

# Wheel Tracks



Dennis Dodd, of East Fairfield, Vermont

"Kids, College & Work kept this 1902 Curved Dash Oldsmobile waiting for 28 years...  
Finally, with a new paint job on its way, it will be finished".

More on page 6



The Official Monthly Publication of the "Vermont Automobile Enthusiasts"



FROM OUR PRESIDENT,  
DAVID STONE

Hi All,

**Yes, warmer days are just around the corner**, not long now before we can peel back the car covers and replace the battery. I've had positive feedback from February's monthly meet at the Hyde Park VNG Armory. I hear it's an impressive facility that serves northern Vermont's Army National Guard units and can service most any vehicle in the U.S. livery.

I had another club commitment at the Center for Technology, Essex (CTE), so I missed out on this event. Hope to see you in March at the Green Mountain Technical Center. The VAE was invited to CTE for their open house. This show features all the tech programs that CTE offers students as potential career opportunities or course of study. Careers in web design, 3D printing, forestry, dental and health fields, food service and of course automotive technician. We (myself, Wendell Noble and Charlie Thompson) set up a display table with VAE propaganda, interactive displays and our Golden Wrench Award information. **You can find a picture of our booth on page 15.** The show was geared towards eighth graders and high school freshmen/sophomores looking for future career choices. I found myself thrust into a liaison position for the auto tech program, trying to spur interest in the automotive field and awake some curiosity.

**Wendell's Grease Monkey display** helped with some of this, but finding a student who likes to get their fingernails dirty, was tougher than I thought. We talked with other educators in the trades and found this to be a common theme- motivation. The VAE would like to see this trait when handing out the GWA.

**I met a job recruiter from the Heritage Automotive Group** who expressed the need for good technicians in the industry and that a shortage existed. The recruiter also keeps in contact with local tech schools to promote their dealership as a career path choice. There seems to be a shortage of mechanics so employers are actively searching for employees. So why the down turn in this field? I suspect it's technology, our youth is bombarded with it at a very early age, the electronic babysitter, you see it everywhere, video displays mounted in the headrests, kids on an I-pad while grocery shopping. Stimulation and instant gratification does not blend well with a hobby that requires a time investment. If something needs fixing these days you can go straight to a computer and "Google it" or get someone else to fix it. It's just not worth my time when I can order it online. I was thinking that the recruiter might be able to provide the E/O committee with some information on this and potentially help our scholarship and award process.

**In an industry that is constantly changing with new technologies what can the VAE do to promote the automotive field and the best place our assets will help the students? Can we fill a void?**

Dave Stone, VAE President

Check out YouTube for great 60th show coverage, it would be cool to have a link to our webpage.

## VAE Officers & Directors

**Dan Noyes - VAE Chairman**  
802-730-7171 [dan@streambanks.org](mailto:dan@streambanks.org)  
**Dave Stone- President**  
802-598-2842 [dsatbtv@aol.com](mailto:dsatbtv@aol.com)  
**Jan Sander- 1st. Vice & Activity Chair**  
802-644-5487 [sander@pshift.com](mailto:sander@pshift.com)  
**Duane Leach- 2nd. Vice & Assistant Activity Chair**  
802-849-6174 [fordpu64@yahoo.com](mailto:fordpu64@yahoo.com)  
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802-879-3087 [dwp@melodyelectric.com](mailto:dwp@melodyelectric.com)  
**Charlie Thompson- Recording Secretary**  
802-878-2536 [charlieandmarion@comcast.net](mailto:charlieandmarion@comcast.net)  
**Tom McHugh 802-862-1733**  
**Chris Barbieri 802-223-3104**  
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**Nominating committee...David Sander, Dan Noyes & Brian Warren**

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**Membership Secretary (Ex-Officio)**  
**Christina McCaffrey**  
89 Ledge Road  
Burlington VT 05401-4140  
[VAEmembership@gmail.com](mailto:VAEmembership@gmail.com)  
[christina.mccaffrey@vtmednet.org](mailto:christina.mccaffrey@vtmednet.org)

**VAE Antique and Classic Car Meet (Stowe) Co-Chairs**  
Bob Chase 802-253-4897  
Duane Leach 802-849-6174  
**The Shelburne Show Co-Chairs**  
Ernie Clerihew 802-483-6871

**Wheel Tracks Editor (Ex-Officio)**  
**Gary Fiske**  
Home 802-933-7780  
[gafiske@gmail.com](mailto:gafiske@gmail.com)  
2503 Duffy Hill Road  
Enosburg Falls, Vermont 05450

**Edi Fiske—Wheel Tracks proof-reader**  
**Clark & Isabelle Wright- Burma Shave editors**  
**Justin Perdue - Webmaster**

**Sunshine Chair**  
**Christina McCaffrey 802-862-3133**  
[christina.mccaffrey@vtmednet.org](mailto:christina.mccaffrey@vtmednet.org)

**Welcoming Committee**  
**David Hillman**  
[david.hillman@vtmednet.org](mailto:david.hillman@vtmednet.org)







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### FROM YOUR EDITOR...

GARY FISKE

**Good March to you all.** If you have never seen an Ol'e guy scurry then you should have been in Franklin County lately!

You most likely noticed your February Wheel Tracks reached your mail box later than normal. You will also see, I am sure, more mistakes than usual, in this issue of Wheel Tracks.

Part of the 'scurrying' was because we have changed printers, the folks who now print the 500 plus Wheel Tracks each month and also puts them in the mail. I have to learn their ways of doing business and they have to learn to work with all my old habits. We will get better and, one way or another, Wheel Tracks will get to you sooner once we climb a few hurtles.

