and the fun was about to begin. This tour had 156 participants and 71 registered cars ranging from a 1932 Chevrolet Cabriolet to a 2015 Mustang, so there were a variety of cars to say the least, with 8 support crew plus the tour organizers Scott and Anna. Staying in a different hotel and city each night, required paring down of packing, since the rumble seat area now stored tools, spare parts, coolers, a week's worth of clothes, and snacks for the road. The small cooler was stored under my feet. I kept losing things on the floor of the car, and somewhere we misplaced Gareth's sunglasses and only recently found them in the convertible shelf.

Sunday, June 5<sup>th</sup> Richmond to Harrisonburg Day 1: We began our introduction to a week of smiles and miles with the Richmond International Raceway. Each group of cars got 10 laps around the track, just however you lined up. You did have to sign a waiver that the dangers and potential damages were understood of course, like that was going to stop Gareth from taking the opportunity of a lifetime. When our turn arrived, a grin crossed his face that grew even larger when he overtook the white Thunderbird after a few laps. Then it was off to James Madison's home Montpelier for more sedate travels.



Monday Day 2 Harrisonburg to Harrisonburg: We traveled along gorgeous winding tree lined roads, with farms, barns and silos to greet us at every turn. Scarlett handled the twisting uphill and downhill terrain like she was accustomed to them in a former life. The American Celebration on Parade, a retirement home of sorts for past floats from Thanksgiving Day parades, or inaugural celebrations was our first stop. Route 11 Potato Chips was the next visit for hand cooked, kettle style potato chips. This is where we lost our Horseless Carriage License Plate on the road, unbeknownst to us.



Fortunately someone else on the tour saw the 1934 Ford frame and Florida tag it lying in the road and thought I know who this belongs to and picked it up. We traveled through a wooden bridge and I jumped out for a



photo op, along the way to Stephen Pieper's Motion Promotions. This fellow had some great cars and a machine shop anyone of the guys would call their own. We headed across Edinburg Mountain, our first of many steep and winding roads to travel along the



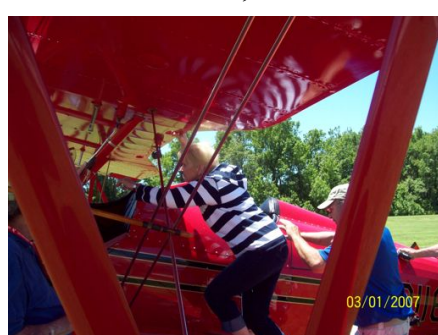
way to Luray Caverns. This attraction was first discovered in 1878 by five local men from Luray, VA, who were attracted by the cool air emitted from a sinkhole with a limestone outcrop near the opening, and so goes the historic attraction. The constant 54 degree temperature was a welcome change to the warm sunny, top down days, as we enjoyed the cavern's underground streams, pools, stalactites and stalagmites some formed 7000 years ago and others still growing. In the parking lot, of Luray caverns, we were told of our missing license plate that was news to us. At this point I feel the urge to pay homage to Dorothea Clausen who taught me how to navigate on prior tours. Because more often than not, Gareth and I would not see any other cars from the tour, on the scenic byways and roads, yet we would meet up again with the crowd at the next attraction. So again thanks to your tutelage Dorothea.

Tuesday Day 3 Harrisonburg to Roanoke: We visited Elder's Antique Auto in Staunton. At one time Beverly Motors as it was called was the largest Ford Dealership in the South. Located near two railroads, this was the 1<sup>st</sup> Ford Distribution center for VA. The cars arrived by train, were serviced and dealers picked them up. New cars were stored on the third floor, and the 21 employees did customer tire repair, painting and

mechanical work on any make or model. The 105 year old elevator continues to work today. Later renamed Augusta Motor Company, today it is a privately owned collection and has cars for sale. A leisurely drive along the scenic Blue Ridge Parkway was our road side picnic down by a creek, before we continued onto the Virginia Transportation Museum where our docent was a retired railroad man. We learned why cabooses are no longer used on freight trains and the history and consolidation of the train industry. Here we were introduced to the 1941 Norfolk and Western Class 611J steam locomotive a Roanoke legend that was retired in 1960 where it sat dormant for two decades. It was

refurbished in approximately one year's time by volunteers and was fired up on March 31, 2015. The train made three excursions with the last in 2015. It was then moved from the VA Transportation Museum to the North Carolina Transportation Museum in Spencer, NC on February 11, 2016 where it will remain until August of this year. Oh by the way, we saw it fired up and belching black smoke while on our NC tour, another story.

Day 4 Wednesday, Roanoke to Emporia: Here we saw a tank museum an impressive collection of tanks, uniforms and memorabilia. You could even purchase some surplus uniforms, socks and clothing. But we didn't have the need for more garments, much less the room. The South Hill Doll and Train Museum was next, a small town with pride for its heritage.



Day 5 Thursday, Emporia to Norfolk: We detoured into North Carolina and passed along the Great Dismal Swamp which takes up 112,000 acres of the East end of Virginia. Talk about some rich black soil that could grow the corn. Next was the Military Aviation Museum in Virginia Beach. Airplanes of WW I and WW II vintage were refurbished or reproduced by airplane enthusiasts. Some of the tour members had signed up for flights while at the museum. While we were there, a test pilot flew the maiden run of a Bi-Wing Fokker D VII, following its 1-1/2 year restoration. Off to Norfolk harbor and the Nauticus museum and tour of the battleship USS



Wisconsin, a Floating Fortress. The Geico commercial was filmed here that drops off the Gecko on the deck. The museum demonstrated the Battleship's history over its military service in the Pacific Theater in WW II, and the Korean War. It was reactivated in 1986 for operation Desert Storm and again decommissioned in 1991. As your car approached the museum from West Plume Street, the bow of the Wisconsin is glaring at you head on. Just a bit of adventure on the up ramp of the Plume Street parking garage, the brand new power disconnect on the '34, did just that, no juice. Gareth was able to fiddle with it and find a sweet spot to make the car start and drive on up the ramp while the cars behind us waited as he sorted out the issue and found a

parking spot. After the harbor tour though, Gareth had to disconnect the defunct switch in order to drive to the hotel and the remainder of the tour. The Victory Dinner was held that night at the hotel, as Friday we would depart for Richmond following the Harbor tour and Parade of Sail.

Day 6 Friday Norfolk to Richmond: We boarded the Victory Rover for a Harbor Tour of the Norfolk Naval Base and the 100,000 Tons of Diplomacy demonstrated there. We passed by the Norfolk Harbor cargo terminal that transports cargo around the world, the Norfolk Naval base and US Naval Hospital ship, Comfort, as well as military ships for Harrier jet and helicopter landings. Submarines were also docked along the wharf. We joined in the Parade of Sail with the tall ships and private vessels that accompanied this flotilla into the Harbor, as water cannons sprayed fountains of water. This was quite a site and to be in the middle of it all. Gareth and I both felt we certainly got our monies worth on this tour given the hotel accommodations, scenic byways and support crew. We definitely got the smiles and did the miles along with great adventures along the way.



### **In Appreciation**

We would like to thank the exceptional group of people who volunteered as staff members and helped us have a great week taking 71 cars and 153 people more than 700 miles around the state of Virginia. This trip was fun for everyone because of your contributions. From the Pennsylvania College of Technology; Logan Anderson, Aron Boothe, Genavieve Kelly, Vanessa Mathurin, and Eugene Toner. As well as Mike Goss from Colorado Springs, CO and Dave Dorsey and Belinda Woolfson from Los Angeles, CA. *Thank-you all, Anna and Scott*