

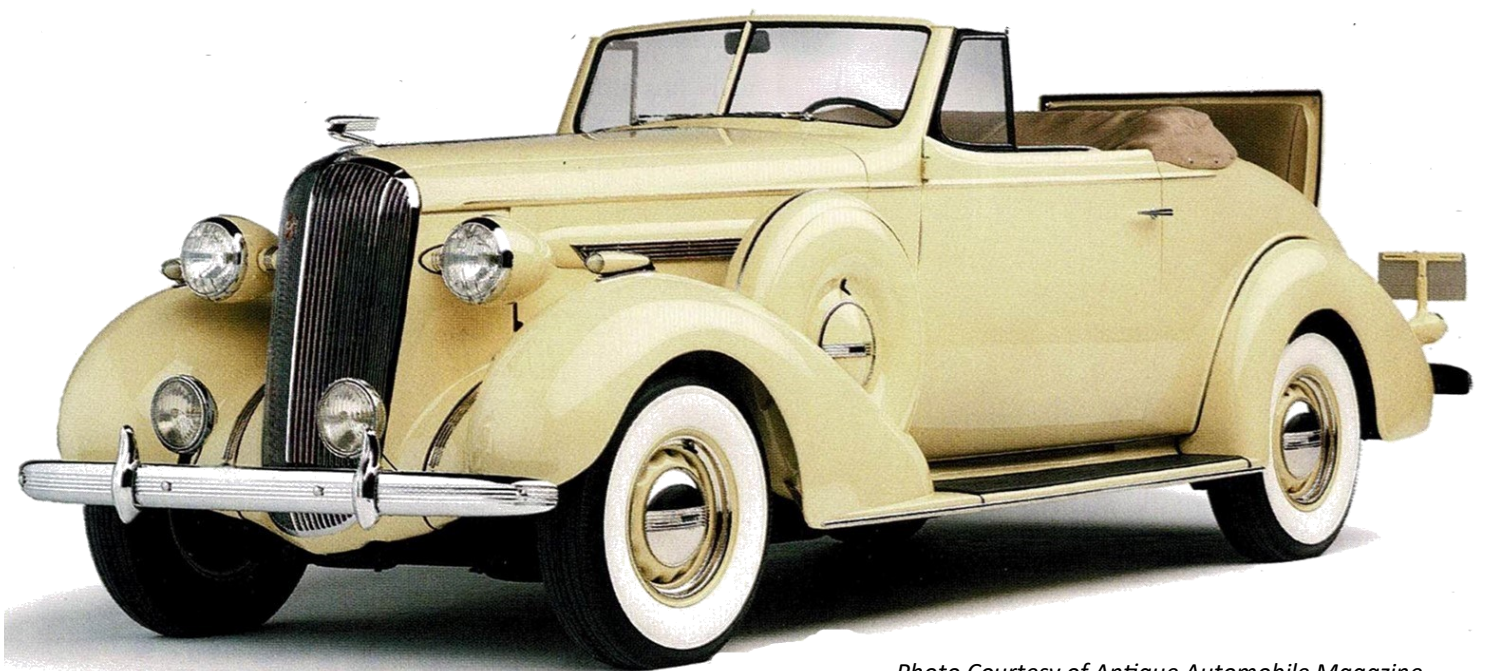
# Smoky Mountain Antiquer

A Publication of the East Tennessee Region, AACA



March—April 2020

Volume 55, Number Two



*Photo Courtesy of Antique Automobile Magazine*

East Tennessee Region member Marshall England began the restoration of this 1936 Buick Special. The car was purchased from Marshall by General Motors. It is now a part of the GM Heritage Center. Story on page 11.



# Local and National Events

## ETR 2020 Calendar of Events

**All events are subject to change due to the coronavirus situation.**

<b>May 16:</b>	<b>Cancelled:</b> Memory Lane Tour
<b>June 6:</b>	Dunlap Tour (Coke Ovens) hosted by Jimmie & Debbie Hixson
<b>July 18:</b>	Heritage Center Car Show, Townsend
<b>August 29:</b>	Drive & Picnic at Metcalf Bottoms hosted by the Varadys and the Lunds
<b>September 26:</b>	Fall Creek Falls hosted by J.W. & Patricia Weeks
<b>October 17:</b>	Murphy N.C. tour hosted by Richard & Maggie Crawford and Tim & Sherry Seay
<b>November 21:</b>	Business Meeting, Covered Dish hosted by Robert & Sandra Quillin
<b>December 18:</b>	Christmas Party hosted by Tom Howard

## Upcoming Events from Other Organizations

**Please check with event organizers for updates and cancellations.**

<b>MAY 14-16th:</b>	PIGEON FORGE TN: Grand National F-100 Show <a href="#">FLYER</a>
<b>MAY 16th:</b>	GREENVILLE TN: 5TH ANNUAL SUNDOWN ON DEPOT: <a href="#">FLYER</a>
<b>May 20-22:</b>	CHATTANOOGA TN: 20th Annual Chattanooga Chrysler and Imperial Meet: : <a href="https://www.facebook.com/groups/TNWPC/">https://www.facebook.com/groups/TNWPC/</a>
<b>MAY 22-23:</b>	CORBIN KY: CORBIN ROD RUN: <a href="http://www.surboardpromotion.com">www.surboardpromotion.com</a>
<b>MAY 23:</b>	SOMERSET KY: SOMERNITES CRUISE: <a href="http://www.somernitescruise.com">www.somernitescruise.com</a>

## AACA National Events

<b>June 7-11:</b>	<b>Cancelled</b> AACA Sentimental Tour - Mountain State Classics Region - Potomac Highlands, WV (vehicles 1928-1958)
<b>June 12-13:</b>	(originally April 2-4, 2020) Southeastern Spring National - Hornets Nest Region - Charlotte, NC - <a href="#">brochure</a> New Deadline: May 15, 2020
<b>June 24-27:</b>	Eastern Spring National - White Water Region - Beckley, WV - <a href="#">Brochure</a>
<b>July 19-24:</b>	<b>Cancelled</b> Reliability Tour (1915 & earlier vehicles) organized by Bob Giles & Tom Roberts - Lock Haven/Wellsboro, PA
<b>July 23-25:</b>	(new date) Annual Grand Nationals - NB Center for American Automotive Heritage, Allentown, PA. <a href="#">Click here for brochure and list of hotels</a>

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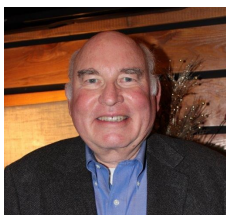
**Webmaster:**

Roger Frazee



# Robert's Ramblings

From President Robert Quillin



Before I started to work on the column for this issue, I looked at the previous "Robert's Ramblings" column. At that time, we were all upbeat about the exciting plans we had made and new activities that we were adding for 2020.

Unfortunately, at this time, we must have a completely different attitude. As I announced recently in an email to our members, we have been forced to postpone our April and May events. I used the word "postpone" because it is my hope that we can resume these activities later this year. As for June and July activities, we are going to have to wait and see if we have any restrictions at the state or national level regarding social distancing.

I know that many of you are, like Sandy and me, tired of having to stay inside so much. As most of us are in the age group that is most vulnerable to COVID-19, I agree that we need to curtail all but essential activities and take care of ourselves.

Some of the automotive related activities that I have been doing at home include reading back issues of magazines like our *AACA Antique Automobile*, *Hemmings' Classic Car*, *V8 Times*, and *Car Craft*. Also, I have been enjoying Jay Leno's Garage on YouTube. I find that YouTube has many automotive related videos.

