



April 2018 Year 65 #4

Wheel Tracks



Wendell & Mary Noble's
1930 Chrysler
CJ Roadster

"A funny thing about my doing a car restoration, although I'm working toward a goal, when I get there, it's a bit of a let down.".....Wendell Noble

The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR
PRESIDENT,
DAVID
STONE

Hi All

WOW, mother nature is getting ready to hit us with another punch, looks like old man winter forgot to buy his ticket southbound. This will push mud season back, too! Don't get stuck in the mud with your hobby, keep at your projects.

My Dodge M37 has been giving me fits. I have replaced the exhaust valves because of low compression in one cylinder. I found one with seat erosion so I cleaned up the seats on all the valves and replaced the exhaust valves. Intake valves were in pretty good shape, so I cleaned them up and reinstalled them. The Dodge 230 doesn't run high spring tension but it is a valve in block design, this makes it tougher to fix. You can't just pull off the head and take it to a shop for a valve job. While the head was off I honed the cylinders, replaced by rings and connecting rod bearings.

I'm fortunate that the army had rebuilt the motor in 1970, so bearing journals appeared to be in good shape. I used a Plastigauge to check the tolerances, I was in luck.

So with everything back together it was time to fire up the six. I had a Now-and-Then rebuild fuel pump kit and another online Dodge guy rebuilt the carburetor. So I should be good to go right, well not so quick, after weeks of futsing around, I still no luck, couldn't get it to run....so back to the basics. Compression, spark (timing), fuel delivery. So after days of problem solving it came down to a mal-adjusted float in the carburetor. Even when we trust businesses or a "professional" be sure to check their work.

Dave Stone



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FROM YOUR EDITOR... GARY FISKE



Happy April to you,

I have a few things to cover with you on this page, this month, a lot has happened with Wheel Tracks the past six months.

First and the most important, is the deadline for you to get things to me will change, starting with the May issue. It has been the 10th of the month, it will now be five days earlier, the 5th of the month.

We have changed printers and their schedule is different. I have had no complaints, but I am concerned with Wheel Tracks getting to you folks, who do not use the internet. Many times, there are VAE events at the first of the month, and I don't want you missing out if you do not get Wheel Tracks, early enough. Hopefully, at the latest, W/T will be in your mail box by the middle of the last week of the month with this change.

Our new printer is the **St. Albans Messenger Print Department**. There are two people there who have helped me make this transition, I am not sure what would have happened without them. **Rachel Hayes** is the department head. I know her family all the way back to her great grandfather, and like all of them, she does a fantastic job. The second person who has helped guide me is **Katya Andrievskaia** in the design department. You would never believe the mess I would have made without her. Margins, bleeds, uniform shape outlines, proper alignments, cut lines are all fairly new terms to me and I still might not be "there"....but I am working at it. I am not sure yet, but you might even find Wheel Tracks printed on a different type of paper. We will be experimenting to find the best picture and print quality.

We have added a new Vermont library to our mailing list. **The Baldwin Memorial Library in Wells River** has been added. If any of you find that we have missed your library, please contact me and I will add them. We are very proud that Wheel Tracks goes to every library in Vermont at no charge and if we have missed one, we want to know.

Do you read the minutes of the many VAE meetings that are published on our website's "member only page"? My guess is that you do not and you don't know what you are missing. Yes, I know they might be a dry reading at times but I can tell you one thing....they can sure tell you how dynamic this small car club is, you would be very proud! There is a lot going on.

Watch in these pages this month, I will be adding a new column that summarizes the highlights from the recent minutes that were published.

I just finished the last page of this Wheel Tracks a few minutes ago. Now it is on its way to the proofer. It will then come back with all kinds of red marks and underlines revealing all my mistakes. Just like back in grade school....

Those red lines keep me grounded....and humble.

The material that has been written by members for this April issue is fantastic. I hope you enjoy their stories, I sure have.

Membership Only \$30

\$50 for 2 years

Wheel Tracks
Monthly deadline to
the editor is the
5th of each month

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The new issue can
usually be found
there, around the 25th
of the month

Wheel Tracks
is a monthly
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in print and
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public, and for the
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“THE SOFTER SIDE”

A Column Shared by Mary Noble (Left), Judy Boardman (center) & Nancy Olney (Right)

From Nancy A Page from “The Willy Chronicles”

‘Freedom’s just another word for nothin’ left to lose.....’

No, this article isn’t about who sang this song. If you know it was Janis Joplin you are probably about the same age as me and you would know that I just turned 70. This isn’t bad, but it is when I’m sure that I don’t look a day over 69!

Sorry I’ve gotten off track.

Willy, if I haven’t mentioned him before is a cat that used to come to our door at 6 AM and would scratch for food. He started this about 5 years ago. We would put food and water out twice a day for about 6 months. He wouldn’t have anything to do with us and would even wait to eat until we had gone inside. Once he thought Gary was too slow putting his meal down and he raced forward, bit Gary, and then raced out of reach! That is another story: The Rabies Watch.



With winter coming on, we started encouraging Willy to come in the house. After several weeks of moving his food closer to the inside (and the fact that winter had arrived, and he was living under our car trailer) he finally came in. Willy would eat, bed down for the night, wake up, eat and demand to be put out for the day. After, a couple more weeks, he would let us touch him but never hold him.

