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 Vacancy - Any Volunteers

Website - <http://davycrockettregion.com>



New Vintage Rod?

Joe Henegar has been building a vintage rod for several years. 1931 Model A Roadster body, 32 Ford grill, Joe is trying to keep everything vintage. Joe with help from John Lingo finished up the interior and top this past year.

Shell - Lingo Engine

No small block Chev in Joe's rod, it has an overhead valve Model A engine using a cast version of John Lingo's fabricated head. With a few other tricks Joe thinks it puts out around 120hp. With the current straight pipe it sounds pretty mean. Joe hopes to add an overdrive for better cruising in the future.



Dues Time - 2020 dues should be sent to Karen Simmering, 2615 Ripley Island Rd, Afton, TN, 37616. \$10 for the year. Also don't forget to send in your AACA dues to the National Club.

Mailings will stop to non dues paying members with the April Issue.

Next Meeting: Canceled

We will be canceling our evening meetings till the Kung Flu Virus is under control and meeting restrictions have been lifted

Editor's Comments

Thanks to Bev for continuing to share Dave's Stories & Dave & Karen for the Final installment of their T trip story.

This is your newsletter, contribute.

Jim Bollman <Jim@Bollman.com> - 315-589-8815
217 Chinquapin Ln, Jonesborough, TN 37659



Cars & Coffee - Canceled

We are cancelling Cars & Coffee till restaurants get back to normal. Stay safe.



2020 Davy Crockett Car Show

Gateway Ford Saturday May 9th

More info to come. Plans are on hold for the moment and a decision will be made by the end of April if the show will happen.

Darlene Montgomery
dardar1377@comcast.net - 423-234-0441

Tech Center Show

We had a beautiful day for our show/exhibit this year at the Greeneville Tech Center. We had 7 cars this year with some coming late or leaving early but we always had a nice representation of the car hobby to share with the students. They welcomed us with coffee and donuts and served us hot dogs and chips for lunch. Thanks to Karen Zimmerman for coordinating this event again this year.

Birthday & Anniversary

Happy Birthday To:

April	3	Robert Heinrich
	4	Trish Moehle
	5	Don Wood
	20	Madelyn Rohrer
	27	Jim Cunningham

Happy Anniversary To:

April	1	Dave & Karen Simmering
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My Life With Cars

by Dave Selmeski

Part 10: Off to Penn State

I was going off to Penn State that Fall. I needed something less extravagant than the Lincoln to drive, so I started looking. I wound up buying a 1957 Ford Fairlane convertible, 292 Y-block V-8, automatic, white, white top, blue interior. A very pretty car but not really practical, but I liked it. I soon started "improving" the car mechanically. First came dual exhaust with glasspacks to get that mellow "rap" going down hill or decelerating. Next came better brakes. There was a local wrecking yard called Skip Stewarts. He had a wide range of cars, antiques to new wrecks. I hung



around there a lot, buying parts for my car & other friends cars. I found a 58 Ford taxi cab with special heavy duty braking package & soon had them installed in my car. I had become friendly enough with the owner that he was willing to let me work in a dirt floored garage to do my repairs, using his tools. After a while the automatic trans began to slip, not bad, but it got me thinking I'd rather have a stick shift. In Skip's yard I found a 1960 Ford Skyliner with a 390 engine and heavy duty full synchromesh 3 speed. I was able to purchase the trans, flywheel, clutch & pressure plate from that car, and the bell housing and pedal assemblies from the taxi cab, as well as the rear end. Over the next couple of weekends I made the swap and left the weak automatic as part of a trade-in. I still feel guilty about that & hope he didn't sell it to a customer & have to take it back because it failed. That Ford really drove nicely after that. I installed a floor shift conversion, new heavy duty shocks & eventually new (used) tires. I drove that car all year and most of the next summer until someone made me an offer that I couldn't refuse. So it left my possession and I began looking for a replacement. My dad had sold my 34 Lincoln for a whopping \$500 (today that car in the condition it was in would be worth \$50-75,000). I soon found another Lincoln, a 1949 Capri Coupe.

