

# Smoky Mountain Antiquer

A Publication of the East Tennessee Region, AACA



September—October 2024

Volume 59, Number 5



Susan and Joel Weeks stand next to their newly acquired '65 Oldsmobile Starfire during the ETR August tour to Rugby.



# Local and National Events

## ETR Calendar of Events

**September 28:** ETR AACA Gas Economy Run, hosted by Dave and Beryl Hermanson, Tony and Jan Gardner, Joel and Susan Weeks

**October TBD:**

**November TBD:** Annual ETR AACA Business Meeting, hosted by Bob & Sylvia Witt

**December 13:** Christmas Party, hosted by Tom Howard, Sylvia Witt

## Upcoming Events from Other Organizations

**Third Saturday Each Month:** Lenior City Cars and Coffee, Lenior City TN

**Fourth Saturday Each Month:** Somernights Cruise-In, Somerset KY

**Every Friday Night During the Summer:** Foothills Mall Cruise-In, Maryville, TN

**September 7:** Crossing the Gap Charity Car Show, Cumberland Gap TN

**October 5:** Run for the Son Car Show, 151 Sycamore Place, Clinton TN

**October 27:** Harper Auto Square Cars and Coffee, West Town Mall

## AACA National Events

**9/12-14:** Western Fall Nationals, Loveland, Colorado – Western Fall Nationals, sponsored by AACA Poudre Valley Region

**9/22-27:** Revival AAA Glidden Tour®, Fairfield, Pennsylvania – Revival AAA Glidden Tour®, sponsored by the AACA Sugarloaf Mountain Region

**October 8-11:** Hershey, Pennsylvania – Eastern Fall Nationals, sponsored by AACA Hershey Region

**October 23-26:** Huntsville, Alabama – Southeastern Fall Nationals, sponsored by AACA North Alabama Region

**February 6-8, 2025:** Annual Convention – Charlotte, NC

**April 3-5, 2025:** Southeastern Spring Nationals – Charlotte, NC

**May 1-3, 2025:** Western Spring Nationals / Grand Nationals – Tucson, AZ

**June 1-7, 2025:** Vintage Tour – Southern/Eastern Pennsylvania

**July 2-5, 2025:** Central Springs Nationals – Auburn, IN

**July 24-26, 2025:** Grand Nationals / Zenith – Dayton, OH

**September 7-12, 2025:** Revival AAA Glidden Tour® (Pre-1943) – Owensboro, KY

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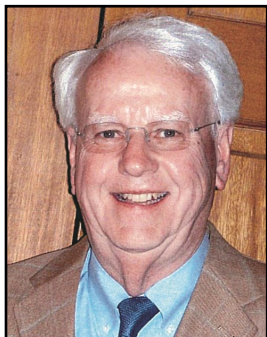
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## The President's Corner

From President Bob Witt



As Sylvia and I were driving home from our International Thunderbird convention in Des Moines, Iowa last week, we were fascinated with the changes in the landscape.

From flat land with huge soybeans and corn farms and straight side roads that looked like they went into the horizon, to hills with trees and slightly curvy roads.

Then when we reached that spot on I-40 where we could see the beautiful green plateau, we both said I am so glad we live in East Tennessee where we have seasons. In about an hour later there was the first signs of Fall...some red then yellow and orange leaves on a few trees. Wow! Summer is coming to an end soon.

We have had a wonderful Summer of East Tennessee Region AACA activities. Thank you to the Quillins, Seays, Jurkonies and Tom Howard plus all the volunteers for planning and carrying out the 6th "Autos Through the Ages" car show. The weather was a threatening; the rain came down, the sun came out and brought a muggy afternoon; however, all of this couldn't stop this outstanding event.

Again, thank you to our sponsors Jerry Hodge, Steve West and the Blount Partnership for your financial support.

Thanks to Tom and Nancy Trame for planning a day trip to Rugby and the winery. We were unable to attend due to our trip to Iowa but have been told all enjoyed it very much.

By the end of September our weather will be cooler. The Hermansons, Gardners and Weeks have planned the ETR AACA Gas Economy Run. This is something new to me and I am curious to see what it is and how it works. Save the Date: September 28, 2024.

Sadly, on Sunday July 28, 2024, Melissa Logan passed away due to a heart attack. She had been a great help to me personally during the years I have served as an officer. She was always ready to help our club and its members in any way.

The ETR AACA will hold a Celebration of Life for Melissa on Saturday, September 7, 2024 at 2:00 pm at the Great Smoky Mountains Heritage Center's Amphitheater in Townsend, Tennessee. Melissa's mother, Lynn Logan, will be present. Please try to attend.

Enjoy the last Summer days of driving your antique and get ready for the crisp Fall days that are coming to East Tennessee.

## News From National

From Steve Rossi, AACA VP-Public Relations



For those who can't just get enough of the AACA experience, it might be a long haul between the bimonthly arrival of the hardcopy Antique Automobile magazine and even the monthly frequency of our electronic Speedster newsletter. But that doesn't mean members can't communicate to their heart's content because in this day and age of cyberspace, online is yet another answer.

AACA.org includes a comprehensive forum platform that allows members to interact and chat on a myriad of antique auto subjects. There's everything from "General Discussion," "Technical and What is It?" areas to topics that include Museums, Legislation and expansive Buy/Sell listings. Photo's and Videos are featured as well, along with specific dialogue on the Library, Shows, Tours, Judging and Regional activity. To say that you could while away many an hour on our AACA Forums would be an understatement.

As an outgrowth of a special strategy session that was held just before the recent February Chantilly, VA Annual Convention, the AACA Board of Directors and Headquarters Staff embarked on a new Digital/Social Media offensive to not only promote awareness and build rapport within the old car community, but to likewise drive membership growth. AACA's new Digital/Social agenda began by further leveraging existing Facebook and Instagram resources with dedicated and defined cadence.

