

GREAT SMOKY MOUNTAINS REGION
AND
LITTLE DETROIT CHAPTER
OF THE
ANTIQUÉ AUTOMOBILE CLUB OF
AMERICA



The High Beam

EDITOR: Jim Mitchell, jrs190sl@yahoo.com

phone: 770 883 2316

Date: January, 2019 GSMR, LDC CLUB NEWSLETTER

GSMR Officers: _____ Contact

President	Keith Fisher	828-698-3890
Vice President	David Parker	904 553 7060

Secretary	Marge Bigbie	732-690-2465
Treasurer	Frank Costerisan	828-685-0322

GSMR Board members

Dale Beardsley

Gale Benner

Tom Furey

Little Detroit Chapter AACA

LDC President	Rob Mitchell	(815-441-2077)
LDC Vice President:	Floyd Sau've	
LDC Communication:	Anthony, Valerie Lacaria	(828-215-4846)
LDC Treasurer:	Tom Furey	(828-894-8898)
LDC Membership:	Gary Barnett	(828-248-1510)
LDC Merchandise:	Lee Davis	

The Prez Says:

Hello from sunny Naples Florida and Happy New Year to GSMR club members where ever you may be!

2018 was a very good year for our club under the direction of President Steve Nordt. I hope to measure up to his leadership example. With the help of our fine Board of Directors and all of you our members, we will have fun and good fellowship centered around our beautiful cars and yes good food!!!

Thanks to Jeanne Robertson for taking charge of meetings for the first three months of this year in my absence.

Please contact Yvonne Jacobs (Our Sunshine Reporter) for any news from our members of illness, hospital stays, loss of a family member or even the birth of a child or a grandchild. We as members need to support those among us who are hurting and/or celebrating an event.

As we look forward to 2019 we wish everyone good health and happiness!!!

Keep the shiny side up! :)

Keith R. Fisher President & Helga Fisher First Lady :)

Sunshine Update

Best wishes and a speedy recovery to Ray Robinson and Dick Jones following recent medical interventions!

GSMR/Little Detroit UPCOMING EVENTS

January 15th GSMR monthly meeting: Bay Breeze restaurant, 1830 Asheville Hwy. Dinner 6:00, meeting 7:00

Chili at the Groomes'(note the alternate directions below)
ANNUAL CHILI PARTY JANUARY 20, 2019, (3rd Sunday)

WE WILL BEGIN SERVING CHILI AT 1:00 PM, PLEASE FEEL FREE TO COME TELL TALE TALES, KICK TIRES AND COMPLAIN ABOUT THE WEATHER ANYTIME AFTER 11:00 AM.

JOAN AND ALAN GROOME

235/239 BREEZEDALE ROAD

EASLEY, SC 29640-7967

864-855-9944

DIRECTIONS FROM EASLEY (DOWNTOWN)

TAKE HIGHWAY 135-N GOING TOWARD THE BAPTIST HOSPITAL, ABOUT 4 MILES + -- YOU WILL COME TO A BLINKER LIGHT, TURN RIGHT ONTO HIGHWAY 183, GO PAST THE GAS STATION ON RIGHT, PAST THE UTILITY BUILDING SALES YARD ON LEFT, TURN LEFT ON JAMESON ROAD (WATCH FOR SIGN) PROCEED APPROX ¾ MILE TURN RIGHT ONTO BREEZEDALE ROAD, WE ARE THE 4 TH HOUSE ON LEFT, just after white plastic fence, SITS BACK FROM ROAD, GRAY SIDING, IRON GATES, GRAVEL DRIVEWAY, WATCH FOR SIGN.

DIRECTIONS FROM GREENVILLE

TAKE HIGHWAY 183 FROM WHITE HORSE ROAD,(HIGHWAY 25 BY-PASS and HAMRICK'S), CROSS THE RIVER INTO PICKENS COUNTY, FROM THE BRIDGE GO 5 MILES, WATCH FOR YELLOW BLINKING/ WARNING SIGN, GO TO NEXT CROSSROADS AND TURN RIGHT (WATCH FOR SIGN) ONTO JAMESON ROAD, GO APPROX. ¾ MILE TURN RIGHT ONTO BREEZEDALE ROAD (SIGN), WE ARE 4 TH HOUSE ON THE LEFT, SITS BACK FROM THE ROAD, GRAY SIDING, IRON GATES, GRAVEL DRIVEWAY, WATCH FOR THE SIGN. ADDRESS'S ARE 239 AND 235 BREEZEDALE ROAD.

