



Officers

Ed Logan, President	423-444-9826
Jim Montgomery, Vice President	423-234-0441
Karen Simmering, Treasurer	423-639-1815
Sharon Anderson, Secretary	423-913-4921
Jim Bollman, Newsletter	315-589-8815

Board of Directors

Dave Simmering, Past President	423-639-1815
Bob Zimmerman	423-787-7768
Vacancy - Any Volunteers	

Website - <http://davycrockettregion.com>



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.

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.



Birthday & Anniversary

Happy Birthday To:

June	4	Jim Bollman
	10	Karen Zimmerman
	18	John Allison
	16	Gary Thielholdt

Happy Anniversary To:

June	5	Tom & Jane Koziel
	8	Bob & Karen Zimmerman
	16	Don & Sharon Anderson
	16	Mike & Melissa McIntosh

Neglected Car of the Month



This a local neglected car.
Who knows where?
What is make and model?

Remember When



When someone is telling me a story they already told me, I let them tell it again to see if any thing changes at all.

My Life With Cars

by Dave Selmeski

Part 12 - Final Chapter - Misc After School Car Ramblings

I next bought a 1934 Reo Flying Cloud Sedan, with low mileage, dual side mounts, and a self shifter transmission. That car had a very rare semi automatic transmission that worked very well. The car was a horrible shade of khaki, possibly used by the military. My first order of business was a nice appropriate black paint job.



It looked so good outside that I thought I should make the interior more appealing. The dull, drab mohair upholstery soaked up multiple packages of maroon RIT dyes. I was quite pleased with the result of several days work and multiple coats. I drove this car for a month and advertised it in Hemings Motor News. A buyer for the Harrah's Collection in Reno Nevada came to see it. He approved the car, but said he wouldn't recommend it to Harrah's unless I gave him a referral fee (a bribe). I was ready to move on so I played the game & Harrah's owned it.

The stores of the car didn't end there. I sold it to Harrah's in 1965. They never displayed it because of the dyed maroon interior. Many years later when the collection was disbursed, it was sold at auction. Some collector squirreled it away for over 50 years and about 2011 or 2012 the car appeared for sale on E-bay. By then the interior had faded to a very dull pink-ugly as sin. I called the owner and asked him a few questions to verify that it was my old car, then I told him it's history. His main comment was "why did you dye it pink?" I did try to convince him that it had been a rich dark maroon when I was done with it, but I'm not sure that he believed me.

My dad had just finished rebuilding a 1963 Chevy Nova convertible that he had purchased from a customer of our body shop. The car had been rolled over gently, flattening the top mechanism, destroying the top, and damaging the windshield & some body panels. It was a pretty white car with red interior that I used for a few weeks.



I also had my 1963 Suzuki 250cc motorcycle to use. I was having fun with that, getting used to riding it, no daredevil



stuff. I began dating a really cute Irish Italian girl from Norwalk CT. One night I fixed a friend, who also had a motorcycle, up with one of her friends and we double dated on our bikes. I don't remember is as being too successful, and I'm sure Rita's parents weren't too happy about her dating a guy with a motorcycle. On the way home from Norwalk, coming down the Merrit Parkway laying down flat on the bike, probably doing 65-70 mph, my engine locked up and the bike's rear then did also. I found myself sliding towards an overpass abutment at 70 mph. Thank God my brains still worked and I reasoned out that if I put the clutch in the rear wheel should unlock and rotate,

Cont Page 4

allowing me to keep control. It worked! I coasted to a place where I could get off the road and off the bike. Shaking with fear +/- relief I proceeded to see if I'd lost all the oil in the motor. But no, it was still full. I then tried the started & almost unbelievably, it started, but would only run on one of the two cylinders. We limped home at 30 mph and the next day I took it to Zeke Hunter's motorcycle shop in town. Turns out a ring had broken in 1 cylinder and jammed the piston, locking up the motor. After a motor overhaul the machine was good as new but I was soured on motorcycle and decided to sell it.

I found a nice 1937 LaSalle sedan with a bad motor. Everything else on and in the car was in nice condition. The price was right and I had a secret up my sleeve. I had heard that the Tunick brothers in Stamford CT had a stash of World War II Cadillac engines. They were supposed to be brand new in crates, surplussed from their use in pairs in Sherman tanks. I paid them a visit and sure enough they had a stash of engine crates 10 wide, 5 deep & 10 high. I was able to purchase one, brand new, for \$200, took it home, and began the swap. Interestingly enough the intake manifold on the tank engine was canted 30 degrees to one side, as the engines were mounted on a 30 degree angle in the tank. Judging by the placement of the manifold, I had purchased a right side tank engine. The oil pan was also swapped for the original 37 pan. When cleaning that pan, I found a pinhole in one corner of the pan, probably the cause of the original engine failure.