**Here is a perfect place to pass an important message to you....** I have found many out-of-state members have to wait much longer to get their Wheel Tracks. I am told by the U.S. Post Office that our out-of-state 3rd. class mail goes to a hub in New Jersey which usually adds 7 to 10 days to get delivered. Our other choice is to use 1st. class mail and besides being more expensive, this would require adding more tasks to our small VAE volunteer crew. So, for now, we will leave things alone and revisit later if need be.  
You can always find the latest issue of Wheel Tracks on our website's member only page about the 25th of each month.

**Another reason** for my scurrying is that I have retired my old computer and software. It was getting slower and funkier every day. This doesn't seem like a big deal, but I am use to 10 and 12 year old software programs and this "new" stuff, has been a bit of a climb for this ol'e guy! So hang-on Lucy, so they say, and see what happens. I have to admit, some of the new buttons are pretty cool.

Another **"happening"** here on Duffy Hill is that we have told AT&T to take a hike with their cell phone service. The service here has always been spotty and practically un-useable while we pay \$80 to \$100 out each month. We are experimenting with a Tracfone (for \$100 a year) for my wife and I will be getting a 2nd one sometime soon.

So, please ring my home phone if you need to contact me...**802-933-7780**.

To the editor from VAEer **Paul Baresel** of Maine....

Vin Cassidy, Gary Olney, and myself stopped at the Museum of Automobiles in Arkansas on our trip to Chickasaw, OK last year. The website is [www.museumofautos.com](http://www.museumofautos.com).

The museum was worth the visit as it had many restored automobiles through-out the years. I was impressed by the museum store and purchased a CD titled "The Signs & Rhymes of Burma Shave by American Series, sentimental productions. The CD offers the history of Burma Shave from its beginnings to end. Included are the different creators of the rhymes and displays of Burma Shave advertisement collectors. It is worth purchasing to learn more about a unique part of our automotive advertising past.

To the Editor..... From **Phil Drake**,

In regards to the Golden Wrench Award at the North Country Career Center in Newport, VT. I am glad to report all of our recipients are doing great!

**T.S. Martin (2014)** went to an automotive school in Connecticut and has returned to the North country to work at O'Reilly's Auto parts in Newport.

**Elliott Brunnette (2016)** is Attending LSC, he is in his second year and doing well.

**Chad Dupuis (2017)**, our last year recipient, has enlisted in the Air National Guard. He is to be training as a crew chief for our new F-35 jets.

This is a short summary of our Golden Wrench Award at NCCC in Newport. I want to thank the VAE for letting me be a part of the program.

**Membership  
Only \$30**

**\$50 for 2 years**

**Wheel Tracks  
Monthly deadline  
The 10th**

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**"How to be  
a member"**

\*Go to [vtauto.org](http://vtauto.org)

\*Click "Join VAE"

\*Print form, fill it out and mail it with your \$\$ to our secretary

**Wheel Tracks**

is a monthly newsletter published in print and electronically for the public, and for the VAE membership. The VAE is a 501c3 a not-for-profit Inc.

If you want your latest Wheel Tracks earlier.... go to [vtauto.org](http://vtauto.org) then to our Member Only Page.

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





## "THE SOFTER SIDE"

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

### LOCAL BOY MAKES GOOD from Mary

It's very common these days to wring our hands over the fact that the younger generation has little interest or motivation beyond their smart phones and social media. In the VAE, our Golden Wrench Awards are aimed at encouraging young people to move beyond these distractions and focus their interest on science and math.

This month I decided (with a little prodding from Wendell) that it would be a good idea to write about a Milton young man, we have known, who has been recognized for his achievements. He has always been a "tinkerer". Among many other things in the family garage, he put together a mini-bike, which he briefly rode around town, but it went faster than was wise with the increasing traffic. He came here to see our old cars, in fact. I think he did some work on old cars, as well as, all of his other projects. His name is Tyler McNaney.

After graduating from Milton High School, he attended Vermont Technical College in Randolph, but came up with the idea for a machine to turn recyclable plastic into filaments for use in 3D printers. He calls it "Filabot", and he left college to start his own business to manufacture and sell his machines. His Filabot business has earned him a "Rising Star" award from Vermont Business Magazine and Best Small Business Award from Central Vermont Economic Development Corporation in 2016. He was named to the Forbes 30 Under 30 list a few months ago.

His team includes Whitney Trudo, Josh Heisler, Ben Holleran and others. I would like to think that we might have had some influence by encouraging him along the way. But I suspect he would have done just fine anyway. Tyler has many more ideas and hopes for future developments and to quote him, he will "Hit the ground running". It's gratifying to know that there are young people who have the drive and intelligence that Tyler has shown.



Editor's notes.....

This from Tyler's website  
([filabot.com](http://filabot.com)):

Who are we?

Used by NASA, Dupont, MIT and others all across the globe: Filabot is a plastic company that builds machines for filament extrusion. Our Filabot product line-up is built to convert plastic into filament for use in 3D printers.

Check out our webstore for products and accessories, our blog for updates about Filabot and our customers and feel free to give us a shout with any questions or concerns. Thanks and happy printing!



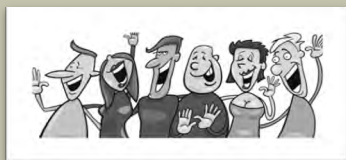
Tyler McNaney





## WORDS

**Dunnage**..... Filler material placed in empty spaces to keep cargo from moving or falling. Typically lumber, foam padding or inflatable bags.



A camel meets an elephant.  
The elephant asks jokingly: "Why do you have two breasts on your back?"  
The camel replies: "With a face like yours, I'd just shut up."