BYOC, (Bring your own chair, we are limited to number of seats) REMEMBER DRESS FOR THE weather

ALTERNATE DIRECTIONS TO THE GROOME HOUSE AND THE ANNUAL CHILI PARTY

Due to the closure on January 2nd of the Saluda River Bridge on Highway 183. which is expected to last four to six weeks or months depending on the weather and the ability of the construction company to get the job done.

These are the new directions. Miles are cumulative from Crosswell Fire Department

From White Horse Road (Highway 25) Go out Saluda Dam Road to Crosswell Fire Department on Left. Go 1/2 mile past Fire Department, turn right on LENHARDT ROAD, follow Lenhardt Road thru two 4 way stops. First about 2 city blocks, 2nd (2.4 miles). Stay on Lenhardt for Right turn on JAMESON ROAD (3.7 mile) Go to Highway 183 (5.7 Mile) Go straight across and follow normal directions, watch for signs. In other words these directions from Crosswell FD are a total of 5.7 miles back to Highway 183

Saluda Dam Road is about 3 miles from Highway 183 closer to interstate 85, near the Walmart on White Horse Road. Also the SC highway department is located on Saluda Dam Road

235/239 Breezedale road, Easley, SC from Asheville/Hendersonville:

either trust your GPS or use these directions

take hwy 25 south into S.C. and turn west (around the loop) onto Hwy 11, follow hwy 11 to hwy 276 (in the town of Cleveland) and turn left(south), follow 276 to hwy 186, Dacusville rd(in Slater-Marietta), turn right(south), follow 186 into Dacusville. turn left onto Old Dacusville rd, follow OldDacusville a short distance to Breezedale rd and turn right a short distance to #239

As an **alternate route from Hendersonville**, take Hwy 276(Spartanburg Hwy) south to Hwy 186(Dacusville road) and then follow the directions above from that point to the party

ANY PROBLEMS CALL 864- 855-9944 or Alan 444-8408 ©

REMEMBER TO DRESS FOR THE WEATHER—

May 11th, lake Lure Vintage Car and Boat Show(details will follow)

CRUISE IN'S

HENDERSONVILLE, 1ST SATURDAY OF THE MONTH CARS AND BREAKFAST AT THE DIXIE DINER, HWY 64 LAUREL PARK

7:30-9:00 AM

Hendersonville, NC Cars & Coffee @ World of Clothing 2nd Saturday of the month

7:30-10 AM

Weaverville, NC Cruise In Every Tuesday, weather permitting @ Steak & Shake 5 PM-???

Franklin, NC Starting April thru October, Every Friday, Cruise In @ Sonic Drive In Hwy 441 Art 828 349 0986

Asheville, NC Starting May 25th, then the 4th Friday each month Cruise In at the Blossman, [170 Sweeten Creek Rd](#), just south of I-40 exit [Sweeten Creek Rd](#) 6-8PM Food & Refreshments benefits Meals on Wheels 828 667 0437

Spartanburg, SC Starting April 15th Every 3rd Friday Night @ The Beacon 5-9 PM

ON GOING EVENTS AND BENEFITS

- Breakfast Every Saturday 7:30 Sharp, Smith Drugs Forest City
- Columbus Cruise-in First Sunday every month Starts at 1:00pm.
- Ice Cream meet at Scoops in Columbus: Every 2nd Tuesday of the Month at 6PM.
- Donut Derelicts meet for breakfast each Saturday morning, 7:00 AM at Pop's Diner, Five Points, Main Street, Hendersonville. Everyone is welcome to join us

BENEFITS:

- All GSMR & LDC Members free admission to Bennett Classics Forest City.
- Advance Auto Parts Forest City 10% off purchase. Just ask & show your card or name tag.

WEBSITES: aaca.org, & Little Detroit Chapter AACA on Facebook, www.gsmr.aaca.com

Previous Events

Tryon Rolling Art Festival. Dawn, Jeff Driebus



GSMR/LDC Christmas Dinner, The Cedars

About 50 GSMR/LDC members gathered at The Cedars to celebrate the season and another successful year of club fun and activities. Highlights of the night included the presentation of the 2018 Gustafson Award to Hulon McCraw for his many contributions to the club. Hulon is a founding member of GSMR and fingerprints are found on or around most everything that goes on in the club. Congratulations and thanks!

