

# Wheel Tracks

A little of what has happened to this  
1930 Chrysler Roadster CJ  
the past 34 years.

*Turn to page 6*



The Official Monthly Publication of "Vermont Automobile Enthusiasts" by "The Vermont Antique Automobile Society"

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The Old and the New



Thanks to the interstate highway system,  
it is now possible to travel from coast to coast without seeing anything. *Charles Kuralt*



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**The Vermont Antique Automobile Society is a tax free 501c3 organization dedicated to the preservation, protection, promotion and appreciation of automotive history and technology.**

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Your editor and other authors are made aware of some new products, services or information that they feel may have value to VAE's membership. These products, services or informationals are not an endorsement by the VAE unless otherwise noted. The opinions are solely those of the particular article's author.


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## **EVENTS.... WHAT'S NEXT ?**

### **December**

 **December 8th Sunday 1PM.**  
Holiday Party at JP's Restaurant  
*See page 2...*

### **January**

 **January 25th, Saturday 11AM**  
VAE meet at St. Leo's Hall in Waterbury.  
*See page 13 for details.* ❄️ ❄️



Club member Carroll Bean has had a stay in the hospital and is having surgery next week.

Please keep him in our thoughts and prayers.  
His address is 222 south pleasant St.  
Bradford, Vermont 05033



Days-of-old, The car is a guide for the plane to 'pick' the mail from a high-line without having to stop.  
Note the tail hook ....



**Annual Holiday Lunch and Yankee Swap**  
**December 8th, 2013**

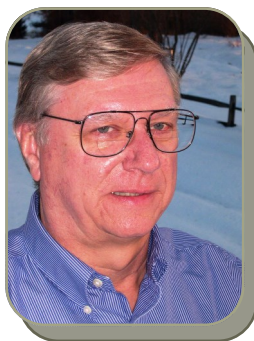
**Location:** JP's in Essex Junction, Vermont  
39 River Road (Route 117)

**Time:** 1 pm sharp for lunch,  
Yankee swap at 2pm.

*Bring a gift to swap, if you buy a gift to swap, please spend no more than \$15.00*



## FROM THE PRESIDENT... JIM SEARS



There are less than two months remaining in 2013 and much to my relief I'm writing my final President's message. It is hard to believe how fast the year has sped by. I hope you have enjoyed this year's VAE/VAAS events as much as I have. I am looking forward to a variety of meets in 2014. Thank you to Bob Lalancette, this year's 1st VP, and all who assisted him in organizing our monthly meets for 2013.

We had a great turn out for the annual meeting, over 70 people in attendance. There were a few new faces and some I haven't seen in sometime. Our meetings are important for sharing our love and knowledge of automobiles, and communicating with each other. There is nothing like being there in person. While you can find and exchange a lot of helpful information via the internet, you have to be there for the smell of a smoky exhaust or stale gas to bring

tears to your eyes. Oh yes, we have been known to break bread together at many of our gatherings; something Les and I always look forward to.

Our December Holiday Yankee Swap and January collectors display with pot luck meets are always popular. While the weather usually doesn't permit us driving our old cars, we can still share our interest in them. Keep the dates open for these events. If you haven't attended either of these events before I hope you plan to this year.

See you there,  
Jim

## YOUR EDITOR... GARY FISKE

I hope you enjoy this month's "Feature Story" of Wendell Noble's 1930 CJ Chrysler. I got the story info from five sources and what a story this little roadster has created! It was like peeling an onion; every time I asked a question I would have to go back and add info to something I thought was complete. This small 'incomplete' accounting of the car's life the past 34 years is amazing, can you imagine the story it's 83 years would read like? Thank you to the folks who helped me with the info for this.



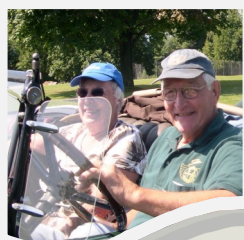
I hope some of you have checked out the changes in the first three pages of our website. New pictures have been added to the upper right corners that change each time you go to the pages. A web-page slide show has also been added to our home page that shows the past eleven feature pictures from Wheel Tracks. The plan is to renew the slide show each month just to keep things from getting stale. Our webmaster, Rachel Smith and I will be updating three pages each month and hopefully be done in about 7 months. Ascetics, newer photos and other minor upgrades will be the main focus as I just cannot take on upgrading all the text....and some of the text is really old. If I am lucky, I will be able to find folks to work on a few text areas that really need help. Thank goodness we have a webmaster who is easy to work with and very patient..... Thank you Rachel.

Remember the "Two Volunteers Wanted" on page 13 last month. The idea was to create a 'VAE Buyers Guide' so we can get to know these old cars we love so much and maybe some help when we decide to purchase one. Not a 200 page book, just a couple of paragraphs each month to keep our interest up. Well, there were four replies that started out with **"you should do this or you should do that"** and my whole intention was for **"me not to do"**. I figure by the time I am 104 I will have folks figured out, until then..... No buyers guide.



You will be seeing this little guy on a post card in your mail box in the next 30 days.  
It will be a reminder to pay your dues for another year.  
Please make Christina McCaffrey's life easier by taking care of business promptly.

## VAAS LISTENING POST from Wendell Noble, VAAS Chairman



Well, the VAAS annual meeting is behind us, and quite pleasantly so. Dave Sander and Tom McHugh were elected to join the board of directors, filling vacancies left by Andy Barnett and Jan Sander. A budget proposed by the directors was approved. The meeting presented an excellent opportunity to illustrate and discuss the year's activities with the membership at large. Two significant observations arise from this year end accounting.