Antique Automobile Club of America is our official, national Facebook page (<https://www.facebook.com/AntiqueAutomobileClubOfAmerica>). There's also an AACA Antique Automobile Club of America private group page that was started by a member that we monitor. In addition, you can also find us on [instagram.com/antiqueautomobileclubofamerica/](https://www.instagram.com/antiqueautomobileclubofamerica/)

Meanwhile, we will now start a further Digital initiative to target AACA advertising to the antique automobile universe at large in the interest of recruiting new members and promoting our events.

We will also pursue those who have independently visited our website (remarketing) and will further follow-up with past members who haven't renewed.

We look for the Regions to help spread the word that AACA has now aggressively entered the Digital arena in a meaningful way. And invite you to enjoy such new and dynamic old car camaraderie. So...let's get Social!



## Upcoming Events

By Sandra Quillin, Events Coordinator



A big thank you to Tom and Nancy Trame for hosting the August 17<sup>th</sup> tour to Rugby and Highland Manor Winery. Twenty-eight ETR members enjoyed seeing the historic buildings and viewing an excellent video about the history of Rugby. Three British car clubs were holding a car show in Rugby, and we enjoyed the variety of 30 or more British cars. It was

good to see again some of those participating in the show who normally attend our "Autos Through the Ages" show in Townsend.

Wednesday, September 11, several ETR members will have an opportunity to tour TVA's Melton Hill Dam. The tour will be limited to 20 participants. Details have been sent to the ETR membership.

The plans for the September ETR AACA Fuel Economy Run are complete. September 28 will be the date for the event and tour details have been shared with club members. The tour hosts have planned an exciting drive from Farragut, through Lenoir City, Tellico Village, Madisonville, and Tellico Plains. Two stops are planned at museums in the Tellico area, with the final stop on the tour in Vonore. A note of thanks for their planning efforts is extended to Dave and Beryl Hermanson, Tony and Jan Gardner, Joel and Susan Weeks.

October is a tough month to plan a fall foliage tour. With two Saturdays of UT football at home, and conflicts with other car shows on the 26<sup>th</sup>, we are scheduling a Sunday afternoon activity on October 20<sup>th</sup>. Plans are underway for a short fall drive followed by a covered dish picnic at Riverview Family Farm in west Knoxville. Be sure to *Save the Date* on your calendar. Details will be sent early in October for this October 20<sup>th</sup> tour and picnic.

On November 17, at 3 p.m., ETR AACA will hold the club's annual Business meeting. Election of the ETR AACA Board of Directors for 2025 will take place, early dinner will be served, Christmas cards will be addressed for 8 nursing homes, and initial planning for ETR's 2025 Club Activities and Tours will take place. Further details

will be sent to club members around the first of November.

In December, we will round out the 2024 ETR AACA activities calendar with the annual Christmas party to be held at Rothchild's on Friday, December 13.

The fall season is going to be busy for ETR AACA. Be sure to inform Sandra Quillin of other car activities and events so the information can be shared with other club members.

## Spreading a Little Sunshine

By Sandra Quillin, Sunshine Correspondent

Just as we were hoping for cooler, fall-like weather, we have been hit with another round of hot temperatures! Let's keep in mind those ETR members who are restricted to home and cannot go outside in these terrible temperatures.

Members have not asked me to send notifications about others needing a note of cheer. I sent a note of "thinking of you" to ETR Member Alyce Anthony. Alyce has been having some health issues but seems to be on the mend and doing well. Charlie Simpson has been having some health issues, hopefully the new treatments are helping Charlie recover quickly! I sent Charlie a note of encouragement on behalf of ETR.

On July 28, we lost ETR member Melissa Logan (formerly Johnston). On behalf of ETR, I sent a note of sympathy to Melissa's mother, Lynn Logan. Some of our ETR members are hosting a Celebration of Life for Melissa to be held at the Great Smoky Mountains Heritage Center, September 7, 2 p.m. Everyone is welcome to attend.

With Thanksgiving and Christmas heading our way, if you think of a means to add cheer to folks who cannot get out to gather with others, share that idea with Sandra.

Please send Sandra Quillin the names of ETR AACA members who need a note of cheer or who have lost a loved one. If you have a Sunshine Activity that you would like to suggest to ETR, please give Sandra a call or send Sandra an email.

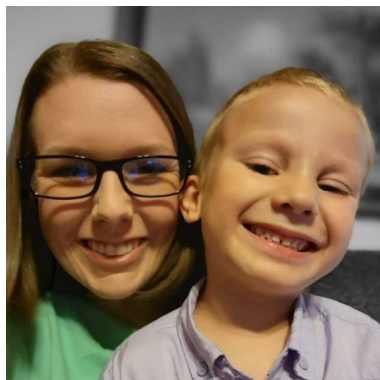
**Antique**  
AUTOMOBILE

The magazine of the Antique Automobile Club of America



# Remembering Melissa Logan

## Farewell to a Friend



**Melissa Logan and  
son William Johnston**

*By Sandra Quillin* It was a sad day when we lost fellow ETR AACA member Melissa Logan. Melissa joined ETR AACA in January of 2019 at the age of thirty-one. She was a faithful club member, easily recognized by club members as she drove her 1940 Ford Coupe and walked around shooting photos on our club tours. She served as editor of the club's Antiquer newsletter

for 2023. Due to health reasons, Melissa had to resign from the position of editor.

Melissa was a caring, energetic person for her entire life. She loved soccer as a young girl and a teenager. She graduated Arlington Christian School in Fairburn, GA, Class of 2006. She went on to earn her BS in Agricultural Science at the University of Georgia. One of the medical professionals who worked with Melissa on a project at UGA was Dr. Warren, an Ob Gyn. Dr. Warren invited Melissa to assist him in delivering newborn babies. Because she had become interested in serving others through the health field, Melissa earned her RN degree at Athens Technical College. In 2009, Melissa was diagnosed with epilepsy which prevented her from joining Dr. Warren's obstetrics practice. Melissa then went on to earn her degree as a Nurse Practitioner.