The meeting also saw the passing of the club Presedential torch from Steve Nordt to Keith Fisher. David parker was also announced as the Vice President for the coming year. Thanks go out to Steve and Lynn for their many contributions to the club, not just in 2018 but for the many years they have been members



AACA member stories

1957 Chevrolet 4 door sedan, Lee Davis



Reviving a '57 Chevy 4-dr. sedan

Yes, a 4-dr. sedan. Right, I can imagine all the moaning and groaning - why would anyone spend money on a 4-dr. sedan? Well, when I acquired this car in 2012, I also had a '57 Bel Air 2-dr. hardtop and a '57 convertible project car, so I had the "sexier"

body styles covered. Yes, it's fair to say that I like '57 Chevys. ;-) When I bought this car, I wanted a good "driver," that is, an old car that doesn't have top-notch paint, chrome, stainless, interior, etc., a car that you wouldn't have to worry about so much. A bit of history - for the 1957 model year, Chevrolet produced 260,401 Two-Ten 4 dr. sedans (the most popular of all body styles), and 254,331 Bel Air 4 dr. sedans, so these two body styles combined equaled more than half of total '57 passenger car production of slightly over one million vehicles. And that's not mentioning the number of One-Fifty 4 dr. sedans produced. But, I think the 4-dr. sedans deserve a little love, deserve to have a few examples preserved. I liked this particular sedan because of its originality, and that it has a V8/manual transmission drivetrain, to add a bit of "fun-to-drive" factor. It's also fairly rare to see a manual transmission in a 4-door Bel Air. They were top-of-the-line family cars and the majority of buyers favored an automatic transmission in their family car. Also notable is that 71% of all 1957 Chevrolet passenger cars were equipped with an automatic transmission - either the 2-speed Powerglide, or Buick Dynaflo-like Turboglide, which soon developed the reputation of being troublesome and unreliable.

A little background info - this car last ran in April, 2012 after it arrived in NC from Minnesota in an enclosed trailer. It was delivered at the old "Good Ol' Boys" restaurant/store parking lot in Bostic (on route 226). It wasn't running well at all, so I decided to call for a rollback truck to transport it up the mountain (about 10 miles) to our house. The carburetor's accelerator pump wasn't working, and it was difficult to start and drive even the 20 ft. into the garage. After that, we were preoccupied with finishing the process of moving to NC from Maryland, so I had to put the car on the back burner. I bought this car from a classic car dealer called "Hooked On Classics," in Watertown, Minnesota, who sold it on consignment for the second owner, who bought it in 1968. I talked with the second owner for about 45 minutes, shortly after I bought it. Now in his late-70's, he said he worked at a service station in his youth and saw this car quite often, always asking the first owner to sell it to him whenever he was ready to pass it on. In 1968 the first owner was ready to sell, with the car having about 89,000 miles on it then. The second owner kept the car from 1968 until I bought it in 2012. The car now has 90,583 miles, so the second owner only put 1,000 miles or less on it in all the time he owned it. In 1981 he made a few repairs and put on new wide whitewalls in order to drive it a short distance to a high school reunion. These tires were still on the car, but have been replaced (more on that later). The second owner told me that it was always garaged while he owned it, and, to his knowledge, the car never spent a night outside since it was new, except for a few overnight trips made by the original owner.

Although it has spent most of its life in Minnesota, it is a fairly solid car, with the only obvious rust located at both ends of the wide floor brace beneath the back seat area. The lower quarter panels at the front edge of the wheel opening, in the vicinity of the back edge of the rear doors, appeared to have had some bodywork done, as the quarter panels did not line up flush with the back edge of the rear doors. Also, some large openings were cut (with a torch?) in the inner rockers on both sides. I guess someone thought this would be good for drainage and rust prevention. The second owner told me that the paint (black) is still at least 75% original. He told me that at some point the car was in a minor accident, and the left front fender was replaced (easy to find then), rather than repairing the original fender. A straight, rust-free fender was

found in South Dakota. The interior is all original, including the carpet. Unfortunately, at some time in the past, mice found their way to the driver's sunvisor area, and chewed three holes in the headliner, two the size of a dime, and one the size of a quarter.

