

PRESIDENT'S MESSAGE

Carole Hedstrom



An Ode to Roads

While away out east visiting family, Brad and I recently drove a section of the National Road. This stretch of what is now US Highway 40 was the first federally funded road in the country. The road was authorized for construction by Thomas Jefferson in 1806, with construction beginning 1811 to connect Cumberland, Maryland to the Ohio River. We drove only about 140 miles of the roughly 620 miles of original road. Today it feels like a scenic two-lane highway, but of course it has come a long way since 1811.

This experience got me thinking about roads and how lucky we are to have the infrastructure in place that makes driving so enjoyable. Back in the mid-1800s roads were rough dirt, deeply rutted in poor weather, perhaps cobbled in cities (like the first National Road), but as vehicles changed from horse-drawn carts, stagecoaches and Conestoga wagons to early automobiles, the road surfaces



changed as well. In the 1920s asphalt was introduced as a surface on the National Road, and the

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There's Still Time to Enjoy the Autumn Roads in Your Porsche

We'll Help You Stay Safe!

You've enjoyed hours on the road this summer, and there's still time to enjoy more! If you've been driving all summer, now is a good time to ensure your car is up to date on maintenance, and keep your vehicle safe, especially if the weather turns rainy. And when you're ready to wrap up your driving season, call us for an appointment and we'll help prepare it for winter storage.

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experience was transforming. Asphalt was smooth, dust free and resistant to erosion. Driving from the East Coast to the Ohio River Valley took only hours compared to days when traveling by wagon along bumpy, unfinished roads.

It is thanks to this road, in part, that the US expanded from a handful of states to 50 and all the way to Oregon. It is hard to separate that expansion and the evolution of rocky dirt trails into smooth modern roads.

Today the National Road retains the history from the earliest days of the road including metal mile markers and toll houses. While the road was initiated and built with federal funding, the government did not account for maintenance of the road. By the 1830s some of the road's responsibility was passed along to the states through which it ran. Tollgates and tollhouses were built by the states, with the federal government taking a share in road repairs.

Over time the National Road became Highway 40 and stretched across the country from Atlantic City to San Francisco. Highway 40 was the first trans-continental highway, and also goes by the names Historic National Road, and "The Main Street of America." The golden age of Highway 40 came in

the 1950s when small town America thrived and Route 40 connected one Main Street to another. It was this small-town experience and country scenery that enticed us to travel along the old National Road and avoid bigger interstates (I-70) for this journey.

Driving even a short section of the National Road reminded us of many of our favorite Porsche roads back home. The timeless villages and quite hamlets,



a covered bridge that felt a little like Oregon. The green, rolling hills, the dip and curve down to a creek or river - the travel made so much more thrilling thanks to a little asphalt and westward expansion. Thank you, Mr. Jefferson, for your foresight and resources to put forth the National Road and its many successors. We are the benefactors of this forward planning and continue to enjoy the roads and scenery of this vast, gorgeous country.

You can reach me at president@oregonpca.org. Let's drive!■

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