Melissa decided to work for a PhD degree in Psychology of Nursing. She taught at the University of Tennessee Medical School and traded her work time for tuition to earn her PhD--free via a Fellowship. Melissa earned her PhD from the University of Tennessee in 2017.

Melissa was an auto immune diabetic and suffered from Stiff Person's Syndrome, a disease which affects one in one million people. This is the disease that has led to a drastic change in the life of world-renown singer Celine Dion. Due to Melissa's health problems, she was unable to work a regular work schedule as a nurse. She kept busy going to several cities teaching women how to cope with epilepsy. Melissa also taught several on-line classes on health issues and worked as a medical consultant.

In her home church located in Georgia, Melissa began a program called "River of Life". The program encourages teenagers to serve the senior community by repairing roofs, painting, doing yardwork, etc. for those community members who need

help. Melissa traveled to Georgia every four years to head up this one-week program when it was hosted by her home church.

In 2013, Melissa's dad Johnny, participated in The Great Race. When Melissa and her mom joined on the last leg of the race, Melissa told her dad that she wanted to go on one of the races. Melissa convinced her dad to purchase the 1940 Deluxe Ford that we all know. According to Melissa's mother, it was all duct tape! Melissa, with her dad coaching her, restored the Ford through the remainder of Melissa's high school years and her years at the University of Georgia. Some of their improvements were to convert the '40 from 6 volts to 12 volts, rebuild the engine with Offenhauser heads and other period correct speed equipment. The drive train was also enhanced with a rebuilt transmission and a Columbia two-speed rear end. Melissa's dad said, "Melissa did all the man work."

Melissa and her dad drove their own "Great Race" with some other car enthusiasts. In 2009, at the age of 22, Melissa and her dog drove the '40 Ford Coupe with her dad following in a mobile home. The race was the "Dipstick Race". The race took 28 days and 7,503 miles to complete. To begin the race, drivers dipped a token dipstick in the Atlantic Ocean in Savannah, GA. They drove a route through the upper US to Monterey, CA. At this stop, drivers dipped their token dipstick into the Pacific Ocean. The race continued through the lower US, following portions of Route 66, to arrive in Biloxi, Mississippi. The race ended as drivers dipped their token dipsticks in the Gulf of Mexico. With no problems from the '40, this was a "Great Race" for Melissa and her dad!

Melissa was always among the first to volunteer to help with any club tour or club event. Each year Melissa prepared the flyer for the "Autos through the Ages" car show. She was responsible for the donation of 12 hand-held radios and several neon vests for the parking team at the car show. Each year, Melissa brought her first-aid kit to the "Autos Through the Ages" car show in case we had an emergency. This year, she assisted a club member who was overcome by the heat and "nursed" her back to normal by staying with her until she was mobile.

It is painful to lose such a dear friend and car club member, especially at the young age of 36. Melissa leaves behind her 5-year-old son William Johnston, her mother Lynn Logan and her grandmother Betty Head. She also leaves many friends in the ETR AACA and the Classic Ford Association who will miss her warm smile and willingness to help our clubs and their members.

*Editor's Note: On the following page is an article Melissa contributed to The Antiquer in 2021.*



## Melissa Logan Talks About Her '40 Ford, Her Dad, and Her Love for Old Cars

*Editor's Note: The following article first appeared in the January 2021 Antiquer. It is being reprinted in memory of Melissa.*

By Melissa Logan In 2003, I ran the Great Race from Livonia, Michigan to Daytona Beach, Florida with 5 Men & a Shoebox. From then on I was hooked on antique cars and especially Flatheads. I quickly became involved with the Early Ford V8 Club and when I joined the club they were working on restoring a 1948 F1 truck to raffle off for a local charity. I jumped right in on the project truck too.



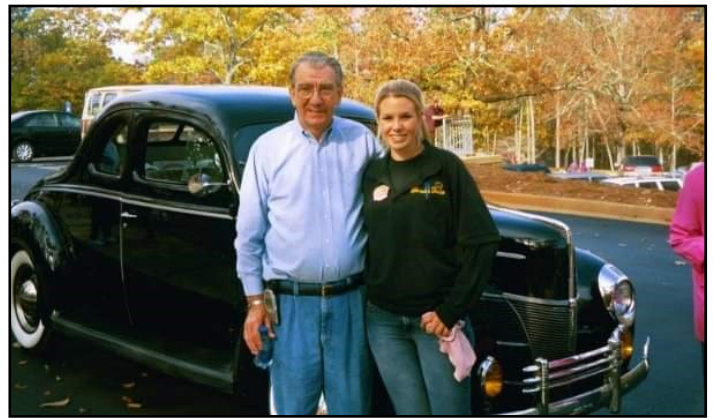
**While in high school, Melissa helped the Early Ford V8 club restore a 1948 truck, which was later raffled for charity.**

My dad told me for my 16th birthday that I could have the car of my choice. I wanted a 1940 Ford Coupe, like he had at that age. I think he was a bit surprised but agreed after telling me, "If you're going to drive it, you better know how to fix it." Boy was he not kidding. My father, Johnny Logan, grew up in Atlanta and worked at a service station while in high school. He bought his first 40 when he was 12.

He would drive it to school and to work, where he learned to fix it, hot rodded it and raced it too. That was very common in the 50's and so that is how we decided to build my 1940 Coupe- like the hot rod it would have been back in the day.

When my 1940 Ford Deluxe Coupe was purchased, we really were just buying the body and frame. As soon as it made it home, my dad was working on a wiring diagram to convert it to 12 volt and make the fog lights turn signals. Just as he said, if I was going to drive it I was going to have to work on it and I was elbow deep in grease learning every step of the way. Next came the motor pull and it was rebuilt by the late well known Putt Smith, the transmission was rebuilt as well and we replaced all the brakes. Not long after the running gear was put back in and she was back on the road. The interior was re-done and most of the mole hair style was replaced.