Another fascinating and educational activity that I enjoy is to check the AACA Library's list of vintage automobile ads. Click [HERE](#) to browse the car advertisements.

Ads from 1900-1999 are listed. This site features car ads from the **Big Three**, and lists ads from **All Other Manufacturers**. The ads from **All Other Manufacturers** include autos such as the Essex, Franklin, and Jordan. The next step is to select a brand whose ads you wish to see. Click on your chosen brand (Ford, Chrysler, Trucks, ...). Once you have made your choice of brand, click on one of the links of year, model, or other ad identification. Once you have made your choice, scroll down to see the ads you requested. This is really a fun place to explore!

We are all hoping that the coronavirus situation will change soon, and we can get back to our normal activities. This is an excellent time to call and email our fellow club members, let's try to get better acquainted.

Also, if you have any ideas of things that we as a club can do during this terrible time for our country, please share them with me by email at [quillin1@bellsouth.net](mailto:quillin1@bellsouth.net) or give me a call. Stay Well!

# Editors' Corner

From Co-Editor Roger Frazee



The response from our call for Antiquer contributions has been nothing less than spectacular.

During this unusual time in history, all of the planned AACA and ETR events were cancelled. Because of this, I was concerned that there would be no content for this issue of the Smoky Mountain Antiquer. Boy, was I wrong.

So many club members have stepped up with original articles that they can't all be contained in a single issue. Some of the contributions will be featured in the next issue of this newsletter.

We are especially grateful to our new members, Chris and Betty Henry, and Gene Gregory and Kathy McCandless for their contributions to the *Antiquer*. We are looking forward to getting to know them better, once we can begin meeting and touring again.

If there were a theme for the March-April *Antiquer*, it would be "Every Car Has a Story." Indeed, there is a rich and fascinating history behind every antique car we see on the road today.

It has been a treat for me to read about the cars in the East Tennessee Region. I am confident that you, too, will enjoy reading the articles submitted by our members about the collector cars they have owned, toured in, restored, or are working on as they quarantine themselves to the garage.

Please take time to read and enjoy the articles submitted by our fellow club members. And, please think about sending us an article of your own. You know you have a car story to share. We want to read it!

## More Memories from the September 2019 Member Appreciation Picnic

By Sandra Quillin

### Non-Driving Activities in Small Cars:

Somehow one table at the picnic began talking about how it's possible or not possible to "be intimate" in a Corvette with a stick shift. The topic reminded Dr. Ray Yates of the time he delivered a baby in the tiny back seat of some car back in the 1960s. He couldn't remember what kind of a car it was, but in looking at what was available back then, Tim Fisher thought it could very well have been a Mustang. Now, don't we all wish we had been at this table at the September picnic?





# 2020 AACA Southeastern Spring Nationals



Hosted by

**Hornets Nest Region**  
Antique Automobile Club of America

Charlotte, NC

**NEW DATE**

**June 11-14, 2020**



**NEW Registration Deadline**  
**May 15, 2020**

## Sunshine Report



*By Sandra Quillin, Sunshine Correspondent*

Robert and I spoke with Blake recently. Blake was home from the hospital and said he appreciated all the comments we had received from fellow members. I know that you will keep Blake, his daughter Angie Kizer (Preston & Lindsey) and his son

Randy in your thoughts and prayers.

During March, I sent ETR well wishes to Tom Christenberry, Bob Edgemon and Beth Fisher. All three are recuperating.

Please let me know of any 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.

How can we send notes of cheer to so many who are lonely during this period of social distancing?

I called one of my former secretaries who is now living in an assisted living center. She said that they are not allowed to have visitors nor to leave their rooms. I have a widowed cousin who only sees her children from their brief visits to her front yard.

We all know folks who are having difficulty during this time. I have posted a list of calls I need to make at least once per week to these two who are 85 and 90 years old as well as to many others.

I felt moved to do something for so many of our friends and family. I ordered stamps via the Internet from the USPS. I took my Christmas card list and I am sending a note of encouragement those on our list. This helps me know that I am contributing in some way, while social distancing! I have had several calls to say thank you from those who have received my cards.

I have really enjoyed seeing through news segments the folks around this country who are thanking our healthcare workers and first responders as they work so hard to keep us healthy and safe. It has also been uplifting to see the efforts of so many as they try to visit their older family members in special ways while practicing social distancing.

Of course, you know how proud I am and thankful for our five grandchildren. I am so thankful for our visits on my cell phone's Facetime! It is so tough to be apart from these young ones whose parents insist that we older folks don't get the virus, so we don't get to see the grandchildren but once a week from -- across the street. I cannot wait for a hug and a kiss from these little folks!

**The New Online Photo Directory is available  
to East Tennessee Region Members.**

**Visit [www.etr.aaca.com](http://www.etr.aaca.com) to register for the  
Members Only Page and view the directory.**





# East Tennessee Region

## AACA Board Meeting Minutes

March 17, 2020 Via Teleconference



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  
 Sherry Lewallen, Guest

**CALL TO ORDER:** The meeting was called to order by President, Robert Quillin, at 6:31 PM. RG Lewallen conducted roll call and all board members were accounted for. Robert commented this is our first time to use a conference bridge instead of a face-to-face meeting. Robert commended both Roger & Jan and RG & Sherry for the awards received at the recent AACA Annual Convention in Philadelphia.

**MINUTES FROM THE PREVIOUS MEETING:** The January 14, 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.

**TREASURER'S REPORT:** Charlie Simpson, Treasurer, gave the financial report as of February 28, 2020. Motion to approve the Treasurer's report was made and seconded. Motion carried.

**ANTIQUER REPORT:** Roger and Jan Frazee reported the need for our members to submit original articles for the next issue of the Antiquer. Articles and stories need to be submitted by April 15 for inclusion in the next Antiquer.

**WEBMASTER REPORT:** Roger Frazee reported the photo directory is now live and accessible on our website. To view the directory, go to <http://etr.aaca.com/member-directory/>. Click on "Join Us" then "Join Now," then submit your name and email address. Once approved, you will receive your login credentials via email.

**EVENTS COORDINATOR REPORT:** Sherry Seay reported that our Annual Planning Meeting was held on January 25, 2020 with 55 attending, which included 4 new members. The calendar was filled with events for the coming year with the help of some of our newest members. The Cabin Fever event was held again (the third annual) on February 22 at First Baptist, Alcoa Family Life Center. We had a total of 70 members and 2 guests attend the event and had approximately 30 tables with displays!

Tracy & Loretta Rollins volunteered to host the event for Saturday, March 21. It will consist of a drive on the Foothills Parkway to Pigeon Forge to see the Red Skelton Tribute Show with dinner afterwards at the Sunliner Diner.

There will be a discussion later as to what the April event will be since TVA closed the visitor center at Raccoon Mountain due to the Coronavirus.

### UPCOMING:

**Red Skeleton** – Because of our concern for the health and safety of the ETR members and their guests regarding the COVID-19 outbreak and the National AACA recommendations, a motion was made to postpone the ETR approved tour this Saturday, March 21, until a later time. This motion was seconded and motion carried.

**Townsend** – Tim Seay reported the Cars for the Ages Show at the Heritage Center would be held again this year in July. He stated he had a meeting with the new president of the Heritage Center. They discussed compiling two separate flyers this year; one for those showing an antique vehicle and another listing the time, location, and general information.

