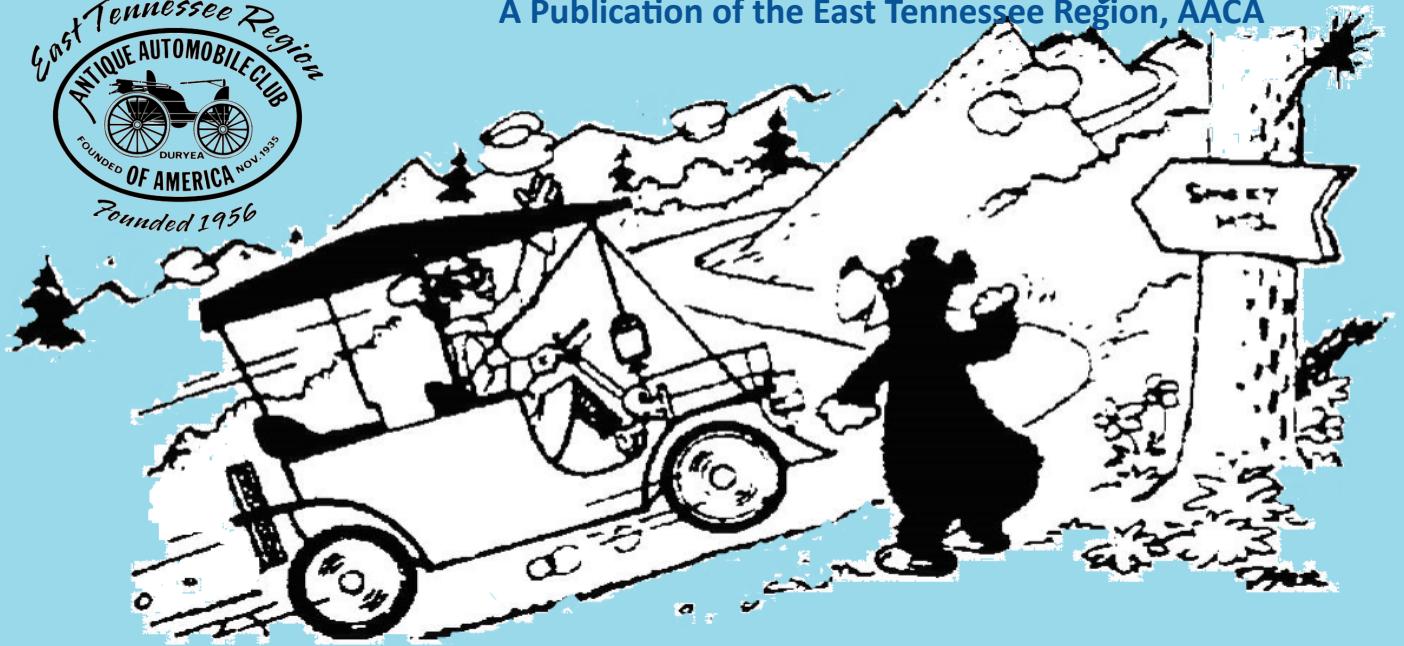


Smoky Mountain Antiquer

A Publication of the East Tennessee Region, AACA



July—August 2020

Volume 55, Number Four



Photo by Robert Quillin

Magnificent Cars, Magnificent View: Members of the East Tennessee Region got together in August for an impromptu tour of the Foothills Parkway.



Local and National Events

ETR 2020 Calendar of Events

September 26:	Event to be determined. Hosted by J.W. & Patricia Weeks
October 17:	Murphy N.C. tour hosted by Richard & Maggie Crawford and Tim & Sherry Seay
November 21:	Business Meeting, Covered Dish hosted by Robert & Sandra Quillin
December 18:	Christmas Party hosted by Tom Howard

Upcoming Events from Other Organizations

Now Through October:	Foothills Mall/JC Pennys Friday Night Cruise-in ...largest Free Family Event ...Every Friday night.
Every Third Saturday:	Lenoir City Cars and Coffee. 8:00 AM — Noon
September 5:	New Midway Baptist Church, Kingston TN. Car Show/Cruise-in. Breakfast served at 8:00 AM. Car show at 9:00. Lunch is also provided.
September 11—12:	Cancelled. Shades of the Past Car Show, Pigeon Forge, TN
September 19:	Noon to 5:00 PM. "Orphan Car Show/Cruise-in," Tally Ho Inn, Townsend TN.
October 23—25:	53rd Annual Mountain Moonshine Festival and Car show, Dawsonville, GA

AACA National Events

Sept. 13—18:	Cancelled. Glidden Tour (hosted by the VMCCA) in Saratoga Springs, NY
October 10:	Eastern Fall Nationals (show only—no swap meet) Hershey, PA
October 19-23:	Cancelled. Central Divisional Tour in Broken Arrow, OK
Feb 11-13:	AACA Annual Convention Philadelphia, PA
Mar 17-20:	Special Winter Nationals San Juan, PR
Apr 8-10:	Southeastern Spring Nationals Concord, NC
Apr 20-23:	Southeastern Divisional Tour Howey in the Hills, FL

2020

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Robert's Ramblings

By President Robert Quillin



The remnants of Hurricane Laura had cleared and 27 ETR members with 15 cars were treated to a beautiful sunny Sunday afternoon impromptu tour on August 30. It was so good to see our friends again after being confined to home for so long with the virus scare.

Our group did a great job of social distancing and wearing masks when outside their cars. We were also treated to some different and new-to-our-club antique cars. Bob Bly drove a beautiful red 1960 MGA 1600 convertible. Glenn Sokolofsky drove a 1974 Plymouth Duster with less than 19,000 actual miles. Andre and Joan Bourque showed off their blue and white 1962 2-door Impala hardtop. Art Fensod brought his "almost new" 1947 Packard with original paint and interior. We were treated to a beautiful blue 1931 Model A Victoria owned by Doug and Jean Terry. Len and Linda Royston drove a classic 1966 Corvette convertible.