First of all, in compiling a list of members who have actively taken part in the VAAS charitable and educational activities through the state, I was impressed by the length of that list. We all seem to be involved, one way or another. The second observation is the vast amount of activity, time and effort that falls into this category. The Golden Wrench Award, Vermont Road Show and charitable donations are recent undertakings under VAAS auspices. The

VTC scholarship, Wheel Tracks and the website are long standing VAE activities that predate the VAAS formation.

The significance of these observations is that they illustrate that most of the time we devote to our club's activities qualifies as that of a 501c3 nonprofit organization. The day that we merge into a single organization with a single name may be nearer than we had projected. Very near indeed.



# "THE SOFTER SIDE"

A Column Shared & Written by Mary Noble (Left) & Nancy Olney (Right)



## FOND FAREWELL from Mary Noble

There are, as I've said before, some of the nicest, kindest, interesting and unique, members of our VAE club. It seems appropriate to pay tribute to Joe Kaelin and Gene Towne whom we lost recently. I didn't know Joe as well as I knew Gene, but always thought he had the kindest face and demeanor about him. Meeting his family at his memorial service illustrated what a great parent and grandfather he was. One of his daughters told us how Joe was always available to watch over grandchildren and she shared with us a "Joe moment". A granddaughter was crying and carrying on when he turned to her and said, "You need to stop that noise - it is Sunday and therefore not your day to cry", and then went back to what he was doing. She was so busy trying to figure out what had just happened that the crying ceased. Joe had such courage and always kept his subtle sense of humor, indeed, a unique gentleman.

We first met Gene when we bought his house in Milton located on what was appropriately called Swamp Road. We had to walk to the house, as the road was impassable by car, truck or tractor, a real mud bog in the spring. We bought the house anyway as it was brick and surrounded by beautiful countryside. One day in mid winter, Gene stopped by to ask what we were using for water. I answered, "the faucet" and he said, "I'll be darned; that water pipe under the road usually is frozen by now". Sure enough, two days later, it did freeze, so we called Gene and asked what do we do now. "Oh, you call the local "go-to" guy who will bring out his arc welder, hook it onto that wire next to the road and thaw out that pipe." Wendell knew the wire he meant, because he had cut it off the previous summer. After much poking into frozen ground with crowbars, shovels, etc., we finally located the pipe and had it thawed. This was in the 1970's and over the years we met the entire Towne family and were made to feel part of it. Then there were the phone calls from Gene: "Wendell, want to go to an auction or sale and/or check out a car, boat, tractor, or, let's go to Dearborn for Ford's anniversary celebration." "Mary, how do you make rice pudding?" "What's that guy's name? You know, the one that lives on the hill?" He was always sure that I needed something he happened to have (many "somethings"), and I should come over and take a look. I'm not sure that we ever saw him wearing anything but his trademark overalls, slouch hat, and suspenders, of course. We will miss Joe and Gene and feel privileged to have had them in our lives. They were true Auto Enthusiasts!



**EUGENE CARPENTER TOWNE - MILTON** - Eugene Carpenter Towne, 89, died Thursday, Oct. 24, 2013. A lifelong Vermonter and overall connoisseur, Gene was born on March 25, 1924, to John and Glee Carpenter Towne. He left the state he loved only long enough to serve in the Navy during World War II. Gene worked as a Master Electrician and Plumber before returning to his dairy farming roots. Ever interested in engines, tractors, and cars, Gene built an impressive collection of American efforts in all three. In 1949, he married Arlene Littlefield, who remained his sweetheart until her passing in 2003. Together they had three children, all of whom survive them both, Bruce and his wife, Kathleen Towne, Patricia Towne, and Pamela Towne and her husband, Steven Danaher. They are also survived by seven grandchildren and seven great-grandchildren. A funeral service was held on Monday, Oct. 28, 2013, at 10 a.m. at the United Church of Milton, with burial following in the Milton Village Cemetery.





Farmer Joe decided his injuries from the accident were serious enough to take the trucking company responsible for the accident to

court. In court the trucking company's fancy lawyer was questioning farmer Joe.

"Didn't you say, at the scene of the accident, 'I'm fine, '?' asked the lawyer. Farmer Joe responded, "Well, I'll tell you what happened. I had just loaded my favorite mule Bessie into the..."

"I didn't ask for any details," the lawyer interrupted, "just answer the question. Did you not say, at the scene of the accident, 'I'm fine'?"

Farmer Joe said, "Well, I had just got Bessie into the trailer and I was driving down the road..."

The lawyer interrupted again and said, "Judge, I am trying to establish the fact that, at the scene of the accident, this man told the Highway Patrolman on the scene that he was fine. Now several weeks after the accident he is trying to sue my client. I believe he is a fraud. Please tell him to simply answer the question."

By this time the Judge was fairly interested in Farmer Joe's answer and said to the lawyer, "I'd like to hear what he has to say."

Joe thanked the Judge and proceeded, "Well, as I was saying, I had just loaded Bessie into the trailer and was driving her down the highway when this huge semi-truck and trailer ran the stop sign and smacked my truck right in the side. I was thrown into one ditch and Bessie was thrown into the other. I was hurting real bad and didn't want to move. However, I could hear ol' Bessie moaning and groaning. I knew she was in terrible shape just by her groans. "Shortly after the accident, a Highway Patrolman came on the scene. He could hear Bessie moaning and groaning so he went over to her. After he looked at her, he took out his gun and shot her between the eyes.

"Then the Patrolman came across the road with his gun in his hand and looked at me. He said, 'Your mule was in such bad shape I had to shoot her.'

