



PHOTO: WILLIAM SPRINGER

Tom Creighton in his office at Creighton Auto Sales.



Creighton, left, in 1971 with then-Tenn. Governor Winfield Dunn, who came to inspect local land and roads at Creighton's request.

Tenn. Dealer Met Dillinger in the Woods as a Boy

by Angie Nance
Special Writer

Many people have heard of the infamous 1930s-era gangster John Dillinger but few here in Grundy County (Tenn.) can say they had a chance to actually meet him.

That is not the case, however, for 95-year-old Tom Creighton, former owner of Creighton Chevrolet in nearby Tracy City.

Creighton ran the the Creighton Chevrolet dealership for 40 years, from 1969 to 2009 and remains a popular figure in the community today because he sure can tell a good story. He still comes in to work to sell used cars at Creighton Auto Sales, too. (His dealership once sold 25 new Chevy pickup trucks in a single day – from before sun-up until 10 p.m., he recalls).

Creighton was born in 1916 in the Pan Handle at Beersheba Springs and then later moved to Tarlton Valley near the Collins River and worked on the Creighton Family Farm growing produce to sell.

The story goes that Creighton and his friend, J.B. Nunley, would walk up Beersheba Mountain and sell produce door to door.

One day Tom noticed three new cars parked in a driveway, a 1934 Ford, a 1934 Dodge and a 1934 Buick. This all occurred the week of the 4th of July, as he recalls, and he was perhaps 17 years old when he ran across Dillinger.

He then said to Nunley, "these people have money, let's sell to them," so they approached the house with the new cars in the driveway in question.

Creighton recalls six people staying there, supposedly on vacation. A well-dressed man in a pin-striped suit was among the residents.

Creighton had never met these "vacationers" before, but recognized the man as John Dillinger, right away – after all, Tom had seen his picture in the *Chattanooga Times* more than once so young Creighton knew that it was the famous gangster, John Dillinger.

"There is no question that he really was John Dillinger," Creighton adds.

In 1933-34, seen in retrospect as the heyday of the Depression-era outlaw, Dillinger was the most notorious of all, standing out even among more violent criminals such as Baby Face Nelson, Pretty Boy Floyd, and Bonnie and Clyde. Media reports were spiced with exaggerated accounts of Dillinger's bravado and daring and his colorful personality.

After evading police in four states for almost a year, Dillinger was wounded and returned to his father's home to recover. He returned to Chicago in July 1934 and met his end at the hands of police and federal agents who were waiting for him as part of a trap at the Biograph Theater.

Meanwhile, the stranger never told Creighton who he was, came to the door and purchased \$2 worth of fruit from the youngsters, giving the lads a \$5 tip and asking, "when can you come back?"

Young Tom Creighton quickly answered, "tomorrow."

Creighton and Nunley sold the residents fresh produce more often and received the five-dollar tip each time, thus becoming more and more acquainted with the so-called "vacationers."

Creighton further recalls one day Dillinger came to the door wearing a smirky grin and asking J.B., "do you know who I am?"

Nunley answered that he did not.

Then he turned and asked Creighton the same question and Tom answered that he did, "yeah."

Dillinger said, "you look like a smart-aleck."

Creighton and Nunley would go and drink beer with the tip money and reflect about their encounters and the latest news they had read about Dillinger.

A story in the newspaper had said that Dillinger had pulled a gun on someone in Nashville and that he had recently bought two cars for two separate women from dealerships in Murfreesboro.

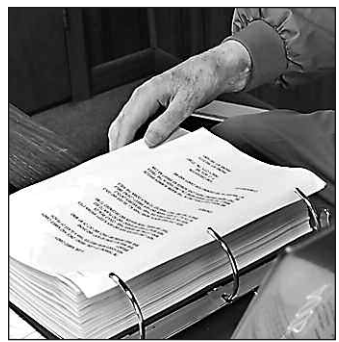
Creighton said he's sure that people in Beersheba at that time knew Dillinger was there, hiding out in rural Tennessee, even though no one talked about it.

But Tom Creighton sure remembers. "I wasn't afraid of no John Dillinger," he says. "I was more interested in the \$5 tip than him, anyway."

Creighton laughs when telling the story today.

A vibrant man, Creighton spends his retirement time these days writing gospel and country songs – 537 of them, in fact, which fill a 2004 Chevrolet truck sales binder.

"Some would be a smash hit," he suggests of his bur-



Creighton has penned 537 country and gospel songs, the lyrics to which are in a 2004 Chevrolet Truck sales binder.

geoning song portfolio. One of the songs, of course, is even titled "Dillinger."

He also has a photo of himself together with Winfield Dunn, governor of Tennessee from 1971-74, showing him country property that includes a horse in the image.

As far as Dillinger passing through southeast Tennessee in the 1930s goes, locals figure that it's roughly half-way between Chicago and Miami and that Dillinger likely passed through Beersheba Mountain by fluke or coincidence.

Also, the house Dillinger was staying at on the mountain had strategic importance – the local highway was the only way in, so residents at the house could observe anybody coming up to visit them.

IndyCar's Legge Signs Up

By MICHAEL MAROT
AP Sports Writer

INDIANAPOLIS (AP) – At age 31, Katherine Legge will finally be an IndyCar Series rookie.

Dragon Racing confirmed the British driver will race in America this season, sponsored by TrueCar. Legge has signed a two-year deal with a one-year option to drive with French teammate Sebastien Bourdais for Jay Penske's team.

