

July 2020 Year 67 #7



# Wheel Tracks



VAEer  
Richard Spitzer  
has a project on  
his hands with this  
1960  
Chevy Impala.

Read the story on  
page 7



The Official Monthly Publication of the Vermont Automobile Enthusiasts





FROM OUR PRESIDENT,  
DUANE LEACH

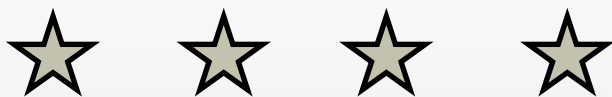
Hi Everyone,

Another month has gone by and 2020 keeps getting stranger. First, the COVID-19, and every thing being cancelled. Now all the violent protests. I wish there was a giant reset button to restart the year.

Hopefully everyone is finding a reason to get their old ride out for a drive around town, at least, to let people know the old car people are still alive and well. You might even get to talk old cars at the gas station! Better than nothing.

I would like to ask everyone to save the date of **August 8th** for a fun social distancing, driving event being planned for old car enthusiasts; members and non members. Anyone who has an old car, the more people the more fun it will be.

I have been working on my long, to do list, at home and somehow got talked into helping to put up banners on telephone poles in Fairfax. The banners contained BFA 2020 senior photos. Only 58 this year, glad it was a small class.



### Save August 8th for a Special VAE Day

A plan is in the works  
that does not even have a name yet,  
but  
Some call it a "modified parade"  
others  
Call it a "flash parade".

One old stager, wants to just call it  
"An old car get-together".

It might not even have a name  
when we finish the plan,  
but it will be lots of fun,  
and hopefully it will let our part of the world  
know the VAE is still around.

Stay tuned for further instructions.

### Save August 8th for a Special VAE Day



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## FROM YOUR EDITOR... GARY FISKE



I had some out-of-town visitors a few days ago. They were visiting family in the area who are friends of Sharon and mine. They wanted to see some of my cars, but like many of us, didn't quite know how to ask or how to go about it.

You see, they have a son who has a compromised immune system plus they knew some of the 110,000 US citizens who have died from the virus, as I do. Many of us are frightened of doing any of our old activities that were safe just a few months ago, but could kill you today.

They did come by, and they did see my antique friends, but they were on edge most of the time and it seemed when they returned to their vehicle to depart, they were relieved.

One heck of a way to live, right? Some might say my visitors were over-reacting. I say, they were going by the only information they knew, to keep everyone safe.

My point here is, we will not be out of the virus-woods for a while yet, some say it will be mid-2021. If we can stay patient we will be safe. Very much harder to do, than to say.

Please keep sending Wheel Tracks your little "Staying Home" stories. **We want to know how you are doing.**

A second benefit in reading your stories is, we might learn from your initiatives. This house has transformed. You can not believe the gourmet meals that have come from our kitchen the last few months! Our flower and veggie gardens are much more fun this year. Even getting Wheel Tracks out the door has become less stressful, mainly because I am unable to pile a hundred tasks on top.

So, Wheel Tracks would like to hear from you, write.



**Page 4...** Musings from Anne, in the Softer Side.

**Page 5...** The sixteen high school recipients of the VAE Golden Wrench Award.

**Page 6...** a few jokes from the 1971 Wheel Tracks, that you might not use today.

**Page 8...** Chris Barbieri on the days we used "Road Maps".

**Page 10...** Wendell stitches his engine head.

**Page 11...** Michael Storrs' first car was a VDub.

**Page 14...** Johnny's "One Piece at a Time, from Don Tenerowicz.

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**Wheel Tracks  
Monthly deadline to  
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5th of each month**

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

**Wheel Tracks**  
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VAE membership.  
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## "The Softer Side"

A Column Shared by Anne Pierce (Left), Judy Boardman (Center) & Nancy Olney (Right)

### "My musings from the past six months.....from Anne

**Happy 4th of July!** This day and, really, the past six months have probably been for you and me the most challenging in our day-to-day lives. We're all self-distancing except for family and close friends. What, the Governor has said we can be in groups of 25 now? At least that gives us the chance to enjoy family and those friends who you know well, and trust they have taken the same precautions. We will get through this and hopefully come out the better for it!

So what have you been doing these last six months? After pondering the question, you can probably rattle off some answers: doing nothing!, cleaning out closets with bags and boxes for Goodwill, puzzle-making, working from home, taking care of your children/grandchildren, maybe working on that old junker you never had time for, cooking up a storm. The answers are endless.....

By the time you read this article, my family will have grown by two! The end of June my niece, who lives in Maine, will have delivered baby girl Morgan, and my nephew and his wife, who are local, will have delivered baby girl Blair. The babies are each couple's first child and my mother's fifth and sixth great-grandchildren. My younger brother Tom and his wife Beth are hoping to see baby Morgan at birth, their third grandchild. They will have isolated for two weeks prior to the birth so they can travel to Maine and hold this pink bundle of joy. Unfortunately, Tom and Beth have not seen their daughter since December and have only seen pictures of her pregnant. There's nothing like putting your hand on the mama's belly and feeling that baby kick. Our family had to make the difficult decision to cancel both baby showers. It was disappointing but understandable, I was so looking forward to oohing and ahing over little pink baby things.

My COVID-19 isolation has been mostly home and driving two miles to my mother's, grocery/pharmacy shopping, and then home again. I'm so looking forward to dinner out where it's



not eating in the car or take-out. I'd like to eat at Zachary's seated in a booth, have someone to cook for me, wait on me, and do the dishes after I've eaten. My husband calls me a "cheap date," and I'm proud of it!

