



May 2018 Year 65 #5

# Wheel Tracks



Paul & Barb  
Wagner's  
1957  
Dodge  
D200

"For 43 years  
it was our  
Every-day farm  
truck.  
Today it is our  
car-show  
truck"

Read more,  
on page six.



The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR  
PRESIDENT,  
DAVID  
STONE

Hi all,

Some April fools joke on us, here we are at the end of the first week and I spy snowflakes out my window. I'm thinking that I have a collection of stationary engines instead of classic cars. Discouraging to say the least, like many of you, I live on a dirt road so this compounds the misery, we will probably have to wait another four weeks before the roads dry out. Guess I'll look into exchanging the old cars in for vintage ATVs or mud boggers.

If you look ahead to the up and coming events, you will see that the Shelburne show isn't that far away. Please get your registration in and if possible, volunteer for a few hours. As always this is a great venue for us and we want to keep this event growing.

If the membership is wondering how the Waterbury transition is going, fear not, the stars are aligning, the Waterbury show committee is kicking butt and we have fantastic support from the community. It has taken some time and a lot of work to move to the new location, and still some unknowns, but it will be a great event. We are looking forward to the new location and making it our future home.

Our Golden Wrench Award winners will be announced soon so stay tuned for more information on that process. Hoping for sunny days



Farr Field at last year's Waterbury's "Not Quite Independence Day" gathering

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 1954 Rod Rice  
 1955 Rod Rice  
 1956 Walter Jones  
 1957 Walter Jones  
 1958 Lloyd Davis  
 1959 James Mc Glaflin  
 Dale Lake  
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 1961 Charles Arnholm  
 1962 Robert Slade  
 1963 Don Brown  
 1964 Richard Evans  
 1965 Willis Spaulding  
 1966 Wesley Pope  
 1967 Bill Young  
 1968 Leo Laferriere  
 1969 Adrian West  
 1970 Chuck Haynes  
 1971 Lloyd Davis  
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 1973 Larry Johnson  
 1974 Tom McHugh  
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 1976 Bob Gioria  
 1977 Alden Chapman  
 1978 Richard Turner  
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 1980 Al Ward  
 1981 Russ Snow  
 1982 John F. Gray  
 1983 Mike Hayden  
 1984 Bob Groves  
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 1997 Bill Sander  
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 2002 James Willett  
 2003 Gael Boardman  
 2004 Ray Tomlinson  
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 2009 Gene Fodor  
 2010 Don Rayta  
 2011 Wendell Noble  
 2012 Dave Sander  
 2013 Jim Sears  
 2014 Robert Lalancette  
 2015 Robert Lalancette  
 2016 Dan Noyes  
 2017 Dave Stone  
 2018 Dave Stone

### FROM YOUR EDITOR... GARY FISKE



Good May to you,

#### What did you think about our April Wheel Tracks quality!

Five minutes after I got it in the mail, I emailed Rachel Hayes and Katya Andrievskaia and told them their work was a home-run. They are the two pros at Messenger Marketing in St. Albans, thank you to you both.

You may have noticed the paper is slipperier and this explains why, at least why one of you, received a Wheel Tracks missing pages. I also heard of another was missing the staples that hold the papers together. If that has happened to you, just let me know and I will send you a replacement.

I am very proud of the April Wheel Tracks. Nancy's Willy the cat, Wendell's feature Chrysler and John Mahnker's racing history was really good. And, the rest of you who writes for the publication, made April an issue to remember. Thank you.



**I had no "My Story" this month.** I am hoping not to lose the column, the stories you have written the past sixteen months have been fantastic. All those stories are now in writing and safely preserved.

This month, I wrote about the '34 Chevy that I almost bought many years ago, in the hopes it will jog a memory of yours. It was fun writing about that time in my life, it is also now in writing. If you don't like writing, maybe you could sit down with your son or daughter and tell them a story. Between them and Wheel Tracks, I know we can get "your story" in print. You folks who have written a story for the column, I will bet you have another one.....please...

#### I see the AACA Car Club and the AACA Museum are back at it again.

Fifteen years ago the AACA car club, board of directors, decided it would be great to have a museum. A great idea. The task involved financial risk so the AACA, car club, decided to create a separate 501c3 non-profit (with it's own board of directors) to protect the AACA's finances.

**The museum opened its doors in 2003** and became a huge hit. The directors and staff, worked hard over the years, created a world class museum and accumulated a very nice bank account for its security. A couple of years ago, the car club directors decided to "take over" the museum and do away with the museum 501c3. The museum directors said no, all hell broke loose and the two organizations split up by undoing many of the ties between them.