"Then he said, 'How are YOU feeling?'"



### WORDS YOU DON'T HEAR ANYMORE.

From Gene Fodor

That dog is not coming in this house. I don't care how cold it is out there, dogs don't stay in the house.

Sit still, I'm trying to get your hair cut straight and you keep moving and it is all messed up.

Hush your mouth! I don't want to hear words like that. I'll wash your mouth out with soap.

It is time for your system to be cleaned out. I am going to give you a dose of castor oil tonight.

If you get a spanking in school and I find out about it, you'll get another one when you get home.

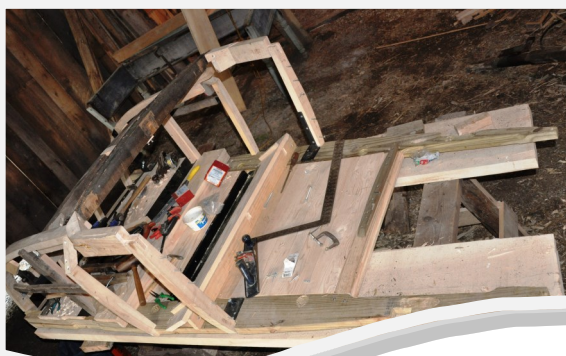
Quit crossing your eyes. They will get stuck that way.

Soak your foot in this pan of kerosene so that bad cut won't get infected.

When you take your driving test, don't forget to signal each turn. Left arm straight out the window for a left turn; left arm bent up at the elbow for a right turn; and straight down to the side of the door when you are going to stop.

It's, "Yes Ma'am" and "No Ma'am," to me, young man, and don't you forget it.  
And finally,

Be sure and wash good behind your ears. There is enough dirt there you could grow corn in it.



**This picture to the left and** the picture on the front page were taken in Wendell Noble's barn in Milton, Vermont on May 20th, 2011. The picture on the right was taken over two years later....about a week ago. As you can see much more work remains but it should be easy to see the exhaustive work that has been done.

**Resurrecting an old car** takes determination, planning, a lot of

love and simply one step after the last until it is complete; Wendell Noble is on that journey with this 1930 Chrysler Roadster CJ (Chrysler Junior). Wendell had completed the wooden sections of the body using mostly rotted parts as patterns that he found at a location in Southern New England. He then attached the steel 'skin' with screws and nails; just like the factory did it in 1930. The CJ body arrived at John Johnson's body shop in Enosburgh (*Mountain View Autobody & Sign Design...check out the business card on page 14*) last Fall for the finish paint work. The correct paint color was found, after a lot of research and 85 to 100 hours later the beautiful green finish with a darker green trim was completed (see page 16). Here is a part of the process at the body shop.....

1. The body was attached to a dolly while at the paint shop. **Ken Labonty** did most of the 70 plus hours of work on the body to get it ready for paint. The first task was to remove most of the filler that Wendell had applied during his hours of preparing it for paint. Johnson said he wanted to be certain the filler would be compatible with the layers of work that he would be adding. Johnson's advice; if you are going to bring him something to paint...just prime the steel, he will do the rest. The plastic filler that Johnson uses is Everlast Rage and when that work was complete it was block sanded with an 18X4 inch pad four times using 36 grit to 180 grit paper.

2. The next step was to use a relatively new process of 'spraying' the coats of filler on the body then going through the block sanding process again. Body filler resin is a thermal-set plastic, it cures with heat. In body-shop terms, the thermal-set filler allows it to "not-wake-up-again" so no matter what is added to the surface of the filler material, the filler will not break down. It is unbelievable the humps and bumps an automobile can acquire over the years, especially an 83 year old car, and that is where the filler comes in. Light is used to detect the body imperfections but a good body-man can simply use his hands to know where the work is needed.

3. When the filler process was complete it was time for Ken to apply the **Acrylic Primer Surfacer**, at least three layers so the sanding process will not 'break through'. Then more sanding with up to 300 grit paper.

4. Next the **Primer Sealer** is applied and Ken's job was done; the body was ready for the 'base PPG 2-stage' paint and then the clear coat. That is when **Chad Johnson** comes into the story, Chad is John's brother and the resident paint expert. When the base coat is complete a clear coat is applied and for this CJ there was up to 30 hours of buffing that brought it to the finish you see today.

**Wendell then brought his frame to the shop** and everyone was involved in very carefully placing the body on it. Speaking to John Johnson later, he mentioned the work on Wendell's car would have cost at least another 25% if it needed to be returned in a short or specific time. Having the car for these 11 months allowed him to bring it out when the shop was not busy instead of having his shop tied up with this one project. Something for all of us to think about when we send a project out.

**So, where did Wendell get this 1930 CJ?** It came from a VAE member who lives in the North East Kingdom, Dave Maunsel. Wendell got the car basically as a collection of parts and pieces, just like Dave had gotten it some 34 years earlier from a gent in Saxton Rivers, VT. Dave had collected additional needed parts while he had it along with having the engine rebuilt by Tri-Town Automotive in Brattleboro. Dave did work on the frame, hired a fellow to rework the doors and found a friend of Pevy Peake's to do body work on the cowl, hood and rear deck. As the repaired car parts returned to the Maunsel home they found many places for storage....over the garage, in the cellar and even under some beds. When the collection of parts arrived at Wendell's home it was discovered the doors were missing. Dave found them three days later in an upstairs closet.

Dave has always loved the Chrysler CJ since he had a 4-door sedan in the 60's while attending UVM in Burlington. He bought the 4-door from a Shelburne dealer by the name of Henry Parker and drove it for 15 years. When asked about the best feature of the car Dave said the Lovejoy shocks were probably it. The ride is great and his car never breaks down.