The car, when fully assembled, ran beautifully- just like new. I enjoyed that car for a couple of months and then sold it to a dealer in NY City.

As usual, I had to sell the car I was driving in order to buy the next one that I wanted. After fixing, rebuilding or just improving each car, I'd usually drive it for a while and then sell it to fund my next auto adventure.



I next acquired a 1938 Packard 12C hearse. That car proved to need a valve job which I proceeded to have an old time mechanic do. Because he needed some parts that were not readily available, I discovered two brothers who were really into Packards. Fred and Don Kanter were operating out of their parent's big back yard in New Jersey. They had some beautiful cars that I couldn't afford, but the parts I needed, that I could afford. They built that early start into KANTER'S AUTO PARTS, a nationally known source of

antique cars throughout the US and the world. It has been a pleasure knowing & dealing with them through the years.

The Packard hearse also lasted a short time, about a year. By now you can see that I had developed a fascination with hearses. They were always well maintained, kept garaged, and polished regularly. After all, their reliability was of paramount importance. Can you imagine the confusion and embarrassment that would have occurred if one broke down.

Sorry to say that is the last of Dave's car tales. Thanks to Bev for sharing.

C-19 Shop Gym

Jim Bollman

Pat says I'm a hermit and I guess she is right, since the stay at home life style since March hasn't changed my life style that much. One of the things I did miss was going to the fitness center three times a week. Unlike many that go, I didn't make a social event out of it. I will talk to people if they say something to me but I mainly go and do my 30 minutes or so of exercise and get out. After the first couple of weeks of staying home, I decided I needed to do something so I didn't lose what little bit of muscle tone I had gotten back in the last 8 months of going to the gym. While taking a break in my shop I thought, what could I do to replace some or all of the fancy machines I was using 3 time a week. So here is what I have at this point, and there is a Crosley content and more could be added, you use what you got.

Biceps - I have a Crosley Cobra sheet metal block, that is cleaned up to take to shows and such, in a soft sided briefcase (about 18 lbs with case). I tried it out and it was about right for doing curls. I do 3 sets of 12 reps on each arm. I soon decided if I cleared a path around my shop I could do a fast walk around the shop while doing the curls and get a little cardio at the same time. My



path was about the right size to do a lap per set so that is 6 laps around the shop. Now if you don't have a spare CoBra block, or it is not the right weight for your level of fitness, substitute other car parts you have or add extra parts. A canvas bag will work as a replacement for the briefcase. Think what you have, brake drums, flywheels, maybe a whole front axle assembly and do both arms at the same time. Use your imagination.

Triceps - We have an assortment of elastic bands, from past exercise and rehab by my wife, so I found two of the same color and length (color indicates the resistance level). I put a couple of hooks in the ceiling about 18 inches apart and pull

down on them with my arms at my side just moving my lower arms. The proper size and number of bungee cords will work also if you don't have access to the elastic bands. I planned to use pulleys, ropes and cast iron Crosley blocks but the pulleys I had were too small, only about 2" in diameter and they just didn't give a smooth pull. I think larger pulleys would have worked, but you use what you have.



Shoulder Exercises - I am lumping a bunch of these together, pull down with arms out stretched, I use the above elastic setup. Pull forward, both with arms out and beside me and forward and back, I use bungee cords. I had a pair of fairly heavy and long bungee cords that I attached to some heavy shelving about 3 feet off the floor. Again this could be done with pulleys, rope and what ever car parts are about the right weight. Multiple sets/reps.

Crunches - I do these sitting on a short stool. I wrapped a Crosley cast iron block in a large towel, for padding, held in place with some smaller bungee cords (or rope). Just clutch it to your chest and bend over till you touch your legs. Again 3 set of 12 reps, or whatever you're comfortable with. Substitute you car part of choice that gets about the right weight. I find this has done wonders for my back.

Thighs - While sitting wrap an elastic band or bungee around your legs just above the knees and hold the ends. Move your legs out. Inner muscles - you need a soft rubber ball around 6"-8" in diameter or a piece of foam rubber folded up till it is about 6"-8" thick and put it between your knees and press in. Multiple sets/reps.

Hands - I had some of the old stress balls that I used to keep on my desk before I retired. I started doing laps again while squeezing the balls. You may have to substitute what you can find.

Walking outside as weather permits for cardio.

Always looking for extras to add to my routine. I tried pushing cars back and forth in the shop for leg exercise but that didn't work to well. Tried using bungee and a creeper to get leg exercises pushing away from a wall or bumper, but the wheels on a creeper are not intended for that kind of motion. Just use your imagination and what you have.