Speaking of antique automobiles, congratulations to four of ETR's club members. RG and Sherry Lewallen's coveted 1957 Bel-Air received a Senior Grand National Award at the AACA 2020 Grand National held at Gettysburg, PA. on August 22nd. Other ETR members who won at this show were Robbie and Beverly Gray. Their 1957 Bel Air received a First Grand National at Gettysburg.

This is a reminder to submit your nominees for the Nominating Committee for officers and board members for 2021. You received an email from RG Lewallen on August 14 which includes the ballot and directions for submitting it. Your ballots must be received no later than Monday, September 14.

Our club hosts for the September 26th Tour to Fall Creek Falls have decided that this tour is too far to travel at this time. They are currently in the process of coming up with another tour idea. We will update club members as soon as we know more.

I hope that other members will generate ideas for tours to "make-up" for the times enjoying our car hobby that we have missed this year due to the pandemic.

If you have a favorite driving route that you enjoy -- one that would not take more than 2 hours or so; have restrooms available before starting; keep members socially distant; give me a call and I will do my best to help you plan an Impromptu Tour like we had on August 30.

To try to be safe...we purposely did not circulate any materials, did not gather as a group, did not distribute food or drinks, and requested that masks be worn outside of cars. We can have fun and enjoy our cars and each other by practicing good health habits during COVID-19!

Highlights from the August 30 "Impromptu Tour"

Photos by Robert Quillin



Above: Glenn Sokolofsky's
1974 Plymouth Duster
Below: Bob and Ann Bly's
1960 MGA



Above: Doug and Jean Terry's
1931 Ford
Below: Mike and Judy Levy's
1956 Chevrolet



Above: Art Fensod's
1947 Packard
Below: Len and Linda Royston's
1966 Corvette





Keeping the Wheels Turning

By Sherry Seay, Events Coordinator



Since our last report, the club was able to take a tour through Loudon on July 18th, hosted by Art Fensod and Bob Edgemon with a stop at Bob's family farmhouse near Paint Rock. Of course, it wouldn't be a tour without food which was provided by Smoking F Barbecue Farm near Sweetwater. We ate outside on picnic tables while a bluegrass band played. The food was great! We had 18 cars and approximately 35 attendees.

Many members have been going on their own to various local cruise-ins such as Foothills Mall on Friday nights, Farragut on Saturday evenings, Cars and Coffee in Lenoir City and The Shed in Maryville. On August 22nd, several members attended the car show in Lenoir City at First Baptist Church while others participated in the Cars for Canines the same day in Oak Ridge. At the Cars for Canines, members Jimmie & Debbie Hixson won Top 25 with their 1933 Hupmobile and Steve & Ruth West also won Top 25 with their 1955 Chevy Nomad. Others in attendance were Jerry & Frances Hodge, Tim & Sherry Seay, John & Julie Rochelle and Tracy & Loretta Rollins.

Unfortunately, the trip to Metcalf Bottoms on 8/29/20 has been postponed. Keep your eyes and ears open for upcoming events. Thanks to JW Weeks for sending me information on some upcoming events:

September 5th Cruise'n for Jesus
New Midway Baptist Church
240 New Midway Rd. Kingston, Tn.
9am - 2pm

September 19th Rods in the City
323 Emory Rd. Powell, Tn.
9am - 3pm

September 26th St Mary's Car Show
Oak Ridge, Tn.
9am - 2pm

October 10th Pistons at the Prison
Brushy Mountain State Penitentiary
486 Frozen Head State Park Oliver Springs, Tn.
9am - 3pm

October 17th Twisted Piston Car Show
Parkway Drive In
2909 E Lamar Alexander Pkwy, Maryville, Tn
1pm - 6pm

October 31st Cruise'n for a Cure
Oak Ridge, Tn
10am - 2pm

November 7th Kingston Fall Festival Car Show
Roane County Courthouse Kingston, Tn
9am - 1pm

Mark your calendars for these and be sure and check the ETR Facebook page as well as Tennessee Car Shows and Cruise-ins Facebook page for other events that may be happening.

Remember that these are all subject to change or cancellation. Keep those wheels rolling and stay safe!



Julie Rochelle and Ruth West
relax in the shade.



Jimmie Hixson's 1933 Hupmobile
takes Top 25 honors.



Debbie, Mary Frank, and Jimmie Hixson
enjoy some down time beside the lake.



Sunshine Report

By Sandra Quillin, Sunshine Correspondent



Editor's Note: Sandra wrote the Sunshine Report for this issue before the tragic death of her brother, as a result of a horse-back riding accident. Please keep Sandra and her family in your prayers.

In July, I sent ETR well wishes to Lois Walker (John). Please keep Susie Bright in your prayers as she undergoes back surgery again on September 10th. I will send Susie a note of cheer and well wishes on behalf of ETR. Please do not forget to inform me of members who need a note of well wishes or a member who loses a loved one so that I can send a card from ETR.

As I talk with friends who reside in nursing homes about their loneliness, I have been thinking about what I can do other than send a card or make a call. I spoke with the activities directors in four of the 8 nursing homes to which ETR sends Christmas cards each December. I asked what I could do to bring some cheer to the nursing home residents who are lonely and restricted from having family visitors. I thought that many of you would like to think about supporting your local nursing home and might enjoy hearing of their needs.

Each nursing home can use prizes for Bingo or other games. Some examples of things their residents choose from the gift closet are: body wash, shampoo, conditioner, big packages of tissues, blankets, costume jewelry, makeup, pallets of eye shadow, lip gloss, new stuffed animals, canned sodas, small bags of chips, candy bars, individual pkgs. of cookies or peanut butter crackers, Dollar Tree items like the solar powered flowers or butterflies that move, or a gift card the director can use to shop at Kroger or Walmart for snacks. Gift cards to Hobby Lobby are useful for purchasing craft items.