Editors Note: Dave told the story of his year with the 49 Lincoln in the September 2017 Bear Treads. I decided not to repeat it here but if you can't find your old issue ask and I will send you a copy. Now skipping ahead to the next Summer before his second year at Penn State.

Summer Before My Second Year at Penn State

During the summer months I would buy & sell cars to help make some money for school. Sometimes dad would do the same and turn the car over to me to fix or clean up, then use it for the summer. One such car was a trade-in to the local Ford dealer that we sometimes did work for. It was a big, thirsty, sporty, luxury car, a 1954 Chrysler New Yorker with a hemi motor, full leather interior & full power, with dual exhausts. A very nice car with very dull lacquer paint. Dad said if I compounded and waxed the car by hand & really cleaned it up I could drive it that summer. It took me a full week of 8 hour days to accomplish the job, but the results were spectacular. It was a light pastel blue/green on the lower and dark green metallic roof with cream leather interior- and it was fast, but thirsty. AS part of being able to use the car I had to put gas in it. Because it was quick for its age, it got driven fast. Of course, that used more gas and I kept coming home with an almost empty tank. Which is why I almost always invited a friend or friends to come with me to split the gas costs.



One night a friend & I were coming home quite late. It was about 1:30 AM and we hadn't stopped early for gas and were running low. In fact the gauge read dead empty as we

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approached downtown Chappaqua village. There was one gas station downtown, sometimes open late and we hoped to find someone still there if we could get there. We didn't. To get to the center of town we had to cross over a bridge that crossed the 4 lanes of the Saw Mill Parkway. The stone bridge was short with a steep arch to it. The approach road was downhill all the way to the bridge, we could coast thru the stop sign at the bottom of the bridge and right into the gas station. If no one was there, it was about a quarter mile walk to the police station and we knew that they would sell you a couple gallons of gas, at exorbitant prices, so that you could at least drive out of their jurisdiction. Like I said, we didn't make it. We ended up about 10 feet from the center of the bridge after our long coast downhill (with engine dead and out of gas). The top was almost level, but a slight slant on either side before it dropped off. We only had to push this 4700 lb. hunk of dead iron about 10 feet, at a very small uphill angle. It was a good thing that I was at the prime of my life at the particular time, same for my friend. We both opened our doors and began



pushing. It took us almost 15 minutes to get that hunk of metal 10 feet to the center of the bridge. We jumped in as soon as we felt the car beginning to roll, and coasted down the other side of the bridge, thru the stop sign and into the closed gas station. I had to walk about a quarter mile to the police station to ask for some gas. An officer agreed to drive me back to the car and sell me two gallons of gas (for \$5 when gas was about 30 cents/gal). After putting in our meager allotment we headed home down the flattest route & just made it home. I went into our garage and got the gallon can of gas that we used for the lawn mower, I added that to the tank so that I'd be able to get to the gas station in the morning. That big hemi powered tank of a car had nice quiet dual mufflers. One of our tricks was to shut off the engine while coasting down a hill, allowing raw gas fumes to accumulate in the mufflers, then turning the ignition back on to

ignite those fumes with a usually loud explosion. I had done that a few times on this car in hopes of making the mufflers have a slightly louder and more desirable sound (for a teenage driver). The last time I tried that (and believe me it was the very last time), I waited too long before turning the ignition back on. I blew apart the seams on both mufflers, creating an unruffled roar on the way home. Of course, my father knew what I'd done right away. Because the car was really unusable that way, he decided to repair the mufflers. I had to disassemble the exhaust system so that he could weld the seams back together, then I reinstalled them. He asked if I'd "learned my lesson" to which I had to agree.

This car with such a big engine was fast. The speedometer went up to 120 MPH. There was a long straight road, through a virtually deserted stretch of woods, two lane open. It was probably between a half and 3/4 of a mile straightaway with a long gentle curve at either end. You could enter and exit the curves at 40, easily. One night I decided to see if I could "bury the speedometer" I entered one end at 40, floored it, and soon got over 110 MPH, but decided I'd better start slowing down for the exit curve. That was the fastest I've ever driven. The hemi got sold at the end of the summer.