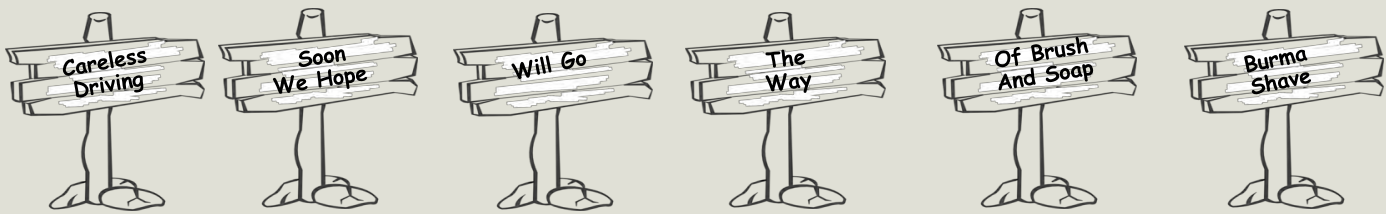
He did get used to us enough, so one day, armed with a big towel, we caught him, stuffed him in a cat carrier and we all went off to visit the Vet. He had an infected tail and it was amputated. The doctor said it had gotten broken (probably in a fight) and his ears had been torn. We brought him home with a 2-inch stub, all his shots on board and decided he would become an inside cat. But Willy had other ideas, he begged to go out almost immediately and as ‘good’ parents, we let him. Several hours later he returned, well after dark and wanted to come in. He was soaking wet and had a head injury. We figured his friends, who were still enjoying their freedom, had laughed at his shaved butt and stubby tail and he had to defend himself.

That did it, we did not let him out no matter how much he begged. It took months, but he seemed to settle into a life of tasty food, treats, and a warm place to sleep. I should mention he has 2 servants who cater to almost every wish and go out of their way to please him. And he stopped begging to go out. About 3 months ago when Gary didn’t realize Willy was near by and the door was open about 5 inches, he scooted through and out on the porch. He walked around the porch and went right back in. Hallelujah! I was close to a panic but could now calm down.

Fast forward to about 2 weeks ago, same scenario, door open a bit and gone! He sure can move fast but this time he explored about 15 minutes before he decided to come back, I’m in panic mode this time!

Now 3 days ago, someone came to the door and Gary answered it. Willy snuck through and again gone! We watched him taking his old route from years ago, across the front of the house, under the car trailer, to the first neighbor’s house, around the shrubs in front of neighbor #2 and out the back (which takes him to the next street). Full panic mode!! I couldn’t stand waiting to see if he was **Gone-Gone**, so I told Gary I was going out. I needed to exchange some of Gary’s clothes and get his medicine. In about 45 minutes, my cell rang, and Gary says, ‘did you find Willy?’ and I said, ‘no I am not looking for him, I am at Tractor Supply’. Gary thought I was so upset that I had gone out on a search, but I was doing errands! Gary said Willy was in the kitchen, muddy and wet, but home! Hallelujah!!!

We have been trying to figure out why after the plush life we have given Willy, he would want to escape and the only thing we can come up with is that he has seen a former friend (namely girlfriend) and is willing to throw it all away for Love! Gary has noticed a lot of cat prints in the yard lately.



WORDS

Pluviophile..... A person who takes great joy and comfort on rainy days.

"Pearl was a classic pluviophile; curling up with a blanket, herbal tea and a good book whenever it poured rain outside



Herb... "I am too old to chase women any more"

Henry.... "Ya, but I'll bet there are a few ladies out there who would slow up for you"

A man asks a farmer near a field, "Sorry sir, would you mind if I crossed your field instead of going around it? You see, I have to catch the 4:23 train."

The farmer says, "Sure, go right ahead. And if my bull sees you, you'll even catch the 4:11 one."

Charlie, do you think I'm a bad mother?

My name is Paul.

Doctor: "I've found a great new drug that can help you with your sleeping problem."

Patient: "Great, how often do I have to take it?"

Doctor: "Every two hours."

I managed to lose my rifle when I was in the army. I had to pay \$855 to cover the loss.

I'm starting to understand why a Navy captain always goes down with his ship.

"You know how it is in life. One door closes, that means another door opens..."

"Yeah, very nice, but you either fix that or I'm expecting a serious discount on that car!"



Wheel Tracks Academy

Why.....The Packard Twin Six

Engine smoothness was a particular concern for automobile manufacturers. Just try going over 27MPH in you Model T or over 38 MPH with your Fast-four Dodge.

In those days, automobile engines were generally bolted directly to the frame; vibration-damping engine mounts were years in the future. One of the attractions of the straight six is its inherent balance — the forces exerted by the pistons and connecting rods cancel each other out, so there's none of the shake that afflicts inline two-, three-, four-, and five-cylinder engines. Packard was loath to sacrifice that balance when competition was forcing them to increase power. This led them to want to stay away from the V-8 layout that Cadillac adopted in 1914. A straight eight would lose all the balance, that was gain in the six cylinder engine.