By the time we had gotten this far, the 40 had a 59AB block in it bored 80 over with Offenhauser Heads, Holly Carb, a Mercury crankshaft, Lincoln Zephyr Transmission, it was 12 volt and ran like a dream. My dad had one wish still, he had always wanted a Columbia rear-end when he was younger. Clarence Haven gave Tom Cristenberry a call and Johnny, Clarence, Putt and another friend came up here to Maryville and bought a Columbia rear-end. My dad and I had the dream of the 40 Coupe built with a two speed rear-end to top it off.



**Melissa Logan and her father, Johnny, stand in front of the 1940 Ford they restored together.**

In 2009 we went on a coast to coast car cruise called Cruise America- Savannah, Georgia to Monterey, California. It was a 26 day, 17 state and 7,503 mile tour following Route 66 out to CA then back to GA. This was the funnest trip I have ever been on!

After Cruise America, we made a few more modifications to the 40, changing over the rear disc brakes, putting an electric fuel pump on it, temperature gauges on both sides of the block and a radio with a sound system in the car.

While I was busy with work, school and traveling back and forth between Georgia and Tennessee, my Dad would drive the 40 every morning to a local restaurant and have breakfast with some old car friends. He really took advantage of me not being home much and kept those wheels rolling. When he passed in 2017, at his memorial service there was a parking lot lined with Flatheads.

This car has never sat for long. It has 70,000 miles and a million memories put on it since I got it for my 16th birthday and still I continue to keep working on it and keep it in shape. I spent the week of my birthday this year replacing the flooring and there is still a never ending to do list for it, as there is for all antique cars. Like my dad always told me, "If you are going to drive it, you better know how to fix it."



# Editor's Corner

## What Ralph Nader Got Right and Wrong From Interim Editor Roger Frazee

Ralph Nader was wrong about the Corvair, but he was right about so much.

It all began in 1965 when the relatively unknown attorney published the now famous book, "Unsafe at Any Speed." The first chapter of the book absolutely condemns Chevrolet's rear-engine Corvair. Among other things Nader contended that the rear swing axles used in the 1960—64 Corvairs would cause the back wheels to "tuck under" during hard cornering and lead to a roll-over of the car.

He also criticized the Corvair's tendency to understeer in sharp turns. This was due to the uneven weight distribution, where the majority of the Corvair's weight is in the rear, with the 400 pound engine being positioned behind the rear wheels.

General Motors was well aware of both of these issues. They addressed the steering issue by specifying that the front tires be inflated to just 15 pounds, while the rear tires were to carry 27 pounds of air. Driving with correct air pressure in all four tires alleviated the understeering problem.

And, by the time Nader's book was published, GM had redesigned the Corvair's rear suspension to eliminate the swing axle and replace it with control arms and axles that incorporated two universal joints each. This design was copied from the Corvette, which began installing independent rear suspensions two years earlier.

The Corvair was vindicated in 1972 when the National Highway Administration released a report that said the Corvair was no more dangerous than any other passenger car of the period.

While Nader got it wrong about the Corvair, he was responsible for implementing the National Traffic and Motor Vehicle Safety act in 1966. Thanks to his good work changes were mandated on all new cars that included head rests, energy-absorbing steering wheels, shatter-resistant windshields, and safety belts. And new road construction standards included use of breakaway sign and utility poles, improved illumination, addition of barriers separating oncoming traffic lanes, and guardrails.

So while it can be argued that Nader was wrong about the Corvair, his safety advocacy in other areas has saved countless lives. So the next time you fasten your seat belt, remember the man who worked to keep you safe.

Hosted by the  
Hershey Region AACA  
October 8-11, 2024

ANTIQUE AUTOMOBILE CLUB  
of AMERICA

**ROCKET CITY  
SOUTHEASTERN  
FALL NATIONALS**

**OCTOBER 24-26, 2024**

THE ORION HUNTSVILLE  
we've got space



# September 28th Tour will Feature an Economy Gas Run

*By Dave Hermanson* Let's add a little, friendly competition to our September tour to Tellico Plains by having a Fuel Economy Run to see how well each of our collector cars performs mileage-wise. To make it fair to everyone, we will be computing mileages for various classes of cars. This is a "rain or shine" tour.

We will meet at Ingles Supermarket, 11847 Kingston Pike in Farragut at 9:00 am in the parking area adjacent to their Gas Station. Everyone is asked to "top-off" their gas tanks there (Ingles offers all grades including Ethanol-Free) or at a station of your choice within the immediate area of Ingles. We will have time there to discuss the route and events planned for the day. Leaving Ingles we will travel towards Lenior City, through Tellico Village and Madisonville making our way to Tellico Plains, trying not exceed the speed limits while on the road, which will help your mileage. Also please keep your car in gear at all times during the run ... no coasting in neutral!

We will have a break at the Cherohala Skyway Visitor Center and at the Charles Hall Museums to visit the museums, stretch your legs and enjoy lunch. We have secured a designated parking area at the museum.

As this is one of the busier weekends in Tellico Plains and the surrounding area, including the restaurants, we are pleased to offer a boxed lunch provided by Publix which is of excellent quality. Lunch will consist of one-half sub with your choice of turkey or ham, chips, two cookies and your choice of unsweetened tea, sweet tea or lemonade. Bottled Water will also be available. We have secured a price of \$10.00 per person. You are welcome to bring your own lunch if you prefer.

If you are interested, please E-Mail your sandwich preferences to Susan Weeks. Your check (made payable to ETR AACA) then can be mailed to our Treasurer Charlie Simpson, as has been done in the past for ETR events. We will need your order no later than September 13th ... as this is the deadline set by Publix.

Thanks to the hospitality of the folks at The Charles Hall Museum, they will be providing seating in the museum for lunch ... for those who prefer to eat outside there are ample tables at the Visitor Center and Museum.