**This whole situation was, and is, very difficult for members. Its like a married couple breaking up and you are very close friends to both.**

When the 'split' happened two years ago, it appeared the large Egos went home and the two organizations began the journey to normalcy. Both organizations are very important to our hobby and need to be protected and preserved.

The winter was just too long for some of the "Egos". Instead of finding ways to preserve and advance, the car club AACA is now suing the museum AACA.

Here we go again, we can only watch and hope there are no death blows.

### Membership Only \$30

\$50 for 2 years

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

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### "How to be a member"

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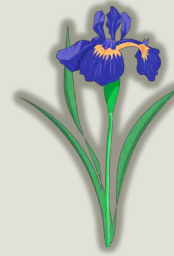
\*Print form, fill it  
out and mail it with  
your \$\$ to our  
secretary

If you want your  
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Wheel Tracks  
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[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

**Wheel Tracks**  
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## “THE SOFTER SIDE”

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

### From Nancy . . . . . A Page from “The Willy Chronicles”

**As I was rummaging among our winter coats the other day** looking for something to wear to run errands, I was thinking how winter clothing has changed over the years.

When I was young, a hundred years ago, I remember pea coats, knit mittens and galoshes. Gael still has a coat from the '50's that must weigh a ton, corduroy with some kind of fur collar. Our first trip to Freeport, Maine to the LLBean store in 1969 when it was on the second floor of an old building with creaky floors, I purchased a great coat which I wore for years and then our oldest daughter took it over. It was heavy, but not as heavy as Gael's coat.



**My mother** knitted the kids hats and mittens to match their winter coats and snow pants, and they wore bread bags over their feet, inside their rubber packs to keep their feet dry. Down filled jackets probably had been around for quite a while but they arrived at our house in the 1970's. Gael still wears one our son discarded, many years ago. It is looking a bit worse for wear and there are feathers everywhere when Gael wears it, but he isn't ready to give it up yet. It must be on it's second zipper by now.

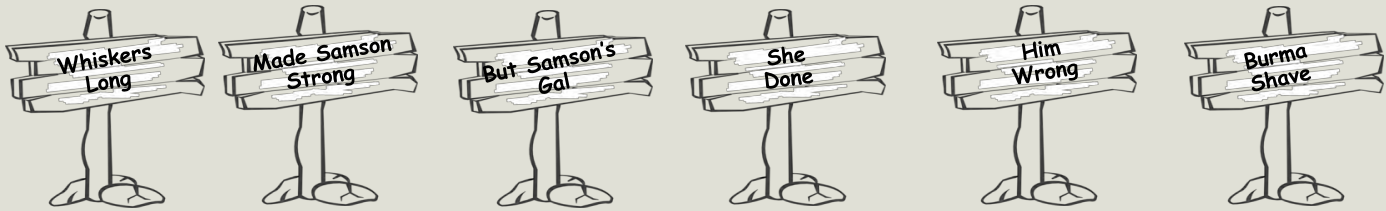


I'm not sure when fleece arrived on the scene, but it changed my way of thinking. Gone is "the heavier, the warmer" phrase and jackets now are light weight and as warm as their predecessors and good for washers and dryers.

**I have so many heavy sweaters** that I hardly ever wear anymore. Were our houses that much colder back when? I can't part with them, some I spent hours knitting and have fond memories wearing them. I must admit I do really like the fleece jackets, vests, hats and mittens that are hanging on our coat rack. Most of the time they are adequate, for most of our weather and with good heating systems in cars these days, who needs a heavy, bulky coat to drive in.

**Winter footwear** has changed over the years too. Gone are the days of heavy leather boots. We've moved on to lightweight winter shoes, LL Bean boots and Muck shoes. Moriarty (sp?) hats, remember them? We probably have a few still kicking around in back of the cupboard, along with the knit hats and mittens the kids wore many years ago. I just can't get rid of them yet.

Another kind of coat that we have is the waxed jacket. I bought several of these on one of my trips to England many years ago and they are great. I happened to visit England a few years later in the Fall and picked up liners for the jackets. Queen Elizabeth even has one of these. Hopefully, by the time you read this, you will have put your winter jackets, etc., away, all cleaned and ready for next fall, perhaps with a few moth balls thrown in for good measure. You might even have left a dollar bill in one of the pockets.



## WORDS

**Drophead Coupe:** An English term for a convertible.....

The term "drophead" was first used in 1932



While he was visiting, my father asked for the password to our Wi-Fi.