Packard contemplated an inline six as early as 1905, although it didn't go on sale until April 1911. Dubbed "Six" (later "48," from its taxable horsepower rating), it was again a T-head engine of gargantuan dimensions, some 525 cu. in., developing 74 hp. It was a very 'smooth' running engine.

Jesse Vincent was Packard's chief engineer at the time and his solution, which Vincent pitched to the Packard board in early 1913, was a V-12. Since the V-12 was, as Vincent explained, essentially two straight sixes with a common crankcase, it preserved the six's inherent balance and smoothness. It also provided comparable displacement while minimizing the swept volume of each cylinder.

This twin-six engine was installed in 35,102 Packards from 1916 through 1923. The depression after WWI caused the twin-six Packards sales to decline and in 1920 they developed the "Single Eight" engine by simply adding two more cylinders to their six cylinder engine.

Packard brought the 12-cylinder Twin Six back in 1932 for eight years. The 1940 models did not see the Twin-Six.



Continued from the front page....

A Lot Of Money Goes A Long Way from Wendell Noble



A funny thing about my doing a car restoration, although I'm working toward a goal, when I get there, it's a bit of a letdown. I am happy with the results. If I weren't, it wouldn't be done yet.

It all started back in 2010 with a call from Dave Maunsell. He had been assembling an inventory of parts for a 1930 Chrysler CJ roadster for years with the intention of ultimately turning it into a completed car. However, I think Dave had become skeptical about ever getting to it, and came to feel some money, would be of more use to him. He was concerned that the project car go to someone who would complete it to his satisfaction. Dave had familiarized himself with my 1929 Plymouth and the work I had done on it. Structurally, it's very similar to the Chrysler CJ and I think this satisfied him that I might do right by this project.

I'm told that "CJ" stands for Chrysler Junior. It was the smallest Chrysler at the time and, in fact, is the same size as the Plymouth but has a six cylinder engine instead of the Plymouth four.

Once the deal was struck, Gael Boardman, Gary Olney and I headed over to Dave's place in Greensboro. We pulled parts from all corners of his garage and loaded up Gael's truck, my truck and my trailer. Upon arrival at my place, Gael asked if I had any doors on my load. None of us remembered seeing any car doors. I gave Dave a phone call and he assured me that there should be two doors. A day or two later, he called back to announce that he had found the doors ... in his hall closet. I can't understand why it didn't occur to us to look there in the first place.

The restoration has been enjoyable. The frame and drive train were in good order and required very little attention to fundamentals. Electrical system, brakes, and steering needed to be done from the ground up. The big efforts were needed on the body and upholstery. The body had to be built completely, starting with the interior wood skeleton and then a lot of "tin knocking" to get the sheet metal patched, smoothed and properly aligned. Many parts had to be made from scratch. These included seat cushions from seat parts of other cars, mounting hardware for the side-mount spare tires, top irons and bows for the folding top, door hinges, bumper clamps and correct running boards. The car came with an original front bumper, but no rear bumper. I discovered that model A Ford bumpers are the same width and length, but are not curved like the Chrysler's. Bailey Spring in Essex Junction did a great job of perfectly arching the Ford bumpers without so much as scratching the Chrome. I think I know my skill limits, so the finish painting was done by Mountain View Auto Body of Enosburgh, upholstery and top were done by Coggio Upholstery of Richmond and plating was done by Anthony Cook of Shaftsbury.

The car is now ready for it's debut, just as soon as the frost is out and our road is dry. I've concluded that the secret to a decent car restoration is to spend a lot of money on it. I'm not talking about a rattle can and pop rivet job here. Once you're prepared to do that, you're on your way.



Working in Mtn. View paint shop



The Roadside Diner

GREEN SALAD with Warm Maple Bacon Dressing



Edi Fiske

6 cups of your favorite greens
4 slices of bacon
2 hard boiled eggs
1 cup grated sharp Cheddar cheese

Cook bacon and reserve drippings. Crumble bacon when cool. Slice hard boiled eggs and set aside.
Make maple bacon dressing.

1/4 cup Vermont maple syrup
1 tsp. dill weed
1 tsp. parsley flakes
2 tbs. lemon juice

1/8 cup white vinegar
1/4 cup olive oil
1/4 cup warm bacon drippings
1 clove garlic (scored)

1/8 tsp. salt
1/8 tsp. paprika
1/8 tsp. marjoram
Dash of pepper
Dash of rosemary

Combine all ingredients thoroughly. Serve warm dressing over greens, garnish with bacon, eggs and cheese.



A VAE Motoring Moment

What is going on with your hobby.

Milton & Enosburg, VT.....The Noble and Fiske shops have agreed to restore the VAE 1969 Harley Davidson golf cart. The Noble shop is doing the body work, the Fiske shop (pictured) doing the frame and mechanics. Deadline....the Vermont Car Show in Waterbury...in August. This cart must have been owned by the same golfer for much of its 48 years. That golfer, with his steel spikes on his shoes, had worn a perfectly located slot completely through the aluminum throttle pedal. The St. Johnsbury Academy Career center is restoring our 2nd Harley golf cart.