My biggest joy the last few months has been my gardens. With the weather so cooperative, I managed to get into the soil the first of April, and what a difference it's made. One flower bed that I had decided last year to take apart and grass-in has instead flourished, and I've been weeding like crazy, then hubby and I have been bordering it with stone. That's where my gorgeous burgundy red lilies live! To think I was going to cause their demise. And the new 30-by-4-foot piece of landscape in front of the porch that had god-ugly shrubs has

now been replaced with new perennials. Lastly, I gave my hubby Don a flag and flagpole for Christmas. It's proudly installed next to the front island flower bed. It even has a solar light that beams downward to the ground. **So what have you been doing these last six months? And Happy 4th of July!**

#### *A note from the editor.....*

*Miss Anne, "they" are not old junkers. "They", are special, unique, precious pieces of history. "They" are the reasons we, in the club, are put on this earth.*

*"They", are the reason we do not have to think twice, when "one" needs rescuing. No matter the finances required.*

*"They", are the reason we need all those specialty tools in our shops. No matter the finances required.*

*"They" are the reasons our wives love us so much and we are so easy to get along with..*

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## **Dave's Garage** by Dave Sander



Dave's Garage is giving space this month to the  
**2020 Golden Wrench Award Recipients.**  
Congratulations to you all.

## **The 2020 VAE Golden Wrench Award**



### **The Vermont Automobile Enthusiasts Golden Wrench Award**

May 29, 2020

(Address & student name.....)

Congratulations! You have been selected to receive VAE's Golden Wrench Award. We have found you best exemplify the qualities of the positive attitude toward learning and a drive to succeed in a career in automotive technology or any career that you choose.

The Vermont Automobile Enthusiasts is an antique and classic car club dedicated to the preservation, protection, promotion and appreciation of automobile history and technology. The VAE is based in Vermont with members from ten States, Canada, Europe and China.

Your award has come from our belief in the importance of education and continued learning. You are part of a very special group of Vermont high school juniors. You are one of sixteen outstanding students being recognized this Spring, from each of Vermont's sixteen career centers. Our hope is that recognizing you in your junior year, will energize you to use your last year as a senior, to focus on your future. We have learned of your demonstrative skills in automotive technology and believe you can be successful in any career that you choose.

We have decided to inform you about winning the award now, but because of the current situation with Covid19, we will not be able to present the award to you until school is back in session, in the Fall. Please notify us of any changes in your residence or status that we will need to know, in order to make certain you receive your award.

The VAE has been given the great opportunity to work with the Mac Tool Corporation which allows you to enter their Student Discount Program that qualifies you to a 50% to 60% discount as long as you are a student. All you need to do is apply online at Mac Tools and the discount is yours. The \$685.00 of Mac Tools that are being presented to you today is the result of this program.

Beginning this year, we have added a small scholarship to the Golden Wrench Award. It consist of \$500 which you may use should you continue your education at an appropriate secondary educational institute. Let us know when you have proof of acceptance to any field of study, from an accredited institution and we will release the funds to you. We hope you will take advantage of this opportunity to continue your education.

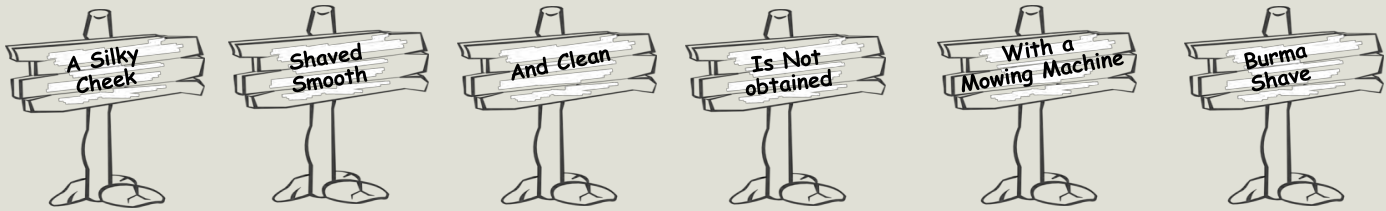
Your award today includes:

- \*\* The recognition of the VAE and your school staff for your accomplishments
- \*\* \$685.00 of Mac tools and our VAE Golden Wrench Award Trophy
- \*\* The book by Diandra Leslie-Pelecky, " The Physics of NASCAR"
- \*\* A one year membership in the VAE that includes our monthly newsletter "Wheel Tracks"
- \*\* A \$500 scholarship when you are accepted in any secondary education.
- \*\* Our Blessing to you and your future.....Good Luck to you (student name).

Ed Hilbert

Ed Hilbert, Chairman, VAE Education/Outreach Committee





**Used To be....**

**“SLAP..... the sound of a screen door.”**



A lady in a VW Bug drives down the freeway. All of a sudden the engine breaks down and she has to pull over to the side of the road.

She gets out of the car, walks to the front and opens the hood. Another

lady in a VW Bug comes by and asks, "What's the problem?"

"Oh, I must have lost my motor!"

The 2nd lady says, "You're lucky, I have a spare engine in the trunk of my car! You can have it!"

\*\*\*\*\*

Recycled from 1971 Wheel Tracks...

George gave up cigarettes and took up chewing on toothpicks. He has just been told by his doctor, he has Dutch Elm disease.

She wanted a fur coat and he wanted a car. So they compromised. They bought a fur coat and keep it in the garage.

**Epitaph....**

Here lies a pedestrian  
Much colder than ice.  
He only jumped once  
When he should have jumped twice.

You are old when you hear two conflicting voices.  
One saying, why not?  
The other, why bother?



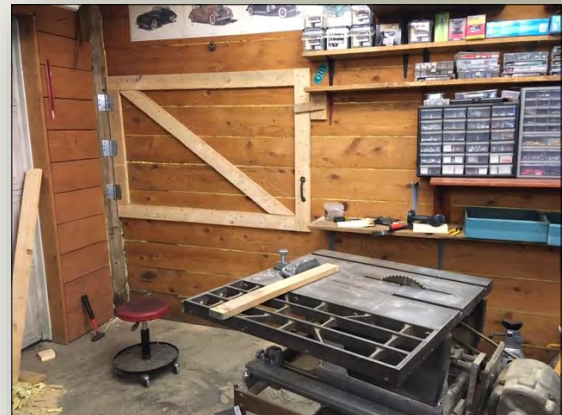
**How, I hope, my small paint booth will turn out.**  
From G. Fiske

**I have the door finished!**

You would not believe the 'stuff' I had packed into that corner!

