

June 2024 VAE Year 71

Wheel Tracks



Written by Bill Erskine:

The first couple of chapters of the existence of this 1939 Plymouth coupe have been lost to history. We can only speculate that the first chapter was that of a proud new owner caring for his prized new ride.

The second chapter was most likely that of a used car owned by someone who also took good care of this once proud ride. It may have involved multiple owners as the car got used up and its roadworthiness declined.

Eventually, the third chapter was inevitable. The car became worn out and was relegated to a junkyard. Parts were removed to help keep other cars on the road. With most of the usable parts gone, the car sat in the junkyard and deteriorated to the point that it was not worth much.

Turn to page 11 for the rest of the Plymouth's story.

The Official Monthly Publication of the Vermont Automobile Enthusiasts



Fred's Shop Tools...

Utility Knife..... Used to open cardboard cartons. Works especially well on the carton contents such as vinyl records and refund checks.

Also, works especially well on work clothes, but only while in use.



A young man got engaged and was anxious to show off his future bride.

"Ma," he said,

"I'm going to bring home three girls, and I want you to guess which one is my fiancée."

Twenty minutes later he returned with the three girls behind him.

His mother immediately pointed at one girl, and without blinking, said,

"It's that one!"

"Holy cow!" he exclaimed. "How in the world did you do that?"

"I just don't like her!"

Anything done before the first coffee of the day could be classified as self-defense.

A busload of retired Americans was touring Switzerland. On the third day, they visited a farm known for its goat cheese.

The farmers wife gave them a tour, and some samples.

As the retirees tasted the cheeses, she pointed out to a pasture and said,

"This is where we let our older goats graze after they no longer give milk.

In America, what do you do with your old goats?"

A woman piped up, "They take us on bus tours!"

It's amazing how nice people are to you when they know you are going away!

If it's the thought that counts, then I should probably be in jail.

Why is there so much pressure to spend Independence Day with other people?

This & That

From Gary Fiske



You will find a new column on the back page this month, called Meet-A-Member. It is something I have been thinking about for years and after a talk with Wendell Noble and some good advice, the trigger has been pulled!

I know our old vehicles are what this club is all about, but I doubt we would make much progress without its members. I am often astonished, after being friends for years with members in the VAE, what they did, or are doing as a career outside old vehicles. I would like to change that, one month at a time.

Isabelle and Clark Wright agreed to be our first with a promise they will give me advice on how to proceed. I would not mind some advice from other member also. What points of interest are important in a column like this, without being too nosey? I guess I am about to find out.



Bill Billado, left, is presented with the **2023 President's Restoration Award** by that year's president, **Mike Felix**.

Wheel Tracks featured Bill's 1931 model 91 Buick in June of 2011, and Bill had begun the Buick restoration project before that. **Clark Wright** is mentioned above, and rereading the **Wheel Tracks** article, he was also involved in the 1970s when Bill agreed to store the old Buick for his friend **Tom McHugh**. The story described how the ropes holding the old car to the trailer on their way home had given out and that Mt. Philo highway was scattered with many old car parts until the guys could retrieve them all.

So, that makes Bill Billado's Buick restoration project about a 54-year journey! Congratulations to you, Bill. You certainly deserve this award.

The picture to the right is all that I had back in 2011, no tires, no headlights, nothing more. Will we be seeing your Buick in all it's glory at a VAE gathering Bill? We are hoping...

Rereading the June 2011 Wheel Tracks was also a journey....down memory lane. A number of my close VAE friends are no longer with us today. Makes me want to treasure every VAE day I have.



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**FROM OUR PRESIDENT,
DAVID SANDER**



Hello Enthusiasts,

This is my favorite time of year. I enjoy leaving my bedroom windows open, and waking up to the sounds of birds singing, and I am always so happy when I see the green of new vegetation changing the color of the landscape from brown to green.

I am slowly beginning to work on my "summer" cars. This is taking too long with all I have going on right now.

Perhaps the first Cars and Coffee of the season will cause me to focus. I love summer in Vermont, it just does not last as long as I would like.

I hope to see you soon!

Be well...*David*



FREE: This 1976 Maxim Firetruck is available to any VAE member.