Legge won three races in Toyota Atlantics in 2005, becoming the first woman to win a major open-wheel race in North America. She also was the first woman to compete in the defunct Champ Car World Series and spent the last three seasons as a factory driver for Audi in the European-based DTM, the world's top touring car series where she finished 19th in points in 2008 and 18th in each of the next two seasons.

Legge insists she's older, wiser and no longer concerned about the continual comparisons to one-time rival Danica Patrick. She's learned how to deal with backroom politics and understands she must follow her passion.

"It's the kind of tracks (In-

dyCar) race on, the street courses, the road courses, the ovals, the airport courses, it's everything. You can test yourself in every way," Legge said last week.

"And, obviously, they have the Indy 500, which is a massive thing to me. I've wanted to do that since I was age 7. It's real racing, it's wheel-to-wheel, and I love being in America."

The timing couldn't be better.

With Patrick preparing for her first full season in NASCAR, Legge and Switzerland's Simona de Silvestro are the only women drivers with full-time IndyCar deals in 2012.

But to Legge, this opportunity goes way beyond gender or personality.

"When the contract came up with Audi, I told them I was coming back over here to race IndyCars before I got too old because that's where my heart is," she said.

"I worked really, really hard for them to give me and the other girls a chance in racing. It's helped me with my racing, and I hope it enables me to help the other girls who are coming along."

California Sales Rep Flies in to Assemble LS7 Engine

DETROIT – With his name inscribed on the "assembled by" plaque affixed to his new 505-horsepower Chevrolet LS7 crate engine, Jeff Kasper can point to his role in helping birth the high-performance engine for his project car.

Kasper, a sales and business manager for a semiconductor manufacturer in California, is the first customer of Chevrolet Performance's new Crate Engine Build Experience, which allows hot rod builders to participate in assembly of their engines in the General Motors Performance Build Center in Wixom, Mich., northwest of Detroit.

The 100,000-square-foot build center weaves the best practices of low-volume niche manufacturers and the established quality and manufacturing standards at GM to ensure the highest-quality specialized engines.

"The build program was the thrill of a lifetime," said Kasper, whose garage contains a new Camaro SS and a Chevrolet Volt electric car. "Going inside the assembly facility and actually participating in building my very own engine greatly exceeded my expectations – and I'd absolutely recommend it to

every enthusiast."

Like many enthusiasts, Kasper wanted to build a special car with personal features that reflected his style and involvement, but wasn't adequately equipped to do it at home.

"I don't have a garage full of tools or the resources to build an engine myself," he said. "And time is always a factor."

A crate engine was the logical choice and Kasper became interested in building an LS7 engine when he learned of the Corvette Engine Build Experience, which offers Corvette Z06 and ZR1 customers the opportunity to help assemble the LS7 or LS9 engine that power those production cars.

"I inquired about building an engine, even though I wasn't purchasing a Corvette," he said. "A few months later, I learned about the crate engine build program and made arrangements immediately. I was pretty much on the next plane to Detroit, as soon as I put in my order."

When an order is placed through a Chevrolet dealer, a special concierge contacts the customer to verify participation and help coordinate arrangements.

Travel logistics to and from

Metro Detroit are the customer's responsibility, but the concierge helps schedule the engine build; coordinates the customer's activities at the Performance Build Center; arranges local lodging and meals; and sets up ground transportation in the area.

Chevrolet Performance's Crate Engine Build Experience includes part number 19259944 for the LS7 and part number 19259945 for the supercharged LS9 engine. The personally assembled engines carry Chevrolet Performance's 24-month/50,000-mile limited warranty.

"I considered the LS9, but for my project, the LS7 really hits a sweet spot," said Kasper. "And the benefit of a warranty with the crate engine only made the decision easier."

At the build center, Kasper was immersed in every aspect of the engine's assembly, from installing the crankshaft in the cylinder block to topping off the engine with its intake system.

The customer isn't abandoned with the torque wrenches. A specially trained engine builder is on hand to oversee the assembly and use of specialized tools.

"The builders there were



Jeff Kasper affixes his own label on his personally built 505 hp 7.0L LS7 engine. A skilled engine builder accompanied and supervised Kasper's entire Crate Engine Build Experience.

great to work with and the whole experience was a lot of fun," said Kasper.

"It was fascinating to learn how these engines are built with a combination of hand-assembly techniques and some computer-assisted high-tech tools."

Bose Uses Active Sound Management for Engine Noise Cancellation

The 2013 Cadillac ATS comes equipped with powerful, proprietary technology from a new category of Bose automotive offerings: Bose Active Sound Management. Developed over the past decade, Bose Active Sound Management leverages over 30 years of Bose research in automotive acoustics and noise cancellation, providing

vehicle manufacturers with engineering solutions for controlling noise in the vehicle cabin.

In the ATS, Bose Active Sound Management reduces the unwanted low frequencies created by the engine, transmission and other powertrain components for a remarkably quieter ride.

"Today's advanced power-

trains – like the one in the ATS – are designed for better performance, but can also produce unfamiliar and undesirable noise inside the car. Bose Active Sound Management helped Cadillac target and cancel these sounds with a level of precision that hasn't been previously available" said Bose's Brandon Westley.

Unlike conventional noise-

management systems that rely on mechanical solutions, Bose Active Sound Management is lightweight and efficient, using sophisticated electronics to replace heavy, space-consuming parts, including acoustic insulation, mass dampers and active engine mounts. The ATS features an optional 10-speaker Centerpoint sound system.

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