"It's taped under the modem," I told him. After three failed attempts to log on, he asked, "Am I spelling this right?"  
T-A-P-E-D-U-N-D-E-R-T-H-E-M-O-D-E-M?"

\*\*\*\*\*

Sign on restaurant in Salt Lake City, Starting Tuesday, we will be closed Monday.

\*\*\*\*\*

My mother-in-law fell down a wishing well, I was amazed, I never knew they worked.

\*\*\*\*\*

A turtle is crossing the road when he's mugged by two snails. When the police show up, they ask him what happened. The shaken turtle replies, "I don't know. It all happened so fast."

\*\*\*\*\*

A priest, a minister, and a rabbi want to see who's best at his job. So they each go into the woods, find a bear, and attempt to convert it.

Later they get together. The priest begins: "When I found the bear, I read to him from the Catechism and sprinkled him with holy water. Next week is his First Communion."

"I found a bear by the stream," says the minister, "and preached God's holy word. The bear was so mesmerized that he let me baptize him." They both look down at the rabbi, who is lying on a gurney in a body cast. "Looking back," he says, "maybe I shouldn't have started with the circumcision."



## Wheel Tracks Academy

**"The Gilmore Model T Driving School"**

**Pictured are graduates** of the driving school at the Gilmore Museum in Hickory Corners, Michigan. For only \$105, you can attend a half day session and learn to drive a Model T Ford.

You can learn to operate the 3 foot pedals (No Gas Pedal!), two hand levers, and two hand controls on the steering wheel! The museum is close to sold out for the summer of 2018.



This might be a hint to our VAE activities director during the summer of 2018. When we offered Model T driving lessons a couple of summers ago, it was vary popular and folks are still talking about it. Although, some of the instructors are still in counseling from the experience!

The lessons teach use of spark and throttle control levers, coordination of hand and foot controls, proper shifting techniques, stopping the vehicle, correct use of the Neutral / Brake lever and reversing the vehicle.

**Lets have a VAE Model T driving school in 2018!**

**Left foot pedal....**high and low speed clutch.

**Middle foot pedal....** Reverse.

**Right foot pedal....**foot brake.

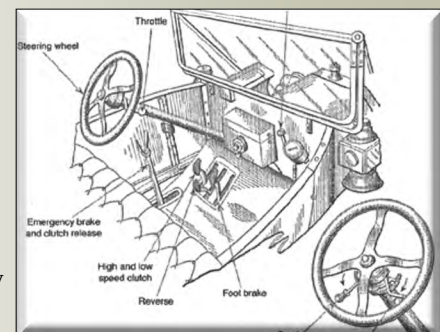
**Left hand floor control....**emergency brake and clutch release.

**Left hand steering wheel control.....**spark advance & retard.

**Right hand steering wheel control....**accelerator.

**Dash control.....** If you pull, it's a choke, if you rotate, its adjust fuel richness.

**Ignition control.....** choice of producing spark via battery or magneto.



*Continued from the front page....*

## **“From Farm Truck to Show Truck”**

**Back in 1967**, we decided to purchase a truck to support our small family dairy farm in Methuen, MA. The search led us to a gentleman who had a sewing machine business, and a 1957 Dodge 3/4 ton pick-up with 59,000 miles on the odometer. The truck sold for \$1750 brand new, he was asking \$200.00 for it. I countered with \$175.00 and drove away with the truck.

It was put into use on the farm immediately. We used it to haul milk, cattle, sawdust, manure, it was a great, all purpose vehicle.

**In 1969, my father and I bought a larger dairy farm in Bridport, Vermont.** That was 200 miles away from Methuen. The Dodge was a godsend for hauling furniture and farm equipment to Vermont, and then take hay back to Massachusetts to feed our animals there. I would load sixty, forty-pound bales on the truck (2400 lbs.) and drive the 200 miles on ten gallons of gas. Not bad mileage with that kind of a load.

**Once the move to Vermont was complete**, we put 700-800 ‘farm’ miles on the truck each year. The transmission was not right for slow field work so we rode the clutch a lot. After 11 years of this, we had to replace the clutch and when we did that, we put a four speed transmission in. The move from 3-on-the-tree to 4-on-the-floor made it a real farm truck! It was parked in the shop in 2003 when a gale wind came through and knocked the shop down. The shop roof landed in a tree across the road, while the old Dodge just sat there, with only the scratches it had when we parked it there. The truck did its work until 2005 when it would not pass inspection any longer. For the next five years it sat in the machine shed getting dusty. I started it up a couple of times a year to make sure the engine did not seize.