#####

Father: "Son, you were adopted."  
Son: "What?! I knew it! I want to meet my biological parents!"

Father: "We are your biological parents.  
Now pack up,  
the new ones will pick you up in 20 minutes."

#####

Judge: "Why did you steal the car?"  
Man: "I had to get to work."  
  
Judge: "Why didn't you take the bus?"  
Man: I don't have a driver's license for the bus."

#####

Two mice meet and start chatting.  
"Look," says one after a while,  
"I've got a new boyfriend!" and shows a picture on the mobile phone.

"OMG," cries the other mouse, "that's a bat!"

"What?! The guy told me he was a pilot!"

#####

Hey Sue, what do you say to a nice walk?

Oh Harry, that would be lovely!

Wonderful. Could you bring me some beer and cigarettes on your way back?

#####

They say you can't get a decent job without education. But look at Albert Einstein - he was a drop-out and still ended up being the first man on the moon!



## Wheel Tracks Academy

### USING A VACUUM GAUGE

From Fred Gonet

**The vacuum gauge can be a very useful tool for checking a running engine.**

You can check its condition, performance and it can give you a good idea of where to look for problems. The gauge measures the vacuum created as the piston goes down in the cylinder. The ideal reading of a warm engine running at idle would be a steady value of around 20. That is a measured in inches of mercury. The ideal reading of 20 would be at sea level. For every 1,000 feet above sea level that value increases by 1.

**The vacuum gauge** should be connected to the intake manifold. Look for a 1/8 inch pipe plug in the manifold, or if your car has vacuum windshield wipers, use that fitting. The readings of the vacuum gauge can be a bit confusing. There are no set rules for variations of the needle. A certain low reading could indicate a number of different problems. A steady reading of around 16 could be due to late timing or it could be due to worn piston rings. From there you could do a compression test, go through your ignition system, check spark plug gap, breaker point gap and timing. The gauge can give you an idea of where to look. Most tests are done at fast idle. If the gauge needle bounces about 4 points below normal, it could indicate sticky valves. A faster vibration between 14 and 20 could indicate worn valve guides. If you run the engine up to higher speed, the reading should drop to around 5 and stay there until you release the throttle. Then it should run up to about 25 before settling back to around 20. If, when you run the engine up to higher speed, the needle swings back and forth more as speed increases, It could be due to weak valve springs. It is a good idea to hook the gauge to a known good running engine first, to get an idea of how the gauge works under various conditions.



The gauge can also be used to fine tune the engine. Carburetor idle mix is most easily optimized by setting the adjusting screw for maximum vacuum. Similarly, ignition timing can be fine-tuned by setting it for maximum vacuum. In general, the higher the vacuum reading, the better the engine is running.

**Many older vacuum gauges have a lot of information that you need right on the dial face. It can show you what is going on and what your problems could be, if any.**





*Cont. from front page....*

**Dennis Dodd purchased the '02 Curved Dash Olds in '89 from a Massachusetts gent while at the VAE Stowe Show.** It was completely original but needed a lot of work. Over the past 4 years, he rebuilt the engine and along with restoring every other item of the vehicle. A paint booth has been reserved for later in this Spring for the last piece of the restoration. A long time friend of Dennis's who had earlier built a replica of the same car, has helped in the restoration, he is Skip Minor of Milton. Asked the number of hours spent on the project and Dennis guessed a minimum of 500 hours, not counting his friend's time.

**Gary Hoonsbeen** died in 2016 but during his lifetime, he was the country's lead expert in these unique vehicles. Soon after Dennis brought the car home, he was in contact with Gary, asking all the normal question of a newly minted antique car owner. The big mystery was finding the correct year that this car was manufactured. So as Dennis and Gary went down the list while on the phone, Gary was confirming the vehicle was built in 1901 with some parts from 1902. Then came Dennis's description of the water pump. Gary informed him that he had made a mistake in his notes, because "that" Curved Dash water pump did not exist. It turned out, it did exist, it was the only known original Curved Dash water pump known and it was on this vehicle! The car club later borrowed the water pump to use as patterns to build 15 new ones.

Recently, some officials from the Curved Dash Club made their way to England, where they inspected an original, in a barn that had never been modified. They discovered the serial numbers that have been used for years by the club, to determine the "built year", most likely has to be changed. The Oldsmobile company had two places where they stamped the built number, on the engine head and on the compression release pedal. Dennis's number is 6631 and even though Gary Hoonsbeen said the car was mostly a 1901, the serial number was 1902. The England trip will most likely confirm this vehicle is a 1901 car.

This from "Wikipedia" and "The Standard Catalog of American Cars".....

The gasoline-powered Curved Dash Oldsmobile is credited as being the first mass-produced automobile, meaning that it was built on an assembly line using interchangeable parts. It was introduced by the Oldsmobile company in 1901 and produced through 1907; 425 were produced the first year, 2,500 in 1902, and over 19,000 were built in all. When General Motors assumed operations from Ransom E. Olds on November 12, 1908, GM introduced the Oldsmobile Model 20, which was the 1908 Buick Model 10 with a stretched wheelbase and minor exterior changes.

The Curved Dash car was a runabout model, could seat two passengers, and sold for US\$650. While competitive, due to high volume, and priced below the US\$850 two-seat Ford Model C "Doctor's Car", it was more expensive than the Western 1905 Gale Model A Roadster at US\$500. The Black sold for \$375, and the Success for US\$250.].

The flat-mounted, water-cooled, single-cylinder engine, situated at the center of the car, produced 5 HP, relying on a brass gravity feed carburetor. The transmission was a semi-automatic design with two forward speeds and one reverse. The low-speed forward and reverse gear system is a planetary type. The car weighed 850 lbs. and used Concord springs. It had a top speed of 20 mph.