*From the left...Ken Labonty, John Johnson, Wendell Noble and Chad Johnson.*

*Continued.....See CJ on page 10*

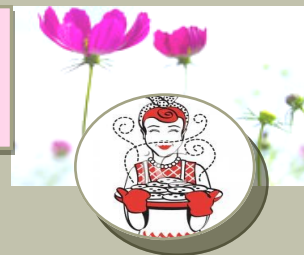




## FROM THE 'COOKIE' AT THE STOWE SHOW

BY MARNITA LEACH

*Marnita cooks & serves three meals each of the 13 days for volunteer workers at our Stowe Show*



### PUMPKIN MOLASSES MUFFINS

3 CUPS BROWN SUGAR

1 CUP OIL

4 EGGS

15 OZ PUMPKIN

3 1/2 CUPS FLOUR

1 TEASPOON BAKING SODA

1/2 TEASPOON BAKING POWDER

1 1/2 TEASPOONS CINNAMON

1 TEASPOON NUTMEG

1/2 TEASPOON ALLSPICE

1/2 TEASPOON GINGER

1/4 TEASPOON CLOVES

1/4 CUP MILK

1/2 CUP WALNUTS, CRUSHED

COMBINE SUGAR, OIL AND EGGS. ADD PUMPKIN AND MIX WELL. COMBINE DRY INGREDIENTS IN BOWL. ALTERNATE MIXING MILK WITH DRY INGREDIENTS AND PUMPKIN MIXTURE. POUR INTO BAKING CUPS. ADD A FEW WALNUTS ON TOP AND BAKE AT 350 FOR 20 MIN.. MAKES 2 DOZEN



Above.....Nick Nadeau and Duane Leach accepting the 2013 Anne Gypson Tour Award from Ken and Nancy Gypson at the 2013 Appreciation Dinner. Nick and Duane will have the pleasure of arranging the tour in 2014.

Right.....John Vetter is presented the 2012 President Restoration Award from David Sander. John's restoration of his "Rosie Recon", the 14,000 pound six-wheel drive armored reconnaissance car was a perfect project for the award.

Congratulations Nick, Duane and John.





## "Braking news" or "LED Story"

How many of you are worried about over taxing the electrical system on your antique car?

How many of you are looking for a way to make the rear lights on your car more visible? Recently I was behind a Cadillac with a LED third brake light and conventional incandescent left and right stop/directional lights. I was struck by how much faster the third brake light illuminated as compared to the conventional incandescent tail lights when the driver hit the brake.

I thought about this when our MG TD burned out yet another brake light switch. The replacement brake light switch lasted about 300 miles before it burned out. The replacement switch just can't handle the amperage of the incandescent stop lights. The MG does not have a relay in the brake light circuit, or any other circuit for that matter. All the switches in the car handle the full amperage of the circuit. Of course this is true for the stop light switch too.

Another problem with the tiny brake lights on the MG is they are dim, and not very visible. I have almost been rear-ended more than once, and I have even had people yell at me that the lights don't work, because they could not see them in day light.

So, I have decided that with the lower current draw, quicker illumination, longer life, cooler operating temperature, and most importantly, the brighter light it would make sense to replace the standard incandescent bulbs with modern, plug in LED bulbs. The old bulb is a clear bulb behind a red lens, so it makes sense to get a replacement white led bulb right? WRONG! Science has a nasty way of proving conventional wisdom to be wrong.

Here is the reason that you do not want to use white LEDs behind a colored lens or filter:

-Unlike tungsten lights, white LED's 'trick' the eye into seeing white. Most White LED bulbs are made using two wavelengths of light, 460 nanometer Blue and 590 nanometer Amber. They are mixed about 70 percent blue and 30 percent amber. Using white LED's behind a filter (Red or Amber) will actually result in very little light being visible at all. This is because red and amber LEDs are color specific, they only emit one color. Incandescent bulbs and white LEDs produce all colors, which produces a visible white light.

If you put a white LED behind a red filter, all of the colors and the light energy required to produce those colors are filtered out, resulting in a much dimmer light.

Assuming that you are using a white LED behind an amber or red lens, you will lose (in the case of an amber lens, about 70% of the light generated). It is a very counter productive thing to do.

This is why they make white, amber and red plug in replacements for standard 1156 and 1157 bulbs.

The physics behind this is a bit complex. All you need to remember is to use a white LED with a white lens, a red LED with a red lens, and an amber LED with an amber lens. Simple enough, huh?

LED lights are another great invention that offers a modern, plug in upgrade to the old car hobby. LED lights are much safer, use a fraction of the electricity, run cooler, shine brighter, light up faster and last much longer than conventional incandescent bulbs. By replacing just the rear bulbs, there should still be enough of a load on the circuit to still cause the flasher unit to operate for the directionals.

LEDs are Light Emitting Diodes. Diodes only allow electricity to travel in one direction. They are like one way valves for electricity. When ordering replacement bulbs you must specify positive or negative ground, and 6 or 12 volts.





### A small "remembrance" of Joe Kaelin...

A couple of years ago we had a road trip to Southwestern Vermont to drop off and pick up some chroming projects. Joe joined us for the trip and we had fun exchanging stories all the way to Bennington and back. It had been a few years since Joe had been in Bennington and when lunch time came he started talking about a place that served the best meat loaf in New England...but could not remember where it was located. We drove up and down a few streets listening to Joe describe this fantastic meatloaf and how he thought Thursdays was the restaurant's "meatloaf day".