Milton, VT..... Clark Wright has been trying to figure a way of removing the flywheel from his 6HP international single cylinder engine, with no luck so far. He needs to get to the yoke, for the governor, where a set screw needs to be replaced. His worry is the fly-weight governor becoming inoperable and the 900 pound behemoth engine running out of control. The flywheel is cast so heat is tricky. A \$38 give-key remover has not worked. He is down to penetrating oil and hammering at the moment. Ideas would be appreciated.

Jeffersonville, VT.... Brian Warren is getting his modern car ready for inspection. A task today for even a vehicle only a few years old. His Buicks are fast asleep with trickle chargers watching over the batteries. His floor is dirt so he has a number of tarp layers on the ground for protection. He tops off his tanks with non-ethanol and shuts the lights out. Another member recently mentioned how he was getting his ride ready during that nice 24 hours of Spring weather we had. The air breather has an opening of about 2 inches but "some one" delivered 63 acorns into the breather pan. Another member said his leather seats served the winter fine but the lining of a leather coat he had left in the car was chewed out and missing.

Blue Hill, Maine..... Ken Taplin reports he is having a "terrible" time in sunny Florida. He spends a lot of time driving his '93 Miata around and has fun telling folks up north about the 70 degree weather. He does have a project started in Blue Hill however. He has had a '67 VW Opal in storage for 10 years.....wait a minute.....a VW Opal? I double checked my notes and that is what I have. I could not get Ken back on the phone plus I know my hearing is not 100%....but a "67 VW Opal? Google tells me that Opal began in Germany as a sewing machine company founded by Adam Opal in 1862 and there has been other auto names involved in building Opal cars but I can't find any VW connection.

I'll bet Ken was pulling my leg and it really was only 68 degrees down there in Florida.



SOUNDS GOOD

I recently lost the radio in my every day Saab. I went to crutchfield.com to look at a replacement stereo. I wanted something inexpensive that would simply replace the radio in my car. I was surprised to see the many options and reasonable prices.

For less than 200 dollars, I can fit a replacement radio, with a CD/DVD player, Bluetooth, a video screen and a touchscreen. For a couple bucks more I can add a back up camera.



A unit with all of these features and GPS is roughly the same cost as a stand alone portable GPS unit. Of course, buying the unit from a place like Crutchfield includes plug and play wiring and all hardware needed to make the installation look factory original.

I am amazed at how many features these aftermarket stereos have, and at how much the cost has come down. Now, if I can figure out how to add side curtain air bags, collision avoidance and adaptive cruise control I would never need to buy a new car again.

EASY OIL SEAL INSTALLATION TOOL



Anyone who has replaced oil seals without removing the shaft that seals against the seal knows what a struggle the seal installation is. Think of replacing the front main crankshaft seal in place without removing the timing cover or the crank shaft. This job requires applying equal pressure around the circumference of the seal, or it will warp or bend.

I have taken several pieces of scrap PVC Schedule 40 drain pipe and cut it in lengths of three inches or so. Interestingly, the diameter of many grease seals is the same diameter of PVC drain pipe. The thickness of the PVC pipe is the perfect thickness to use as an oil seal installation tool. I have diameters of inch, inch and a half, two inches, two and a half inches, three inch, etc., sitting on my tool shelf, standing in the ready to use for seal installation.

By placing the appropriate diameter pipe over the seal the seal can be easily tapped in to place with a mallet. For larger diameter seals, and pipe installation tools, I have a piece of 2 by 4 to place over the pipe before tapping with a hammer.



From Shorpy.... Above, 1939, Crystal City, Texas service station.

Right, 1939, Nyssa, Malheur County, Oregon





Hagerty's bi-monthly magazine came a couple days ago. It's supposed to be a car magazine but I am not sure about the folks who send in articles. One gent was complaining about his E-type Jag quitting on the highway and telling how he fixed it. He says, "there are the big six reasons why a car stops running.. the fuel system, the ignition, the charging system, the cooling system, the belts and the ball joints.....the ball joints? Can you see a couple of reasons why he should stick to his day job?



Sears also has an ad in the magazine for their new... "Extreme Grip tool" pictured left. For only \$40.00 you can take any rusty nut off with ease. Can you see what might not work well here?

This letter to the editor came in February from Dave Anderson of Danville..... Dear Wheel Tracks, although not a VAE member, I enjoy reading your 'Wheel Tracks' at the Barnet Library. Enclosed is what should be a companion photo to the one shown on pg. 2 of your Feb. '18 issue. The 'Flashback' (pictured right) appeared in 'Big Bigelow's weekly racing column in the 'Caledonia Record' on Feb. 11 of this year. Quite a coincidence. (The caption reads... Test ride anyone? Jackie Coolbeth with his coupe at Webster's Flat.)

Also, tell Dave Sander there is a late model Saab that might be available along the road between St. Johnsbury and Danville (he gave exact instructions where the Saab is located).

The Saab message has been passed on to Dave and thank you for writing WT. The internet says 'Webster's Flat' is in Lyndonville, if anyone has more information about the race track, we would like to hear about it. One wonders how much weight all the extra steel weighs?



Winning bidders for the March Auction.....