**Christmas Party** – Tom Howard reported he has contacted Rothchild's Catering to secure a location for this year's Christmas party. He has reserved a larger room and has committed for at least 80 people. Tom stated a deposit of \$250.00 is required to hold the room.

### Old Business:

**AACA National Club Members** - We are still following up on a few members that have not renewed their AACA National dues for 2020. We will continue to monitor this and update our directory soon.

*Continued on Page 19*



## News From National AACA Headquarters

By Stacy Zimmernan, Speedster editor, [szimmernan@aaca.org](mailto:szimmernan@aaca.org)

It was just one month ago that my opening article was talking about how wonderful our AACA Annual Convention in Philadelphia was and how exciting it was to see everyone. At that time, the coronavirus was just something happening in China. I don't even think many of us were paying that much attention to it at that time.

Fast forward just 30 days and there are more than 697,000 confirmed cases of COVID-19 in 204 countries and territories throughout every part of the world. This now global pandemic has shut down entire cities or even countries in some cases. It is wreaking havoc on our economies and upending almost every aspect of our daily lives. Events and trips are being canceled left and right. The sports world has been shut down completely. Meetings and happy hours have gone virtual. Restaurants are now takeout or delivery only. Going to the store to find basic necessities has become a losing game.

Depending on where you live, I'm guessing you are in some level of a shutdown situation. Here in Pennsylvania, the Governor has ordered all schools closed until further notice and all non-life sustaining businesses closed in an effort to prevent the spread of COVID-19. Just yesterday, the Governor added Dauphin County (where AACA HQ is located) to the list of counties under a Stay at Home order through April 30. AACA National Headquarters and Library are officially closed and the majority of the staff are doing their best to work from home. Unfortunately, this is our new "normal" for now.

This is all uncharted territory for most of us. The unknowns are too many to count. Who knows how long we will need to take these extreme precautions or when we can expect to be on the other side of the curve? What we do know is that our personal health and the health of our family, friends and you our members is the most important thing right now. The AACA Board of Directors and staff wish you and your families all the best during this difficult time and urge you to take all necessary precautions to stay safe and healthy.



### AACA LIBRARY & RESEARCH CENTER

**"America's Automotive Library"**

A world-renowned resource for the collectible vehicle community.  
Setting the standard in celebrating, collecting, preserving and sharing automotive legacy.

## Coronavirus Forces Scheduling Changes for AACA National Events

As the situation with COVID-19 continues to change and evolve, we promise to keep you up-to-date on any additional changes to the AACA National Activities schedule.

[Southeastern Spring Nationals](#) - Hornets Nest Region - Charlotte, NC. NEW DATE: June 12-13, 2020 (original date: April 2-4, 2020). Deadline extended to May 15, 2020

Western Spring Nationals - Phoenix Region - Show Low, AZ  
CANCELED (original date: April 23-25, 2020)

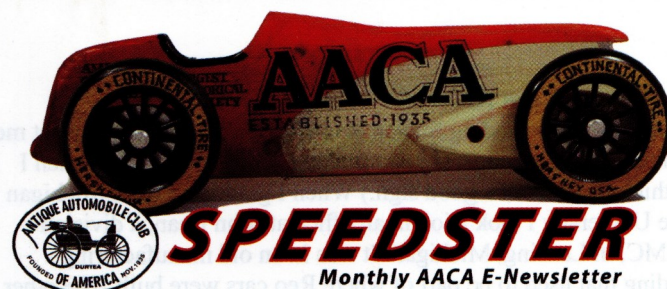
Founders Tour - Phoenix Region - Show Low, AZ  
CANCELED (original date: April 26-May 1, 2020)

Central Spring Nationals - National AACA - Auburn, IN  
CANCELED (original date: May 7-9, 2020)

[Eastern Divisional Tour](#) - Eastern Shore Region and Bay Country Region - Eastern Shore of MD. NEW DATE: August 12-15 (original date: May 13-16, 2020). Deadline extended to July 1, 2020. (Interested in the tour? Contact Charles Emery, [ccemery@verizon.net](mailto:ccemery@verizon.net) or 443-877-7750. If you are already registered for this tour or if you have been notified that you are on the waitlist, no further action is necessary.)



### Are you receiving AACA emails?



If we have your email on file, we can keep you up-to-date with the latest happenings at AACA. This year is momentous with the purchase of the automotive collection from the Free Library of Philadelphia and the anticipated grand opening of your new national headquarters/library.



# The Best Part of Touring is the Memories We Create

## Lou Puma Recalls Taking the Model A on a Scavenger Hunt

*By Lou Puma*

This is a story about an outing back in the 90s. It takes place in Florida when Parris and I were in the Gold Coast Model A Club. The club was having a scavenger hunt this one Sunday and it was a photo scavenger hunt.

We were divided into two or three car groups and each group was given a list of photos to be taken with the items on the list and the group were to be in the photo. This was during the era when we actually had to use a real camera, with real film and these cameras could develop the picture within the camera, remember them? They were called Polaroid Land Cameras.



**Lou and Parris Puma beside their Model A in the nineties**

So we had our list and we had our camera and off we went. We were in it to win it!

I don't remember all the items on the list but I do remember that one of the items concerned the railroad. Well we got to a railroad crossing and decided to take the picture with the crossing gate. I saw a 10 to 12 inch section of rail just laying there in the dirt which I grabbed up and put in the rumble seat of my 31 coupe, I still have that piece of rail and use it as my anvil today.

We took our picture and moved on down some roads looking for our next item on the list. One of these roads took us to a

cul-de-sac and as the leader of our group pulled into it, we all followed right behind. He just kept going round and round 3 maybe 4 times around that cul-de-sac. This is just something you don't forget driving in your old Model As.

Then out we went, continuing to search for our last item which was a flag. Now finding something in a flag that would make it special would be a hard thing to do if we wanted to win the day. As we drove along, we passed this bar where I saw a 69 Dodge Charger.

What was so great about this Charger was that it was painted this orange color and had a number 1 on it's door. I knew it had to be a General Lee car and I hit that aooogah horn to get the group to stop.

I went over and checked out the roof, knowing it should have the Confederate battle flag on the roof. Sure enough it did. I told the group getting a picture of it would secure our win. We stood along side the car, had someone take the picture from an angle that would include the flag and we did win the hunt that day.

## Tim and Sherry Seay Enjoy a Private Driving Tour

*By Tim Seay*

The challenges of dealing with COVID-19 have affected us all. The "stay at home" directives have greatly intensified the feelings of cabin fever that we usually experience this time of year. What better way to combat this and reduce anxiety than to jump in your collector car and take advantage of the beauti-



**Tim Seay admires the beauty of Bald River Falls from the seat of his Miata.**

*Continued on page 19*





# The Lewallen's Truck Restoration Project Is a Family Affair

*By RG Lewallen*

Our winter project this year has been a 1970 Chevrolet C-10 CST that was Sherry's dad's truck. Sherry's dad, Clifford Laxton, who I always called Papaw, purchased this truck in 2003 in Monticello, KY and had it restored shortly after he purchased it.

It is an Olive Green color with a 350 small block, 3 speed manual transmission and a fleet side short bed. Papaw loved this



**Per his father-in-law's request, RG drove Papaw's casket to the graveside in the classic pickup truck.**

truck and it was his pride and joy for many years!

It seems like sometime in the year 2012, Papaw started sharing with me that, in the event that he passed away before me, he wanted to be hauled to his grave in this truck and that he wanted me to drive!