The car's success was partially by accident in 1901, a fire destroyed a number of other model prototypes before they were approved for production, leaving the Curved Dash the only one intact.

Young Jonnie Steele has an Oldsmobile,  
He loves a dear little Girl.  
She is the queen of his gas machine,  
She has his heart in a whirl.  
Now when they go for a spin, you know,  
She tries to learn the auto, so,  
He lets her steer, while he gets her ear,  
And whispers soft and low:

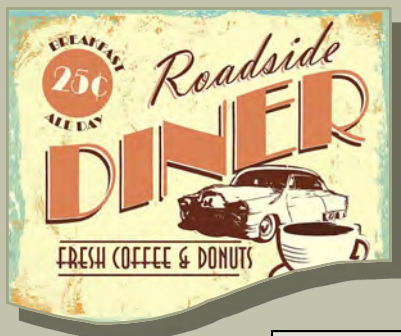
Come away with me Lucile  
In my merry Oldsmobile  
Down the road of life we'll fly,  
Automobubbling you and I.  
To the church we'll swiftly steal,  
Then our wedding bells will peel,  
You can go as far as you like with me,  
In my Merry Oldsmobile

When it inspires a song, you know it's popular. This Olds was the bestselling car in America from 1902 to 1905. Automobiles had an emotional appeal. A driver in 1901 said that controlling a car satisfied "an almost universal sense, the love of power." Despite the attraction, cars were not a significant player in the transportation world. In 1903, 4000 people bought Oldsmobile's, but more than 900,000 bought buggies and carriages.

With its one-cylinder engine and horseless carriage looks, the Oldsmobile Curved Dash didn't seem particularly rugged. Olds Motor Works proved its runabout's mettle with a number of elaborate stunts. Here the car is driven up a steep hill, over uneven ground. Far more extravagant was Roy D. Chapin's 820-mile drive, from Detroit to New York, in an Oldsmobile in 1901.







# The Roadside Diner

## Old-Fashion Fish Chowder



Edi Fiske

2-inch cube salt pork  
2 onions, thinly sliced  
3 medium potatoes, peeled and diced  
4 cups fish stock or clam broth

2 lbs. fillet of cod, haddock or any firm white fish  
2 cups cream or milk  
2 tbs butter  
Salt & freshly ground pepper

Cook the salt pork very slowly in a small skillet until the fat has melted and the scraps are brown. Strain, setting aside the crisp scraps, and put 2 tbs. of the fat in a soup pot.

Heat the fat, add the onions, and cook over low heat until golden. Stir in the potatoes and toss until well coated. Add the fish stock or clam liquid. Cut the fish in chunks, add it to the pot., and simmer, partially covered, for about 15 minutes, or until the fish is cooked through and the potatoes are tender.

Stir in the cream or milk and heat slowly, without boiling. Add the pork scraps. Just before serving, stir in the butter, add salt and pepper to taste, and heat until butter melts.



Original right, Bills creation left

## A VAE Motoring Moment

What is going on with your hobby.

**Williston, VT.... Bill Erskine** has been in the fly-wheel business. He was missing the flywheel on his **Holsman** and was lucky to borrow one from a gent in Maine to use as a pattern. Quite a few pounds of welding rod later, it was complete. Pictured left, the four spokes double as a fan to cool the engine plus he built the hub to accommodate a crank disc.

**While he was in the business**, he reworked two 200 plus pound flywheels for the two **1901 Long Distance** cars that he owns.

**St. Albans Bay, VT.... Hal Boardman** is starting early with his planning for the August **VAE Wings & Wheels** gathering at the airport in Swanton.

The event is planned for August 26th. Hal said he is getting the idea, it will be a much bigger event than when he and Jan Sander first had the idea. He is thinking it might include other car clubs from the area and of course the airport operators, George and Cliff Coy, need very little encouragement to "go big" also.

**Northern Vermont.....Another VAE member who might not be ready to come-out**, is building a **Model T speedster**. He has tweaked another 4 or 5 HP out of the engine by adding "straight pipes" and other adjustments, it now pushes out over 24 HP! A speedster fuel tank is mounted behind the bucket seats and the driver will be protected from the wind by a beautiful monocle windshield. A picture comes to mind of the poor passenger's cheeks quivering from the wind-tunnel effect. Wheel Tracks will keep you informed.

**Derby Line, Vermont.....Gary Olney**. This Motoring Moment has to do with our 167,000-mile 2006 Ford Fusion. A noise had developed under the hood on Feb. 2, which I thought was coming from one of the pulleys under the main belt, but it wasn't that bad. On Feb 3 we went from Derby to our grandson's basketball game in Montpelier, and not wanting to use my 190,000-mile 2000 Ford F-250 (to keep it out of the salt) we made it down and back, in the Fusion, with no problems!

**Then on Feb 5th**, Nancy's 70th birthday, we were going to start the day with breakfast in Derby. Just before a stop sign, the noise ceased. We commented to each other, probably ice. **WRONG!** Turning right, I found I had no power steering, the battery light and engine light came on and then Nancy said, 'look at the temperature gauge'. It was pinned on 'H'! We made it a short distance to the Elk's parking lot, called 'AAA' and an hour later we were at Hayes Ford. By the end of the day, with a new pulley, water pump, belt and tensioner and \$330 poorer, we were back on the road. (and NO birthday breakfast). The moral – don't push your luck- the trip to and from Montpelier could have been bad – in the dark with lonely stretches of road with no cell service.

Nancy's only printable comment on the day was "Happy Birthday to me"!