I will now have to relocate everything and hope I will be able to find my re-located stuff, when I need to.

We visited **John Vetter's** garage in Glover a few years



ago and he had a great place, he had built, to spray paint small parts and not have his shop filled with fumes. It is especially nice during the winter when everything is closed up.

To keep from using up precious shop space, I am going to have the booth in a less needed, unheated area, where I can open the door and have access. I want to build an area big enough to paint a fender, so the space will be about 6 feet square and 5 feet in height. I want it well lighted and insulated. I hope, when it is 20 below outside, the booth will be warm enough. I might have to add some heat. Do you think an electric heater will make the fumes blow up?

I want hooks in the booth ceiling to hang items and be able to turn them to paint. I also want a built-in turn-table for the floor of the booth. Quite a few years ago **Ray Unsworth's** son gave us many boxes of things when he cleaned out his dad's garage. I hope I can use some of the ball bearings I have from that time, to build the turn-table.

Someone else gave me a left over furnace fan that I want to use for the exhaust. The fan is about half the size we normally see. I hope it will work OK and not create too much air flow. I am thinking about using some 8-inch stove pipe and maybe have a piece of the pipe completely across the back ceiling area with holes in it to draw out a more even flow of air. Just an idea, I am not sure if it will work.

My wife, Sharon, was concerned about her car becoming a different color. She parks it on the other side of the wall. I had to explain about the stove pipe extending to the outside of the barn, while she rolled her eyes. Why don't women trust us when we have "great" ideas?

Thank you John, for the idea. It has been a while now, of wanting to build the paint booth. Now that I have extra time, maybe it will happen.

From front page.....



This from Richard Spitzer.....

When my dad told me he saw a 1960 Impala for sale, I had no clue what one looked like.

Fins and a bubble top. What? I was 17 and driving a SAAB 99. I liked old cars, but had no idea what the models were back then. We drove over to Hyde Park to check it out. I was caught off guard a bit, it was big and turquoise! But we drove it around and it sold itself.

My friends rode in the car my last few years of High School at People Academy. Everyone liked it. Even my mom would borrow my car to run errands.

**I was jealous of the new 5.0 Mustangs and my buddy's Camaros.** So of course I tried flipping the air cleaner lid to make it sound powerful. I tried a big 4 barrel on the 283. No more

power, but sounded great. I did get a dual exhaust system on it and some new Cragar Wheels and white letter tires. She rolled really good then. I would rev the car in first forever, then shift the Powerglide into high, and it would make a great exhaust note. It was big, heavy and slow. We even got stuck in the parking lot at the Stowe Car show. But with no seat belts, we could load it up with teenagers and cruise town in style.

**Those were the good days.** When the front seat broke out of the floor and ended up in the back seat going up Quarry Hill, I new I had a rust problem. Bondo was falling off daily and the right front tire went 100 yards further than I did in Keene, NH. It was 1988, I was in the military and the Impala was pushed to the side. But soon misguided motivation and a side order of hair band music, led to the biggest mistakes many car guys make, and I disassembled the whole car. With the help of a few friends, the car was in pieces. I had the frame repaired, and the body was on its side in my garage while I repaired the floor. Pieces of that car are scattered from Enosburg to Jericho to Williston over six plus moves and I doubt I have all of them. I have miles of trailering and tons of wasted effort pushing it in and out of the garage, and now it still sits sadly waiting for repair.

Bring in the new life, with a new wife, and a garage that makes most men jealous. I am just a few projects away from getting back on track with the Impala. I always say it has been more of a resurrection then restoration. It will move again under its own power. It is a little ugly right now. I am not a detailed body guy, just a mechanic. So hopefully there will be progress on this project each month. I am not sure yet what the car will look like in the end except the color, 1960 turquoise and a white top. I have kids that have never rode in it, so I hope to get the car done so everyone can enjoy it. **See you on the road soon!!**

A question for everyone.....Which vehicle would you say is the one you would like?

**This 2020 Chevy Impala?**



There have been 10 generations of Chevrolet Impalas, starting in 1958. Richard's Impala is the 2nd generation. Chevrolet made 490,900 Impalas in 1960, with many variations.

**Or, this 1960 Chevy Impala?**



There was the Sedan, the Hard Top Sedan and the Hard Top Coupes. Along with the Convertible Coupes and the Station Wagons. There were 2-door and 4-door variations and "Sport" packages.

Engine choices were the 235 cu in "Blue Flame I6", the 283 cu in "Turbo Fire V8", and the 348 cu in "W-series Turbo Thrust V8". A "Speedminder" was an option where the driver sets a needle at a specific speed and a buzzer would sound if the pre-set was exceeded.

Right-hand drive cars were made in Oshawa, Ontario, Canada, for New Zealand, Australia, and South Africa. All the rest were built in Baltimore, Maryland, St. Louis, Missouri, South Gate, California.

A two-door Hardtop Sport Coupe cost \$2,597 in 1960, \$19,425 in today's dollars. Regular gasoline in 1960 was \$.31 per gallon, in today's dollars that comes to \$2.71 per gallon. The Impala with the 283 engine is reported to get 12MPG.

So, yes, it will cost you more to drive a 1960 Chevrolet Impala, but there is no question which is more preferable. If you say the vehicle on the left, we need to talk.





Edi Fiske

# The Roadside Diner

## Marinated Zucchini Salad



3 cups sliced zucchini	1 clove garlic, minced
2 medium tomatoes, coarsely chopped	1/2 tsp salt
1 cup sliced fresh mushroom	1/2 tsp dried basil, crushed
2 tbs thinly sliced green onion	Few dashes pepper
1/2 cup white wine vinegar	Lettuce leaves
1/3 cup olive oil or salad oil	Shredded mozzarella or Monterey Jack cheese, optional
1 tbs sugar	

Cook sliced zucchini in a small amount of boiling salted water about 3 minutes or till crisp and tender. Drain in a shallow dish, combine cooked zucchini, tomatoes, mushrooms and onion.