Duane Leach....3-2....\$14.67
3-3....\$7.83
3-6....\$22.19



Don Rayta.... 3-5....\$14.10
3-7.... \$17.76
Seth Bean.... 3-1....\$33.33
3-4....\$38.88

Our VAE Email Auction is coming to a close.....unless members want to donate some of their treasures to keep it going. I looked back and we started the auction 15 months ago. In that time we have raised over \$5500 for our educational programs. The big item was the GMC motorhome which brought over \$3500 and the rest came from the Carquest auto products gifts. The thing that caused the most "buzz" was when we had items that members gave for the auction. Carol Lavalley's jewelry, Alan Chapman's models and the Larson's Model T compression whistle all come to mind.

I also remember that 80 pound tote of new-in-the-box spark plugs, and all those windshield wipers...close to 200 of them. This month has the last of the Carquest items. We have a couple of Alan Chapman's cars left and one Arcade toy car. The advice I am getting is to continue the auction for 2 or 3 more months stretching out what we have, in the hopes other items will come along. That is the plan.

AND.....thank you so much for your gifts, our educational fund has never looked better.

A elderly Milton area person contacted the VAE recently asking how they might get a proper appraisal of their two Ford Model Ts. Referrals were made and during that time one of the Ts rear recognized as a "tracked T" that was in one of our gatherings years ago. One T is a 1923 and the optional track T is a 1924. We should keep our eyes open as we might find them for sale at some time. Everyone should be reminded that the VAE has spent over 60 years protecting and preserving old cars. You don't have to be a member to request our help.

Late bulletin for the "Motoring Moment" column.....John Vetter returned my request for information of what is happening in his shop. He has come down from his behemoth shop projects, for the time being. He is rebuilding a 283 Chevy engine for a mid 50s Chris Craft motor boat. It belongs to his neighbor who is an expert woodworker and plans on doing the wood work. Can you imagine the wake that 200 HP can leave in the water!

John's next project is his 1981 St. Regis Dodge police car. In fact, the project might be in the works when we visit his Glover shop in June. The car came from the New York police throughway fleet. I wonder if the picture to the right, that I found online, will give him any ideas.... That is an air-born St. Regis!!





Above is a picture of the motley VAE crew who ferried across Lake Champlain recently to deliver a \$1000 donation to the Champlain Valley Transportation Museum in Plattsburg. A similar donation has been made for a number of years now, making the VAE a very intricate part of the museum's operation and fulfilling our non-profit mission in education.

Actually, the second person from the left was already at the museum, Dick Soper has been the exhibits directors from the very beginning. A fairly tame title for the one person who is the "glue" of the museum. His enthusiasm and loyalty to this great place is an inspiration to all of us. Andy Barnett is on the left and from the right is Tom McHugh and Wendell Noble (I am in the Lozier power boat taking the picture...Gary Fiske). The letter is Dick's elegant thank you for our gift.

If you have never visited the museum, you don't know what you are missing. If you have, there is always more to see. There is even a 1911 Kissell Kar Speedster, a 1915 International High Wheeler and a 1929 Chevrolet Touring car in the museum, on loan from VAE members. The museum is located on the former 3500 acre Air Force base. If you find the B-47 Air Force bomber, parked, beside Route 9, then you are just a few feet from this museum. A ferry ride across the lake and a museum visit would make a great weekend outing.



Essex Junction - Willis Albert Spaulding passed away 9 March 2018 at his home. He was born June 8, 1924 in Proctorsville, VT to Flora Williams and James Spaulding. He graduated from Springfield High School in the class of 1942, and following graduation enlisted in the Navy. He served aboard a submarine, the USS Spikefish in the Pacific theatre in World War II. He married the former Shirley Anne Gray in the Proctorsville St. James Methodist Church September 26, 1946.

Willis was a "Studebaker Man" as pictured here sitting in his 1930 Dictator 6 Model GL. One VAEer remembers him tearing down a wall in his house to get a car inside. He wanted a heated space for the winter for the restoration. Willis was VAE president in 1965. When the T.T Penrose Studebaker dealership in Burlington went into receivership in the mid 1950s, Willis wanted it. Alas, a bid by him and Rod Rice was not enough. It was Shirley who suggested the VAE start a second car show at the Champlain Fairgrounds which later was moved to the Shelburne Museum. Willis's hand in guiding our car club can be seen today in the strength of our clubs traditions and mission. Thank you Willis.

VAE Meeting Minutes Highlights

Read them in their entirety on our "member only web page

VAE Vermont Car Show Committee Meeting Minutes of February 21, 2018.....(10 entries total)

#2.....**Vermont Historical Society:** Kate Olney was present to represent the Vermont Historical Society and describe their upcoming event, "Speed in Vermont", on the history of car racing in Vermont. Bob Chase reported that Bob Dragon's old race car has been located and will be restored and on display at our Waterbury car show in August. Gael Boardman reported that the Education & Charitable Outreach committee has voted to donate \$1,250 in with the assumption that it would be matched by a donation from the show committee. A motion was made by Bill Sander, seconded by Don Pierce and passed to make such a donation if the money can be identified in the budget.

#3.... **Parking:** Representatives of the Scottish Rite were present to confirm their intent to handle the parking again this year.....

#5.... **Special Event:** Dave Sander reported that he has gotten responses from air cooled Corvair owners but none yet from VW owners group. Mark Bennet agreed to contact Porsche owners. *The year's show will salute air-cooled- car.*

#6.....**Race Car Event:** Ed Kaiser was not present and Bob Chase reported for him that Dave Dion will make a commitment by March 1st as to the number of cars he can arrange.