I sold the farm to my son in 2010 and entered semi-retirement. I had talked so much about fixing up the truck, over the years, that my wife, Barb told me there would never be a better time, than now to do it. I guess she had heard it enough....so I did. Little did I know what I was getting myself into.

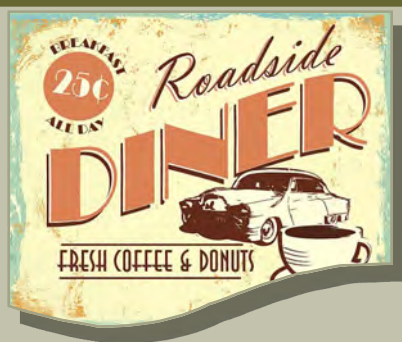
Three miles south of here, my friend Kevin has a body shop. I pulled everything off the frame. All that was left was the engine, transmission and wheels, which I pulled to Kevin’s with my old John Deere. This had taken me about fifty hours at this point, all my labor and no money. I soon found out this would get reversed! Just finishing the prep work, Kevin had used eighty-five, 100 pound bags of blasting sand.

When I removed the cab from the frame, I found it was set up for both left and right hand drive. There are pop-outs on the floor for the clutch and brake pedals. The dash is the same on both sides. There is an aluminum plate on the right side where I thought was meant for a radio. When I removed it, I found framework for the speedometer and gauges. I considered changing to the right side but then I thought, “Who is going to drive it?”....Not me!, so I left it the way it was.

**The next challenge was finding body parts.** In 1957, 340,000 Ford pickups were made and GM made 360,00. Dodge made 50,000 pickups that year. So, finding the parts I needed, ended in very short phone calls...no we don’t have any. Then I heard about Desert Valley Auto Parts in Arizona. They had three corpses! My luck had changed, I found the two rear fenders, the right front fender and the grill that I needed. It took three months to get the parts but the wait was worth it. Being a life-long New Englander, I was utterly amazed at the condition...no rust at all! I found two box sides in Rhode Island and used Hickory boards for the floor. I chose not to use oak, as I wanted something with knots, but pine was too soft.

*Continued on age 7...*





## The Roadside Diner

### Rhubarb Betty

2 lbs. trimmed rhubarb stalks, in 2 inch pieces  
 1 1/2 cups sugar  
 2 1/2 cups homemade dry bread crumbs  
 6 tbs butter, melted



Edi Fiske

Preheat the oven to 350 degrees. Place the rhubarb in a sauce pan with the sugar and 1/4 cup water, cover and cook until tender, about 7 minutes.

Set aside 1/3 cup of rhubarb syrup. Put the bread crumbs in a bowl with the melted butter and toss. Place half the crumbs in the bottom of a baking dish. Arrange the rhubarb on top of the crumbs and pour the syrup over it. Top with the remaining crumbs. Bake about 40 minutes, covering with foil if the crumbs begin to get too brown. Serve with whipped cream.



From page 6...

**There were two safety problems** with vehicles from this period that I wanted to correct with my restoration. The single reservoir master brake cylinder and no seat belts. I went to the '68 Dodge split system and had to add a regulator to balance the pressure. Lap seat belts took care of the second problem. The paint color is forest green with two coats of epoxy primer, two coats of filler primer and two coats of enamel. The paint alone was \$2000.00...welcome to restoration. The whole process took ten months to complete. Kevin had 300 hours, I had that many and more, but no charge for me, it's a LABOR OF LOVE! I kept a notebook of the expenses, even after being told not to because 'I did not want to know'. The project ended up costing \$23,380.00. the high-level

break-down was \$13,000 in labor, and \$10,380 for parts ( I did not rebuild the engine or drive train).

**In May of 2014**, the steering shaft broke in a restaurant parking lot. The steering wheel was in my hands not attached. I decided it was time for power steering, my age demanded it! Driving is much more enjoyable now. My friend, Ed James, did some research and found the steering system from a '79 to '86 Toyota pickup would work. I added a pump from an '84 Camaro and I was in business.

The old Dodge gets a lot of attention in parades and car shows. We were at the local soft serve ice cream place when a fella came up and said, " I bet you think more of this truck, than you do your wife!" I replied, "The only thing I can say, the truck does exactly what I ask it to do." **I always say, there is high tech and there is low tech. My truck is NO TECH!**

Truck Specs: Engine, Chrysler 230 cu. In. L-head (flat head) 6 cylinder.  
 Horse power, 110  
 Wheels, 16 inch split rims-8 lug (750X16)  
 Rear-end, 3/4-1 ton set-up for duals  
 Present mileage, 111,028

**Editor's notes...** Paul told about his daughter slinking down in the seat, out of view of her friends, in the old days when he would leave her off at school. She recently asked if she could possibly get the truck when he made out his will. Thank you Paul for letting us feature your truck and your history with it.