We never thought to stop and ask where this place was, that is just not the 'manly thing to do'....asking directions.

We finally found the place when we did break down and ask someone on the sidewalk. I still have Joe's smiling face in my mind as we all dove into the meatloaf and mashed potatoes lunch at the Blue Benn Diner.

### A remembrance of Gene Towne

I had not gotten to know Gene much but had heard that a couple of VAEers were going to be at his place helping him build his new garage. I think he was about 90 years old at the time. So I thought I would stop by and maybe get a few pictures of the building project for Wheel Tracks and get a look at this place with all the cool stuff I had heard so much about. When I arrived the boys were working hard at figuring out where all the pieces belonged. Gene was atop a ladder that must have been ten or twelve feet high working at the roof section. All I could see was the bottom of his feet, he had his normal bib coveralls on and a tool pouch around his waist. He didn't stop working as this visitor walked in. A while later, as I was talking to the others, Gene walked up behind me and gave me a poke in the ribs with that Cheshire Cat smile and his eyes full of excitement. His new garage was not far from being finished. That tool pouch turned out to be his oxygen tank, it was just a minor inconvenience for him. Since that day, I experienced many Gene moments and learned many lessons from him.

*Gary Fiske*



**VAE Gossip** by GCF



**A while back a few of us VAEers** went on a road-trip into the Northeast Kingdom and met a gentleman by the name of **Fred Webster** of Coventry. Fred was about ninety years old at the time and his present project was building his third full size stagecoach. Fred's passion is antique farm equipment and he had barn upon barn brimming full of some of the oldest farm machinery you would ever see.

We went away thinking this would be a wonderful destination for a VAE tour someday.

**Dan Noyes** is a "Kingdom person" and he is also our events planner for 2014. Maybe our stars will come together and Mr. Webster will see us....

Anyway, back to Mr. Webster. It seems the TV show "**American Pickers**" came to visit the Webster farm last month and spent a good part of the day there with their cameras.

The word is the feature will be on TV in three or four months.

Ninety-three year old Webster ended up selling an anchor that sat outside his porch. He was able to fetch a fair price plus two old lanterns for his next stagecoach in the trade.

**I was wondering through vendor booths in Hershey** this year when the world famous vendor-wonderer, Gary Olney, came out from the depths of a booth brimming with 'stuff', the booth that is....

We had spent a few moments comparing adventures when a gent pulling a Red-Wagon cart walked by us and Gary informed the gent that he had recognized him from last year at Hershey.

I am still wondering how the heck Mr. Olney recognized this guy from a short conversation 12 months ago among thousands of people around us.... I wonder if there is an X-ray machine that would allow me to study Olney's "upstairs", I'll bet it would be very interesting.

It seemed the gent was rebuilding a 1930 Chrysler Roadster CJ and could not find patterns for rebuilding the wood structure of the body. Gary had given him information about a VAE member who had these very wood parts in his possession. The gent had lost the contact info that Gary had given him and he was still looking for pattern wood to complete his project.

**Fast forward to a few days ago....**the gent recently knocked on Wendell Noble's door and a few hours later was heading back to his home in Pennsylvania with a car load of partly rotted, partly missing pieces of CJ pattern wood. Wendell said the patterns are safe and will be available later to VAEers for their CJ project in the future.

**One of the people working on Wendell Noble's CJ at the paint shop** asked if I would get the word out about a project car he has been looking for. Ken Labonty is looking for a 1966 Fairlane 2-door HT to restore. If you want to sell yours please contact Mountain View Autobody at 802-933-6428.

**I opened my computer a few days ago** to get the December Wheel Tracks started and you would not believe what I found. I usually 'build' next month's issue by 'tearing down' last month's, just like they did it in the 'ole newspaper days. That way I don't have to re-do many of the items that do not change....like the mast-head or all the fine-print stuff on page two.

Well, this day, when I opened last month's issue to start work I found hundreds of individual words with a double underline. Any time I would put my cursor on these lines an ad would pop up and some of those ads did not fit nor were they proper for car club newsletters or young eyes. They call it malware or malicious software and it makes a mess. With the help of a PC repair friend we downloaded a free anti-malware program from **malwarebytes.org** and I got my computer back. Have any of you ever seen this problem?



This 1910 Chalmers Detroit, *on the left*, belongs to this gentleman, *on the right*..... Lloyd Davis has been a member of the VAE for many years. Wheel Tracks wonders if maybe there is a story in that Chalmers?



*CJ from page 6....*

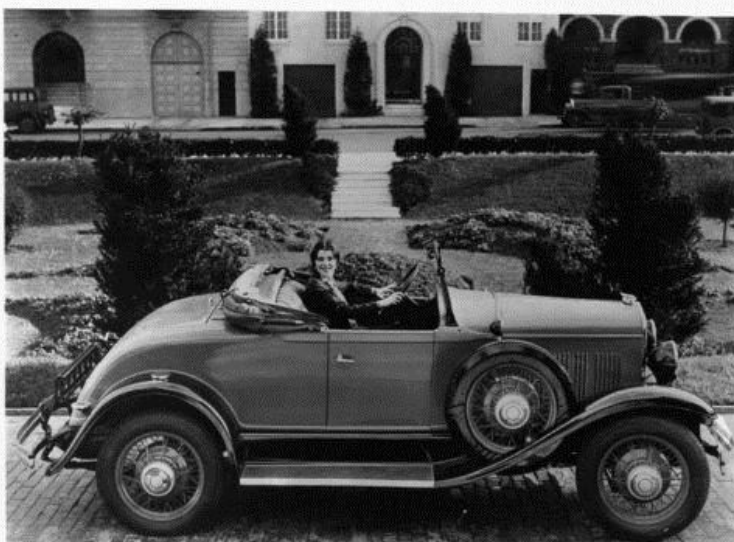
So when Dave heard about the CJ Roadster for sale in 1979 he had great plans to be driving one again. The day Dave purchased the collection of parts there was no paper to be found to write a bill-of-sale so instead of paper a hub-cap was used. The Saxton River gent turned out selling what he called a "complete car" with a few important parts missing and no matter how hard Dave tried to get the parts he was not successful.