Harbor Freight Jack Stand Recall

If you've got a set of Harbor Freight jack stands somewhere in your garage, stop using them immediately because many of them have just been recalled over pawls that could "disengage from the extension lifting post" under a shift in weight, causing them to suddenly collapse. We feel like this shouldn't have to be said but we'll say it anyway: bad jack stands that could suddenly fall are extremely dangerous and being underneath a car supported by one could very easily result in serious injury or death.

STOP USING THESE JACK STANDS IMMEDIATELY

ITEM #:56371

56371 jack stands can be identified by checking the item number found on the label on the top of each jack stand



ITEM #S: 61196, 61197

61196 and 61197 jack stands can be identified by checking the item number found on the yellow part of the label on the base of each jack stand.



THIS RECALL ONLY CONCERNS JACK STANDS WITH THE ITEMS #61196, 61197, or 56371

The 61196 and 61197 jack stands can be identified by checking the item number found on the yellow part of the label on the base of each jack stand. The 56371 jack stands can be identified by checking the item number found on the label on the top of each jack stand.

According to Harbor Freight, the recall applies to three-ton and six-ton heavy-duty steel jack stands with item numbers 56371, 61196, and 61197. The number on the three-ton units can be found on the label at the top while the six-ton stands have their numbers printed in the yellow section of the label found on the base.

Based on the NHTSA filing, the recall applies to a total of 454,000 jack stands made between 2013 and 2019 and the issue is apparently blamed on old tooling used by the factory. Naturally, affected stands that have yet to be sold have already been removed from Harbor Freight's inventory.

If you actually own one of these stands, you can bring them to your a Harbor Freight Tools location where they can be exchanged for a gift card equal to the "shelf price" of the stands in question. Whether or not you own a set of Harbor Freight jack stands (or even know what a jack stand is), consider spreading the news to somebody who you think might be using these. This may sound melodramatic, but it might just be the difference between life and death.

City Garage Car Museum's 1st VIRTUAL CAR SHOW.

SATURDAY, MAY 30, 2020

CITY GARAGE CAR MUSEUM

presents

Cars of the 60's & 70's!



With classic car owners still sheltering in place during COVID-19 regulation, City Garage Car Museum invites you to "travel?" to our museum for a car show.

The show takes place 100% online!

Want to enter??

To register, send one photo of your car to info@citygaragecarmuseum.com by midnight on **Thursday, May 28, 2020.**

Include:

1. Your name
2. Where you are from
3. Year, make and model of the vehicle
4. Anything special about your vehicle

AND IT IS FREE REGISTRATION!!

Visit City Garage website www.citygaragecarmuseum.com on Saturday, May 30, 2020, at 12:00 NOON to see the winners!!

1. Best in 1960's vehicles
2. Best in 1970's vehicles
3. Farthest entry
4. Most unusual
5. Best of show

There will be three judges...representative of CGCM, member of a local car club and representative of a restoration or automobile business.

Prizes will be provided by these local businesses: City Garage Car Museum, Volunteer State Auto Club

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



"If you think you're too small to make a difference, sleep with a mosquito."

Dalai Lama

Sponsored By: **ChantzScott**
GREENEVILLE, TENNESSEE

THE 28th ANNUAL

RIDGE RUNNERS

CRUISE-IN

MULTIPLE CASH DRAWINGS!

MANAGERS CHOICE AWARD

PEOPLES CHOICE AWARD

VENDORS CHOICE AWARD

ONLY \$25
for VENDOR
SPACES

FREE
FOR ALL
SPECTATORS
&
FIRST 25 VEHICLE
REGISTRATIONS

ONLY \$10
for VEHICLE
REGISTRATION

DASH
PLAQUES
to 1st 100
ENTRIES

CASH | FOOD | MUSIC | GAMES | PRIZES

OPEN to ALL
CARS, TRUCKS,
BIKES, &
TRACTORS

300 BACHMAN DR. GREENEVILLE, TN 37745
JUNE 20, 2020 - STARTS AT 10 A.M. & ENDS AT 3 P.M.
FOR INFO CALL: 423-306-5751

Date	Upcoming Event	More Info
05/30	City Garage Car Museum Virtual Car Show	See poster for details page 7
06/20	28th Ridge Runners Cruise-In & Flea Market 300 Bachman Dr, Greeneville	\$10/vehicle; \$20/Vendor Space 10am-3pm; Trophies & Prices See Above
08/22	Fifth annual Sundown on Depot Returns to historic downtown Greeneville	\$10/Vehicle; 10am to 6pm Awards at 5pm Proceeds to Holston United Methodist Home for Children
Saturdays	Burnout BBQ & Grille - 857 Rock Creek Rd, Erwin	5-8pm Social Distancing & Responsible
Bold Print is Davy Crockett Regional Event		