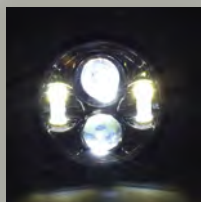
## Dave's Garage by Dave Sander



### SOUNDS GOOD

#### A BRIGHT IDEA

One of the headlights recently burned out on one of my Saabs. No big deal, this happens every so often. A set of premium brighter bulbs costs almost fifty bucks, and I have noticed they do not last as long as the regular bulbs. A pair of LED bulbs is only fifteen dollars more, and these will outlast the car. I decided to order the LED bulbs and try them. They are a direct fit replacement for the standard halogen bulb. Unlike many LED bulbs on the market, these bulbs are an engineered replacement for the incandescent bulbs.



On some vehicles, like my Chrysler minivan, the headlight needs to be removed to replace the bulb. This requires removing five bolts and takes time.

In addition to lasting much longer, the LED bulbs do not generate heat, takes far less energy, and you can actually touch the bulb without destroying the bulb. Interestingly, I noticed both old headlight bulb pigtailed were partially melted when I installed the LED bulbs.

I will drive with these bulbs for a few weeks to make sure they work, at least, as well as the incandescent bulbs.

I bought these bulbs from [superbrightleds.com](http://superbrightleds.com). I am very impressed with their quality, selection service and price. They list replacement LED bulbs for virtually every bulb in the car.



**Editor's note.....Milton, VT...Is it true Dave? There is no phone number, how are we to make appointments?**



June 1939. "Country store. Wagoner County, Oklahoma."



1925. The Triangle Service Station in Arlington, Virginia



1938. Little Creek, Delaware.



**Don't tell Bill Erskine**, but something he found in a pile of junk has just saved my grits....I wouldn't want him to get a big head. Bill and I were on an 'expedition' a while back, when he turned up missing for a time, then returned to tell me he had found something I would be interested in. He would not tell me what it was but directed me to a house-sized pile of scrap aluminum....not the equal sized pile of wood and not the pile of steel. He also had that smirky expression on when he thinks he knows something you don't. I found the fan shroud, with little help from him, and bought it, I think I paid \$50 for it.



**Yesterday**, while doing the final tear-down of the '23 Franklin I am restoring I found part of the shroud with major cracks and guess what, it fits perfectly! The Franklin is air-cooled and has an eighteen inch squirrel cage fan inside a shroud, that cools the engine. The \$50 I spent probably saved me \$500 if I would be lucky enough to find one for sale. Now you know why I don't want to tell Bill.



**A VAE friend stopped by yesterday.** On his way, driving through the little village of Sheldon Creek, a siren started blasting behind him. It sounded like it was right on his tail, it was so loud, but he could not see anything in his rear view. And, there was nothing there when he pulled over. It turned out to be an electronic bull horn that he had stored in the trunk!

Winning bidders for the April Auction.....

**Duane Leach**....4-3...\$6.25

**Don Rayta**....4-1...\$36.39  
4-6...\$8.31



**Don Rayta**...4-8...\$15.60

4-7...\$3.62

4-5...\$3.77

**Gael Boardman**.... 4-2...\$48.10  
4-4...\$41.60



Here are two items members have asked me to show you. They would like to know what they belong to. They might also be for sale.



I have had fun recently, communicating with a gent from Eastern Australia, along the coast. He has a '23 Franklin, as I do, and we are both doing engine work. My engine work involves a cam shaft repair, a bad timing chain and an odd ball piston that I need to replace. His has an engine knock, although I just heard from him this morning and he thinks he might have misdiagnosed. It could be a fan noise coming from the huge fan that cools the engine.



Here is a picture of a few Indian motorcycles in his local Indian club. Why do you suppose Indian might be popular in Australia? He was interested in hearing about Wendell Noble's '48 Indian as he has a 1947. They are just going into winter "down-under", although Ron lives near a banana plantation and snow is not planned. Below is a picture of a visitor chasing a frog on his porch.... a poisonous "red belly black snake". I choose snow.



## A VAE Motoring Moment

What is going on with your hobby?