Part 11 - What Will Be Dave's Next Great Adventure? Coming Soon - Back to School

A Cross-Country Journey in a 1925 Model T Ford

Part 8: Headed Home - Simmering's 1995 Trip Report

Dave Simmering

Sunday, June 25, Day 42. We left the motel in Osseo and traveled along US 10 to lunch in Appleton, WI.

There were a lot of people trailering their boats home from the weekend – a lot of traffic and some rain, and also some folks not happy with our slow speeds. We had to be in Manitowoc Sunday night as we had made reservations on the Monday noon ferry to cross Lake Michigan from Manitowoc WI to Ludington, MI for the next day. We figured it would be a great timesaver and would save us from having to negotiate around Chicago at the southern end of the lake. No problem reaching our motel, slightly south off Rt 10 in Manitowoc.



Monday, June 26, Day 43. This was to be a short day as most of the time would be spent crossing the lake on the ferry. As I had some tinkering to do, Kevin and Mary went off to find a barbershop and we would meet them at the ferry at noon. I spent longer than anticipated working on the T, and we luckily just made it to the dock on time. Kevin was a few cars ahead, but the ferry people called over the loudspeaker for the Model T drivers

to drive our cars on together – they normally drive all the vehicles on and off, but they sure didn't want to touch our T's! It was a gray rainy day on the water and not much to see. We heard our names over the loudspeaker again to come and drive our T's off the ferry. We were happy to reach our motel in Ludington and had a nice dinner at a Bob's big boy.

Tuesday, June 27, Day 44. Our plan for today was to cross the state of Michigan to Port Huron, where we would cross at the southern end of Lake Huron into Canada. Driving through Canada would again save us time and avoid cities such as Cleveland, and it was a pretty direct route to New York State. We stayed on Rt 10 to Rt 46 and south along Lake Huron, stopped for a brief rain storm, and crossed the bridge to Point Edward, Ontario. It was mostly an uneventful trip and no problem getting through Canadian Customs. We had booked a motel in Sarnia for the night.

Wednesday, June 28, Day 45 was another uneventful drive. It was an easy route east through Ontario, heading south of London to Rt 3 which took us to Fort Erie for the night. We found a laundromat for our last laundry of the trip! While we were having supper, we noticed a cruise in at a parking lot across the road, and we couldn't resist driving over and telling our story! I think we were the hit of the night! Got back to our motel before dark and noticed a big RV bus in the parking lot – with a front tag that said "House of Cash". Wow!

We actually saw Johnny Cash walking between the bus and the hotel! A fun evening to remember the end of our trip!

Thursday, June 29, Day 46. We wanted to stop and see a friend in Leicester, NY, so we left really early and crossed the border into Buffalo just about daylight. Kevin and Mary slept in; we would see them that night in Schuylerville at our planned motel stop. We avoided all the interstates around Buffalo, taking Rt 20A to Leicester where we visited with our friend Bob Mahoney. Bob is a Model T guy, but also the person that restored a 1911 Selden and came to our house a few times to measure the body of our 1911 Selden. He made the body for his car and it was a masterpiece. After a nice



morning coffee visit, we headed to Rt 20 which would take us most of the way through New York. Lots of hills, but a pretty drive through the Finger Lakes region, and finally, one of the warmest days of our trip! At Amsterdam, we veered off onto Rt 67 to Ballston Spa and Saratoga Springs and then Rt 29 to meet Kevin and Mary at our motel in Schuylerville – the last night together on our trip!

Friday, June 30, the last day 47. Our last morning of packing up the cargo carriers! Because of our timing yesterday, we didn't get to have a 'final' dinner, so we had a nice 'Good bye' breakfast before heading out. We all left Schuylerville on Rts 372 and 313, crossing the border into VT and to VT Rt 7 where we would split up. We said a final farewell to Kevin and Mary – they would take Rt 7 north to home, and we headed east retracing our path thru VT and into NH. We stopped for gas at the same gas station in Alstead, NH from Day 1, and the attendant remembered us – said he doesn't often see people in a T model headed for California! We told him we made it! Not too much longer and we were home!! The event of a lifetime!