One nursing home mentioned that they have themes for each week: Pirate Week (purchase eye patches at Dollar Tree), Farm Week (send bandanas or straw hats), Chef Week (purchase chef hats at Dollar Tree), Music Week (send items to dress up like Dolly Parton or Elvis)...

Another idea is to volunteer to refill bird feeders outside the residents' windows. You would furnish the seed and refill once every two weeks. One nursing home has 29 bird feeders! I told the activities directors that I for one am not shopping during the pandemic. But I do order groceries from Walmart so I could send small bags of chips, canned sodas, and individual packages of cookies.

However, my point is this, there is a need here that I think we

can fill. No matter where each of us lives, there is a nursing home near us where residents need some cheering up. They too have been isolated by the COVID-19 outbreak. Please take it upon yourself to call a nursing home, ask for the activity director, ask what you can do to support the residents, let them know you care, and perhaps give them a better day!

Editors' Corner

From Co-Editor Roger Frazee



It takes a village to restore a car. About three years ago I purchased a '63 Corvair Spyder project car and began my first attempt at a nut & bolt restoration of the once-sporty convertible.

The project has been a learning experience to say the least. And it has been a welcome distraction to the troubles and strife going on in the outside world. In fact, my garage has become my "happy place." It is there that I can tune in my favorite Pandora station, slide myself under the Corvair and think of nothing but the next bolt or nut that needs to be twisted.

As of this writing, the front and rear suspensions have been rebuilt, along with the steering box and linkage. The wheels are back on the car and it is, once again setting on the ground. The engine is strong, so it just needed to be cleaned and detailed.

My neighbor and ETR member, RG Lewallen, has been helping me whenever I need an extra set of hands. Together, he and I removed the drive train and separated the engine from the transaxle. ETR member Dan Paransky did a fantastic job stripping and repainting all of the sheet metal shrouds that surround the Corvair power plant. Another ETR member, Charles Alexander, has the seats in his Upholstery shop, where they will receive new vinyl and cushions. I was hoping that former ETR member, Eddie Skeen could do the body work, but he is, understandably, booked solid for the foreseeable future. But another local body shop has me scheduled to bring the car in to be stripped and painted, inside and out, after the first of the year.

I'm not sure, at this point, when the 'Vair will be ready for the AACA showfield, but, with a little luck, it may happen in 2021.

I could never have gotten this far with the project without the help of the wonderful people in the East Tennessee Region.



East Tennessee Region AACA Board Meeting Minutes

July 14, 2020 (via conference call)



By R.G. Lewallen, Secretary

OFFICERS:

President: Robert Quillin, Present
Vice President: Tim Seay, Present
Secretary: RG Lewallen, Present
Treasurer: Charlie Simpson, Present
Tom Howard, Past President, Present
Jan Frazee, Newsletter Editor, Present
Roger Frazee, Newsletter Editor, Present
Sherry Seay, Events Coordinator, Present

Board:

Ken Lund, Director, Present
Len Royston, Director, Present
Victor Varady, Director, Present
JW Weeks, Director, Present

GUESTS: Sandra Quillin, Sunshine Representative, Present

CALL TO ORDER: The meeting was called to order by President, Robert Quillin, at 6:34 PM. Roll call was conducted as members called into the conference bridge and all board members were accounted for.

MINUTES FROM THE PREVIOUS MEETING: The May 19, 2019 Board Minutes were previously sent to the board by RG Lewallen, Secretary. Motion was made to accept the minutes as written, seconded and motion carried.

President's Report: Robert Quillin asked that everyone keep in touch with members on their call list during these times.

Vice President's Report: Tim Seay shared that he and Sherry, like everyone else, is missing getting out and getting together. He stated some local shows are starting back up and folks are understandably being cautious.

TREASURER'S REPORT: Charlie Simpson, Treasurer, gave the financial report as of June 30, 2020. Motion to approve the Treasurer's report was made and seconded. Motion carried.

ANTIQUER REPORT: Roger Frazee did not have anything to report. He stated they are in need of more articles for the next issue.

WEBMASTER REPORT: Roger Frazee had nothing new to report on the web other than just keeping the web current at this time.

EVENTS COORDINATOR REPORT: Sherry Seay reported that things are starting up again with some local cruise-in's and local shows. Sherry said she is informing members of the local events through emails.

UPCOMING:

Upcoming tour July 18th -Len Royston does not think that our club should endorse this event because of the current spike in

the COVID-19 virus. Tom Howard stated that he and Charlie Simpson went on this tour last month. Everything is outside where it is easy to social distance and anyone can attend the tour and omit the dinner if they don't want to be inside with others. Tim Seay stated that he felt that we should not cancel this event at this time. Roger Frazee stated that since this is a ETR AACA event he hopes everyone stays safe and no one gets the virus during this event. Sandra suggested that Sherry mention to members that we are not keeping the participation books on any events this year.

Below is the correspondence from President Quillin concerning this event:

Fellow Board Members: First of all, thanks for all your help with last night's Board meeting. Below is the original memo that I sent requesting your vote on Art Fensod's proposed "Barbecue & Blue Grass Tour" scheduled for July 18th.

Per our discussion last night, I am sending this memo and the results of the vote for entry into the Board minutes.

	YES	NO
Tom Howard	x	
Tim Seay	x	
Sherry Seay 1		
Ken Lund	x	
Vic Varady	x	
J W Weeks	x	
Roger Frazee		x
Jan Frazee		x
Charlie Simpson	x	
R G Lewallen 2	x	
Len Royston 3		x

- | | |
|---|----------------------------------|
| 1 | No response |
| 2 | Yes, if masks are used |
| 1 | Initially yes, but changed to no |

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East Tennessee Region Was Well Represented at the Grand Nationals in Gettysburg, PA

Editors Note: Beverly Gray, RG Lewallen, and Keith Bullen contributed to this article.

Several East Tennessee Region members attended the 2020 Grand Nationals in Gettysburg PA, on August 21—22nd. Two ETR members competed with their cars and brought home hard-to-earn Grand National awards.