Educational & Charitable Outreach Committee Meeting Minutes of February 17, 2018....(9 entries total)

#3....**Web Site:** Gary Fiske stated that Nick Nadeau has volunteered to act as archivist to compile all meeting minutes onto the web site as well as acting as overall coordinator of web site input.

#4....**Charitable Contributions:**Upon a motion by Wendell Noble,..... it was voted to proceed with our donation of \$1,000 to the Champlain Valley Transportation Museum in Plattsburg.

#6.... **Golden Wrench Award:** All the award materials (tool sets and books) are now in. The plaque vendor has marble bases available at an acceptable cost.....

*Continued from John Mahnkers
"My Story" on page 13*

I, of course, was friends of most of the drivers and sponsored #30, Harold Hannaford at Bear Ridge and Northeastern. I kept #30 at my Wells River service station during the week and it was a great attraction. Hannaford won so many races that old #30 is now in the Hall Of Fame at the New Hampshire International Speedway in Loudon.

My service station attraction would end when Hannaford took #30 home to Plymouth after racing season. So, I bought my '32 Ford to exhibit in 1962. That is the car that got me into the VAE and 56 years later, I still have it.



Harold Hannaford beats out national champion Rene Charland, who was using a local car at Thunder Road to pick up national points.

Another longtime racer was Ralph Stygles, who was recently given a banquet and awards in New Hampshire for his accomplishments on dirt tracks in both states. Ralph and I took a trip to Mexico, long ago, when we were both teenagers.

So, these are some of my fuzzy memories, that you may want to pass on to the Vermont Historical Society museum, for their one-year show on Vermont racing. I do have some photos if I can find them. This is almost a "My Story", but not intended to be about me. Please pardon the poor typing as I am out of practice and my typewriter is getting old also.

John Mahnker

★ ★ The VAE April Email Auction

Below you will find items identified by lot numbers.
 If you would like to make a bid simply email gafiske@gmail.com, state the lot number and place your bid.
 There are no reserves and on the 5th of April the bidding will close.
 The winning bidders will get an email telling them where they can pick up and pay for their items.

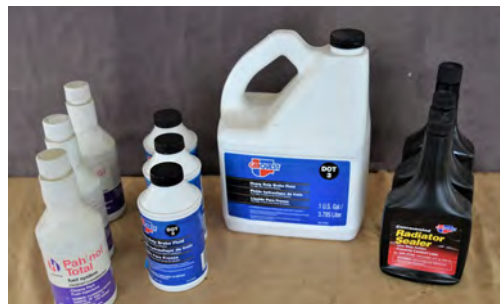
*Have some fun bidding and if you have something nice to donate to the VAE... Thank You,
 the proceeds from your gift goes to our education fund.*



Lot 4-1...
 Metal Tonka toys. Jumbo NYLINT
 dump truck & Ford D750 tractor
 w/t backhoe and bucket. Needs
 work but we found a Jumbo selling
 on Ebay for \$400,00



Lot 4-2
 Our last
 Pennzoil.
 11qts. 10W50
 3 qts. 10W30 full syn.
 3 qts. Reg 10W30
 2 qts. 5W30 full syn.



Lot 4-3
 Our last.
 3 fuel conditioners
 1 gal. plus dot3 brake fluid
 3 radiator sealers



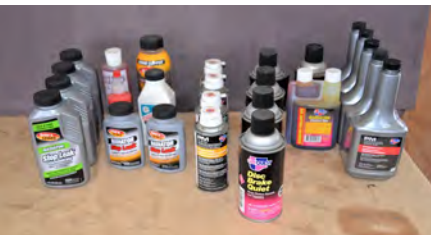
Lot 4-4
 Our last.
 3 qts. Carquest 15W40 HD
 5 qts. Carquest 10W30
 7 qts. Havoline 10W30
 5 qts. Havoline 5W30



Lot 4-5
 Our last.
 2 motor flush
 2 fuel injector cleaner
 9 radiator anti-rust
 6 engine stop-leak
 12 transmission stop-leak
 7 radiator flush



Lot 4-6
 Our last.
 55 Oz. Carquest Dot5
 Brake fluid



Lot 4-7
 Our last.
 A little of everything.
 Mostly radiator maintainer...



Lot 4-8
 Our very last auto "stuff".
 Gear, jack & ATF oil.
 Tire cleaner
 Gear grease

Did you notice the
 "OUR LAST"
 Words.

We are out of the Carquest
 donation to the VAE.
Thank you to Carquest.

We have only a few more
 member gifts to the VAE.
 You will find them next month



My Story

from John Mahnker

In reference to early race tracks in Vermont, there was a lot of activity on the Eastern side of the state.

My interest was sparked when I was told of the "Jalopy races" around 1948 at the Plymouth, New Hampshire fairgrounds. It did not sound too dangerous and I thought I might try it and went down to take a look.

The cars raced at the fairgrounds horse track and some were impaled by planks as they struck the fencing. In one wreck a race car ended upside down on top of another car. Pretty wild for racing with old cars.