As for what I know about the car's mechanical condition - the engine is the original 265 c.i. V8 and has never been rebuilt (currently about 90,000 miles). Chevrolet was trying to get rid of any remaining 265 engines in '57. The 265 was the designated "base" V8, and was only available with the 3-speed manual trans. or overdrive. All '57 265 engines had a 2-brl carburetor. If the customer wanted a 2-brl V8 with an automatic transmission, then the engine was a 283. And, of course, any 4-brl engines, or two 4-brl carbs, or fuel-injected engines were a 283. Sorry to all of you who already know all of this. On the plus side, the '57 265 engines also benefited from the 283 improvements such as "Ram's horn exhaust manifolds," improved distributor, etc. The second owner also told me that the clutch was original, had never been apart. And I presume that the transmission and rear end are also original to the car.

In March of this year, I was fortunate enough to have this car taken in by fellow Little Detroit Chapter member, Don Wilson, with the plan of revitalizing all mechanical systems to make a good reliable driver. For those of you who don't know, Don is an ace mechanic, to say the least. But an even more desirable trait for fellow old car lovers that are lucky enough to have Don work on one of their cars is that he pays very close attention to every detail. That is, he works on others' cars as if he was working on his own car. Also, I want to say thanks to another LDC member, Tim Hudson, who transported my sedan to Don's shop on his rollback truck across most of Rutherford county.

Now for some details on the work that Don has done - as mentioned above, the plan was to go through all the car's systems, to bring it out of its coma, so to speak, after having sat idle for about six years (since I've owned it, and many more years with the second owner). Many new parts were installed, including the following: headlights (halogen), 4-core radiator, radiator cap, radiator hoses, heater hoses, 6-blade fan (as installed on factory air cars), battery cables, rebuilt 2-brl. carburetor, fuel pump, timing chain, Pertronix electronic ignition, hotter Pertronix coil, clutch (pressure plate, disc, throwout bearing, pilot bearing), spark plugs, spark plug wires, distributor cap, thermostat, exhaust system (dual, repro of original), dual brake master cylinder (an upgrade), brake proportioning valve (an upgrade), all brake shoes, self-adjusting brakes kit (an upgrade), brake hoses, brake lines, brake wheel cylinders, all four ball joints, steering linkage bushings, gas tank, gas tank sending unit, gas cap, gas line, gas filler tube rubber sleeve kit, universal joints, front motor mounts, rear motor mounts, transmission mounts, LED taillights (an upgrade), headliner, sunvisors, inside rear view mirror (and bracket), driver and passenger side outside door mirrors, front seat belts, heater control valve, heater control cables, all four shock absorbers, and four almost new radial tires mounted on stock '57 14-inch wheels (purchased from GSMR's Ray Robertson). The following machine shop work was done: the flywheel was resurfaced and all brake drums were resurfaced. Unfortunately, a small mouse had gotten inside the generator and chewed on the windings, but Don was able to locate a new armature and rebuilt the generator. Also, Don refurbished the car's horns and sorted out a horn

wiring problem. So, short of rebuilding the entire drivetrain, all mechanical systems have been refreshed to hopefully make a safe, reliable driver.

Don felt that there's some good life left in the little engine (at 90,000 miles), since upon examination there was absolutely no sludge in the oil pan or the valve train after the valve covers and intake manifold were removed. The engine's compression was checked and all cylinders were in specification, except one, which was slightly beyond the 10% less than the other cylinders limit, which is a generally accepted rule of thumb when diagnosing the health of an engine. It's possible that one of the rings is a bit stuck in that cylinder, so Don put a quart of "Marvel Mystery Oil" in the engine oil, which should loosen up any stuck ring(s). I'll change the oil containing the "Marvel Mystery Oil" after 500 miles. Once the engine is put back in service, if oil consumption is excessive or if other performance issues are noted, then a total rebuild will be done. The oil was also changed in the 3-speed manual transmission and the differential, and no metal particles were noted in the old oil from either unit.