Leaving the Visitor Center and at the Charles Hall Museums we will head towards Vonore stopping off at the Sequoyah Birthplace Museum for a break and a tour of the museum at no cost for those who are interested. From there it is a short jaunt to the Shell Station (which is part of Sloans) at the intersection of Highways 360 and 411.

Here each car will once again "top-off" their tanks (they also offer all grades including Ethanol-Free). We have secured a

parking area for our cars and will gather inside for Ice Cream Treats courtesy of your Tour Sponsors. Here we will compute and announce the mileage figures for each participant. For those ETR Members who scored the highest mileage in their respective class there will be a special surprise!

We look forward to having you participate in this unique tour event on September 28. If you do not desire to participate in the Economy Run portion, you are still most welcome to participate in the tour. If you have any questions, please don't hesitate to contact any of us. Our contact information is contained in the East Tennessee Region Roster.

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## Car Classifications for the September Economy Gas Run

**During the Economy Gas Run, cars will be classified according to the criteria shown below. Cars will compete with other cars in their class.**

**PRE-WAR 4 or 6 CYLINDER ENGINE**

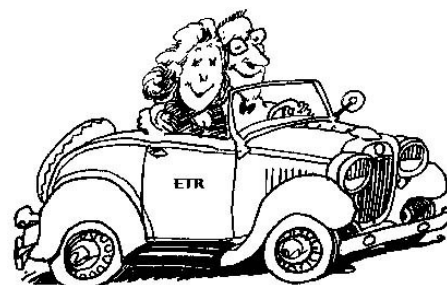
**PRE-WAR 8 CYLINDER ENGINE**

**POST-WAR FULL SIZE 6 or 8 CYLINDER ENGINE**

**POST-WAR INTERMEDIATE 6 or 8 CYLINDER ENGINE**

**(Chevelle, Skylark, Tempest/ LeMans, Belvedere/ Satellite/, Coronet/ Charger, Fairlane/ Torino)**

**"PONY CARS and COMPACTS" 6 or 8 CYLINDER ENGINE  
(Camaro, Mustang, Barracuda, Javelin, Cougar, Corvair, Falcon, Rambler American, Dodge Dart, Plymouth Valiant)**







## Sixth Annual Autos Through the Ages Successful Despite Rain



**Rain hovered over Townsend during the sixth annual Autos Through the Ages Car Show. The event was sponsored by Blount Partnership, Twin City Buick and West Chevrolet.**

By *Sandra Quillin* ETR AACA is so proud to have had such wonderful participation in our sixth annual show! Fifty-five ETR members volunteered to help us support this show by working in parking, registration, membership and serving food. Even though we had 131 who registered for the show, we only had 77 cars sign in at registration, which was a fabulous number of participants considering the weather!!

After we returned home, the “Autos Through the Ages” committee members reviewed the day and decided that we had approximately 100 cars in the show. Due to the weather, some participants arrived late and did not bother to register their cars.

Due to a few rain showers, some participants left the show early. Because of the showers in the morning hours, we spent a good deal of time under canopies and on the porch of the Heritage Center as we drank coffee, ate donuts and pastries, and enjoyed one another’s company.

Even though the weather was a mess, we had a lot of fun as the rain lifted and we experienced a humid and hot midday and afternoon. We were excited to have 10 new members join ETR and AACA.

Tim Seay asked a fellow realtor, Kyle Bryant, to bring his drone for photos. Kyle did an excellent job!!!

We hope members enjoyed the video as well as the great photo article published in the July 22<sup>nd</sup> edition of the Daily Times.

We received several compliments from many attendees, thanking us for carrying on with the show, despite the weather. We also received many promises to return for the seventh annual “Autos Through the Ages” car show, scheduled for July 19, 2025.



**Matt Faust braved the weather to bring his brass-era Hudson to the Autos Through the Ages show.**



# East Tennessee Region Travels to Rugby for the Return of the British Car Show

What better place to hold a British Car Show than the historic town of Rugby, a village that was founded by the second sons of British Royalty in 1880. Each year the town hosts a British Car Show to celebrate the heritage of this unique settlement.

The East Tennessee Region’s visit to Rugby, on August 17th, was hosted by Tom and Nancy Trame. They planned a scenic route that began with a gathering in Oak Ridge. Before + + + + + the tour got under way, Tom provided driving directions for a route that meandered northward through the communities of Wartburg and Sunbright and into

marques were on display. It was there where we encountered former ETR member, Maguire Hedderick, who was displaying his beautiful 1955 MG TF-1500. Maguire, who is usually seen with one of his classic Buicks, is also a member of the Bount British Cars Ltd.



ETR member Maguire Headrick stands beside his 1955 MG TF-1500.

As lunch time rolled around, most members of the tour ventured on to the Highland Manor Winery where the Trames had arranged for lunch and a wine tasting for our group. Several other members stayed behind and enjoyed lunch at the R.M. Brooks General Store on the outskirts of Rugby.



Dennis Foster, Jimmy Lawson, Sherry and R.G. Lewallen enjoy lunch at the historic R.M. Brooks General Store.

Visitors and vendors could be found throughout the village of Rugby during the Return of the British festival and car show.

the hills of Scott County.

As we approached our destination, our caravan was joined by Jimmy Lawson, an ETR member who lives just a few miles from Rugby, and his friend Dennis Foster.

Once the group arrived, we discovered that the normally sleepy village of Rugby was abuzz with MGs, Triumphs, Jaguars, and more roaming the streets. Several vendors were set up along the sidewalks, hawking everything from crafts to car parts.

After parking in a grassy area adjacent to the British Car display, ETR members scattered to browse through the historic buildings and mingle among the beautiful British cars.

As we roamed the streets, we encountered ETR member Jen Payne, who is also active in the English Auto Society and the Blount British Car Club. Jen was managing the silent auction and explained that all proceeds from the sale would go to support Historic Rugby.