Photo by Keith Bullen

RG and Sherry Lewallen's '57 Chevrolet on the Showfield

Those in attendance included Tom Howard, Rick Lay, Keith and Debbie Bullen, RG and Sherry Lewallen and Robbie and Beverly Gray.

The Lewallens competed for the Senior Grand National Award with their '57 Chevrolet Bel Air, while the Grays sought a First Grand National award with their '57 Chevrolet four door sedan.

Tom Howard and Rick Lay served as judges during the event, as did RG Lewallen.

The AACA worked tirelessly in being able to host the Grand Nationals this year. Originally planned to be held at the NB Center for American Automotive Heritage in Allentown, PA in July the event was postponed until August 22 and moved to the Wyndham Hotel in Gettysburg, PA. In fact the dash plaques handed out to the participants at the event had the July date and Allentown location! What a year, but that is the way this year has gone with COVID-19!

Robbie and Beverly Gray presented their 1957 Chevrolet for an AACA 1st Grand National Award at Gettysburg, PA on Saturday, August 22, 2020. RG and Sherry Lewallen (Beverly's Brother and Sister-in-law) presented their 1957 Chevrolet for an AACA Senior Grand National Award. The Grays were accompanied by Keith and Debbie Bullen.

Recounting the trip, Beverly said "What an honor to put our car

in an AACA Grand National Car Show, to show our car with some of the very best restorations in the country. We didn't know if our car could compete with such grand cars, but we felt we must try. We owed it to all those who worked so hard on the car and invested so much time into the restoration." In preparation for the meet, the Grays sent their black '57 Chevrolet to the body shop for touchups on a couple of bad places in the paint. Once the car was back home, the Grays and the Lewallens began the tedious task of the detailing. They also made final adjustments to the engine and chassis. Then came the mock-judging. Neighbor and friend Roger Frazee stopped by to do a quick inspection. Roger identified a few items and the scramble began to fix them. Finally, Bev and Robbie covered the car in anticipation of the Grand Nationals.



Photo by Keith Bullen

Beverly and Robbie Gray's '57 Chevrolet awaits the judging team.

Prior to the show, concern and doubts set in, as they do any time a car is entered for AACA judging competition. The Grays knew of little things that were not quite the way they would like to have them. They were nervous and anxious!

When the day came to load the Lewallen's and the Gray's cars onto their long, long 50-foot trailer, Bev said it was like driving into a tunnel. At last the cars were loaded, re-covered, tied down and ready to travel to Gettysburg.

The travel is definitely different considering COVID 19. Masks, gloves, hand sanitizer, Clorox wipes, washing hands and social distancing all add to the experience of traveling this time. And when you add the excitement of watching RG maneuver that 50-foot trailer, what a trip. Snaking the car hauler through a state park along the way added a few tense moments for everyone involved.



East Tennessee Region Was Well Represented at the Grand Nationals in Gettysburg, PA

Continued from previous page

The weary travelers arrived in Gettysburg late in the afternoon and began to set up camp while RG parked the trailer at the show site.



AACA President Jim Elliot presents the First Grand National Award to Beverly Gray.

Keith and Debbie Bullen had already arrived, so the three couples rendezvoused and prepared for the weekend ahead.

Photographer Keith grabbed his camera and started taking pictures. The camera wasn't put away until everyone was headed back home.

Keith described the AACA experience, saying "We have made some very dear friends in the past two years from attending car shows. After joining the ETR AACA, we have made many more friends and are making great lifetime memories that are priceless."

The day before the show, the six travelers visited the historic and haunting Gettysburg Battlefield National Military Park.

Saturday was the big day! The AACA folks did an unbelievable job in preparing for the show in a short time, considering the

show was originally scheduled for Allentown, PA. The show grounds were perfect for a car show. Everything was well organized, and everyone was made to feel welcome. Excitement built as the show cars were unloaded and driven to their respective spots. Final detailing was completed by meticulous owners, hoods and trucks were opened, and the mandatory fire extinguishers were set in place. Nervous anticipation set in.



RG Lewallen displays his Senior Grand National trophy while sister Beverly Gray shows off her First Grand National award.

All the judging teams wore a masks furnished by the AACA. In a departure from the rules, all of the show cars were judged with the windows rolled up, in order to reduce the risk of COVID-19. The judging teams are normally five-member teams but due to the reduced number of judges, four-member teams were Implemented. Each judging team had an average of 20 cars to judge so they were very busy at this event!

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Several Model T Fords were on display at the Gettysburg Grand Nationals.



News From National AACA Headquarters

National Activities VP Talks About 2020 and Beyond

2021 AACA National Activities Calendar



By Mark McAlpine VP – National Activities

For obvious and understandable reasons, the 2020 car season has been a bust. Restrictions imposed across the country to combat the coronavirus pandemic resulted in the cancellation of most public activities including car shows and tours held by the AACA and other local and national car clubs.

The AACA still has one remaining national activity planned for the remainder of 2020—the Eastern Fall Nationals in Hershey, PA, on October 9-10. This show has been tailored to ensure the safety of our members. (While I'm looking forward to the car show in Hershey, it will seem strange without the swap meet.)

The year 2021 will be better. The coronavirus should be beaten into submission by then, and things will begin to return to "normal"—whatever that may look like. The 2021 AACA national activities calendar is very robust with 10 Nationals/Grand Nationals scheduled and 6, possibly 7 tours (depending on whether the cancelled 2020 Central Divisional Tour is rescheduled to 2021).

The Vintage Motor Car Club of America (VMCCA) has rescheduled the cancelled 2020 Revival AAA Glidden Tour to September 12-17, 2021, in the same originally planned location of Saratoga Springs, NY. Although it now won't be 75 consecutive years, this will still mark the 75th anniversary of the revival of the Glidden Tour and include special activities to commemorate the occasion. Our host regions and chapters have worked hard to plan and organize some fun activities for us to enjoy. Please support them by participating in these activities.

I look forward to seeing you there. Until then, be safe and stay healthy!