### I JUST CAN'T STOP!



**Let's face it.** Old cars have lousy brakes. Model T Fords only have brakes on the rear wheels, and even those do not work very well. To be fair, the Model T seldom goes over 30 miles an hour.

In the 1950's and through the 1960's, cars got bigger and much more powerful. As cars were getting heavier and faster, most still had single circuit drum brakes, many without power assist. Safety standards allowed single circuit brakes through the 1967 model year in the United States. If any brake line or hose ruptured, you had no brakes. If you have an older car with questionable brakes, and you enjoy driving it, you may want to consider upgrading the brakes.

**There are many aftermarket suppliers** offering kits to upgrade brakes. Often, the parts were manufactured for later models of similar vehicles, and the parts easily bolt on earlier vehicles.

I believe if you actually drive and enjoy your car, simply upgrading to a dual circuit brake system is an important upgrade. This usually requires simply changing the master cylinder and adding a hard line or two. You may have to also add a proportioning valve. Often, this modification can also include adding power brakes by adding a vacuum booster servo.

**Adding front disk brakes is another upgrade to consider.** This can also be done after upgrading the master cylinder to a dual circuit system. Adding front disk brakes may involve changing the spindles. There are many kits available with all of the hardware needed for an out of the box bolt on installation.

I recently purchased a new, dual circuit master cylinder kit for the 1959 Corvette. This car is fun to drive, but just can't stop. This kit is designed to also work with a front disk conversion kit, if I ever decide to go that route.

If you are considering improving the brakes on your car, check parts suppliers catalogues and on line forums to see what is available for improving your brakes.



**This from VAEer John Mahnker of Wells River, Vermont.....**

**This long ago scene was on the Main Street of Wells River, Vermont, on the opposite side of the street, from my service station location.**

The street was dirt but pretty smooth. I got this photo many years ago from an older resident whose father operated the grocery store pictured on the left. It is now an office supply store. The buildings look the same today. The second, that has three windows, has served as a jewelry store, a typewriter store and a shoe store but is vacant today. The next building is still our library and our post office and is just visible to the right.

No one could ever tell me what the occasion was with the decorated automobiles. The banner on the nearest car hood reads "The Salvation Army Lassie" and there is a figure of a lady in a long dress.

Can anyone guess the year and makes of the cars?





This picture might not come out very well but it is one more given to Wheel Tracks from the racing days of the early 50s. Joyce Malone Ryea was mentioned in last month's issue as only being in three races before her parents ended her career. She was only 16 years old and "respectable ladies did not race" was her parents belief. By the way, Joyce won all three races that she entered.

Pictured is the car that Joyce raced in, it was owned by her uncle, Harrison King. The young man sitting on the car is Jerrold (Gig) Royea who later became her husband.

The ladies races were called "Powder Puff Races" and nothing higher than 2nd gear was allowed. One racing tale from Joyce's racing days happened, when she picked the longest straw out of four, and started the 4-car race in 4th place. Her uncle told her if she saw an opening, she should just push her way into it and the other cars would get out of her way. The dust made it impossible to see beyond only a few feet but, in fact, an opening to the left of the car, in front of her, did show itself and she took it. Her opponent was so surprised that she dove to the right and completely off the race track....going through a field and then back on the track. As mentioned, Joyce won the race!!



Winning bidders for February.....

Andy Crane....Lot 2-1, \$3577.00

John Fricke.... Lot 2-2, \$21.32 and Lot 2-6, \$21.68

Mary Riggs.... Lot 2-4, \$66.00

Duane Leach.... Lot 2-3, \$56.61, Lot 2-7 \$26.60  
and Lot 2-8 \$51.53

Max Likhterman....Lot 2-9 \$20.00

Don Rayta....Lot 2-5 \$7.51



A couple of new/old testers have been added to our club. The machine to the left is a Merc-O-Tronic model 9B tester that Wendell Noble found at a vendor's booth. It is a 50s era machine, although the company still exists in Almont, Michigan. Some the modes do not work, would anyone happen to have an owner's manual?

The machine on the right is something I picked up at the Hershey Show this past October. It is most likely a home-made test and had to be rewired and the meters needed replacing. It does a great job setting up buzz coils for optimum plug spark.



What do you think of this White 3000 COE Sleeper? I somehow got on the mailing list where I get daily emails of 5 to 8 "Barn Finds". This truck from the 50s caught my eye, had a price tag of \$4000.00. I have been getting these emails for some time now, and wonder how anyone can make any kink, of living doing this "Barn Find" thing.

The White Motor Company was an American automobile, truck, bus and agricultural tractor manufacturer from 1900 until 1980. The company also produced bicycles, roller skates, automatic lathes, and sewing machines.



# PERKS

Next month's Wheel Tracks "Feature Car" will be the 2017 VAE President's Restoration Award choice. Can anyone guess whose car that will be? Wheel Tracks knows!

That will be for April. There is also a plan in the works, to feature a rare recently finished, restored 1950s pickup from Central Vermont for the May issue.

Many folks miss this point but kicking the tires and doing a story and taking photos of these "feature vehicles" is one of the editor perks that come with this job.



## Balcrank Bumpers from Charlie Thompson

Yes, Gary, it does take a leap to get from a Ball Crank (which you accurately illustrated on page 13 of the March Wheel Tracks) and the Balcrank bumper. The manufacturer, Cincinnati Ball Crank, started in that city in 1906 producing ball cranks and hand wheels used in the machine tool industry. The same year they became the first mass producer of automobile starting cranks. (There's a hint of the connection.) In 1908 they started producing steering drag links which were adopted by almost every automobile manufacturer. Next they produced ball sockets for spark and throttle controls and then the Balcrank bumpers. Starting in 1922 they invented and produced innovations in automotive and industry lubrication. In 1933, they dropped an "L" and changed the name to Balcrank, Inc. They have since been an innovative leader in lubrication systems and are still in business today.