Papaw was always joking around and I thought he was just kidding. However, he continued to re-emphasize this with me many times so, I knew this was something he really wanted. On one particular day, he mentioned it to me again and I asked him if he really wanted me to drive him to the gravesite in his 1970 Chevrolet C-10 CST. He assured me that he was serious and that was exactly what he wanted. I assured Papaw that, if I were still living when he passed away, I would indeed haul him to the gravesite in his truck! Unfortunately, Papaw passed away in February of 2014 and I had the honor of doing just what I prom-

ised Papaw I would do for him. Sherry and I decided to keep the truck in Papaw's memory. We have had the truck since his passing in 2014.

After retiring and moving back to the Knoxville area, we decided to plan a complete body-off-the-frame restoration on Papaw's truck. In the fall of 2019, we started the project by getting the frame and driveline back to our house from the body shop. We have had a lot of help from professionals and from other hobbyists. Our plan is to restore the frame and driveline while the body shop is completing their work. Once both are complete, we will rejoin the body onto the frame and then complete the restoration.



**Sherry and RG's granddaughter, Lilah, helps with the restoration of her great grandfather's 1970 Chevrolet C-10 truck.**

The project is running a little behind but has been a very important project for me to maintain my sanity during this time of staying home during the COVID-19 virus! I have been fortunate to be able to keep busy on this project while staying at home (most of the time anyway).

We are getting close to completing the frame and driveline and hope to mount the cab back onto the frame when the travel restrictions are lifted. Our ultimate goal would be to have the truck ready for the AACA 2021 Spring National Meet in Charlotte, NC. We will keep you posted!





## JW Weeks Found the Holy Grail. . . Now He's Offering it for Sale



**This 1967 427ci/435hp Corvette convertible is for sale by JW Weeks for \$95,000 or best offer.  
Interesting trades will be considered. Text 865-719-2159**

### *By JW Weeks*

Pat and I were married in 1980. We had been married about 2 years and were living in Chattanooga. I had an old motorcycle which she didn't like riding. That was my big chance. I told her, "why don't we sell that old motorcycle and buy a Corvette?" With her reluctant acceptance, I was on a hot trail with a bad case of Corvette Fever.

I wanted a 1965 Vette and looked extensively. Pat said I would look for one that someone may have seen 2 weeks before while passing through Missionary Ridge. Admittedly, I chased an extensive number of cold trails with my sweetheart by my side. I eventually found a 1974 which wasn't a preferred Corvette year. It was in good shape, but I still wanted a 65.

At that time Pat was a TVA Human Resource manager and met with the Knoxville group at Sweetwater on an occasional basis. Well that meeting just happened to occur simultaneously with the Spring Corvette Expo at Prosser's warehouse in East Knoxville. So old Jay took the day off, brought Pat to her Sweetwater meeting, and traveled up to the Corvette Expo. I found a 65 Vette there which I wanted; however, Pat didn't

like its Silver color. So, with a drooping jaw I returned to Chattanooga and purchased the 74. Three years later I sold the 74 and we purchased a beautiful 71 red convertible. Several years later (1988) I traded it for a 66 which was the same body design as the 1965.

By that time, I wanted the preferred 1967 model, but they were much more expensive. Fortunately, the 66 had the much sought after 427ci/425hp so its long restoration began. In October 2015 I saw this 67 online and the owner offered me a trade. October 30 a friend and I completed putting final touches on the 1966 and the next day we headed to Koseiusko, Mississippi to make the trade. We brought it home in a mist of rain on Halloween day just in time for Trick or Treating.

I was so excited that I told Pat the newly purchased 67 was the "Holy Grail."

"Well, you won't be wanting another one," she replied.

Excited is how I feel about all my cars, but its time to let her go to another excited car-crazy buff.



# Driving in Wisconsin in the Winter of 1969

## My Brother, A Corvair and Me

By Beth Fisher

The year was 1969. My parents, my brother, and I had just moved to Neenah, Wisconsin, after dad was transferred from the Kimberly Clark plant in Hendersonville, North Carolina (where I was born) to their corporate headquarters in Neenah.

That was the year Neil Armstrong took the first steps on the moon and the year the greatest concert *ever* occurred at a farm in Woodstock, New York.

I was a high school junior and my brother Marty a senior, which meant Dad's transfer had uprooted us in the middle of everything. Marty and I knew no one at Neenah High School, and so in the beginning we hung out together almost exclusively—a first for us considering our social worlds had rarely mixed before coming to Wisconsin. Marty had been the buttoned-down math and science nerd in North Carolina and I had been the cheerleader-wannabe.

As you can imagine, 1969 as well as the move to Wisconsin changed both of us. A lot. After he and I saw *Easy Rider*, we agreed silently to wear only jeans and T-shirts from that day forward. Marty grew a mustache and let his hair grow to his shoulders. I stopped trying to tame my natural frizzy hair with two-inch brush rollers and said to hell with wearing a girdle as well.

One thing Marty and I quickly noticed about Wisconsin was that it snowed a lot. Of course, the state was prepared for it and kept the streets clear through everything but actual blizzards. I didn't have my learner's permit yet, but Marty had his driver's license, so he did the driving when Dad let us take his '66 Corvair out after dinner to do some local exploring. (Our parents knew we'd been challenged by the move so they gave us a bit more freedom than we'd had before. I mean, c'mon. The locals said "you guys" instead of "y'all" and it went downhill from there.)

At first, I didn't mind Marty doing all the driving. It left me to navigate and see everything as we drove about. However, it didn't take long before I wanted to learn to drive the Corvair's stick myself. It looked fun. My Driver's Ed class when I was a sophomore had only taught automatic.

One late Saturday afternoon, not long before dark, Marty finally gave in and said he'd teach me, but he'd only do it on one condition. He'd been given a marijuana joint by somebody in class. I'd have to smoke it with him because he didn't want to do it alone. The "grass" would be a first for both of us.

I really wanted to drive the Corvair.

This is what I remember of that day. It was snowing. The forecast called for another few inches to be added to the foot of snow already covering the houses and lawns of our neighborhood. It was so cold the snow blew about like sand



**This photo is a composite created by the author. The Corvair looks like what I remember including its less than perfect condition. The house was our home in Neenah. The "hippie" pictured in the upper right corner is my brother Marty.**

on a sand dune. Other cars on the road were few and far between. Everything seemed quieter than usual. Prettier. Fairy-tale like. Marty showed an uncharacteristically mellow attitude as I ground the gears in the beginning. I suspect the joint might have had something to do with that. But it really wasn't long before I was changing gears like a pro. I'd like to think I had a natural talent, but I suspect the joint might have mellowed me too. I don't remember being uptight at all.