2022-2025 AACA Calendars

It may seem a long way out, but we're fleshing out the AACA 2022-2025 national activities calendars. Please ask your region or chapter to consider hosting a future AACA Nationals or Tour. We can't hold these events unless someone steps forward to host them. The AACA Board of Directors and Headquarters Staff is here to assist you in any way we can and will not let you fail. Whether you decide to host an AACA Nationals or an AACA Tour, we can provide a Registration Chairperson and help design your dash plaque, ad for the Antique Automobile magazine, and information brochure.

If necessary, AACA Headquarters can also front you seed money for deposits. (This needs to be repaid after the event.) If you decide to host a Nationals, we also can provide a Chief Judge.

In all cases, an AACA National Director will be assigned as a Liaison Director to personally assist and advise you as you plan and prepare for the activity and to coordinate any support you need from AACA Headquarters. We need host regions/chapters from each of our four divisions (Central, Eastern, Southeastern, and Western) to host national activities in 2022-2025, but we especially need regions/chapters from either the Central or Western Division to host the 2025 Grand Nationals and regions/chapters from any division to host the 2022 and 2024 Glidden Tours.

Thank you very much for your consideration. If your region or chapter has never held a local car show or driving tour, it can hold a successful national show or tour. Remember: AACA National will help ensure you hold a successful and fun national event—we will not let you fail.

Please contact me at mmmc Alpine13@outlook.com if you have any questions, want more information, or just want to talk about old cars.

Help Wanted:
Newsletter Editor and
Webmaster Positions are
Open for 2021.
No Experience Necessary!
Contact Roger or Jan Frazee for Details.





2020 Eastern Fall Nationals

October 9-10, 2020

Hershey,
Pennsylvania

Schedule of Events

Friday, October 9

9 a.m. - 5 p.m. Registration open for
packet pick-up - tent on show field

1 p.m. Seminar on show field

2 p.m. - 4 p.m. Judging School
followed by CJE

Saturday, October 10

7 a.m. - 10 a.m. Show field open

9 a.m. Judges report to show field

9:30 a.m. Judges meet with their
team captain

10 a.m. - 3 p.m. Judging of vehicles

3:30 p.m. (approx.) Awarding of
trophies on show field



Registration Deadline:
August 31, 2020

Trailer and Motor Home Parking: Trailer & motorhome parking will be in the Giant Center parking lot. Parking will open Friday, October 9 at 9:00 AM. All trailers & motorhomes must be removed by 11:00 PM on Saturday, October 10. Motorhomes must be self-contained.

Hershey Lodge: The Hershey Lodge has worked with the AACA to offer a special rate for the fall car show. The rate is \$199 per night for AACA members. The Lodge has an extensive COVID plan and rooms are being sanitized regularly. Reservations: 717-533-3311. www.hershey lodge.com



Art Fensod and Bob Edgemon Host the ETR July Tour

By Art Fensod

On Sat, July 18th, East Tennessee Region, along with the V8 Ford Club and Model A Club, toured the rural Loudon and Roane Counties. We ended our tour at a new BBQ Ranch House in Philadelphia, TN.



Photo by Melissa Johnston

Art Fensod's Buick is parked in the foreground as friends gather at Bob Edgemon's childhood home.

Sixteen cars and 33 people participated in the tour through scenic Roane County, which was lead by our own Bobby Edgemon.

The caravan left McDonalds in Loudon at 3:15 PM and drove thru the country, arriving at the Edgemon Family Farm House in Paint Rock. After a visit there we proceeded to the Smoking F Barbeque Farm and enjoyed a Blue Grass Band as well as delicious authentic Texas BBQ. Everyone had plenty to eat and enjoyed antique car fellowship.

Editors Note: The East Tennessee Region wishes to thank Art and Bob for putting on another successful tour!

The Best Laid Plans are Sometimes Disrupted by an Overheated Motor

By Melissa Johnston

All of us that have a Flathead or know anything about them, know they can be especially famous for one thing in the heat of the summer.... running hot.

Well, that's what my Flathead wanted to do during the cruise out to Heritage Farms this month when it was in the 90's. With just an electric fuel pump on a switch and a choke I couldn't keep it from vapor locking up and then flooding out, coming up 321 from Maryville to meet everyone before the cruise.

When it was time to head on to Heritage Farms, my motor was 210 F on the left side of the block and 220 F on the right. This Flathead had made its mind up, it wasn't going anywhere fast. We didn't make it very far before we just pulled the 1940 over in the shade popped the hood and let it cool.

About an hour later, the temperature was below 160 F and the 59A cranked right up and we went on ahead to hold the club's reservations at Smokin' F BBQ where we all met back up and enjoyed some great BBQ and music.

The nice thing about the evening was it cooled down a bit too and the 1940 Ford Coupe rumbled on home without problem!

Flatheads are famous for running hot, but I'm biased when it comes to these motors. I have had this motor coast to coast and it hasn't called it quits on me yet!



Photo by Melissa Johnston

Melissa Johnston's '40 Ford (right) cools down while its driver enjoys dinner at Smokin' F Barbeque.



A Riverside Rescue Becomes a Labor of Love



After being rescued from a field, stored under a tarp, and relocated a couple of times, Andrew and Joan Bourque's 1962 Chevrolet Impala has been restored to its original beauty.

By Andre Bourque

As I was driving home from work one day I happened to glance down in a field by the river. I had spotted this 1962 Chevy Impala sitting there along with other abandoned cars behind this old service station. As I drove past I thought to myself what a shame to see it like that. After about a mile or so I suddenly had the urge to turn around and have another look. I walked into the station and enquired about the car and who was the owner.

Well, the owner wasn't there but I asked if I could have a closer look and I did. After seeing what I saw up close I thought wow what a mess. But everything was there. A complete, just-about running car. So I walked back up to the station and asked if I could get the person's phone number. They obliged but all the guys that were there said you don't want that car it's all rusted out. It needs way too much work to make it worthwhile. Well, I thought differently. It did indeed need plenty of work but I thought this can be salvageable. I made the phone call and talked to the owner. He too thought the car was worth saving but he was a young family man and could not afford to invest in a project so intense; plus he needed the money for his family needs.