To make dressing, in a screw top jar combine vinegar, oil, sugar, garlic, salt, basil and pepper.

Cover and shake well. Pour dressing over zucchini mixture, toss lightly. Cover and chill several hours or overnight, stirring occasionally. To serve, drain zucchini mixture reserving dressing. Arrange zucchini mixture on lettuce lined plates. Top with shredded cheese and pass additional dressing, if desired. Makes 4 to 6 servings.

## "Remember When".... from Chris Barbieri

Remember when vacation, business or just a visit to far away family members first meant a trip to the nearest service station.

Not necessarily for a tune up but in search of a road map to guide you to your destination. Back then virtually all service stations displayed a rack of road maps for local, regional or even national destinations.

Provided by the petroleum brand company affiliated with the service station, many of the maps included more than just roadways. They often included a listing of state scenic areas, attractions, and sometimes the location to the petroleum company's service stations. Some even included a welcome message from the state's governor.

As mobility exploded in the early 20th century, the demand for road maps grew rapidly to meet the demand, and it was mostly the petroleum companies that filled the need. Early maps were mostly functional but lacking in marketing and design. That all changed in the 1920's and 30's with art work that was promotional as well as functional. Some oil company maps carried cover artwork that was close to museum quality.



Following WW II as Americans hit the highways as never before petroleum companies both large and small, stepped up to fill the need for road maps.

With the advent of GPS the demand for road maps tanked and petroleum companies dropped them like a hot potato. Today about the only place you can find a current road map is at a AAA office or from a state tourism office. I've heard enough horror stories about GPS malfunctions that maps are my sole source of where I want to go. Highway maps don't lie or mislead.

There is growing, antique road map collecting hobby, that even has it's own club. Called the Road Map Collector's Association [ [www.roadmaps.org](http://www.roadmaps.org) ], it prints a quarterly newsletter and holds an annual meeting and show at the AACA Museum in Hershey, Pa.

Like anything else in our hobby, collecting old highway maps can become a passion, sometimes an obsession. I got hooked many years ago by the creative cover graphics and the seemingly never ending variety of road maps. Where there's a flea market there might be more ..... !!





## VAE Gossip from GCF



There were a few more trips to the "parts cart" since last month, but the 1969 Harley golf cart is done. There was a deadline to have the cart at the August Waterbury show, but now it will have to wait a year.

The original carburetor was not doing its job and the parts carb was toast. In looking for a carb kit, it was found a new one cost only \$28, so that was an easy decision.

The gas gauge was not working and maybe the fix is something a member can explain. The cart has the normal electric sender/meter style gauge. Initially, the gauge would show different readings each time the switch was turned on. When the two meter wires were reversed, all was good. The big question is why? We know an El Camino with similar problems, is that the fix. Electricity inside a gas tank is scary. Will the back third of the El Camino become missing if the wires are reversed from the factory schematic?

Wheel Tracks had no bites of the question, of when the Dodge Brothers used the insignia to the right. The center is definitely a variation of the Dodge Brothers but the wings smell kind of Chrysler-ish. The original DB insignia is below.



This from Rodger..... "That medallion appears to be on a commercial vehicle.

Possibly a large truck or bus? The width would indicate possibly 36 - 38 since it appears to be rather flat. On '33 - '35 that would be on the nose above the radiator of pass. cars and would be folded around that nose. It may also be on the rear (trunk) where it would be more flat. Also earlier '33 - '34 was narrower in spread from the later application on '36 - '38. The '29 - 30's medallions were much smaller and had blue cloisonné rather than the yellow and orange of the '33 and later. I take issue with the Chrysler inferences, in that the word 'Brothers', continued in at least Chrysler advertisements to 1939. Also Walter P's purchase and control of Dodge Brothers Co. has been said to be officially Oct. '28, although interest may have been intimated earlier.

Looking closer at that photo where that medallion is fastened it could be on a cab forward truck with some sort of hand crafted grille work. In fact it is possible that the installation may be not even on a Dodge Brothers vehicle! More info regarding that photo would be necessary for an accurate answer!!

I hope this helps. Good Luck and be safe. Rodger "Dodger"

Now, after all of this, Dave Stone needs to tell us where the medallion came from.

The Franklin car club recently ran a story from 1931. Franklin cars are all air-cooled and car salesmen from other brands loved to knock the air-cooled feature claiming they were unreliable.

A gent known as Scotty lived in Death Valley back then and loved Franklin cars, in fact he had more than one. No one knows exactly why, but Scotty decided he would test the Franklin and prove how well the air-cooled engine operated in the heat. It was Franklin's 30th. anniversary, maybe that was the reason.

On a 136 degree day, Scotty got in his late 20s or early 30s coupe and traveled 104 miles from one end of Death Valley to the other. He drove through the dunes and up into the desert mountains, with no car problems at all. The trip took seven hours and twelve minutes, which seems a bit slow, until we found he did the complete trip in low gear.

There are a few Franklin owners in the VAE and WE have all heard this story. But now all of you non-Franklin folks, also know the story.



Left, are brand-new pistons for a 1910 Stevens-Duryea, Model X Touring that Fred Gonet is working on.

The picture to the right is an example of what the car looks like. It's a beauty automobile!

Some specs....

4 cylinder  
Bore = 4.75"  
Stroke = 4.5"

Cu. Inch = 319 Wheel Base = 124 inches Tire size = 34X4 Weight = 2800lbs.





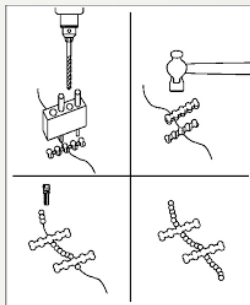
# Wheel Tracks Academy

## "A Stitch In Time" from Wendell Noble

If you write about something and you know what you're talking about,  
you are a scholar. If you don't know what the hell you are talking about,  
you're a journalist.  
In this piece, I straddle the two.