After our visit with Jen, we walked a short distance to the show field where MGs, Morgans, Jaguars, Triumphs and other

In all, it was a day filled with old cars, beautiful weather, and good friends. The East Tennessee Region wishes to thank Tom and Nancy Trame for hosting this great August event.

[WWW.ETR-AACA.COM](http://WWW.ETR-AACA.COM)



## Four East Tennessee Region Members Attend the Special Fall Nationals in Hampton, Virginia

The AACA Special Fall Nationals was attended by East Tennessee Region members Rick Lay, Jordan Lay, and Jan and Roger Frazee.

Rick and Jordan Lay served as judges during the meet, while Jan and Roger competed for a First Junior Award with their 1963 Corvair Spyder.



**In recognition of her achieving ten judging credits, Jordan Lay receives a plaque from VP of Judging Jim Elliot.**

The meet was hosted by the Historic Virginia Peninsula Region and the host hotel was the Embassy Suites Hotel and Convention Center. The show itself was held in the air conditioned comfort of the Exhibit Hall.

The HVP Region did a masterful job of organizing this special meet. In addition to making arrangements for the host hotel, exhibit hall, and banquet, they also organized side trips to the Virginia Air and Space Museum and hosted a dinner cruise on the Elizabeth River.

On the day of the show, nearly 300 vehicles were on display in the Convention Center. Owners were busy polishing their cars and attending to last minute details before the judges arrived to inspect their cars.

Back in the hotel, judges were enjoying breakfast before the meeting, where they would be assigned to judging teams.

During the morning judges' meeting, Jordan received a plaque in recognition of having achieved ten judging credits.

At 11:00 AM sharp, the car show and judging began, preceded by a beautiful acapella rendition of the National Anthem.

Each judging team consists of five members: the Team Captain, the Chassis Judge, the Engine Judge, The Exterior Body Judge, and the Interior Judge. And each team is assigned to a specific class of vehicle. During this particular meet, ETR member Rick Lay served on the team of National Award Judges while Jordan judged interiors in the Factory High Performance class.



**President Jack Harris presents Roger Frazee with a First Junior Award for his 1963 Corvair Spyder**

Within a few hours, the judges had concluded their work. Car owners could now relax and enjoy browsing among the vehicles. The variety of cars and motorcycles at the meet was amazing. They ranged from a 1903 Pope-Hartford Model B, to a 1928 Stutz Roadster, to a 1998 Ford Police Interceptor and everything in between.

ETR members Roger and Jan Frazee had their 1963 Corvair Turbocharged Spyder entered in Class 36 B, which is Factory High Performance Chevrolets. This was the first time the Frazee's Spyder had been shown at an AACA National since they finished the restoration a few months ago. They were delighted to have won their First Junior Award, which was presented at the banquet later that evening.

There are four more AACA national meets before the end of the year. Anyone who has never attended a National before should treat themselves to the excitement and old car fun that is found every time folks get together for an AACA event.



# Robbie Gray Talks About the Acquisition and Restoration of a 1952 Willys Military Jeep.

*Editor's Note: The article below was first appeared in the July AACA Speedster.*

By Robbie Gray Every story has a beginning point and this Willys M38 Jeep begins with my cousin. He called one night and during the conversation mentioned that he had several jeeps. This sparked an enormous interest, and we discussed if he would consider selling any of them. After much negotiation and groveling on my part, I purchased the M38 Jeep.



**Beverly and Robbie Gray positioned their Army Jeep beneath the wing of Wayne LeQuire's vintage military aircraft.**

Once home, the decision had to be made whether to restore the military jeep or just enjoy her in her working clothes. The decision was made – RESTORE! RESTORE!

With the decision to restore this jeep, accurate record keeping was instituted including jeep manuals, logbook, parts records, punch list, timeline, and various tracking documents. After much research on the 1952 Willys M38 Jeep that was purchased, several items were identified: The jeep was much more solid than originally thought. There was a good base to restore. There was a Vehicle Identification Number (VIN) discrepancy. The Willys VIN was correct, but the military VIN was identified as a Willys M38A1 Jeep. The Army had made a mistake, but it was resolved after help from our county clerk and local police chief.

The history of military service is not known and will probably never be known. Manuals for all aspects of Willys M38 Jeep restoration were available. Most all parts for restoration of Willys M38 Jeeps were available. Many New Old Stock (NOS) parts were available.

Most fording equipment had been removed from the jeep.

Conversion of the electrical system had been made from 24-volt to 12-volt. Conversion back to a 24-volt system was required. Several parts were missing or incorrect.

This is a rugged military vehicle and restoration was much different than restoring a car or truck. The jeep would be restored to the original condition that it left the depot in. Original condition means correct down to the correct bolt, screw, washer, and nut.

Disassembly of the jeep began with my brother-in-law leading the project and several friends and myself assisting. The jeep was totally disassembled down to the last bolt. Parts and fasteners were "bagged and tagged" for identification. Sand blasting, bead blasting, welding, powder coating, and painting began in full force. Missing parts, incorrect parts, worn out parts, parts for the 24-volt conversion, and parts for the fording system were purchased.

As the parts arrived, they were categorized and placed in boxes according to their system. The engine rebuild, transmission rebuild, transfer case rebuild, front and rear axle rebuilds, radiator refurbish, powder coating, and painting were all outsourced.

Then the reassembly process began. At this point, it was recognized that this jeep was different than anything else we had restored in the past. Because of this, just about any time a part or system was to be installed, research was required to determine correct part orientation, correct bolt, screw, washer, and nut. Then "dry runs for installation" were completed. This all added considerable time to the reassembly process but was necessary for a correct restoration.

It should be noted that my brother-in-law is a stickler for correctness and detail, care of installation, and the process of restoration. He drove the restoration process to a total success.