Dave was later able to find what he needed for parts in Monticello, NY; a rumble seat lid and many of the rear steel body parts. Asked where the bill-of-sale hub cap might be and Dave said it got missing years ago.



You can see in the picture to the left the Chrysler CJ is now continuing it's restoration journey. Finish assembly, the electrical, the upholstery, some chroming and maybe even a new top. Dave Maunsell said, in jest, that he should have included in the sale agreement that he be allowed to have the finished CJ to drive for three weeks.....wouldn't that be a hoot!

gcf



**Factory Photo...1930 Chrysler CJ Roadster**

THE SATURDAY EVENING POST

# for Safety

stop "shimmying"  
stop "upthrow"  
stop "galloping"  
stop "sidesway"  
and  
assure control at high speed with

## Lovejoy

### Hydraulic Shock Absorbers

Better roads every year... better cars with which to enjoy them... but even the finest roads have their bumps and even the finest cars need this safety factor. For bumps... for smoothness at high speeds... for safety... Lovejoy!

A set of four Delco-Remy Lovejoys makes possible greater and permanent riding comfort... provides a greater and permanent factor of safety... eliminates galloping, sideways, upthrow and "shimmying"... and keeps the car easily controllable under all conditions. Motor car manufacturers know this. Certain leaders have already installed Lovejoys as standard equipment and others will soon follow their example. If your car is not already Lovejoy-equipped you can now have a set installed quickly and at a nominal cost.

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## Delco-Remy

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FOR OTHER CARS

Black Edition Hydraulic Shock Absorbers

The following cars have 4 Lovejoys as standard equipment on all models:

- WARMUN
- RED "FERRY CLUB"
- SAUBER
- LA SALLE
- RED "WALKER LINE"
- CAVILLAC
- CHANDLER
- BUICK

See your car dealer or any General Motors or Delco-Remy Service Station for Local Motors Service



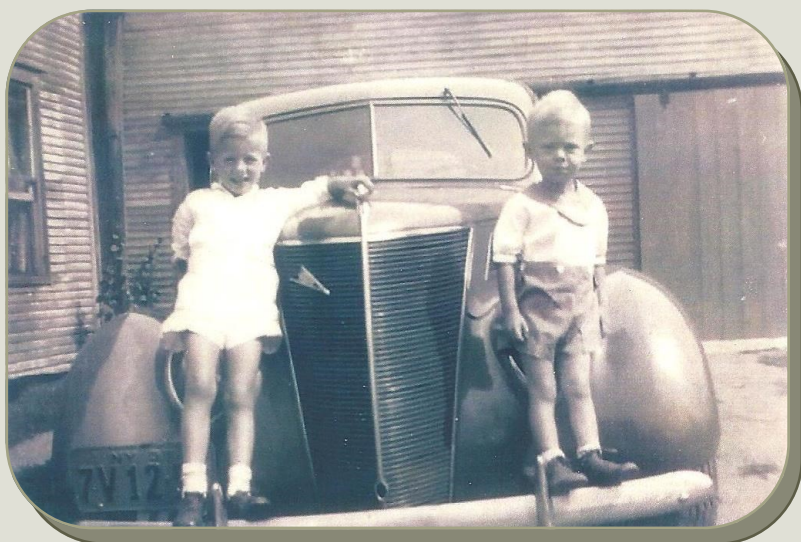
The Wheel Tracks editor was lucky to meet two VAE members for the first time at the Annual meeting at VTC.

Don Adams of the Doodlebug feature in July and Marge Turner of the Bill Turner feature in October.

The Turner's liked 1937 Fords...a lot!

Along with Bill's high school 37 and his later restoration of another 37, it seems Bills dad also had a 1937 Ford, pictured here.  
Five year old Bill is on the left and two year old Ted on the right.

Ted was VAE president in 1978 and oh, by the way, Ted also had a 37 4-door deluxe and drove it for twelve years until it got 'smashed up'.



Klifa home for 90 years

**BURLINGTON, VT** – More than 100 years after its founding, the Klifa Club is closing its doors and gifting its historic home at 342 Pearl Street in Burlington to the Vermont Community Foundation to establish the Klifa Club Fund for the advancement and well being of Vermont women and children.

The Klifa Club formed in 1900 with the express purpose of “mutual improvement of its members in literature, art, science, and the vital and social interests of the day.” The house at 342 Pearl Street has been the Klifa Club's home for over 90 years, hosting invited speakers and afternoon tea for its members.

As new membership declined in recent years, existing members considered dissolving the Klifa Club and discussed options for a charitable gift that would leave a lasting impact on their community. They chose to donate the house and its contents to the Community Foundation, which will use the proceeds from its sale to establish a charitable fund in the Klifa Club's name. They chose to

donate the house and its contents to the Community Foundation, which will use the proceeds from its sale to establish a charitable fund in the Klifa Club's name.

“The Klifa Ladies are pleased to have this opportunity to bequeath funds in their community that will support women and children,” says Klifa Club president Christine Powell. “This mission has been a component of the Klifa Club for well over 100 years.”