It was a tough decision for him but we came up with a price of \$3,000.00, and that would include two other donor cars he had

at his home. Bonus right? Plus he dropped them all off for me. What a deal I thought.

So I bought it in CT back in 2006. It was in really bad shape. It had been sitting by the Willimantic river in Willington CT in the back of a service station way down in the bottom of a field right near the river. Being so close to the river the car had been in a flood. As I stood there looking at it I said to myself what a shame. I felt at the time I needed to rescue this classic because as a young kid these are the cars we grew up with and reminisce about those days everytime you see one.

So one day shortly after I got my Chevy I did a little work on it to get it running and drive it as it was and it wasn't pretty let me tell you. First of all it had a straight 6 cylinder 235 in it that was in dire need of expensive repair. I finally got it running after getting all the water out of everything, engine transmission rear end and so on. But still it needed a new power plant. So I parked it next to the garage and the car sat for about three years covered with an ugly blue tattered tarp. An eyesore to say the least. I didn't know what I wanted to do with it. I was just about ready to get rid of it and forget about the whole idea of restoring the car. I wasn't ready to invest thousands of dollars into this project at that time. So one day with my beautiful wife, I just happened to drive by a car show in Manchester CT. A big one at that 1000 cars or more. So Joan

Continued next page



A Riverside Rescue Becomes a Labor of Love

Continued from previous page

and I decided to stop and check out some of the beautiful cars all lined up Main St. About a mile worth I'd say.



Andre Bourque's '62 Impala after he rescued it, and prior to restoration.

Well, when we walked much less than halfway I'm looking and drooling over all this and thinking about the '62 back home, I suddenly turned to my wife and said we need to go. I am getting car sick. She looked at me funny and said what do you mean, are you ok? I told her I needed to get home and start on this venture once again. When we got home I went right to the blue tarp and yanked it away. I lifted the hood and right away I said to myself I need to do this. It's in my system.

So I stood there scratching at my chin and pondered on the idea of scraping the 235 and building a motor from scratch. Something I had always wanted to do. So off I am on the WWW searching for a rebuildable motor. Sure enough, I found a small block 350 with the automatic transmission attached that originated in a 1977 monte carlo. There it was sitting on the barn floor.

Not being very knowledgeable about the inner workings and rebuilding engines I took a \$250 chance and took it home. First off let me tell you, I am not an automobile mechanic by far, but I was determined to learn.

I've always wanted to build a car and this was my first. Let me emphasize, this is a build not a restore. First, I took the engine all apart. and boy did it make a mess. Then, I took the block to the local machine shop to clean and mill and whatever else they do before reassembling.

I spent hours in my unheated garage in well below freezing temps spinning wrenches. Again, this was my very first rebuild so it wasn't easy for me but I kept at it and finally got the mill back together. I built a makeshift engine stand out of 2x4s and

mounted the engine on that to fire it up and see if I had succeeded.

Then, one day, the moment of truth became a reality. It's alive, it's alive! I chanted like Frankenstein.

Next, I continued to get the Chevy ready for the engine. I spoke to so many guys asking them questions like will this engine go in my Impala. The reply was "oh ya it'll bolt right in there." Well I soon learned that was far from the truth. Lots of changes need to be done going from a straight 6 with standard 3 on the tree to a small block V8 with an automatic tranny.

Again, this is stuff I have never done. I often ask myself, how did I do this? How did I figure this out? Well, it sure wasn't without sometimes tossing parts over my shoulder and saying that ain't gonna work.

Eventually, I got the '62 running and drove it for a while. It was very ratty looking but it ran with plenty of horses under the hood.

After a short time I once again parked it, this time in the garage instead of under a blue tarp. I was getting ready for retirement or getting close to it and Joan and I started to look for a new home in TN. This was a couple of years away but we started to plan our retirement and put my project once again on the back burner for a couple years. We had to get our ducks in a row so to speak.

The expense of moving put a halt on the car and I started to think of getting rid of it. So many times I thought that. But I never did. The day after I retired we were packed and ready to move and we did. I had the Chevy shipped down and parked behind the new house here in TN. Once again, it was covered with an ugly blue tarp. I had no room to work on it. Or store it. Now here's where all the wheels really start to turn. I needed a shop to work in. So I mentioned it to Joan and we came up with the idea of building a dream garage. So we did and boy oh boy does this make life easier. Once the garage went up the Chevy moved in and again. There was so much to do after the move, the Impala sat for 2 more years.

Just recently we decided to either continue with the chevy project or sell it. I couldn't get myself to sell it. I had too much time and money into it. Once I had my garage set up to do the work, I began to sand and sand and sand and sand layers and layers of paint from previous coats of paint. It took me months to get the entire car down to bare metal. Then again it sat all



A Riverside Rescue Becomes a Labor of Love

Continued from previous page

apart for a few months and again I said to myself this is more than what I am capable of doing.

As hard as it was for me to do I had to look into getting someone to do bodywork and paint, so we did. Glad we did too. Today, after about 14 years the car looks awesome. A real head turner. The icing on the cake is the old metal dealership badge from the Pawtucket, Rhode Island, dealership, where the car was originally sold.



The restoration required extensive disassembly in order to achieve the desired results.

I am so glad I had my wife, Joan, for support with this project. Without her this would have never happened. It was truly a diamond in the rough. Thank you so much sweetheart for your support. I love you. And I love my Chevy.



Looking for something to do?

**The HPOF certification is looking for qualified judges to join their ranks.
Contact Dave Bowman
704-650-4632**

Gettysburg Grand Nationals

Continued from page eight



After the judging, the ETR folks relaxed in the shade until the Awards Presentation.

The judges finally arrived to inspect the cars in Class 32 (55—57 Chevrolets). They didn't ask questions or make any comments, which was unsettling for the Grays. Finally, Robbie asked, "do you have any questions?"