Reassembly progressed and as parts were installed the frame suddenly began to take on the form of a jeep. As problems were encountered, they were quickly resolved, and the restoration continued. No problem went unresolved to the satisfaction of a correct restoration. These problems usually resulted in extra costs and small delays, but that is to be expected. Problems, delays, and extra unforeseen costs go with the territory of restoration, and the restorer must live with it in order to get the result they want in the end.



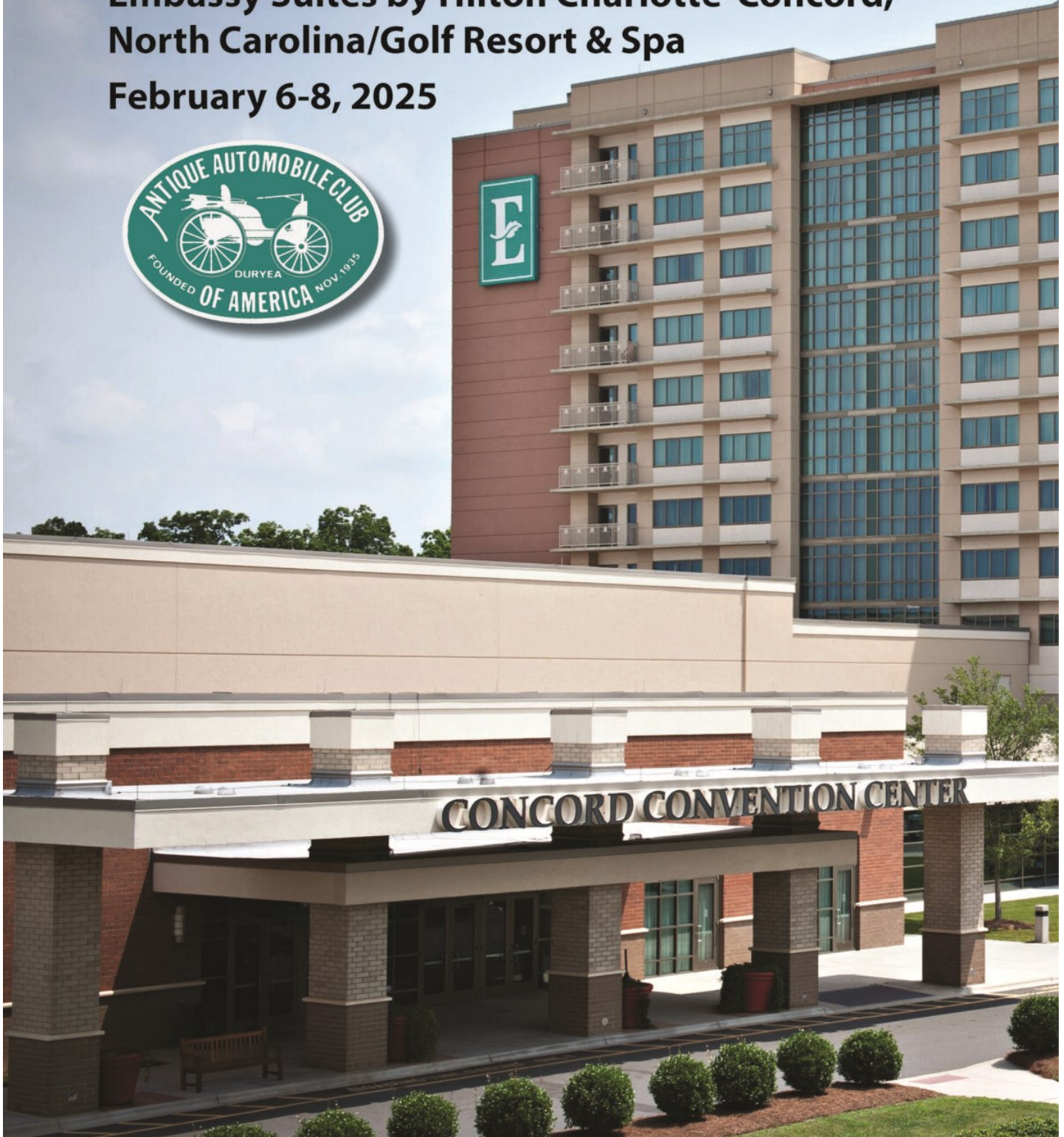


# SAVE THE DATE

## 2025 AACA National Convention

Embassy Suites by Hilton Charlotte-Concord,  
North Carolina/Golf Resort & Spa

February 6-8, 2025





# East Tennessee Region AACA Board Meeting Minutes July 9th, 2024

## OFFICERS

President: Bob Witt, Present  
 Vice President: Bill Jurkonie, Present  
 Secretary: Debbie Hixson, Present  
 Treasurer: Charlie Simpson, Present  
 Past President: R.G. Lewallen, Present  
 Newsletter Editor/Webmaster: Roger Frazee, Present  
 Events Coordinator/Sunshine Rep: Sandra Quillin, Present

## BOARD

Director: Herb Thomas, Present  
 Director: Bob Bly, Present  
 Director: Robert Quillin, Present  
 Director: Jerry Mauch, Present

## GUESTS

Tom Howard, National Affairs Liaison  
 Sylvia Witt

## CALL TO ORDER

The meeting was called to order by President, Bob Witt, at 6:34 PM. Roll call was made by Secretary, Debbie Hixson. Members present as listed above.

## APPROVAL OF MINUTES

The previous board meeting minutes had been sent to all officers and board members. No additions or corrections were made. A motion was made to accept the minutes of the previous meeting. The motion was seconded. None opposed. The motion carried.

## FINANCE REPORT

The treasurer's report was previously mailed out to all officers and board members by Charlie Simpson for the time period of April 30 through June 30, 2024. A record of this report is attached.

## NEW MEMBERS REPORT

A list of new members to date was given to each member present. At the current time we have had 8 new members to ETR. See attached list. A motion was made to accept the new members to date. The motion was seconded. None opposed. The motion carried.