For as long as I have been driving my '28 Dodge Brothers sedan, I have had what I thought was an overheating problem. Coolant was constantly bubbling up in the neck of the radiator. Upon checking, I discovered that the bubbling coolant wasn't necessarily hot. I became suspicious, that what was really happening, was blow-through from the combustion chamber to a cooling water passage. Could it be a blown head gasket? A warped cylinder head? After removing the head, having it planed and inspecting the head surface and the gasket, I discovered the problem to be none of the above, but a small crack in the head, between a combustion chamber and an adjacent coolant port.

There are two possible solutions to this. Either find another cylinder head that's better than mine or fix this one. A Google search didn't provide much hope for a replacement head, so I opted to explore options, for repairing the original. It turns out there are two methods to repair cracked cast iron. The obvious one is to have it welded by someone who really knows what they are doing. There are such experts. It is a long process of slowly heating the entire piece up to 1,300 ° F (cherry red) before gas flame welding, using powdered iron filler, and then slowly cooling it down at a rate of 200° F per hour. This tedious temperature control is needed to avoid introducing more stress and causing more cracks.



A less obvious method is stitching and pinning, pictured left, which is what I chose. In this process, a series of holes are drilled along the entire length of the crack. A starting hole at the end of the crack is important to eliminate a stress concentration that could propagate the crack further. The holes are carefully sized and spaced using a special guide jig. Only every other hole is drilled initially. The holes are then tapped for a screw thread and special screws driven in. The rest of the holes are then drilled in between the first set. The spacing is such that these holes overlap slightly with the first ones. Thus, when the second set of holes is tapped and driven, this "pinning" process completely fills and seals the crack. The second step is "stitching" to provide strength across the crack. Another special guide jig is positioned at various places along the crack to drill holes of two sizes. A line of alternating large and small holes across the crack creates a complete slot. A "key" or "lock" driven into the slot, bridges the crack to complete a stitch. Stitches are created periodically along the crack. The keys and pins can now be ground off flush with the original surface.



Fig. 1

Fig. 1 shows the planed surface of the cylinder heads with the location of the crack indicated between the black marker lines. Note that the crack runs from the combustion chamber to the coolant port and on from the coolant port to the outside surface. Fig. 2 shows the same area after the repair. The ends of the pins are visible. Also, a careful inspection will reveal the stitching keys in the combustion chamber area. Fig. 3 is a view of the outside surface where pins and keys are also visible. Once the cylinder head is repainted, the repair is invisible.

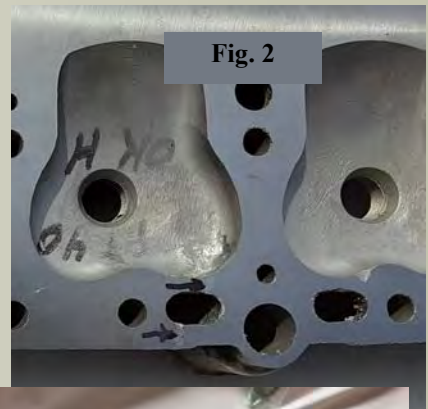


Fig. 2



Fig. 3

The cylinder head is now back in service and seems to be problem free. The repair work was done by Advanced Engine Rebuilding in Wareham, Ma. The major advantages of this method, is that it is all done at room temperature, so that no additional stress can be introduced. It can be done in situ so there is frequently no need to dismantle the piece of equipment being repaired. I understand this method has even been used under water to repair a ship propeller. That makes my problem seem pretty minor.



## Charlie Thompson's "My First Car Stories"

I am on the look-out for "First Car Stories"  
Call me...802-878-2536

This from VAE member, Michael Storrs.....

In 1965 I was finishing my first year at VTC and during the break we were required to get a coop job related to our major. I had a job lined up at Simmons in Vergennes and needed a car to get to work. My father and I looked for a car. We hoped for something cheap and reliable, but cheap was most important.

What we found was a 1961 VW beetle.

My car got me to work most of the time, but sometimes needed a push to get it started. The car had some issues and idiosyncrasies that made driving it interesting. This model did not have a gas gage. It had a lever under the dash that you could turn, when you ran out, to release a bit more to get you to a station, but either that didn't work or I never figured it out. This resulted in at least one walk to buy a bit of gas from a nearby farmer.



An example of Michael's VDub

When I graduated in the spring of 1966, and with the draft board knocking at my door, I joined the Navy but was not scheduled to leave until September. This left time for some more adventures that summer. Some of them involved some liquid refreshments that might have been more legal if we had been a little older. My brother's girl friend had taken the pledge and was our designated driver. The problem was that she did not drive a standard. When we needed to shift, someone would yell clutch and she would push it in. Whoever was in the passenger seat would then shift to the next gear.

At the end of the summer I gave the car to my younger brother who immediately traded it in for something a little better. The car did its job and gave us a lot of memories, some of them fond.

My last year at VTC I lived at home with my parents and drove the car each day between Williamstown and Randolph Center. One afternoon coming home, I somehow got it going a little too fast through East Brookfield, and was stopped by a state cop. He said "I have never caught one of these before". He thought it was pretty funny but he still gave me a ticket.

One of the problems with the car in the winter was the heater. The heater worked by channeling the air from the air cooled rear engine, down through tubes in the rocker panels, to the front of the car and to the defrosters. When these tubes rusted out however, most of the heat was lost before it got there. This resulted in some chilly morning rides but was more of a problem when my friends and I took it to go skiing. With four guys covered in snow stuffed into this little car, the humidity inside would get high and with little heat or defroster, the windows would frost up and require constant scraping to see where we were going.