Back to bumpers. Balcrank bumpers, like those on my Whippet, are black painted tubular steel with longitudinal grooves that are often painted silver. Some are smooth without the grooves. They have shiny aluminum end caps and decorative aluminum bands around the mounting clamps. My front bumper measures 3" in diameter and the rears measure 2 1/4" while some front bumpers also measure 2 1/4". All the magazine advertisements of Willys Overland cars show no bumpers, and buyers had the option of Balcrank or flat steel bumpers installed by the dealers. Back in the day when they were new a complete set of Balcrank bumpers sold for \$12.95 and a set of flat bar bumpers for \$10.95. Personally I like the Balcranks, being less common, nicer to sit on, and distinctive from Fords, Chevy's, Plymouths, and other makes which have the flat steel bumpers.



And as for bumpers in general, they have always been around, right?



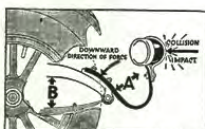
*Look for the name  
Balcrank on the eye*

### Beauty, Style ~ ~ No End! ~ ~

Balcrank Collision Absorbers (direct descendants of the well-known Bumper family) recently made their debut in New York, and henceforward will be seen constantly in the company of well-groomed automobiles.

So now, you can pick out a Balcrank to harmonize with the color of your car—or your temperament, and give your enemies something to get jealous about!

Just tell your car dealer the new car must be up-to-the-minute, with Balcranks. He can give them to you, for bumpers are seldom furnished by the car manufacturer. Or, you can secure full information from any of the following:



*A sudden collision is first absorbed by the tempered Balcrank springs, "A". Any excess shock is then directed by a DOWNWARD motion into the car springs, "B", where it, too, is absorbed.*

SMITH & GREGORY, 121 W. 52nd St.  
Circle 2057, Bronx and Manhattan

F. B. HAGUE CO., 96 Washington St., Newark  
Market 6424, Northern New Jersey

SERVICE AUTO SUPPLY CO., 1413 Bedford Ave., Brooklyn  
Prospect 4700, Brooklyn and Long Island

*Balcrank colors will not chip and  
peel like ordinary finishes. The  
trimming cannot rust.*

**BALCRANK**  
COLLISION ABSORBERS

*Balcranks carry the highest rating  
given by the Insurance Under-  
writers Laboratories.*

Well, sort of but not quite. Early horseless carriages had no bumpers. The first bumper, a ridge metal bar, appeared on a vehicle back in 1897, and it was installed by a Czech carmaker. However, the construction of these bumpers were not reliable. They fell off the vehicle and served cosmetic function only. The first bumpers designed to protect the vehicle were invented in Britain by Frederick Simms in 1901 and patented by him in 1905. Various manufacturers randomly installed several bumper designs, but the first widespread use of bumpers was by Ford on the Model A in 1927. The industry progressed to all the chrome we remember from the 1950's. In 1968 GM created an "Endura" body-colored plastic bumper designed to absorb a low speed impact and bounce back to shape unharmed. Current bumpers consist of a plastic cover over a reinforced bar made of metal, composite fiberglass, or plastic. The bumper design along with other components, rather than protecting the car, are intended to protect the occupants by progressively crushing to absorb the energy of a crash. Additionally, some bumpers are covered with a foam layer to lessen injuries to pedestrians if hit. Incorporated in current bumpers are the sensors to activate occupants' air bags.

We have seen the progress from bumpers to protect the vehicle, to bumpers and systems, to protect automobile occupants. Now the newest automotive systems that we have seen in recent TV advertisements, are designed to prevent crashes by sensors, that activate automatic braking and sensors to detect obstacles in the driver's blind spots. Self driving cars are not too far in the future. While many of us remain skeptical, I expect future generations will depend on self driving cars just as we now depend on cell phones and computers and will find it hard to imagine a world without them.

Current design practice is for the bumper structure on modern automobiles to consist of a plastic cover over a reinforcement bar made of steel, aluminum, fiberglass composite, or plastic. Bumpers of most modern automobiles have been made of a combination of polycarbonate (PC) and Acrylonitrile butadiene styrene (ABS) called PC/ABS.



# Girls Auto Clinic



Patrice Banks owns the "Girls Auto Clinic" in Upper Darby, Pa.

**Patrice Banks is now a mechanic**, and the owner of a successful auto clinic, but there was a time when she avoided taking her own car in for routine maintenance.

"I was afraid I was going to be taken advantage of," she says. "I was tired of feeling helpless and having to go talk to a guy."

Banks, who was working as an engineer at DuPont at the time, thought she'd feel more comfortable with a female technician. There was only one problem: "I couldn't find a female mechanic," she says, "so I had to learn it [myself]."

She enrolled in night classes at a technical school. "I was the only girl with a bunch of boys, 19-year-old boys," she says. "That was interesting. I was 31."

Eventually, Banks left her six-figure salary as an engineer. She worked in a couple Philadelphia garages for free while she completed her training, and in 2016 she opened the Girls Auto Clinic repair center in Upper Darby, Pa., which is staffed by female mechanics. To make the shop more appealing and convenient for women, she also opened an adjoining manicure-pedicure and blowout salon.

**Me and my girlfriend** that I worked with at DuPont would go to this specific Jiffy Lube on our lunch break because there was a nail salon next to it. We'd drop our cars off and we'd walk next door and get our nails done while we waited.