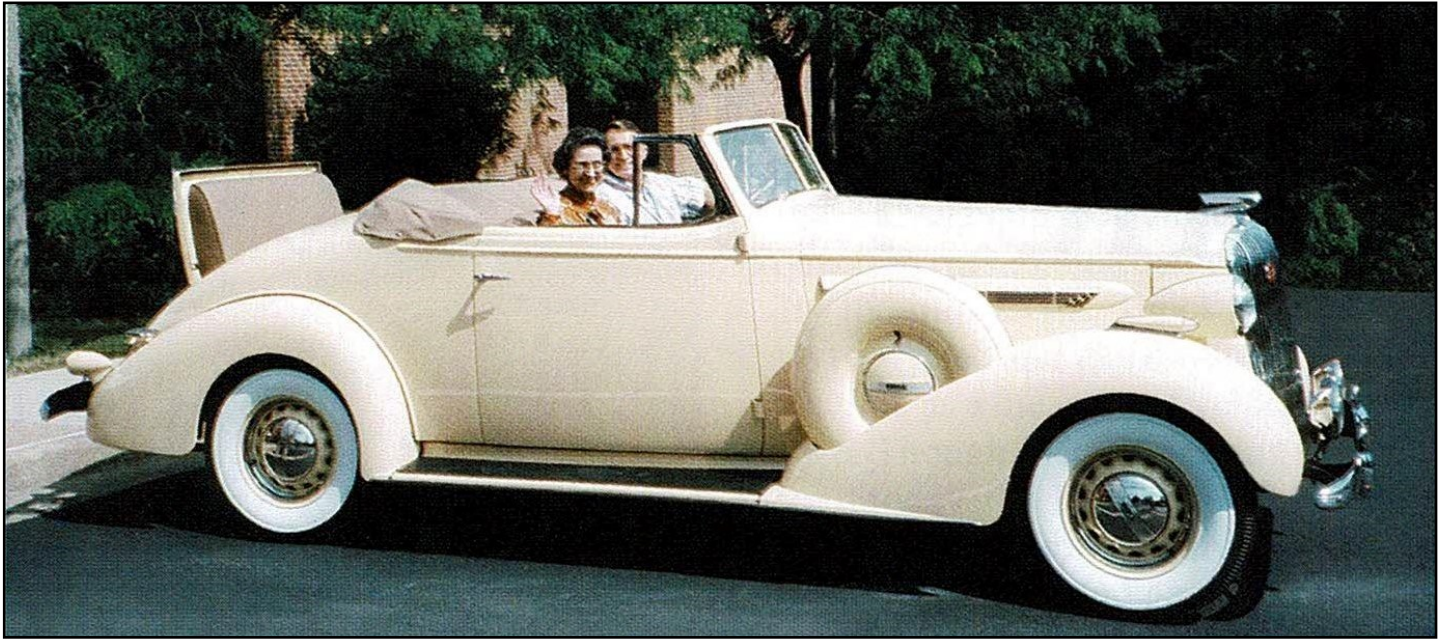
You know, I couldn't tell you what became of that car. Marty went off to college the next year and I don't remember driving it during my senior year, so Dad must have traded it in for something more substantial. Since the motor was in the back, the front end of the Corvair did have a tendency to "lift" a bit in the wind. I hope that the car ended up with another teenager or college student, one who would enjoy the fun of driving it. That little thing did have a free spirit attitude.

Oh, the other thing I remember about that day of learning to drive a stick was singing along very loudly to my favorite song that happened to play at the time on the car radio: "Wichita Lineman" by Glen Campbell. Marty, ever the rock n' roll purist, made fun of me for loving that song from that day forward, right up to the time he passed away in 2019, exactly fifty years later.





# You Know You've Got a Gem When General Motors Wants to Buy Your Antique Car



Marshall England and his wife, Diana, take the restored 1936 Buick Century for a spin in July 2000.

*Editor's Note: This article first appeared in the May–June, 2005 edition of *Antique Automobile*. It is being reprinted with permission from the author and the AACA.*

*By Marshall England*

The auction was held in December 1995 in the exhibition building in the fairgrounds in my hometown of Richmond, Virginia. As soon as I walked through the door, I saw a crème-colored 1930s convertible coupe with rumble seat, running boards, and dual sidemounts that looked just like the 1937 LaSalle that my dad bought in 1948 when I was a sophomore in high school. As I got closer, I noticed the paint was fading, with primer showing through on the rumble seat lid and deck area; its cloth top was showing its age; the plastic backlight was yellowing and spit down one side; and the black leather was sprouting white padding out of a number of seams.

My vision was distorted by the passage of almost 50 years. As I walked around it, I saw a Buick emblem on the grille and realized that General Motors cars of that era shared bodies across different divisions. As a teenager in the 1940s, I thought, but never verbalized, my opinion to Dad, "Why did you buy an old car? Why didn't you buy something modern?" My appreciation of prewar cars has significantly changed over the years.

The car at the auction turned out to be a 1936 Buick Century 66C convertible coupe, which was built in limited quantities. A relative paltry 717 were built in 1936 and hardly more or less each year through 1940 when the last prewar Century convertible coupe was built.

After five minutes of looking over the Buick, I continued my walk looking for a 1958 Chevrolet that was advertised in some pre-auction literature. My first new car was a 1958 Bel Air, and its unique design with gullwing rear fenders always appealed to me. I eventually found it, but it was not in very good condition.

During the auction, I found a seat and watched the cars go across the block. When the Buick was called for its run-through, I heard a deep rumble as the 320cid ohv straight-eight with its dual carburetors and custom headers was fired up. The bidding was sporadic, petering at around \$16,000, and the owner's reserve was not met, I went home empty handed.

During the following week, I thought about how great the car would look fully restored. I really loved the body style, especially the grille with its multiple vertical bars. In my attempt to locate the owner, the president of the Arizona-based auction company was most willing to help – for a fee of \$1,000! We negotiated at length and finally compromised at \$400. As much as it galled me to pay that amount, I really wanted that car.

As it turned out, the owner, Ronnie Newton, was practically at my back door in Petersburg, Virginia, 30 miles away. He owned Newton Auto Sales and had bought and sold antique cars for many years along with his inventory of late model used cars. We negotiated on the Buick until we arrived a price near his reserve at the auction. He was also most helpful with

*Continued on page 12*



# You Know You've Got a Gem When General Motors Wants to Buy Your Antique Car

*Continued from page 11*

his wealth of information on the restoration of old cars. We have since become good friends and I am indebted to him for his generosity, not only in sharing his knowledge but also in allowing me to use his facilities at no cost.

I drove the Buick home in January 1996 not realizing I was driving into a four-year nightmare. The first paint shop owner kept it for five months, stripped the paint, and decided he didn't want to finish the job.

The next shop kept it nine months but did such a poor job of painting it that I took it to a highly recommended painter near Charlottesville, Virginia. After 12 months of listening to his litany of reason why he could not get to it, I finally struck it lucky. As one friend says, "Even a blind pig will occasionally stumble on an acorn!" I found Ed Selby in Pocomoke City, Maryland, about 200 miles from Richmond. Selby is a master craftsman and can do anything from rebuilding an engine to custom woodwork on a Woody body, to beautiful bodywork and painting.

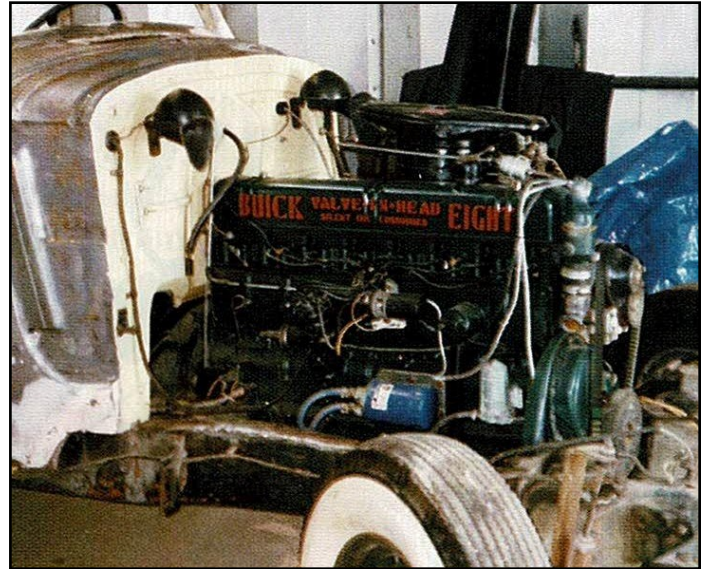
I fortunately met long-time AACA members John and Fran Shore, Media, Pennsylvania, who owned a car just like mine. It was completely authentic and in mint condition! They unselfishly shared their knowledge and expertise, inviting me to visit them, even meeting me at the Philadelphia airport and putting me up overnight so I could photograph all aspects of their car. I immediately noticed their straight-eight engine was different from mine. The oil dipstick was near the middle of the block whereas mine was closer to the firewall. John said this was characteristic of early to late 1940s models, and since I wanted the car to be authentic from every standpoint, I began a search for a replacement engine.