The mighty 40 HP VW Engine

### Volkswagen Beetle type 1

- |  |   |
|--|---|
| *1200cc engine, 40bhp (SAE), 34BHP       | *Push-on wiring connectors.                   |
| *7:1 compression.                        | *Curb Weight-1854 pounds.                     |
| *Transmission, 4-speed manual transaxle. | *Wheelbase 94.5 inches.                       |
| *28 blade cooling fan.                   | *To Speed- 71MPH, 0-62 in 27.5 seconds, 36MPG |
| *Non-repeat starter switch.              | *New 1961 price- \$1565                       |
| *Transparent brake fluid reservoir.      | *1938-2003: 21,529,464 built                  |





# Letters TO THE Editor

## A note from Fred Gonet,

A gentleman called me last week and asked if I knew of someone who might be interested in an old Buick, and a parts car with lots of extra parts. It is a 1941 Buick Super, 4-door sedan. Dual carbs, fair interior, with a solid body. It has been parked for 6 years. The parts car is also a '41. He is asking \$7500 for the Buick Super and \$10,000 for everything. Call Ken Dennis, Newport, NH. 603-290-2917

## Dear Wheel Track,

That improbable record album, Continental Echoes, was gone the day after Wheel Tracks hit the streets. Can you pull that ad from the next edition? I'll scout around for more treasures to post. I have some '28 Chevy engine parts to give away: I'll make a list and send a photo in the next day or so.

Andy Crane  
933-2479

## To the Editor,

How are you doing? We will miss the show very much this year, as it is the only show we look forward to visit.

I sent you an email for an article proposal.

I want to list my Studebaker parts and the list is extensive. how do you suggest we do this?

I am looking for a model T Ford tractor conversion kit. I would like to find a complete one and not just bits and pieces of one. Would you please place this ad in the wanted section for me with my contact information?

Paul Baresel

207-727-5855, pgbaresel@ yahoo.com, Buxton, ME

## Dear Wheel Tracks,



I have been a Johnny Cash fan for many, many years. His singles and performing with other singers and groups such as the Highwaymen recorded live at Nassau Coliseum in Uniondale, NY, are in my album collection. A favorite is with June Carter Cash performing "Jackson". I never get tired of the video. Most recently I heard Johnny's recording of "One Piece At A Time". Being a car enthusiast, the story being told provides just as much entertainment as the music itself, hoping everyone enjoys the song and author Keith Martin's article as much as I do. In looking at the picture, they sure are having fun. Johnny is at the wheel of the official promotional "One Piece at a Time" built in 1976 from used parts, 1949 to early 1970's models.  
[https://www.youtube.com/watch?v=18cW\\_yHo3PY](https://www.youtube.com/watch?v=18cW_yHo3PY)

Don Tenerowicz

(Don is the editor of his Wheel Tracks "Trivia Column". The "One Piece at a Time" story can be found on page 14.  
Thanks Don)



## "An Announcement...."

Did anyone know the VAE has a Youtube Channel? Yes, we do, it has been in place for some time now, but mostly unused. If you have seen the video of Bill Fagan's 1914 Cadillac engine, it was the VAE Youtube Channel that you viewed it from.

If you go to the Dodge Brothers Car Club website, there is a list on the left and toward the bottom you will find "Dodge Brothers Videos". This is their Youtube Channel and there are 20 videos for you to watch. Someday, the Vermont Automobile Enthusiasts will have a long list of videos also.

We would like to enlarge our VAE Youtube Channel and starting this issue, our webmaster, Justin Perdue will add a permanent Youtube button to our website for you to view our videos. There are not many now but we hope to add more as time goes by.

In fact, we have a short, but very interesting video we would like you to see. It has been seen by only a few. You all know how Gael Boardman loved old things. You also may know that he never got rid of anything "old". This includes the 1941 Chevy 2-ton plow truck that sat in his yard for over 30 years. The tires were flat and it had sunk into the ground. The family recently sold the truck to a young man in the area and the short video is of him driving the truck away, heading to his home. The truck is spitting and sputtering, but it is moving on its own.

We have other club videos that need to be digitized. As they are completed, they will be added and announced so you can see them.



49 Years Ago



Lloyd Davis was president of the VAE that year and Larry Johnson was the Wheeltracks (one word back then) editor.



It was the Fall issue of Wheel Tracks, the cover was graced by one of Bill Billado's fantastic drawings with a Stowe show award trophy (left). The issue had 23 pages with many reports from both the Stowe car show and the Fall show in Hershey.

The Gypson Tour that year had fifty members turn out and was held in the Waterbury/Waitsfield area. It was reported that some member had doctored his Gypson quiz. It seems he gave a partially correct answer about a doodlebug at a "piggery", but when he needed a particular number, he used the temperature from his car's moto-meter. It was not noted if his answer was correct or not.

Another member sold a car to someone in Springfield. He received a check for 1/4 of the sale price as a deposit. When the buyer showed up to take the car home, he gave the seller cash for one half and a check for the remaining 1/4. The first check was good, but the second one was not. The car and the buyer was gone, never to be found again.

The Stowe Car Show was co-sponsored with the Stowe Area Association and had over 300 old cars that year. There was a "Governor's Award" back then and Lenny Seaverns Jr. received it for his 1931 Ford Tudor Deluxe Phaeton.

They also had a few neat jokes in the issue. One was about a farmer being stopped by a couple of "fellows" from Massachusetts to ask how the hunting was around his farm. The farmer told them, "not too good". He said he had emptied his gun twice that year at something moving in the bushes and every time he went to find what he shot, he found nothing. The out-of-towners left the area.

There was a notice the editor wanted to get done and was looking for a replacement.

The classified listed a 1946 Hudson coupe for \$695. The car had no rust, good paint and chrome, but the engine had a knock.

There was also a riddle in the issue.... Suppose you are given two identical bars of iron. One is a permanent magnet and the other is not. How can you determine which is the magnet using only the two bars and being allowed to move only one bar and move it only once?

There was no room in the issue for the answer and the readers were told to ask Paul Taplin for the answer.

### From VAE member Paul Baresel

The part of the car hobby I like is to find something you did not expect. I did some poking around and came across an engine made into a power plant for running a cord wood saw or other items. It came home with me.