**East Fairfield, VT....** VAE member, **Denis Dodd**, is finishing his model T speedster winter project. Wheel Tracks was told recently the speedster will be available for a "**VAE Model T driving lesson gathering**" this summer, if our activities director decides to have one (what do you say, Jan). Wheel Tracks saw this speedster a few years ago, it was complete and very nice looking. Mr. Dodd did not like the way it came out, so last Fall he decided to rebuild. You should all come to its **cotillion** when it is announced. You will find Mr. Dodd has imagination and abilities we all wish we had.

**Proctorville, VT....** **Fred Gonet's** shop is just finishing a project for a customer. A 1913 Indian 'board track racer' motorcycle. The customer found an engine for sale from an estate but there was a problem. It had been torn down and the parts had been scattered in many directions. Many hours were spent and Fred said about 90% of the parts were found. This all went to Fred's shop where he put it back together again. A body was found in Canada and the project is just about complete.

**Northfield, VT....** **Les Skinner** just had a birthday party. Wheel Tracks understands a few members attended the party and reports it was very nice. Les is a long time VAEer. Treasurer, Wheel Tracks editor and old car owner. There is danger in going on very much more as we would not want him getting too big of an ego. HAPPY BIRTHDAY LES.



## Board Track Racing



The first board track for motor racing was the circular Los Angeles Motordrome, built in 1910. It was constructed with 2X4 boards, often with turns banked at up to 45 degrees. In some cases, such as the track at Culver City, banking was 50 degrees or more. Longer tracks were later built – some up to 2 miles long by 1915 – and lap speeds exceeding 100 miles per hour became commonplace. Interest in motorsport was exploding during this period and by 1929, at least 24 board tracks had been built around the country. The tracks were relatively inexpensive to construct. The total facility cost of the 2-mile Tacoma Speedway was just \$100,000 in 1915, compared to the \$700,000 spent in 1909 just to pave the 2.5-mile Indianapolis Motor Speedway.





## VAE Meeting Minutes Highlights

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

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

**#1... General Information:** The meeting was called to order at 7:06 by Bob Chase. Duane Leach reported that he had gotten an invitation for the VAE to participate in Waterbury's "Not Quite Independence Day" parade again this year. The parade is on June 30 and we are asked to lead the parade with an appropriate car to carry the parade marshal. Gael Boardman reported that long time

member Willis Spaulding had recently died.

**#2... Brochure:** Bill Sander said that the brochure and the poster have gone to press. He passed around draft copies for review.

**#4... Race Car Event:** Ed Kaiser said that he now has 70 cars committed, of which 50 are from the south and 20 are local to the northeast. Also, to be displayed is Bob Dragon's car which has been located and is in process of restoration.

**#7... Flea Market:** Tom McHugh passed around his map of the show field indicating proposed locations for individual vendors. He also presented a letter he intends to send to vendors as soon as he gets envelopes from the printer.

**#8... Clothing:** Duane Leach stated that he had gotten complaints that staff shirts were too hot and he proposed trying a more breathable fabric for this year. Mark Bennet agreed that white would be the color for judge's hats and that 80 would be the correct number. Committee hats will be red and Duane will determine the number to buy.

**#9...Bob Chase** is in the process of obtaining necessary state and town permits. He also pointed out that we need to look into hiring a flagging company to handle traffic control issues since Waterbury is without a police department.

### Educational & Charitable Outreach Committee Meeting Minutes of March 24, 2018.... (7 entries total)

**#1...Guest Presentation:** The meeting began with a presentation by Sara Speranza of Heritage Automotive group. Sara described her activities at recruiting technical career center graduates as automotive service technicians for Heritage's three dealerships in Vermont. Some key points of her presentation are: STEM skills are essential to prospective technicians

**#5...Golden Wrench Award:** Ed Hilbert said that he is starting to receive responses from the schools and hopes to have them all by the end of the month. Gary Fiske said that Andy Barnett was able to obtain marble plaques at a reasonable price. All other materials are in hand. Dave Stone reported that arrangements have been made to have the winners recognized on the track at Thunder Road during the "Enduro" race on the Sunday prior to our car show.

**#6...College Brochures:** Gary Olney reported that he has selected seven colleges that offer automotive technology programs from which he has obtained brochures, etc. These are schools not normally under consideration by Vermont students. He has assembled the brochures into binders, which he will present to all 16 career centers, to help in their guidance counseling.



### "For our 16 Vermont Career Centers in 2018"

You will be getting a call this year from VAE's Gary Olney asking if he can meet with your Automotive Tech classes. Gary's wife, Nancy, has researched the secondary auto tech schools in the United States and found there are over eighty of them.