Following a number of unproductive leads, I found a 1936 two-door sedan in Champlin, Minnesota, that was going to be parted out. The engine was original and ran well, and the car was in such good basic condition that I decided to buy the whole thing and had it shipped to Ed Selby, thinking we could exchange engines and perhaps restore it in the future.

In the meantime, I was looking for hard-to-find parts. This was like a treasure hunt, often disappointing but intensely gratifying after finding something really needed. A good example was the rear bumper step plate for the rumble seat. I had been told these were impossible to find. I called Greg Fallowfield in Mar Vista, California, about some other parts. As most Buick fans know, he is an expert and was member #1 of the Buick Club of America (BCA), publishing its first newsletter. Almost as an

afterthought, I asked him if he might have a step plate for the 1936. Sure enough, he did, and in good condition, too.

Around the time Selby had finished the bodywork and primed my car, I received a call from a gentleman asking me if I wanted to sell my convertible coupe. I told him that I had just



**Part of the restoration process was locating and purchasing a parts car with the correct engine.**

bought a parts car and was ready to paint the convertible, all the while thinking of my expenses to date (more than \$40,000) and my estimate to finish the car (\$20,000). He said, "We really would like to have the car and will buy both cars if you want a reasonable price." I caught the "we" and the "us" and knew this was not a private owner looking to add to his collection.

I talked it over with Selby and took into consideration that a value guide listed my car in #1 condition as \$36,000. This was below market value, but my car was far from finished.

I called back and told him I would sell both cars for just a little more than I had in them. His clients felt the asking price was reasonable and took both cars. Then he identified his client – Buick Division of General Motor! They wanted the car because of its name, Century, and would use it to help celebrate the Division's 100<sup>th</sup> anniversary in 2003.

A beautiful frame-off restoration was completed within eight months, after which Buick brought the car, along with five others, to the BCA National in Richmond, Virginia in July 2020.

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# A Love Story About a Cheerleader, a Young Handsome Fellow and an Old Yellow Car

*By Frances Hodge*

It was the summer of 1957, Eisenhower was president, a coke would set you back five cents, Elvis Presley was on the verge of world renown stardom and Frances was on her afternoon walk home from cheerleading practice at Maryville High School. She was just a few months shy of her sixteenth birthday and the world permeated with innocence. She suspected that the short walk home from practice would be no different on that day as she passed Zesto Drive-In, Broadway Food Market and the fire station on the way to the house where she lived on Broadway (the main street through town back then) just a couple of blocks from MHS.



**1931 Chevrolet Roadster, driven by Jerry Hodge—Age 18  
Knoxville, Tennessee, Summer 1957**

However, on this particular balmy summer evening, fate intervened when an old golden yellow car came zipping down the street. (She found out much later the identity of the car, a 1931 Chevrolet Roadster.) She stopped with pause wondering who the young handsome fellow could be that was driving this really different looking car. (He looked to be about her age.) No one, young or old, she knew at that time drove anything quite like that car or owned one as old as it appeared to be.

In a few weeks, as it drew closer to time for school to start back, Frances found herself wondering if she would see that different old car in the student parking lot at school, especially since it appeared that a teenager was driving it at the time. Only a few students even owned a vehicle, much less one as unusual as the golden yellow roadster.

As fate would have it, a new kid in town named Jerry Hodge arrived on that first day of school at MHS.....driving the

beautiful golden yellow Chevrolet roadster. He joined the MHS Rebels football team and somehow under the Friday night lights after a game one night, the cheerleader and the football player were introduced. Thus began a romance between Jerry Hodge and Frances Mull that would last a lifetime.

Most folks would think that the young Jerry would most likely convert the beautiful golden yellow roadster into a hot rod. No, that was not his desire. At a much younger age when he lived in Knoxville he had been a "paper boy" for the Knoxville News Sentinel and had decided he would save his money so that someday he might own a car. Jerry and his friend, Steve Coppock (one of our newer East Tennessee Region members), for years before either of them were old enough to have a driver's license, used to spend hours in their spare time "tinkering" with old cars and parts, etc. in the garage out behind Jerry's house.

Flash back to May of 1956, a lady named Ula Broom (who lived on Wynona Street in Knoxville in the winter and in Townsend in the summer) purchased a 1948 Chevrolet from the Buick dealership and traded in a yellow 1931 Chevrolet Roadster.

Soon after that Jerry's Dad came home from work one day and told him that he had traded an old 1931 Chevrolet Roadster in and he would let him buy it for \$150. Most young boys dreamed of their first vehicle being a truck....not so with Jerry. He thought he had struck gold!!!

As promised, Jerry's Dad allowed him to buy the car for \$150. He paid for it out of the money he had saved from his paper route. He was only 14 years old at that time and could not legally drive on the streets, so he took a new battery and his soon-to-be-brother-in-law (who actually drove the car) and they took the old Chevrolet back to the house where the family lived in East Knoxville. Jerry and his friend Steve loved tinkering with the car and dreamed of the day when they could actually legally drive it on the streets.

The following summer Jerry's family moved to Maryville where his father was the new owner of the former Amos & Andy Buick Company. As a teenager eager to earn more money towards being able to own a car, Jerry, whenever he was not in school, worked at the dealership washing cars, delivering cars to customers and doing other odd jobs a young teenager was allowed to do.

Meanwhile, Jerry and Frances continued dating throughout high school.....in the beautiful golden yellow 1931 Chevrolet roadster. Keep in mind, cars of that age and model had no





# A Love Story About a Cheerleader, a Young Handsome Fellow and an Old Yellow Car

*Continued from previous page*

roll up windows and no heat or air conditioning. Often, when double-dating, the other couple had to climb into the rumble seat in back which was completely open to the elements. As you may remember, teenagers don't mind cuddling up to keep warm if riding in an open car.



**Jerry and Frances Hodge's 1931 Chevrolet Roadster retains an honored place in the family's car collection.**

The years passed, Jerry and Frances were married, Jerry graduated from the University of Tennessee, started working at Twin City Buick Dealership and so began their life together.

For many years, being young and trying to get themselves established in a home with a young family, the Chevrolet roadster was the only outlet the Hodges had for weekend entertainment. There were local car shows such as the Hillbilly Homecomings and local car meets. Somewhere along the way, Jerry was introduced to Charles Coulter, the well known local antique Ford collector. Over time Charles introduced Jerry to the Antique Automobile Club of America (a national organization) and its local counterpart, the East Tennessee Region – AACA. Charles and his wife Ethel and Jerry and Frances developed a close relationship and remained close like "family" through the years. Therein began a life-long relationship of car meets, shows, tours and friends who would be part of their lives forever.