But the fever soon moved to Vermont with three local fellows starting a track 3 miles from my home in Wells River at Boltonville. They were my good friends. Gene Bemis, Joe Vielleux and Clint Boyce combined parts of their names and called the track Gejoclin Raceway.

An oval course was bulldozed partly in an open field and through the adjoining woods and it was rough. Racing was on Sundays for 2 or 3 years and a big part of the entertainment was the numerous fist fights between the drivers after some of the races. That location is now the site of the Blue Mountain School serving Wells River, Groton and Ryegate.

During this time other tracks were opened. One was around Barton in a natural bowl where spectators could look down at the action. The course was loose and sandy soil and racers could not get up much speed. I only went there once. Another track was built near Corinth. It crossed a stream on a narrow Bridge that was only one car wide. That made a bottleneck in the action. Those tracks did not last long.

Then in the early 60s George Barber, a Bradford junkyard operator and expert mechanic, leased land off South Road and built Bear Ridge Speedway. He built a great quarter-mile track with light, bleachers, restrooms, concessions and scorekeepers booths. All those things the previous tracks did not have. I was the track announcer for the first two years.

Cars stripped for racing were primarily coupes of the 30s and were mostly Ford V8s and some Chevys and Plymouths. Mr. Barber operated the track for a dozen or more years and sold it to cattle dealer C.V Elms. I was asked to return as announcer and served for another 2 years along live broadcasts by WYKR Radio. Elms made improvements and eventually turned the facility over to his son Butch Elms who is still the owner and continues to make improvements.

Now I only go there once a season when my employer, Wells River Savings Bank, sponsors a race night. We enjoy VIP viewing in air conditioned comfort with a host and hostess to serve food and drinks. The coupes are still raced and several other classes all the way up to the powerful modified and is still a clay track with lots of action. I drove the pace car on a few occasions.

Another dirt track, Northeastern Speedway, was built in Waterford between St. Johnsbury and Littleton beside Route 18, giving the old coupes two places to race. The spectator crowds were huge and that speedway added more and more bleachers after every meet. Also, more cars were attracted, more that 100 race cars were assigned numbers. Ken Squire was the announcer. Then Thunder Road, near Barre, was built by Squire and the Cooley brothers for high banked paved racing. This drew some of the Northeastern spectators away.

So, NE Speedway owner decided to pave over their dirt track. Bad decision. Drivers and spectators wanted dirt racing and attendance dropped drastically and the track closed. For \$200.00 you could buy an old car and make a dirt racer out of it. Now that land is privately owned and the remaining old drivers have a yearly reunion there. Some still own their old race cars and parade them around the track. Cake is served to everyone. Among others, I visited with 92 year-old NE Speedway driver, Pete Racine. A few years ago, he published a book about the old tracks and I contributed info and photos for his book. Just last summer he performed a barrel-roll exhibition and came out OK. I saw the video taken, including one inside the car during the rollover and it was rough. Not bad though, for 92 years old!

George Barber returned to racing by building two winning coupes for Thunder Road. One was #46 driven by Leland Ingerson and the other was #47 driven by Pappy Forsythe.



Picture from CATAMOUNT STADIUM WEBSITE
Cho Lee Collection

Please continue to page 11



Cars Coffee Vermont is back for 2018!
The first meet is May 19th At University Mall, 7AM to 9AM

What is Cars and Coffee? It's a gathering of vehicle enthusiasts, all vehicles. Have a look at the images in carscoffeevermont.com - you will see model T's, Subaru's, Vette's, 'Cuda's, muscle, street rods, trucks - everyone is welcome. It's truly impressive how something as simple as a vehicle brings folks of different backgrounds to speak a common language - cars. The wealth of knowledge that is exchanged is priceless. We had tremendous turnouts last year, approaching 100 vehicles each day. A professional photographer and many spectators taking photos, as well as videos, of several events posted on youtube, interviewing every car present.

I think it's safe to say, at 7am every 3rd Saturday morning of the month, May through October, the VAE has Vermont's largest vehicle gathering.

Come join us! Coffee is provided by IHOP in the Mall.... *John Malinowski*

Coming VAE Events for 2018

The April 28 VAE meeting will be held at 11:00 AM in the Community Room of the Vermont Historical Society which is located at 60 Washington Street, Barre, VT.

This is the opening of the society's new exhibit for 2018 - **Anything for Speed - Automobile Racing in Vermont**.

Bring a bag lunch; the club will supply drinks.

This exhibit will explore a century of automobile racing in Vermont from dirt tracks plowed through farm fields to NASCAR affiliated asphalt tracks. It will feature the racers, the announcers, and the spectators to highlight the importance of automobile racing in Vermont's history.

This date is also the opening day for Thunder Road. Some of you may want to coordinate your trip to Barre with their opening day activities. At 9:00 there will be a Thunder Road car show of race vehicles in downtown Barre followed by a parade of race vehicles to the track at noon. In the afternoon there will be open practice on the track from 1:00 - 5:00 PM. See

www.thunderroadvt.com

See you in Barre on Saturday, April 28!

May - Subaru Race Team - on a Saturday, date, time, and details to be announced

June 23, Saturday - 11:00 Visit John Vetter's military collection in Glover, VT. Bring a bag lunch and a chair, the club will supply drinks. Meeting to follow lunch.