**The VAAS (the non-profit arm of the VAE) will be receiving a \$2,500 donation for scholarship use.** Christina McCaffrey, a member of the VAE and also of the Klifa Club was instrumental in guiding the funds to a worthy cause in our organization. There is a condition that the money must be used for purposes that help support women professionally. Our qualification for consideration is that women have been recipients of the VAE Golden Wrench Award and VTC scholarships funds.

Pictured to the right is Shelby Paquette, a student of Enosburg's Cold Hollow Career Center. Shelby was one of our first junior high schools students to be awarded the VAE Golden Wrench Award for her top communication and automotive skills. Shelby was quoted as hoping to one day own her own shop and from the respect she had earned as a student at the career center our bet is that one day she will fulfill her dreams.

The VAAS is already talking some “**What ifs**” with this great donation and the Klifa Club tradition that has been passed on to us with the funds.

What if.....our VAE Golden Wrench Award creates a special category for women to become a participant in the automotive field that has traditionally been male dominated? Our awards program is young and still in development, we could very easily add a few of the Klifa Club visions?

What if.... A few of our female VAE members changed the awards program little. Could we continue to inspire a third year high school student like Shelby beyond the awards ceremony.? Could we offer more support and guidance as she works toward her adult career?



Shelby Paquette

**What if.....?**

Since 1954, an organization of Vermont enthusiasts  
whose objective is to visit  
the state's 251 towns and cities.

## Become a Member of the 251 Club of Vermont

By going to  
**VT251.com**  
Or contacting

251 Club of Vermont  
100 Gilead Brook Road  
Randolph, VT 05060



**Eric Osgood and Glenda Rose of Johnson, Vermont ( also VAE members)** are working toward their 251 goal with Silver Annie, a 1929 Buick so named for the car manufacturer's Silver Anniversary celebrated that year. The couple plot their trips along the paths of parades and car shows where Silver Annie has an opportunity to shine.

"For a town to qualify as being visited and checked-off we decided that all three of us must be in the town at the same time and at least two of us have to be in a photo taken at a significant place in the town," says Eric. "I dare say that more pictures have been taken of us with Silver Annie than we have taken of the towns we've visited!"

On July 12, 2013, Eric and Glenda were married. Silver Annie was their "Flower Girl." The three of them spent a nine-day honeymoon touring the Bennington County area where they checked another 25 towns off their 251 list.

The couple tracks their progress on a personal page at vt251.com, where they also maintain a complete photo history of their travels.



\*\*\*\*\*



Professional photographer and 251 Club board member Orah Moore (left) of Hyde Park, Vermont. When she's not hiking trails or driving the back roads in search of the perfect Vermont scenic shot or visiting towns on her 251 checklist (47 towns left to go!), Orah is often paddling her kayak across quiet waters in photographic pursuit of another passion: loons.

\*\*\*\*\*

Jack Carter (right) and his partner Ted Schultheis of Waterbury, Vermont were living in New York City when they joined the 251 Club. Seven years and two dogs later they completed their quest and were featured in a story about the 251 Club in the Summer 1993 issue of Vermont Life Magazine.

"We were struck by how no two towns are alike in this very small part of the world. It was fun and a life highlight to experience something I believed was a great concept."

Jack currently serves on the 251 Club Board of Directors.



\*\*\*\*\*



"Wow what a great journey!" wrote Dan Gross of Fairfax, Vermont. Three years after he and his wife Nancy began visiting towns together in July 2010, the couple checked the last one off their 251 list on June 1, 2013.





# A New Year & A New 1st. Vice

From Bob Lalancette

**As your 1st Vice President and activities person,** I have to say thank you to all the VAE members for this past year's experience. I was driving back from the annual meeting at Vermont Tech and after I picked up the last road VAE road sign, I felt sad, yet relieved. This organization has a good thing going for it. One of those things is the rotation of people through its ranks. If it was like other car clubs, things would get stale. The leaders are always there, no relief, no fresh ideas. **The rotation allows** for the influx of new ideas, new activities and new ways of doing things. We still need the link to the past, but like our cars, we need new ways of doing things. Carburetors are now injectors and distributors are now computer controlled coils but the pistons and crankshaft is still there. Our club is the same. Our veteran members are our pistons and crankshaft, the power to the ground is through them. The history of our cars and past members come from them. The newer members are like the injectors, they have the technology to bring us new members and get them involved. **As I dropped down from the interstate into Barre** to get fuel, the gas station had a beautiful 1964 Rambler for sale. Years ago there may had been a 46 Kaiser sitting there. Things change and our organization is doing just that. The activities this past year allowed me to meet folks like Hamilton Hayes, Fred and BJ Gonet, and Stanley Lasell. I was grateful to meet them during our monthly meets. As the New Year is upon us, I'm looking forward to the exciting events being planned for 2014. I'll see you at one as we meet around our state of Vermont.



Hi, I am Dan Noyes  
your incoming 1st Vice  
for 2014,  
I would like to ask  
for your help in  
planning events for  
2014.

Please reply with your opinions  
And guidance.

to  
dan@streambanks.org  
Or my address in our roster

I would like your opinion on where  
you would like to have a  
VAE event or meet.

1. location Name.....
2. Address.....
3. Contact name and phone number.....
4. What is special about this place.....
5. Is there room for 40 people?.....
6. Would this make a great summer meeting place?
7. Is it wheel chair accessible?
8. Is there a bathroom?
9. Have we met there before?