We just thought we were the smartest people, because it's lunch [and] we're killing three birds: We're out to lunch, we're getting our oil changed and we're getting our nails done and we're back at work all in about 45 minutes to an hour. It was fabulous and we would do that every couple of months when we needed our oils changed.

I started thinking about opening this shop. ... Women, it's like a chore, we hate going in to get our oil changed — it's always a chore, it's always a burden. But we look forward to doing things like getting our nails done. And so I thought it would just be cute and just [be] the cherry on the top when I tell people, "I have a shop that caters to women. Full service auto repair, all female mechanics!" They're like, "Woah!" I'm like, "And there's a nail salon there."

## **On making customers feel comfortable at the shop.**

People are coming in, especially women, with that guard up. In order to get them to trust you, you have to let that guard down. So No. 1 is just listening to them and respecting their opinion. Looking at them when they're talking to you. ... Stand in front of them and talk to them, and I make sure they don't leave without feeling comfortable about spending their money.

I want them to say, "Yes, my car needs this. I believe my car needs this and this is how much it's going to cost." So we take them out to the shop and we show them.

Mechanics do a lot of diagnosing from hearing, seeing, feeling and smelling. So if we can hear, see, feel and smell it, so can you. So I'm going to show you what I'm looking for, what I'm feeling for, so you can feel comfortable and you know this is what's going on with [your] car. ... It's just about transparency and communication.



# The VAE March Email Auction



Below you will find items identified by lot numbers.

If you would like to make a bid simply email [gafiske@gmail.com](mailto:gafiske@gmail.com), state the lot number and place your bid.

There are no reserves and on the 10th of March the bidding will close.

The winning bidders will get an email telling them where they can pick up and pay for their items.



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



**Lot 3-1**... 7 qts 10W30 Valvoline, 4.5 lbs. hand cleaner, can of multi-lube and 6 qts. Royal Purple 5W20 oil



**Lot 3-2**  
11 qts Valvoline 10W40  
2 can spray lube  
Plus spray wax



**Lot 3-3**  
2 cans radiator anti-freeze, 1 gal. tire mount lube, 2 cans radiator flush, 14 cans fuel conditioner and a can of white lithium grease



**Lot 3-4**  
Royal Purple synthetic  
7qts. 20W50, 5 qts. 5W20  
And 10 qts. 10W30



**Lot 3-5**  
Large container of auto lamps and head lights



**Lot 3-6**  
The last of our Castrol  
All Edge full synthetic  
2qts. Edge 10W30, 2 qts. Edge 5W20,  
4 qts. Edge 5W30  
12 qts. GTX 10W40  
32 oz can synthetic lube for 134a systems



**Lot 3-7**  
3 cans spray lube  
4.5 lbs. hand cleaner  
1 can bearing grease  
1 qt. Ingersoll Rand oil  
2 qts. Jack oil  
8 qts. Single wt 30 oil





## \*\*\*My Story\*\*\*

### The Story of My 1930 Hupmobile from John Klinck

It was in the fall of 1957 when I bought the 1930 Hupmobile from Carl Walbridge, son of professor Walbridge, my UVM physics professor. He lives outside of Essex Center in an area called Pleasant Valley and operated an antique auto junkyard there. I paid \$300 for the car. Carl told me it had a cracked engine block which would be difficult to repair. I tried to do the job, but couldn't

I located a 1928 Hupmobile pickup truck in New Haven, VT and swapped engines with the help of Pete Snyder, a fraternity brother. We did the swap using chain falls attached to a limb of a tree in the front yard of the Lambda Iota fraternity. For the summer of 1958, between my junior and senior year at UVM, I secured a job at the Watervliet Arsenal in Watervliet, NY, just south of Troy, NY. I drove the car there and used it all summer as this was my only means of transportation. I commuted from North Troy which was about 10 miles away.

I met this really cute girl, Sharon Berry, a freshman from Essex Junction, VT on a blind date during the first week of classes in September of 1958. It was arranged by a fraternity brother, Bud Edmunds. He said he had found the girl for me! Shortly after, the fraternity had its annual Garbage Collector's Cotillion and I invited her on our official first date. We drove to the fraternity in the Hupp and when we came to a red light, I suggested she open the door and drag her feet, as the car had very poor brakes. When we arrived at Lambda Iota, I drove the car over the curb, up the front walk, up the steps, parking it on the front porch as part of the outside decoration! I did not forewarn her of any of this, so I wonder what she thought!



In the winter, I stored the car in a large barn on Williams street where a friend of my grandmother lived. As my graduation loomed, I found a man from North Hartland, VT, who bought it for \$300. I was about to enter the US Army for two years and knew I would be stationed somewhere far away. I couldn't afford to garage it for that length of time, so, reluctantly, I had to sell it. I had saved the old engine, so it went with the car.

The years passed and I always wondered what had become of the car. By the way, Sherry (Sharon Berry) and I were married in 1961 and we are still going strong.

In early summer of 2017, I was still thinking about the car, always wondering what had become of it. So I called a man in the Recreation Department of North Hartland who was in charge of their 4th of July parade. The hope was that the car might have been entered in the parade. He knew nothing of the car, but gave me the name of the town clerk, who had been in that job for years and might know something. He knew nothing about the car but did give me the name of someone, who might know someone, who could help. This man was Richard (Greg) Grzegorowicz. He liked old cars and became interested in my quest. He dug around, asked various friends and came up with the name Bob Maxfield, who had died a number of years ago and whom the 'locals' thought had owned the car.

The idea seemed dead and hopeless until Greg had the idea of driving to the Leemax Farm on Route 5 in North Hartland. He spoke with Louie Maxfield, brother of Bob, who said his sister Lorna Eaton, who lives in Lunenburg, VT, might know something. She did!