The engine is the front end of a 1928 Chevy AB and the person who owned it was a true Yankee Engineer. He used a Ford Model A carburetor to blacksmith the governor linkage together. A large pressure cooker relief valve is used for compression relief while starting the engine. The starter switch was moved to the carburetor side and the distributor linkage was modified to a pull rod to the carburetor side. The generator was removed but still with the engine.

The carriage and wheels were made from large industrial carts. The governor and drive pulley are store bought items. The belt drive is for a v-belt set up and uses an old Chevy water pump as an idler pulley. A toggle switch is the ignition switch and the engine gauges were removed and top mounted to watch the engine oil pressure and water temperature. He heated up the clutch pedal and twisted it so the clutch pedal would shift the transmission. The radiator and shell are in good shape. Fortunately, the engine was stored in a barn for many years so I have a winter project.





## VAE Trivia from Don Tenerowicz "but she

Author Keith Martin shares a fun story about  
a car built for a song !

In 1976 Steve Jobs founded Apple Computer, and the sleeper hit Rocky was the year's highest-grossing film. Barry Manilow had the longest-running number-one song, but Johnny Cash's "One Piece at a Time" was number one on Billboard's Hot Country Singles chart. It was Cash's last song to reach number one. Dubbed a "rockabilly novelty song," "One Piece at a Time" was written by Wayne Kemp. In his book Johnny Cash, biographer Michael Streissguth says that Kemp came up with the idea for the song after hearing about an Oklahoma airman who stole enough parts from his base to make a helicopter.

The song tells of a man who, in 1949, leaves his home in Kentucky to go work at a general motors assembly plant in Detroit. The singer puts wheels on Cadillacs, watching them roll by every day. Sometime he cries, because he knows he will never be able to afford one. But then he devises a plan "that should be the envy of any man." He'll sneak a Cadillac out, one piece at a time, in his lunchbox. Getting caught would mean getting fired, but he figures he'd have it all by the time he retired. So in his large lunchbox, he manages to smuggle out a fuel pump, gears, shocks, nuts and bolts.

For the bigger stuff, he uses his buddy's motor home. That plan worked fine over many years until it came time to assemble the pilfered Cadillac. The transmission was a '53, and the motor turned out to be a '73. And when he and his buddy tried to put in the bolts, the holes were gone. So they drilled it out so that they would fit and "with a little bit of help from an A-daptor kit, they got that engine running just like a song." The headlight was another sight. They had two on the left and one on the right. But when they pulled out the switch, all three of them went on. According to the song, "the back end looked kind of funny too." But they continued to assemble the Cadillac, and when they got through, they noticed that they had only one tail fin. It was about that time that the singer's wife came out to look the car over. "She had her doubts," says the song,

opened the door and said, 'Honey, take me for a spin.'"

So they drove to town to get tags for the Cadillac, and as they headed down the main drag, they could "hear everybody laughing for blocks around." But at the court house they didn't laugh because to type it up, it took the whole staff. "And when they got through, the title weighed 60 pounds."

Then the chorus describes putting the vehicle together one piece at a time. The song ends with a truck driver inquiring about the "Psychobilly Cadillac," to which Cash replies, "negatory on the cost of this mow-chine. You might say I went right to the factory and picked it up. It's cheaper that way."

When an actual Cadillac was needed to promote the song, Johnny Cash's producer contacted Bruce Fitzpatrick, owner of Abernathy Auto Parts and Hilltop Auto Salvage in Nashville, Tennessee.

"Johnny's producer phoned me in April of 1976 and said he thought 'One Piece at a Time' was going to be a hit and could we come up with a car to use in publicity shots," Fitzpatrick recalled. "He knew I had a lot of Cadillacs."

"So using parts from 1949 to the early seventies, I had my guys build it. It took them about eight to ten days," Fitzpatrick said. "And when it was done, we drove the car to the House of Cash [Johnny Cash's now-defunct museum] in Hendersonville, Tennessee, to deliver it to Johnny. A photographer was there and he took a few photos." House of Cash, the once public museum on nearly three acres of land complete with a train depot, closed because of financial difficulties in 1985. "After it closed," Fitzpatrick recalls, "we retrieved the '49-'70 Cadillac with our wrecker and brought it back here and crushed it. Today it's probably a Nissan or something."

"People from all over the world call me about the patchwork Cadillac," Fitzpatrick says, "but it wasn't that big of a deal when we built it. Nashville wasn't even that big then. We built the car for fun. I never got paid for it."



Next up.....

## Coming VAE Events for 2020

July 10th, Friday.

Ken Gypson has invited us back to the Bennington area for a Hemmings gathering and a low key tour. More details later.

August 7th, 8th & 9th.....

The 63rd Annual Vermont  
Antique & Classic Car

Meet in Waterbury. New this year, A larger  
NEAR race-car (New England Antique Racers) gathering  
and  
a new show class, SUVs.  
Bob Chase & Duane Leach.

Cancelled

October.... The Gypson Tour

November.... The VAE Annual Meeting

December.... The VAE Holiday Party.  
Charlie Thompson



Watch for John Lavalley's email messages  
for VAE news, reminders and the latest  
events, And Our website  
VTAUTO.ORG



# Wheel Tracks Classifieds

Free to all Enthusiasts



## For Sale..... 2 Cadillacs.

One, a 1969 Fleetwood, the 2nd a 1970. I can tell you the vehicle details if you want to call. **Jeff Gates, Hardwick, VT. Home, 802-472-6805 Cell, 802-424-6950.**

I also have a '26 Model T Ford that is a good ways into a complete restoration. Call for details.