The answer was "No questions, thanks for bringing your car and being here."

After the judging, the afternoon was spent talking to other participants and waiting for the awards.

When the time for awards finally arrived, the nervous anticipation set in again.

The awards ceremony was not held at a banquet like it usually is but rather it was held outside where classes were called up in groups prior to announcing the winners.

Finally, Class 32 participants were called to the grandstand. Then the announcement came: "Beverly and Robbie Gray, 1957 Chevrolet, 1st Grand National." Then "RG and Sherry Lewallen, 1957 Chevrolet, Senior Grand National." The two cars from the East Tennessee Region came through!

Although Keith and Debbie Bullen did not have a car entered in the Gettysburg Grand Nationals, they are busy preparing their '55 Chevrolet for the Hershey meet in October. The Bullens will be going for their First Junior Award there.

Keith summarized the Gettysburg experience, saying "All of the AACA staff were professional and friendly to us, and made us feel so welcome. The fellowship with all the members and the atmosphere was awesome, to say the least. I want to say a "BIG" thank you to all for a great event and for all your hard work to put the show together. "



How my Parents Influenced my Lifelong Love for Automobiles

By Andre Bourque

Life was fun back then at the very young age of six or so. That was about when I first saw my very first Matchbox car.

That is one memory that is etched in my brain forever. Some other little kid had one when we were at the beach one day. I will never forget that day. When I saw it, I was in awe! I had to have one. Right away I ran to mom to show her and she saw how much this was what I wanted.



Matchbox Cars have sparked the automotive interest in young people for more than fifty years.

Mom said, "well yes," but I'd have to wait. Yes I had to wait. Imagine that. Very first delay in shipment. I couldn't stop thinking about it. Back then, money didn't come easy for mom and dad, having to raise six of us.

She finally was able to find the money and off she walked me to the five and dime store in downtown Hartford to pick out my very first car out of the glass matchbox case. Remember those glass cases?

So anyway that's when I first contracted this highly infectious disease. Yes, I had gotten car sick if you know what I mean. It was always so difficult to select the one car I wanted.

I wish I still had my Matchbox cars today. Probably the reason I don't is because most of my toys as a kid did not have a long life. I'm almost positive that none are sitting in someone's collection, because not long after I played with them I had to know how things worked. I was a curious kid and still I am. Always wanted to see how things worked on the inside.

So off I went on my own into dad's tool box and grabbed whatever tool that I thought would take to open this thing up. Many times a hammer and a flat head screwdriver

always did the trick.

Sure I wrecked a lot of my toys and that didn't always make mom and dad very happy, but they saw my curiosity and recognized that working with my hands is what I like to do as a pastime.

As I grew older, I remember so well watching my dad work on his own cars when they needed repairs. I remember I was maybe six or seven, squatting next to dad watching him replace the brakes on a 59 ford wagon.

That's how I learned and why I know what I do today. Dad always told me, never rely on someone to do things for you. "It's like money in the bank," he would always say.

Dad told me to watch how others do their trades and learn from it. And I did.

Ever since I have almost always done my own repairs. Especially brakes, I've never ever had anyone replace brakes on any of my cars. Money in the bank right. Brake drums are one of the first things I ever learned to do on cars. I learned so much from dad.

That kid on the beach may have inspired my interest in automobiles, but it was my parents who kept the spark alive. They provided the encouragement and the skills to pursue my love for cars. Now here I am some 60 years later and still playing with cars, doing the same thing but on a larger scale.

2020 Top Wrench Competition Postponed

The Board of Directors for the Annual Top Wrench Competition have decided to postpone the 2020 event, due to the COVID 19 virus. The decision was announced in a recent letter to teachers, supporters and friends of Top Wrench.

"We are sorry to announce the postponement of the October 2020 Top Wrench Competition. Our decision is based on COVID-19 health and safety concerns, as well as recent local school policies that disallow field trips this semester. We will reach out again in early 2021 with updates on rescheduling the competition."

We look forward to seeing each one of you again, as soon as we are able."



Tech 101- Brake Fluids. What's Different About Them and Why Should You Care?

*Reprinted with permission, courtesy of Hemmings Motor News
By Jim O'Clair*

Recent findings conducted by the National Car Care Council revealed that 86 percent of the cars they randomly checked during state vehicle inspections, had at least one item that would cause the car to fail. Fifteen percent of these cars had low, contaminated or worn-out brake fluid. To put this another way, more than one in every 10 cars you are traveling with along city streets and highways has the potential of a brake failure due to brake fluid issues.

Brake fluid is the key ingredient in any hydraulic braking system. The fluid is not only subjected to hundreds of pounds of pressure on many occasions during your drive, it is also a lubricant for the rubber components in your master cylinder, wheel cylinders, calipers and hoses. Additionally, brake fluid has corrosion inhibitors that keep the bores of hydraulic cylinders from rusting and pitting.

Many of today's brake fluids are made of polyalkylene glycol which is hygroscopic, meaning it absorbs moisture. This can be a good thing and a bad thing. The absorption of water promotes dispersal throughout the braking system and prevents "pooling" of the absorbed water in low-lying areas of the brake system where corrosive acids can form and make the components deteriorate at a faster rate. Water in a brake system will also freeze or boil faster than the fluid. Hygroscopic properties can be a bad thing, though, because the fluid will actually draw moisture through porous metal surfaces if the fluid has lost its corrosion-preventative abilities.

Used fluid, when tested with chemical test strips, can sometimes contain up to 8-10% water contaminants after several years of use. Changing of the fluid whenever a brake component is being replaced is always recommended but seldom done, especially if you are fixing the car in your driveway or garage. Most service shops will recommend a flush and refill be done; however, cost-conscious consumers may opt against this for sake of saving some money on the total bill. A quick search through your owner's manual will find a recommended service interval of roughly every three years that a flush and refill should be done.