The following cosmetic and body and paint work was accomplished by Don: the engine and transmission were removed from the car and completely degreased, (intake manifold, air cleaner housing and valve covers sand-blasted) and repainted with the proper orange for the engine, satin black for the air cleaner, and satin gray for the transmission. The valve covers, air cleaner, oil filler cap and generator were detailed with the correct decals, stencils and labels. The firewall and inner fenders were repainted, underhood heater housing components repainted, grille tie bar repainted, the extra drain holes (rectangles, really) that were torched into the bottom of the rocker panels and inner rockers were repaired with welded-in, fabricated patch panels (thanks, Don, for that tedious work!), followed by primer, paint and POR-15 rust sealant being liberally sprayed inside the rockers. And replacement ends (last 10 inches) of the long floor brace under the rear seat were welded in. A much larger bodywork project that Don expertly completed was removing rusted areas on both of the rear door doglegs, and rust in the rear inner fender areas. Previous repairs in these areas had been done using fiberglass and Bondo, leaving the shot lines between the lower quarter panels and rear doors misaligned and unsightly. In repairing these areas, Don installed dogleg patch panels (readily available for Tri-5 4-dr. sedans and station wagons), and he did a lot of intricate fabrication of large and small pieces of sheet metal (which he referred to as "metal origami") in the process of repairing these areas that consist of many twists, turns and angles coming together - in the vicinity of the rocker panels, lower quarter panels and doglegs of a 4-dr. sedan. And after all the bodywork, Don expertly painted the outer rocker panels and lower quarter panels (below the lower stainless molding) with single-stage black paint to match the rest of the car.

So, that's it in (more than) a "nutshell" - thanks for reading and hope to see you at a club meeting or car show soon. I plan to drive this sedan a lot in 2019 - and isn't most of the fun we have with these old cars in driving them? Happy Motoring! ;-)

Lee Davis, Little Detroit Chapter

GSMR Shirts for sale

The shirt Brands that we have are as follows:

Outer Banks size X/LARGE, one shirt left in this brand.

Port Authority, size, X/LARGE, only one shirt left in this brand.

Lands' End, size, Medium, in this brand, three shirts left.

We also have many shirts by JERZEES in all sizes from Small to 2/XL

These are high quality shirts and all sizes are \$25.00. When we run out of shirts and reorder, new shirts will be much higher in price, so get them while they last!

Contact:

Keith R. Fisher VP

828- 698-2467

fisherroy38@gmail.com

PLEASE SUPPORT THOSE WHO SUPPORT AACA GSMR/LDC

Pops Garage Design, LLC

Helping you create more space, better use and more enjoyment in your garage



David Parker
Hendersonville, NC

tel. (904) 553-7060
popsgaragedesign.com

SEAFOOD RESTAURANT

100 Asheville Highway
Hendersonville, NC 28540
75 1028-66-1246

Friday - Sunday 11:30
Friday - Sunday 3:45
Sunday 11:0

BOYD

Chevrolet | Cadillac | Buick
ESTABLISHED 1988

WALTER DAVIS (828) 692-3445
Office: 828-692-3445 Home: 828-273-3438
Fax: 828-693-0691
walter@boydimports.com
1875 Spartenburg Hwy - Hendersonville, NC 28702

JAY EGOLF
President

www.jegolf.com
jregolf@jef.com
(828) 894-4151
Fax: (828) 894-4172

1215 Asheville Highway • Arden, NC 28712

Phillip Gill 828-779-0169



Fax: 828-0296 120 Chestnut Ln.
gilldrywall@gmail.com Hendersonville, NC 28792

Morrow Paint and Body

Greg Morrow
Marty Morrow



Free
Estimates

603 East Prince Road
Hendersonville, NC 28792
Email: morrowpaintandbody@yahoo.com

Bus 693-1106
Fax 693-7052

MAP ON BACK

September
Always
Smiles
LLC

Starters Alternators & Brakes

5184 Old Haywood Road * Highway 191

Mills Rivers NC 28759

(828) 890-0655

fax (828)-890-9055

LOW PRICES CONVENIENT SERVICE QUALITY
OWNER AND OPERATOR DANNY GREER



City Tire Service

OVER 50 BRANDS FOR
EVERY VEHICLE & BUDGET

(828)692-8244

www.citytireservice.com

International Vehicle Appraisers Network

Eric C. Marsh Certified Appraiser
704-855-3699
www.i-van.org/marsh

Cell: 704-267-9383 Fax: 704-857-5955 ecmars@ict.net
575 Paulownia Drive, China Grove, NC 28021

FLETCHER LAWN & GARDEN HARDWARE

Sammy Johnson, Owner
46 Johnson Street, P.O. Box 96 • Fletcher, NC 28732
Telephone: (828) 564-0360

www.fletcherlawnandgarden.com



- Chrome Plating
- Pot Metal Restoration
- Polishing

Phone: 423-543-1722

Fax: 423-543-2440

www.rdfinishing.net

E-mail: szalos@rdfinishing.net

771 Tony Fuller Rd.
Elizabethton, TN 37643