**Free..... I live in Westfield** and while working on our barn, we found 2 windshields. One, we believe, is the lower pane of a model T. The 2nd is more rounded. We would like them to go to someone who can use them. Call Pat Haller (802) 876-7539 or cell 802-310-0533

**Free.....** I have two old rims from a 1965 Volvo 164. Both are rusty and will need cleaning and have old tires on them. Rims are stamped: 5 1/2 1X 15X25 They have 5 lug holes. Ed Hilbert 802 453-3743

**For Sale.... A large collection of mechanical parts and an engine for a 1929 Studebaker President, 7-passenger sedan (model FE).** The parts fit other newer years as well and this engine was also used on the Pierce Arrows. I have ignition NOS tune up parts, Stromberg UU2 and UUR2 rebuilt and parts carburetors, rebuilt starting and parts motors, rebuilt distributor and parts starters, radiator shell, primed wheels and locking rings, hubcaps, rebuilt water pumps and pump couplings, complete engine in storage, intake and exhaust manifolds, a smorgasbord of parts. I have two complete rear ends as well as a front end, motor, and transmission. Also, I have quite a bit of service literature on the maintenance of this motor, especially timing dual ignition and setting the carburetor. Please contact me on prices and the prices are negotiable. Any big items you will have to pick up. Paul Baresel, 1-207-727-5855 pgbaresel@yahoo.com

**Notice....** This could have been your ad, if you had gotten busy and sent it to Wheel Tracks on time. Just think of all the \$\$\$ you could have made this month!

## July Bumper Sticker...

**I am not speeding,  
I am  
qualifying**

## For Sale.....General Grabbers Artics.

245/70 R 17 #4 on rims \$550.00  
802 244 8375 - good66year@gmail.com

**Wanted.....** Ford 501 Sickle Bar Mower  
3 point hitch 7ft.  
Respond to Don Rayta 802-644-2776

**For Sale.....** Some call this car "ultra-rare" because only 2500 were built.

A 1984 2-door Lincoln coupe with a 2.4L factory installed BMW turbocharged diesel engine. We believe it is in #3 condition which has a price book value of \$4455, Asking price, \$1500. A Gael Boardman keepsake, call 802-899-2260



**For Sale.....** 1928 Whippet sedan as a parts car, restoration project, or even the start of a street rod or your own creation. Body parts are solid with surface rust. \$200. (Engine is no good, but a replacement is available as a separate purchase.) Charlie Thompson (802) 878-2536 or Tammy Thompson (678) 773-8120.

**For Sale.... Call Fred Gonet at 802-226-7844 or 802-226-7709. Service and owners manuals, here is the list..... (P= number of pages) Most are in great condition.**

1914-'22 Buick windshield parts & price list, 32p...\$10  
1918 Buick parts list, 112p...\$10  
1917 Buick D34-35 parts list, 39p...\$10  
1918 Buick D-6 parts list, 64p...\$10  
1918 Buick E-4 parts list, 96p...\$15  
1919 Buick H-K parts list, 120p...\$15  
1920 Buick S-21 parts list, 126p, no cover...\$10  
1922 Buick 4s & 6s, S22, parts list, 214p...\$20  
1925 Buick Stand-6, 105p, \$20  
1926 Buick Mst-6 parts list, 105p...\$20  
1926 Buick Std-6 parts list, 100p...\$20  
1926 Buick Std & Mst-6 shop man, 93p, ..\$20  
1926 Buick Specs & features, 64p...#15  
1927 Buick S-115, 102p...\$20  
1927 Buick S120-128 parts list, 114p...\$20  
1927 Buick special features & detail, 39p...\$10  
1928 Buick Supplement shop man, 55p...\$15  
1928 Buick S115 parts list, 103p...\$20  
1928 Buick S120-128 parts list, 108...\$20  
1931 Buick Specs & adjustments, 145p...\$20  
1931 Buick Ref Bok, 66p, \$15  
1931 (2) Buick Fischer body man, 4p...\$5

1938 Buick Sale Catalog, 33p...\$15  
1938 Buick Dynaflex Engine flyer, \$5  
1938 Buick New Torque-free springs flyer, \$5

**1932-'47 Ford** repair, 78 p.... \$15  
1937 Ford V8 re- book, 64 p...\$15  
1940 Ford Delux ref-book, 64p...\$15  
1941-'47 Ford 6c-engine rep, 45p...\$15  
1944 Ford trk operator man, 140p...\$20  
1948 Ford Bonus-Built Op man, 76p...\$20  
1949-'50 Ford service specs, 30p...\$5  
1938 Ford V8 Sales Flyer...\$5  
1951 Ford service specs, 30p...\$5

**Chevy** master parts book for 13 models, 268 pages...\$25  
1919 Chevy service manual, 167p...\$25  
Chevy 490 instructor book, 72p...\$15  
1938 Chevy owners man, 59p....\$20

**1928-'29 Cadillac/ LaSalle** shop man, reprint, 110p...\$10.  
Packard Single 6 late teens man. No cover, 49p...\$5.  
1947 White trk & bus sales flyer...\$10  
1974 Mercedes sale catalog, 27P...\$10  
? Mercedes sale catalog, 26p...\$10  
1981 Mercedes sales book, 31p...\$10

## VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

**Christina McCaffrey**

**89 Ledge Road**

**Burlington, VT 05401-4140**

*christina.mccaffrey@vtmednet.org*



**Frank Keene of Chelsea, Vermont**  
**Owens this really nice 1954 Chevrolet Model 210**



**July 2020**

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

## Another rescue mission, in progress



### **“EMMA’S ICE CREAM”**

Is there a VAE member, out there, who can help identify the history of this business and this truck body?

In what part of the world did Emma sell her ice cream?

What kind of vehicle carried this reefer-body?

Is Emma the dog in the picture? Heidi Art-1996 created the picture, any idea who Heidi might be?

**Bill Erskine** found this ice cream truck-body in Burke, VT. a few months ago and has completely rebuilt the wood frame under the steel skin of the body.

The seller in Burke, purchased it from someone in New Hampshire who originally bought it for the truck, not the body. Gary Irish has come up empty in his plate number research (# trk-AKP927), last registered in Vermont in 1997. It would suggest the ice cream business operated in Vermont.

Can you imagine the history this body must have. Bill is now on the look for an “ice cream bell”, to go with the body.