She said the car is now owned by Rollie White, who lives in Bridport, VT. I called Rollie and made an appointment for Sherry and me to see the car on August 25, 2017. It had been amazingly well taken care of and was still in original condition except for: 1) A new cloth top which it sorely needed, 2) a new paint job which it also sorely needed. Bob returned the car to its original color- two tone brown with black fenders and running boards. He also had it completely reupholstered (seat and door panels) with a very bright blue velour material, which was not the original color.

I learned Bob Maxfield's story from Rollie: He was painting a 4-story barn in 1986 and fell off a ladder. This accident paralyzed him from the chest down, so the car was never driven after that time. It still has the 1986 Vermont license plates.

Rollie also told me he was Bob's financial advisor and when Bob died, the car was bequeathed to him. They had become personal friends and Bob had no children to whom to leave it. In addition, the two men had been neighbors growing up. The car has been in Rollie's possession for five years, plus he has the original engine. The car now has 40,935 miles on it.

As mentioned at the beginning, I purchased the car from Carl Walbridge. He bought it from Mahlon Teachout, an acquaintance of mine from the summer of 1956. Mahlon bought it from Bud Plummer of Broadalbin, NY. (west of Saratoga) in the spring of 1955.

So ends the long but fruitful search of my very first car.



The Only Car That Climbs a 50% Grade  
Because of the "friction gearless transmission".  
The car is so simple a child can drive.  
The car that goes anywhere & that lasts so long,  
that cost so little for upkeep.

**Cartercar Motor Co.**

Phone "Popular 5221"

## Coming VAE Events for 2017 & 2018

**March 17, Saturday** - Our March meeting will be held at the Green Mountain Technology & Career Center (GMTCC) in Hyde Park in the Auto Technology classroom. David Morrison of **Fire Pro Tec** will give a seminar on the use of fire extinguishers in the unfortunate event of a car fire. The demonstration will begin at 10:30 AM and run until noon. There will be a club meeting afterward. Please bring your own lunch. The club will supply drinks. GMTCC is located at 738 VT-15, Hyde Park, VT 05655. It shares a campus with Lamoille Union Middle & High Schools. There is a sign in front on RT 15. When you come onto the campus, veer to the right through the parking lot adjacent to the Lamoille Union Middle School. GMTCC is in the two buildings behind the middle school. The Auto Tech classroom is in the second building, slightly to the right as you enter the building. Looking forward to seeing you there!

**April 28, Saturday** - Vermont Historical Society Barre, Opening of new exhibit for 2018 - Speed Racing in Vermont. We may arrange a display of some of our vehicles in front of the building at this meeting. Bring your own bag lunch and a chair, the club will supply drinks. Time and further details to be determined.

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

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

**June 16 and 17** - VAE Shelburne Show at Shelburne Museum

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

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

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

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

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

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

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

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

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



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

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

#####

The VAE Board meets quarterly at Whitney Hall in Williston at 8 PM. Call Dan Noyes at 802-730-7171 or Dave Stone at 802-598-2842 for dates.



# Wheel Tracks Classified

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

**For Sale.... 1940 Lincoln Zephyr V12 Club Coupe**  
\$25,000.  
**A 1932 Model B** with a 4-port Rally Racing  
conversion, \$15,000  
Call Ken Gypson at 518-423-7565

## March Bumper Sticker...

### Vermont

What happens  
here, stays here.

But, nothing ever  
really happens.

**Do you need a VAE name tag?**  
**Contact Christina**  
christina.mccaffrey@vtmednet.org  
\*\*\*\*\*

**How about a VAE banner for your car?**  
**Call Wendell Noble to order one.**  
**802-893-2232**

**For Sale..... 2003 Ford**  
Ranger, 4X4, V6 pickup.  
Bought at 40K miles, now  
has 85K, second owner.  
Special cap, 4-door with  
fold up seats. \$3600 firm.  
Call Ellie Ball at  
802-425-3529



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

This machine is an accurate replica  
of a 1910 Harley-Davidson Model 6,

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

## Wanted....

I would like to talk  
to someone who  
owns a Shay  
Model A

reproduction Ford.

I have always liked

the idea having one but would like to ask 20 questions  
before I start looking.

Call Paul Wagner in Bridport, VT 802-758-2420



Pictured left is the  
VAE booth on  
February 10th.

Dave Stone, Charlie  
Thompson and  
Wendell Noble  
participated in an  
open-house at the  
**Center for  
Technology, Essex  
(CTE).**

"Math & Science is  
the key to our  
future and the VAE  
is shouting the  
message loud &  
clear."





## VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

**Christina McCaffrey**

**89 Ledge Road**

**Burlington, VT 05401-4140**

*christina.mccaffrey@vtmednet.org*



A 1959 Saab 93B, owned by  
Bruce Welch of Williamstown, Vermont

**March 2018**



**CHECK THE DATE AFTER YOUR NAME,  
YOUR VAE MEMBERSHIP  
MIGHT NEED TO BE RENEWED.**



VAE Activity Chair,  
Jan Sander hit a  
home-run on February  
10th.

We visited the  
Vermont Army  
National Guard's  
North Hyde Park  
maintenance shop.

We, VAE home  
restorers, were  
amazed by this 45,000  
Sq. foot modern  
facility. Construction  
began only three years  
ago and today,  
maintains all the  
Guard's vehicles in  
northern Vermont.

Chief Warrant Officer  
II, Matt Reed was our  
guide and spoke about  
allowing high school  
career center classes  
to spend the day  
shadowing the  
mechanics who work on  
these unbelievable  
Army vehicles. An  
opportunity for all of  
Vermont's 16 career  
centers could take  
advantage of.