June 16 and 17 - VAE Shelburne Show at Shelburne Museum

June 25, Monday - The Great American Race will come to Burlington. We will be welcoming the racers, including VAE member, Terry Riggs. We are thinking of putting on a display of members' vehicles. Details to be determined.

July 15, Sunday Short rally on paved back roads from Milton Diner to John & Carol LaValley's camp on Maquam Shore. Pot Luck, club will supply drinks, meeting to follow.

Also in July, a possible overnight trip to Hemmings Drive-In in Bennington, VT. Ken Gypson is working on this.

August 10, 11, 12 - VAE Antique Car Show at Waterbury

August 25, Rain date August 26, Wings & Wheels Swanton Airport. Hosts George Coy, Hal Boardman, Jan Sander

September 29, Saturday - Visit Dick Mazza's car and memorabilia collection in Colchester. Meeting to follow. Bring a bag lunch and a chair, the club will supply drinks. Time to be announced.

October - Gypson Tour hosted by Don and Anne Pierce. Date and location to be announced.

November 3 or 4 - Annual Meeting Date and location to be announced

December - Holiday Party, Date, time, and details to be announced



If you want the latest VAE events schedule, **John Lavallee** invites everyone to visit our website (vtauto.org) and click on "See all VAE Events"

The Education/Outreach Committee meets every 3rd Saturday of the month at 10 AM. Call Ed Hilbert at 802-453-3743 or Gael Boardman at 802-899-2260 for meeting location.

#####

The VAE Board meets quarterly at Whitney Hall in Williston at PM. Call Dan Noyes at 802-730-7171 or Dave Stone at 802-598-2842 for dates.

Wheel Tracks Classified

For Sale....

About a 1950 Ford 4 speed transmission with p.t.o from a army truck. \$100.00.
Ellie & Marvin Ball 802-425-3529

For sale..... Farmall Model C tractor,
1948-1951. Good condition. runs very nice. New battery, has PTO. Asking \$3000. Roy Martin
Call 802-862-6374 .

April Bumper Sticker...

Please don't hit
me.
I am not 100%
sure of my
coverage



For Sale..... 1910 Harley Davidson Model 6 replica. 30 CI F head single 4 HP. Battery ignition. Renault Gray. Lettered, pin striped and nickel plated as original with proper head lamp and tire pump.
An original would be over \$100,000.

This machine is an accurate replica of a 1910 Harley-Davidson Model 6, built carefully to original specifications. It features the belt drive, IOE motor and simple controls of the original machine. Best of all, it's brand new and runs and rides as it should. Made to original specifications, this replica offers an opportunity to experience the joy of riding a 110-year old motorcycle without the fear of destroying a rare piece of history. \$22,000. Call Fred Gonet at 802-226-7709

Wanted....

I would like to talk to someone who owns a Shay Model A reproduction Ford. I have always liked the idea having one but would like to ask 20 questions before I start looking.
Call Paul Wagner in Bridport, VT
802-758-2420



Do you need a VAE name tag?

Contact Christina

christina.mccaffrey@vtmednet.org

How about a VAE banner for your car?

Call Wendell Noble to order one. 802-893-2232

For sale..... Distributor machine

This is a machine to set up and test distributors out of the engine. Newest listing of specs on the machine are dated 1942. Will do Ford flat head distributors as well. \$350.

I also have Black and Decker valve grinding machine for valves and seats. \$450.

Contact Tim Maclay at 802-454-7853 or timco802@gmail.com if interested.



For Sale....

1965 Plymouth Valiant 200 sedan. Excellent condition in and out. Original 273 V-8 with Torque Flight automatic transmission. Power steering, electronic ignition, 14" whitewalls with flawless correct '65 wheel covers. Mint blue interior and white exterior, chrome perfect. Started life from an Alabama dealer and has been in the south all it's life until I purchased 3 years ago. Drive anywhere. Have 2 folders full of all receipts and window stickers etc. Fully documented from day one and always garaged. \$9,500

It's time to downsize. cgeeb99@gmail.com or 802-249-0272

Dear Editor: I noticed a mention of **Chuck Haynes** in Wheel Tracks this month and wondered if you knew of his fame. He died a couple of months ago of cancer.

His widow is the daughter of Paul Dutton, who along with Ruie DuBoise was a member and collector of elegant antique cars.

Paul and Ruie are both dead now, but Ruie is remembered as the founder of DuBois Construction, which is carried on by his son Donnie and his Nephew, Phil Scott.

Ruie's sister is Gov. Phil Scott's mother.

There was a lengthy obit in the Times Argus for Chuck.

Chuck was a Flea Mkt. vender at Stowe as recently as this last show. He had a warehouse full of parts, especially Ford.

This summer, he and his wife came to an Historical Meeting in Northfield in a 71 Ford convertible that looked in showroom condition.

I remember these things because I'm 90 years old March 18th.....**Les Skinner**

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



1963 VW Bus Kombi
John & Darlene Drinkwine, Barre, VT



April 2018

Check the date after your name,
Your VAE Membership
might need to be renewed.



From what you see above to the CJ on the front page....WOW!