From there, Nancy and Gary have boiled it down to a seven-school portfolio, that he would like to present to your students. They know the magic is the discussion but can you believe they found a wonderful auto tech school on the campus of the **University of Hawaii!**

The couple have taken on a huge task. They started by contacting each school and asking question about their program. They also asked for program information to be sent to them that could in-turn be given to you. They found a huge variation in responses....all the way from a ton of literature to nothing (or close to it). The plan now, is for Gary to call you for an appointment with your students. **Barre, Bennington, Bradford, Brattleboro, Burlington, Enosburg Falls, Essex Junction, Hyde Park, Lyndon Center, Middlebury, Newport, Randolph, Rutland, St. Albans and St Johnsbury is on his list.** Please welcome him in this big endeavor.

The eight colleges in Gary's portfolio that he would like to present to you are in .... **Montana, Florida, Pennsylvania, two in New York, Vermont and of course Hawaii.**

This is a part of an on-going effort in the VAE to focus on high school students and the need for further training to secure their future. Our scholarship at Vermont Technical College has been a huge success. The Golden Wrench Award Program is in its seventh year and we are also calling that a success.

**It has been proven that science and math equals success and that is the beacon we try to follow.**

# The VAE May 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.  
On the 5th of May the bidding will close.

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

*We will be extending our auction with just a few items for May and June.  
If we get other items from VAE members, the auction will continue.*



**Lot 5-1...**  
Arcade toy #116  
Ford Model A coupe.

Original paint and complete.  
WT measures toy at 4.5 inches.  
Value online from \$150 to \$550

There is a reserve



**Lot 4-2**

**From the Alden Chapman Collection**

1903 Ford Model A  
Franklin Mint Precision Model

Washington, D.C.

"Blizzard"  
January 28, 1922.





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

## "The '34 Chevy I almost bought" by Gary Fiske

I think it was around 1957, when I was twelve years old that I made a deal with a neighbor to buy his Chevy sedan. He had parked it with other farm relics many years earlier when he bought its replacement. My neighbor's name was Leo Ryan, one of the most gentle, unassuming, forgiving man I have ever met. I would play for hours in the car pretending I was traveling the world. Shifting and steering around high-speed corners with a roar only ten year-old lungs could make. I was traveling in India or maybe it was China one afternoon when Leo came out of the barn with a battery in his arms, he wanted to see if it would still start. We checked the oil and put some gas into the breather hole and presto....IT WAS RUNNING! I remember him saying "it was always a good starter".

At the time, I helped with the chores after school and on weekends at the dairy farm where we lived. I was paid \$5 every Saturday night after milking. So, I asked Leo if he would sell the car to me if I could pay him \$5 a week. He agreed, that if I paid \$35 total, the car would be mine and he would help me get it home. I visited the old Chevy more often now, cleaning the inside, washing the windows and getting built-up grease off the engine. I made a deal on a tire to replace the one that was flat and every time a new battery was purchased on the farm, I was in the hopes the old one still had some 'juice' left for 'my new car'. Most of them did not.

I was paying the \$5 weekly payments and was only \$10 or \$15 dollars away from owning the car when Halloween came. That night someone touched a match to the car and it was a complete loss. I can't remember what Leo said to me but somehow he made the situation OK. Somehow, he got through to me that there would be many other chances and, of course, he was right.

I never found out what happened or why someone would burn the car. I am sure the word was around that I had bought it, I am sure anyone who would listen to me, got the story of my deal to buy the car. Surprisingly, life did not stop when that old Chevy burned up....like I felt it would at the time. In a number of ways, that is when it began.

*You folks have given Wheel Tracks some of the best stories ever, since the "My Story" column began sixteen months ago.*

*Please help us keep it going by getting in print, some of your life experiences so they are never lost.*

*Your first car, having your car stop on the RR track, that long journey across the United States ....we want to hear your story.  
Send Wheel Tracks your story.....*

March 24, 1934 The Literary Digest

66 *Don't slow down on our account-*

**we don't feel the bumps at all ! "**

Remember how grandmother always used to say: "Better go slower. We're getting bounced around?" But that was last year, in the "Pre-Knee-Action Era," before the family bought their new Chevrolet. And now—how things have changed! The back seat is one of the rest-spots of the car. Junior sleeps just as soundly as if he were in his crib. Even over rough roads at moderately fast speeds, there's nothing to worry about. Everyone can relax. Chevrolet has taken care of that!