After a few years Jerry became interested in adding to his collection and thus, 60 plus years later he has acquired a garage

full of antique vehicles and a lifetime of wonderful memories of the many friends they have met and the places they have been.....and it all started on an evening in 1956 when a beautiful golden yellow 1931 Chevrolet came zipping down Broadway in Maryville.

Jerry has bought and sold many antique cars through the years, but the golden yellow Chevrolet still has a place of honor in the Hodge's collection of cars.

## Marshall England's 1936 Buick

*Continued from page 12*

With much anticipation, I drove up to see the car and met with Mike Doble, chief of engineering and design for Buick. During our conversation he reached into his pocket, pulled out keys and told me to take my wife for a ride. I did just that, telling him that if I wasn't back in five hours, he'd better call for the police!

We drove for perhaps 10 minutes around the meet complex and returned the car. All the guys from Buick – from Mike right on up to the General Manager of Buick Division, who was there as a keynote speaker for the National meet, were great people, very friendly and down to earth. I felt I had made a great choice in turning my car over to them. It is now in the GM Heritage Center in Sterling Heights, Michigan and goes on occasional tours around the country with other well-known Buicks.

### 2020 AACA Grand Nationals

**The NB Center for American Automotive Heritage**  
**Allentown, Pennsylvania**  
**July 23-25, 2020**







**Co-Chairmen**  
**Tom Cox: 540-819-5850; [tnoldcarz@gmail.com](mailto:tnoldcarz@gmail.com)**  
**Steve Moskowitz: 717-534-1910; [aaca1@aaca.org](mailto:aaca1@aaca.org)**



## New Members Chris and Betty Henry Have a Family Connection to their 1940 Mercury

Hello, my name is Chris Henry, my wife is Betty. We live in Halls Crossroads. My love for older cars is a lifelong one.



**Betty and Chris Henry**

Betty and I have owned many older automobiles over the years, we currently are caretakers of a 1940 Mercury coupe and a 1939 Packard sedan. We have owned the Packard for 18 years and the Mercury for 8 years.

Betty is a caterer and I am a Postman. We have been married for 40 years and have two sons, who are married and have three children each.

If I had to choose my favorite car, it would have to be the Mercury. The car belonged to my uncle and aunt since the mid-fifties. My uncle was working in nuclear testing in Nevada when he purchased the car. I remember as a young boy, riding in a 1957 Ford station wagon from Tennessee to Nevada to visit them.

While we were there, my uncle gave us our first look at the Mercury. My uncle belonged to a local hotrod club and had done much work on the Mercury to personalize it. The chrome and door handles had been shaved and the interior was done in black and white leather. This explained how he had taken the car to Mexico to have the leatherwork done. I had never seen anything like it, I was hooked.

The last year that the car was registered in Nevada was 1964. That year my uncle and aunt and newborn cousin moved back to Tennessee. The climate is much different in Tennessee; and this resulted in not putting antifreeze in the engine during the first winter. Unfortunately, the cold weather claimed the life

of the Mercury flathead. With the engine bad the car just sat idle in the driveway for several years.

Finally, the car was pushed into the shed beside the house. There it sat for many years, and every child that came to the farm would go out to the shed and climb behind the wheel and take an imaginary journey. I suppose that every child in our family learned to "drive" behind the wheel of that old Mercury.

The sunlight and weather took its toll on the old car, but every time I visited my aunt as an adult, I would walk out to the shed and remember the first time that my uncle let me ride in it. Finally I got up the nerve to ask my aunt if she would sell the car to me. Surprisingly, she entertained the idea and consulted her children. They gave me their blessing and the deal was done.

I have done some things to the car that I feel would honor the vision that my uncle had for the Mercury. I can't look at the car without remembering that drive to Nevada. I think my uncle and aunt would be proud of what I have done with their car.

My aunt passed suddenly after I purchased the car from her. I was privileged to drive her granddaughter away from her wedding last year in the Mercury. It was as if my aunt was somehow there with us that day.



**Chris and Betty's 1939 Packard sedan.**

I am currently replacing the engine in the Packard and hope to have it back on the road soon. I look forward to taking it on some of the events scheduled for the year. Hope to get to know all of you soon.





# Meet New Members

## Gene Gregory and Kathy McCandless



Two of the classic Ford Skyliners Gene Gregory has restored.

*By Gene Gregory*

We are Gene Gregory and Kathy McCandless. I retired from Nabisco Cookie Co. and am now a property manager. Kathy



Gene Gregory and Kathy McCandless

retired from Dow Chemical Co.

I have been a member of the Classic Ford Association Club since 1984.

My first classic was a 1946 Ford Super Deluxe Coupe. It was so rough, it took two donor cars and five years to build. That experience hooked me on building another classic, a 1954 Ford Skyliner.

I purchased my first Skyliner in Corbin, Ky in 1982. After driving it home and investing another five years, I had another classic. I found another Skyliner and it became the twin to my first Skyliner.

As these are both originals, I wanted a driver. My next Skyliner I built into a resto rod. In the meantime, I purchased 2 more 1954 Skyliners and they are in various stages of rebuild.

One of the classics I have always wanted is a Mercury Sun Valley. Two years ago I bought one.

I also have a 2004 Thunderbird, two 2005 Thunderbirds and a 1966 F100.







# ETR Member Victor Varady Make Progress on the Restoration of His Model A

By Victor Varady

This first appeared in the March 2020 issue of the *Rumble Seat Reviewer*. A little time has passed and some progress has been made. The recent COVID-19 virus problem has caused my helper to postpone coming to my house to help me with the headliner. No headliner and the rest of the interior has to wait.

About 7 or 8 or 10 years ago I purchased a '31 Coupe from a friend's cousin who had it in Illinois and moved it to Florida. It sat in a rented storage unit for many years. It did not have a Rumble Seat so I took my brother and my trailer to Winter Haven to get it. The price was right and I expected the worst. Naturally all the tires were flat but I had my portable compressor and we got it to roll out of the storage unit and using several come-alongs we got it on the trailer. I stopped at two flea markets along the way and could have sold it twice for more than I had paid for it. The trip home on an open trailer was hard on the roof and I left almost all of it on the highway in Florida and Georgia. I got it home and in my shop easily. The previous owner said that it ran when he parked it. Without the shaft connecting the distributor to the camshaft that appeared to be unlikely.

The body appeared to be in reasonable shape so I decided to just change the engine to one that I had removed from my pickup. While I had the engine out the firewall seemed to be a good candidate for a repaint. Rustoleum Regal Red looked close so I purchased a few rattle cans and finished the firewall. With the top material lost on the road I looked hard at the windshield header. That was next. I put the new header in and it looked good. The only problem was that the windshield would not close. I did not get upset but moved on to other things. I put a few miles on the replacement engine and found that the brakes needed attention. I jacked up the car and pulled the drums. I needed to move the car a little so I put the jack-stands on some dollies. That was not a good idea. Within a few feet one of the stands gave way and the car was now supported by the rear fender. The fender needed to come off and I was not happy. Fortunately we have an excellent body man/painter in the club. I spoke with David Hayes and he offered to do the best he could. He suggested that he do both rear fenders. After further consideration, the front fenders were brought to his shop together with the running boards. After a reasonable time they were finished and I was happy. I stored them in my garage and did not think about the car for some time. I removed the deck lid and decided to freshen it up with some body filler and more rattle can paint. After I finished this I hung it up out of the way for a time.