He will be



## Vermont Automobile Enthusiasts And Green Mountain Region of AACA Combined Monthly Meet Pot Luck



**Installation of 2014 VAE Officers, Business Meeting, Automobilia,  
Memorabilia, and Collectables Presentation**

Saturday January 25<sup>th</sup> 2014, 11:00 AM – 3:00 PM

St. Leo's Hall behind St. Andrews Church  
109 S Main St (aka Route 2), Waterbury, VT 05676

Gather your favorite collection or part of it and bring it to this meeting to display. At the end of the business meet the remaining time will be divided between the presenters to tell why they have collected these items and what they have learned while doing so. Also bring your favorite covered dish to share. This is the favorite part for many.

### Tentative Schedule

11:00 AM or after to Setup displays and Pot Luck  
11:45 AM Pot Luck  
12:45 PM Installation of Officers and Business Meeting  
1:30 PM Display Presentations  
2:40 PM Clean up  
3:00 PM Depart

Contact our host Lucille and Gene Napoliello (802) 244-7536  
[bhcf332@aol.com](mailto:bhcf332@aol.com) or soon to be 1<sup>st</sup> VP Dan Noyes (802) 730-7171  
[dan@streambanks.org](mailto:dan@streambanks.org) with any questions.

# Hello...Here's My Card

**Guest Card**



**Mountain View**  
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 Enosburg Falls, VT 05450 Fax: 802-933-9428  
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 www.grainger.com

## Become a Member Of VAE For Only \$30.00



**Contact:**  
 Christina McCaffrey (Member Secretary)  
 89 Ledge Road  
 Burlington, Vermont 05401-4140  
 Or  
 www.vtauto.com



**Remember to Renew Your Membership for 2014**



# Wheel Tracks Classified

**Tour Banners  
For Sale**  
Sturdy cotton  
With ties.  
\$20.00

"Your Car Will  
Wear it Softly"

Gene Fodor 802-372-9146  
crownwheelwheel@comcast.net.



**December  
Bumper Sticker...**

**I don't care,  
I don't have to.**

**Order Your VAE  
Name Tag**  
Write \$7.00 check to:  
Phyllis Skinner  
PO Box 208  
Northfield Falls, VT  
05664-0208

**"Editor Drive-byes"**

Items for sale found along the highway that VAE members might be interested in. Join us....send a picture and the details for Wheel Tracks Classified.

\*\*\*\*\*



**For Sale...1994 Mustang GT.**  
8cyl, standard shift. Color silver, stored for 8 years. \$2500.00

**For Sale... 1968 MGB Roadster.** Restored 25 years ago with only 500 miles driven since. Color red, it has been stored for 25 years. \$3500.00

Call Al Ward at 802-524-2466

**For Sale...**  
BF Goodrich banner, 7 X 2.25 ft.  
Good condition, \$65.00



Elgin Auto clock  
#29578088 from  
26 Cady, \$125.00



1929 Mobil Oil Co.  
Award to Ernest's  
Garage Inc. \$45.00



1965 Prestone Anti-freeze  
Chart, \$35.00

Framed awards to  
Ernest's Garage, \$25.00,  
both for \$40.00.  
Call Hayden Janes  
802-848-3622



**For Sale.... Mud and Snow  
tires, newly new on 5-  
hole 205/70R/15 96T Buick  
rims ready to go.**  
Asking \$375.00 Call Ellie  
801-425-3529

**For Sale or Interesting  
Trade....** Seven 15 inch  
alloy wheels for Mercedes  
mounted with 4 pretty good  
summer tires, 2 good winter  
tires and a pretty scrubby  
spare.  
Gael Boardman  
802-899-2260

**For Sale....1931 Cadillac  
parts car (or ambitious resto-  
ration). Fleetwood V8 roll-  
ing chassis, dual side-  
mounts, 6 wire wheels, origi-  
nally a dual cowl phaeton.** No wood and missing  
top and most tinwork.  
\$3000. 802-862-6374

**Free... 7 tires, 33x5, all are  
useable, some with good  
tread, some with tubes. You  
pick up, must take all. Also  
2 bundles of 24"x3.5" insula-  
tion, new but a little dusty,  
take all only.**  
Call Roy Martin  
802-862-6374

**For Sale... Military dump trailer, 3/4 ton, Self  
contained breaking, Submersible lights & wiring,  
built of aluminum & gal steel, excellent condition,  
asking \$1700 obro. Call Duane 802-933-2772**

\*\*\*\*\*

1942 Burma jeep,  
\$400.00, leave  
message. Call  
207-589-4531



\*\*\*\*\*

1928 Hupmobile Parts, complete front end, rear  
end, engine runs good, transmission, all in good  
shape. \$350.00 OBRO Call Gene in West Bath, ME  
207-443-3910 or 207-443-2597

\*\*\*\*\*

Vintage automobile oil can  
oiler made by Gem Mfg. Co.  
Pittsburgh PA. Approx.  
11"x4.5"  
\$15.00. Mass., 1-774-200-  
1998





**VERMONT AUTOMOBILE ENTHUSIASTS**

Please Send Dues or Address Changes to:

**Christina McCaffrey**

Membership Secretary

**89 Ledge Road**

**Burlington, VT 05401-4140**



**Cereta Lamphere's Jaguar...Wow!**

**December 2013**



PRSRT STD  
U.S. Postage  
**PAID**  
Montpelier, VT  
Permit No. 61

This is the beautiful green on Wendell Noble's 1930 Chrysler CJ.  
Pictured here the day he brought it home from the paint shop.



A 'Jungle Shot'  
Of  
One of the Sander's MGs