When replacing brake fluid, there are several different types to choose from. The easiest way to determine which fluid your car requires is by consulting your owner's manual, or by locating the specification stamped on the master cylinder reservoir. Most American-made cars used DOT 3 brake fluid until the mid-1990s. DOT 3 brake fluid has a dry boiling point of 284 degrees, which is fine for brake systems with large brake drums and thick disc

brake rotors, where brake heat can be easily dispersed. It has a viscosity of roughly 1500 at -40 F.

DOT 4 was used by many British or European cars and is also a poly-glycol base. DOT 4 absorbs less moisture than the DOT 3 fluid, and many enthusiasts have converted their hydraulic brake systems from DOT 3 or DOT 4 for this reason. Changing the fluid is not all that is involved in this conversion, though. To prevent cross contamination you should also change all the rubber components in the brake system. All steel lines and brake hoses need to be flushed, too. DOT 4 has a boiling point of 311 degrees F., and it is rated at a viscosity of 1800 at -40 F.

DOT 5 is silicone-based brake fluid. DOT 5 is expensive, but it has a dry boiling point of 356 degrees. Newer brake rotors tend to be smaller and thinner, which means they disperse heat a lot less efficiently. Also, DOT 5 does not absorb any moisture. DOT 5 will not harm painted surfaces and acts as a weather barrier for your brake system, preventing rust. DOT 5 can be used as an upgrade or replacement for both DOT 3 and 4, but should not be mixed with any of the other fluids.

The procedures to convert your DOT 3 or 4 systems to the silicone-based DOT 5 are similar to the DOT 4 conversion procedure mentioned above. Silicone-based brake systems tend to be more difficult to bleed, but once this is accomplished, a DOT 5-filled system will resist rust better and last longer than the other formulations. Silicone brake fluid is also much lighter in cold temperatures, only about 900 weight at -40 F.

A new formulation has recently been developed called DOT 5.1. This fluid is identical to DOT 5 silicone in both boiling point and viscosity; however, it is compatible in the poly-glycol based systems and anti-lock brakes as well. DOT 5.1 can be used in place of either of the poly-glycol-based fluids even though it has half the viscosity of DOT 3 or DOT 4 fluid. In fact, DOT 5.1 can be intermixed with the other non-silicone based fluids.

Many imports also require special brake fluids be used, so as not to void original equipment vehicle warranties. Pre-2005 Audis and VWs use a Super Dot 4 that is light yellow in color and has a boiling point of 509 degrees F. Audi and VWs after 2005 use a low viscosity type DOT 4 LV that is yellow in color and has the same boiling point as Super DOT 4.

The LV formulation is also used exclusively on Mini, Saab and BMWs built after mid-2002. Both of these import-specific fluids are available from the manufacturer Pentosin (as well as others) and sold at many dealerships and retailers, but they are not necessarily out front on the shelf with the other more common DOT fluids.



East Tennessee Region AACA Board Meeting Minutes

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August 29 Picnic in the Metcalf Bottoms – Vic Varady reported that this event was set up earlier this year and he had sent a deposit to hold the pavilion. Vic reported that the Model A Club did a similar event last month and the event was not well attended. He is concerned that not many people will show up and the picnic is not a good idea at this time. He thinks we should cancel the Metcalf Bottoms picnic this year. Tim Seay suggested that Ken and Vic wait for another week or two and see how the COVID counts are and then get together and let Sherry Seay know if they want to proceed with the event or cancel the event.

Old Business:

Scholarship award – Per the Scholarship Criteria Roger Frazee is recommending that we allow Colson Lakin a one-year complimentary membership to the East Tennessee Region and the National AACA. The motion was made and seconded. The motion carried.

SUNSHINE REPORT: Sandra Quillin reported no cards were sent since our last meeting:

NEW BUSINESS:

New Members: Charlie Simpson reported we had two new couples join during the month of June, Nelson and Jan Lawhorn and Albert and Gail Leitch. Both of the new members were sponsored by Art Fensod.

AACA National Meets/Shows: Tom Howard stated that the National AACA has been going through the same issues our club is having concerning tours and shows. Most shows have been canceled. The two events that are still scheduled are the Grand National in Allentown, PA on August 22nd and the October Hershey, PA event.

ETR Hosting a National tour – Roger Frazee reported that if we want to host a national tour we should bring it to the board for approval. We may need to send out a letter of intent to all the members and see if they would be willing to support a national tour. It was agreed for Roger to set up a conference call with everyone who worked the 2015 event to get their input and get back with the board.

Renaming the Jim Gillenwaters Award – Robert Quillin shared that some folks had mentioned that we consider changing the Jim Gillenwaters Award to the Blake McCambell Award. Roger Frazee stated he would be in favor of creating a new award in honor of Blake McCambell, but is opposed to re-naming the Jim Gillenwaters Award. It was suggested to table this discussion at this time.

When You Barbeque, Think of Henry Ford

Henry Ford was a person who abhorred waste. He needed a way to turn the wood scraps from the production of Model Ts into a useful and profitable product.

Faced with this challenge, Henry solicited the help of his brother-in-law, E. G. Kingsford. Together, they devised a plan to turn the scraps of oak into charcoal.



Although Ford and Kingsford did not invent charcoal, they were, perhaps, the first to mass produce and market the cooking fuel.

Today, Kingsford Charcoal is manufactured in five separate locations in the United States. Each plant converts 200,000 tons of wood, annually, into the charcoal briquettes used by backyard chefs everywhere.

Source: Kingsford Factory Tour: How Charcoal Is Made, November 19, 2012, by Mark Damon Puckett



Because of the Way it Hugs and Squeezes

Smoky Mountain Antiquer

Roger and Jan Frazee, Editors

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Powell, TN 37849

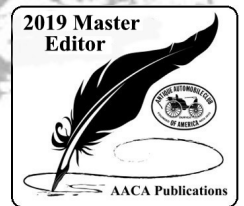


Photo by Robert Quillin

Parting Shot: Andre and Joan Bourque's '62 Impala at the August "Impromptu Tour."