## SUNSHINE REPORT

Provided by Sandra Quillin.

No get well or sympathy cards were sent.

A thank you note was sent to Wayne Lequire to thank him for hosting the ETR garage tour event at his place in May.

A motion was made to approve the Sunshine Report. The motion was seconded. None opposed. The motion carried.

## NATIONAL AFFAIRS LIAISON

Tom Howard gave an update on the National AACA. The meet in Saratoga Springs, NY was a success with 280 cars registered.

The meet in Hampton, VA will be in August. The Hershey meet and Huntsville, AL are upcoming. In July the Kaiser-Frazer club held their national convention in Oak Ridge hosted by ETR members Rick Lay and Randy Rutherford with 25 cars and 100 members. Dave Hermanson won a prize for the story he submitted to AACA headquarters writing about their first trip in 2024 in an antique car. The AACA library is having a banner year with lots of visitors. ETR member, Rick Lay, will be running for the National Board of Directors this year. His nomination has been accepted and will be on the ballot in October. A motion was made to accept the National Affairs Liaison report. The motion was seconded. None opposed. The motion carried.

## EVENTS COORDINATOR REPORT

### PAST EVENTS:

Sandra Quillin reported on previous club events.

The garage tour and lunch at Wayne Lequire's had approximately 101 people. A buffet lunch was served. The tour was a great success.

The Lenoir City First Baptist Church cruise-in was a success. Approximately 50 ETR members attended.

Approximately 30 ETR members attended the Annual Moonshine Rod run in Newport, TN.

### UPCOMING EVENTS:

Autos Through The Ages will be held July 20, 2024. At this time 119 cars have registered. Several members have volunteered to help with parking with more needed. The Heritage Center is providing coffee. ETR does not have to pay a fee to host this event. Another golf cart is also needed. Power packs will be made available in the event of car trouble for guests.

The day trip to Rugby will be August 17. Nancy and Tom Trame are hosting this event.

*Continued next page*



# East Tennessee Region AACA Board Meeting Minutes

*Continued from previous page*

A motion was made to accept the Event Coordinator Report. The motion was seconded. None opposed. The motion carried.

### THE ANTIQUER REPORT

Roger Frazee reports the Antiquer was sent out the first of July, 2024. There are two more issues of The Antiquer to be completed this year. Roger has agreed to do these two issues. Then the nominating committee will search to find a full-time editor. There are a couple of candidates who may be interested in this position. Bob Witt thanked Roger for doing The Antiquer for the remainder of 2024.

A motion to accept The Antiquer report at this time was made. The motion seconded. None opposed. The motion carried.

### WEBMASTER REPORT

Roger Frazee reported the website continues to run. Currently GoDaddy is used to maintain the ETR website. The price of this per year was previously approved for \$280. The price currently is \$367 per year. Bob Witt questioned whether this is what we need to use. Roger states this is a good domain for amateur use as it is easy to use. A motion was made that we continue with GoDaddy for \$367 per year. The motion was seconded. None opposed. The motion carried.

### OLD BUSINESS

#### BI-FOLD HANDOUTS:

Discussion was held with question if the bi-fold handouts are really needed for ETR. After discussing options and price the consensus was that these bi-folds are needed. They contain a lot of information. Will find out who has the current file. RG Lewallen will get price on printing these folders.

#### BY-LAW AND SOP REVIEW COMMITTEE:

The committee has met. Bob Bly states the current by-laws as written restrict ETR from doing a lot of things. Topics of discussion include the nominating committee, single members versus joint members voting, and having a special meeting to discuss these issues with all club members. After an extensive discussion it was agreed the By-law and SOP review committee would bring a proposal to the next Board meeting for discussion.

#### O'REILLY AUTO PARTS DISCOUNT:

Herb Thomas has contacted O'Reilly's and asked if the ETR club could get a discount on parts. Each O'Reilly store has its own accounts. Herb will start with the store in Knoxville and get more information on this. Herb has a verbal approval al-

ready but will get more details on this.

#### RECRUITMENT OF ANTIQUER EDITOR:

As above two candidates have been mentioned as possibly being interested in being editor. Further discussion with these individuals is forthcoming.

### NEW BUSINESS

#### REIMBURSEMENT FOR OFFICIAL CLUB EVENTS:

Following the garage tour to Wayne Lequire's which included lunch, President, Bob Witt, will send a letter of thanks to Wayne along with a check for \$125.00 which is the budgeted amount for expenses to host a tour. A motion was made to send a thank you letter and enclose a check for \$125.00 to Wayne Lequire for hosting the event. The motion seconded. None opposed. The motion carried.

#### NOVEMBER MEMBERSHIP MEETING:

Arrangements for the November meeting were discussed. TN Bank and the Knox County Baptist Association building will both be reserved. A decision as to which site will be used for the meeting possibly on November 17, 2024 will be made once it is determined approximately the amount of guests attending. Sylvia Witt will be in charge of planning the meal for the event.

#### NOMINATING COMMITTEE BALLOT:

Debbie Hixson, ETR secretary, will send out the nominating committee ballots in August to each ETR member. Once the ballots are returned, the President, Vice President and Secretary of ETR will count the ballots and announce the members of the nominating committee at a later meeting.

#### ART FENSOD CONTRIBUTION

Charlie Simpson will call Art's widow to find out who she would like the \$100.00 donation for Art to be sent to.

### BOARD MEETING SCHEDULE

The next meeting will be September 10, 2024 at Witt Building Material Company at 6:30 PM.

A motion was made to adjourn the meeting at 8:45 PM. The motion seconded. None opposed. The motion carried.

Respectfully submitted,  
Debbie Hixson, ETR secretary



## Smoky Mountain Antiquer

Roger Frazee

4535 Deer Grove Way

Powell TN 37849



Parting Shot: Vintage cars are parked outside while members and guests enjoy lunch at the R.M. Brooks General Store.