A few months ago I decided that it was time to revisit the wind-

shield header. I got some help removing the windshield and skimmed some of the wood from the header. My helpers and I put the windshield back. It fit well. The only casualty was one of the cowl light arms. I am glad that Ford Barn exists. I sent a check to a guy and a nice replacement arm came in the mail soon afterward. The only problem with that was the threads in the new arm were now metric. Fortunately the vendors sell new bolts with holes for the wire fairly inexpensively. I bought a pair. One is available if someone needs it.

## Interior

At least five years ago I decided that I wanted a leather seat for the coupe so I spoke with Lee Chatterton and took my seat frame to his Hot Springs, Arkansas shop to get done. I also wanted new door panels and everything else that was required. Several months later he brought a large box to the swap meet in Asheville, North Carolina. I put this in the garage waiting for the right time to install it. It sat unopened until recently. When I opened it up I saw that all of the interior panels were leather covered. Now I will surely have a Deluxe Coupe.

## Sound Deadening

While the car did not have an interior, I thought about installing some sort of material to keep the road sound down. Doug Terry gave me a roll of aluminum foil covered fabric stuff that he had left over from his Vicky. I used spray adhesive to stick this to the cowl and other areas of bare painted metal. Applying this with contact adhesive takes a new skill set.

## Roof ribs

I looked over the roof ribs and decided that I could produce new ones to replace the old ones. I made three of the four. For the first one I used pine and for the next two I used pieces of cherry that I had left over from another project. It turned out that the cherry was too hard to staple the headliner to so I ordered new ribs. They arrived and I stapled the needed insulating material to the top of the ribs.

## Headliner

I have never worked with a headliner before so I studied some U-tube videos and feel confident that with an assistant I can do the job. There are interior pieces that are installed after the headliner is installed. I have some confidence that I can do this also. This was part of the interior package.

## Roof Material

Apparently, the only source for the correct material was LeBaron Bonney, but they went bankrupt a year or two ago. I

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## Victory Varady Makes Progress on Model A Restoration

*Continued from page 17*

searched and found that Classtique in Minnesota can supply a very good looking replacement material. Their package also included chicken wire and padding. This will go on after the headliner is installed.

### Deck Lid

Before I installed the repainted deck lid I looked over the internal rain gutters in the trunk. A previous owner looked like he wanted to turn this coupe into a rumble seat variety so he cut off and bent the lower portion of the rain gutters. This modification would have directed all the rain water into the bottom of the trunk. I restored the lower portion of the rain gutter with fiberglass cloth and poly resin. It would have tested good when I poured water at the top of the deck lid. I made a mess because I only put one pail under the car. However, I was satisfied.

I wanted a trunk so I spent some time fashioning hardboard and plywood pieces for the trunk sides and the area behind the seat. It took a lot of fitting to get the pieces just right. This should be a nice addition to increasing the usefulness and quietness of the car. I have never seen the original trunk area of a coupe.

### Next Projects

- Install the repainted fenders and running boards.
- Replace all of the brakes with cast iron drums and new shoes.
- Drive for a year and install a higher horsepower rebuilt engine that I have stored.
- Think about the air conditioner unit that I have unopened in a box for the past five or six years.

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## Antiquer Receives Master Editor Award

*By RG Lewallen*

This year the AACA held the 84<sup>th</sup> annual convention on February 7<sup>th</sup> and 8<sup>th</sup> at the 201 Hotel in Philadelphia. This is an exciting time for many AACA members to connect together and attend many unique seminars and training sessions. The annual membership meeting is also done during this event.

On Saturday evening the grand finale is national awards banquet. During this banquet the national awards are announced and presented. This year during the awards ceremony Roger and Jan were awarded the coveted Master Editor Award for the *Antiquer* Newsletter!

The Frazees are proud to share this honor with everyone who contributes to the club newsletter each month.

## High School Students Apply for the 2020 East Tennessee Region Automotive Technology Scholarship

It is an understatement to say that this year has been challenging, especially for our country's high school seniors. Applying for the scholarship was difficult this year because of the coronavirus situation. One high school guidance counselor commented that all of the student records were located at the school and no one had access to them.

However, despite the lockdowns and the interruption in the school year, four candidates have applied for the \$1,000 academic award and provided the necessary documentation.

The applicants reside in Claiborne, Knox, McMinn and Hawkins Counties. They plan to attend various institutions, including the University of Tennessee, Lincoln Technical College in Nashville, and Nascar Technical Institute in Mooresville, North Carolina.

In the upcoming weeks, the ETR Board will meet to determine the winner of the scholarship.

The process for promoting the scholarship has been rewarding for all of those involved. It has given ETR members the opportunity to visit colleges and observe their technical programs. It has also brought our club members in contact with young people who share our automotive interests.



**Loretta Rollins enjoys getting back to nature in her 1948 Buick Super and late-forties vintage camper.**





## East Tennessee Region AACA Board Meeting Minutes

*Continued From page 5*

**Scholarship Award** - After sending 150 letters and applications to school principals by U.S. Mail and sending two email blasts, we have received one application for the ETR Scholarship. The deadline for applications is March 31. We will set up a special meeting or conference call for sometime in April to determine the next step. It was discussed that we may want to consider extending the deadline beyond March 31. After much discussion, it was decided to leave the deadline at March 31. All applications that come in will be forwarded to the Board for review and for future voting on the applicants.

Tom Howard will check with Jim Hixson regarding the status of the National Chrome Glidden Tour on April 26, 2020.

**SUNSHINE REPORT:** Sandra Quillin reported cards were sent to the following:

Get Well: Dewey Cruey 1/19/20  
Bill Jurkonie 2/7/20

**NEW BUSINESS:** A general discussion was held on the changes taking place within our AACA National events, as well as other venues, with the COVID-19 virus outbreak. After much discussion, it was determined we would evaluate each of our scheduled tours and events on a month-to-month basis. The main focus is the safety and well being of our members and any visitors that may be invited to our events.

### Adjourn:

Charlie Simpson made a motion to adjourn. The motion was seconded, and the meeting adjourned at 8:25 PM.

Respectfully submitted,  
R. G. Lewallen, ETR Secretary



## Seays Take a Private Tour

*Continued from page 7*

ful scenery we are blessed with in our area now that the spring weather has arrived.



**Tim and Sherry Seay stop long enough to snap a selfie during their private Bald River Falls Tour.**

Sherry and I decided to drop the top on the Miata and take advantage of the warm sunny day to ride to the mountains. But wait....the National Park is closed, so we decided to drive across the Foothills Parkway and continue up Hwy 129 (the Dragon).

This drive was much more pleasant because of the reduced traffic volume. Our plans were to continue toward Robbinsville and get on the Cherohala Skyway and travel to Tellico Plains and return home. However, that invisible COVID-19 struck again and the roads into North Carolina were closed.

Being persistent in our mission, we decided to travel back to Hwy 411 and pick up Hwy 68 in Madisonville to reach Tellico Plains. While the bakery in Tellico Plains was closed (they have great bread), we were pleased that Hwy 135 leading along the Tellico River was open to Bald River Falls and beyond. We've always felt that the beauty of the Cherokee National Forest rivals that of the Smoky Mountains without the crowds.



## Smoky Mountain Antiquer

Roger and Jan Frazee, Editors

4535 Deer Grove Way

Powell, TN 37849



Chris and Betty Henry's 1940 Mercury. Read about the Henrys and their Merc on page 15.