Epilogue – Facts and Observations

Total miles driven: 8288

Total days: 47 (45 driving)

Average daily miles: 184

States visited: 25 states

Cost total: \$3701.63 (lodging, food, gas, ferry)

Average cost per day: \$78.76 (Remember, this was 1995)

Total gallons of gas: 484

Miles per gallon: 17.12 (the car was a bit heavier than a stock Model T, with all our tools, spare parts and tires, and gear)

We haven't been back to NH in over 10 years. Kevin passed about 6 years ago from pancreatic cancer; his two sons are now running the Ford dealership. We sold our Roadster pickup that I built for the trip to a friend about 15 years ago, as I found I wasn't driving it much. He also passed a number of years ago and we have lost track of the car. Karen and I have done a lot of traveling in the past 40 years, but this adventure sticks in my mind as the most significant. We still remember very much of the trip, and reminisce from time to time, as we have these past months. Coming up on the 25th Anniversary of Day 1!

Some More Photos From the Tech Show



Two Big Wheels at the show - Ed showing off his center hubs on his fancy wheels. He only gets them out of the trunk for special events



Tom Koziel brought out his rodod Chevy PU. He runs a hopped up 6 cylinder with split manifold that gives it a very unique sound.

Neglected Car of the Month



Having the project is what makes me happy, finishing it isn't something I think about.

Remember When



City Garage Car Museum

210 South Main Street
Greeneville, TN 37743
(423) 470-0841
(423) 638-6971/639-3217

info@citygaragecarmuseum.com

Open Wednesday - Saturday 10:00 am - 4:00 pm
Optional Scheduling on Request and Special Events



Vehicles & Related Items For Sale

Model A & T Fords & Parts For Sale,
Call Mike 423-743-5085

Ads will appear in one issue unless the editor is contacted to run again -
jim@Bollman.com

Minutes of the 03/2/2020 Meeting Davy Crockett Region AACA

12 members in attendance at the meeting.

Treasurer's Report. Club has \$1,762.20 balance. Thank You letters were received from Greene County Humane Society and Greene County Firewood Ministry for the donations that we made at the end of last year.

The Greeneville Tech School event will be held on March 12 from 9am – 2 pm. Discussion by members about having the Tech Show be at a later date, preferable in April, when the weather is a little warmer.

Cars & Coffee breakfast will be Wednesday, March 18 at 9:00 am. We will meet at Aunt Bee's.

Car Show date is May 9, 2020. The Car Show will be at Gateway Ford again this year. We are still looking for sponsors. Can you help find new sponsors? Their name will be included in all publicity and be on a banner at the show.

Fliers for the Car Show were handed out and hopefully you can find a business to put the flier in.

Jim Bollman has agreed to run the front gate on day of Car Show. It is important that all members help out that day. If you are not able to help the day of the Car Show, please give Ed Logan a phone call and let him know.



We are asking that each member bring a Door Prize. One per person/two per couple. Do not limit yourself to just one Door Prize each. Ask for a donation from your favorite restaurant, fast food place, most of them are willing to give something.

Dan Richardson made a motion to have a Board of Directors for the club. No second to the motion.

Brownies were served to celebrate Don Anderson's birthday.

Meeting adjourned.

Sharon Anderson

Date	Upcoming Event	More Info
04/25	Fiddlers & Fiddleheads Festival 10am7pm - Free Car Show, Free Bluegrass, BBQ - Date Tentative	121 Covered Bridge Ln Unicoi, Tennessee 37692
04/25	12th Annual Cruise Against Cancer, 7 am to 7 pm Live Music-Food-Benefit Auction, FREE !! Check if it really is happening	Newport City Park Benefit Celebrate Life Cancer cruiseagainstcancer@yahoo.com
05/09	Davy Crockett Car Show - Gateway Ford	More Info Coming Soon
06/06	Big Bubba's Fun Run - Open Show - Free Registration Mosheim School, 297 West School St, Mosheim TN	More Info Bubba - 423-231-6471 FREE, T-shirts & dash plaques first 200
06/12-13	Spring Charlotte AutoFair and Spring AACA National Meet April 2-4 - http://www.charlotte-autofair.com/	\$11/day flea market - National AACA show on Saturday free spectator admission
Bold Print is Davy Crockett Regional Event		