Knee-Action wheels absorb bumps and jolts, end all the old bouncing-up-and-down in the back seat. Larger Fisher bodies provide extra roominess, front and rear—extra space to move around in, and keep comfortable. New and larger cable-controlled brakes make the car safer; a new Y-K frame makes it stronger, more durable. The 80-horsepower engine runs quietly without seeming to work hard, even at 80 miles an hour. And speaking of this engine, have you heard about the thing that Chevrolet is proud of most this year? Despite the car's longer wheelbase, despite its greater weight and a 23% increase in power, it uses even less gasoline than last year's Chevrolet. And that, as thousands know, was a real record-breaker when it came to "miles per gallon!"

*Drive it only 5 miles and you'll never be satisfied with any other low-priced car.*

**FOR 1934** 

CHEVROLET MOTOR CO., DETROIT, MICH. Low Delivered Prices and Easy G. M. A. C. Terms



#### Extra VAE Gossip

A member was recently talking about his grandfather and some of the beliefs the older generation had, as our car technology progressed. His grandfather was a big Model T fan, since he had used them most of his life. A friend came by one day with his brand new mid- 1930s Ford with a "newfangled" V-8 engine. It was said that his grandfather showed restraint while his friend was there but when he left, the grandfather could only express regret that anyone would waste their money on a V-8. His belief of perfection was the vertical pistons just like his model T. "You wait" he said, "those pistons laying down like that will wear out on one side in no time". "My Model T pistons are perfectly balanced and will go on forever."

Another conversation recently involved a term "piston feet per minute". A brand new term for Wheel Tracks. Here is the rest....



*The piston is always accelerating from or decelerating to zero speed.  
The formula for mean piston speed yields an average speed based on two times the stroke  
(up and down for one revolution), times the engine speed (RPM)  
divided by 12 to convert to feet per minute (fpm).*





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

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

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

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

## Coming VAE Events for 2018

### May 12, 2018 VAE Meeting

The Saturday, May 12 VAE meeting will be at the Subaru Race Team headquarters located at 382 Hercules Drive, Suite #4, Colchester, VT 05446 at 11:00 AM. There is ample parking in the back. There will likely be a couple of large trucks with racing graphics parked there. Bring a chair & your lunch. The club will supply coffee, soda, & water. Thank you to Clark Wright and David Paul for setting this up for us!

**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 Lavallee's camp on Maquam Shore. Pot Luck, club will supply drinks, meeting to follow.

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

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

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

Sander

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

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

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

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



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



**The Wagner 520**

**The family bought the tractor new in 1957.**

**The tractor was hit by a Pontiac TransAm going 60 MPH in 1979**

**The front end was broken off completely.**

**The 520 was fixed and it went back to work.**

**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 7 PM. Call Dan Noyes at 802-730-7171 or Dave Stone at 802-598-2842 for dates.**

# Wheel Tracks Classified

## For Sale....

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

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

## May Bumper Sticker...

The Gene Pool  
Could use  
Some  
Chlorine

## Do you need a VAE name tag?

**Contact Christina**

christina.mccaffrey@vtmednet.org

\*\*\*\*\*

## How about a VAE banner for your car?

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

## For sale..... Distributor machine

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

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

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



**For Sale.... 1926 Chevrolet Landau Coupe.** Older complete restoration of original solid car. Extra tools, parts & literature. AACA Senior status. Long term heated storage. White River Jct. \$25,000. Call Sky Borst 727-584-5588 or 802-698-8421. email...svbnh@aol.com



**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. Price reduced to \$18,000. Call Fred Gonet at 802-226-7709

## For Sale....

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

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



This vehicle was for sale recently on Ebay. Covered in vines, you know it is a car, but.....

**VERMONT AUTOMOBILE ENTHUSIASTS**

Please Send Dues or Address Changes to:

**Christina McCaffrey**

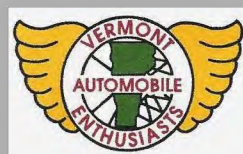
**89 Ledge Road**

**Burlington, VT 05401-4140**

*christina.mccaffrey@vtmednet.org*



A 1925 Franklin 10C Touring  
Owned by John Gallagher of Moretown, Vermont



**May 2018**

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



**Paul Wagner's  
1957 John Deere 520**

Two cylinder  
40 Belt HP  
36 Drawbar HP  
189.8 Cu In.  
7 to 1 Compression  
4.7 by 5.5 Bore & Stroke  
600 to 1400 RPM  
10 MPH Top speed  
Frontend, Roll-O-Matic  
3 point hitch  
Live power PTO  
(short story on  
Page 14)