I now live in Maine and need to find a new home for my Maxim firetruck. It is a pumper, and was custom made for the City of



Middletown, CT, and was Engine #2 for their 3rd fire station in the city. It has a 12 valve Cummins diesel, paired with a sassy 4-speed Allison transmission. It was converted to air brakes in the late 70s, just a few years after it was in service and it later made its way up to the East Burke Fire Department, where it was still in service when I bought it in 2018. I've never used the pump, but was told it worked. About two years ago it was driven to the storage spot where it now sits. You can call or email me for additional information, or contact Duane Leach to see the truck. Dr. Nicholas Nadeau EdD, 802-730-9327, nnadeau@hrsmith.com
 Duane Leach, 802-849-6174, dmleachs@gmail.com

{Editor's Note: No, Ken. The barn is full!!}

Membership

**Only \$35
\$60 for 2 years**

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

"How to be a member"

*Go to vtauto.org
 *Click "Join VAE"
 *Print form, fill it out and mail it with your \$\$ to our secretary

If you want your latest Wheel Tracks earlier.... go to vtauto.org then to our Member Only Page.

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

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.



Wheel Tracks Academy

REPLACING OLD IGNITION COILS

By Wendell Noble



Back in 2012, I wrote about a subject that was then very important to me and others in the old car hobby. That was, how to replace the original ignition coil in a 6V positive ground system with a modern one. Numerous publications in the hobby had published opinions on the subject and they were, for the most part confusing, contradictory, and wrong. The subject is still important so I'll repeat it here with a few language updates. To wit: Automobile electrical systems like this were quite common up into the '50s. Justifiable confusion on the subject arises because modern coils, designed for negative ground systems, look like the old ones, but are labeled differently. Ignition coils commonly seen then and now consist of a cylindrical can about 2 inches in diameter and 4 inches long. At one end are two screw thread terminals and one large plug-in tower in the center. Clearly, the plug-in terminal is the high voltage secondary that goes to the distributor. That is the one that will throw you across the barn if you touch it with the engine running. The other two terminals go to the primary winding and only carry battery voltage. The difference between a new and an old coil is how these primary terminals are labeled and is shown in Fig. 1. On the old coil, one was labeled "Bat" and was connected to the ignition switch with the battery voltage. The other was labeled "Dist" and was connected to the breaker points in the distributor. On a new coil, one terminal is labeled "+" and the other "-". How you connect these primary terminals is the source of confusion. Figuring it out on your own requires some inside information you and I probably don't have. We'd have to know how the coil is wired inside the can. To alleviate my confusion, I studied all of the recent literature carefully, and remained confused. It contained some facts, folklore, anecdotes and contradictions as well as some pretty good insights. To resolve the issue, I sifted out the facts and conducted some experiments of my own. Here's my interpretation.



Figure 1

There are only two ways to connect the primary terminal wires. The difference is the direction of the current in the winding and therefore the polarity of the high voltage at the secondary terminal. The engine will work either way, just a little better one way than the other. It works best if the high voltage going to the spark plug is negative. The reason for this is based on good, unobvious physics. The spark plug base is screwed into the water cooled cylinder head and is in good thermal contact with it. The center electrode, on the other hand, is thermally floating in an insulator and will be considerably hotter than the base. It is also smaller and will thus have a higher electric field concentration. When a spark initiates, it is because the negative electrode emits (negatively charged) electrons. The high electric field helps this emission through the process of field emission. The high temperature also drives the process by what is known as thermionic emission. This is the reason old vacuum tubes needed a heater filament. The internal wiring of a modern coil is shown in Fig. 2. The diagram also shows the correct way to connect it in a 6 volt positive ground system so that the high voltage to the plug is negative. To verify the correctness, I did a bench experiment. I wired up a battery, coil, and spark plug as in the diagram and used an analogue voltmeter to check the polarity of the high voltage at the spark plug. Sure enough, it was negative. The experiment was repeated with the old coil "Dist" terminal connected to the points and the "Bat" terminal connected to the battery. Once again, the spark plug voltage was negative.

Interestingly, I had driven my '29 Plymouth for 10 years with the wiring backward. It ran, but now it runs just fine and starts easily with the correct wiring. My excuse for getting it wrong to start with is my not paying attention to the + and - signs on the coil and assuming the - terminal should be connected to the negative battery terminal. All that the + and - signs tell you is that the - terminal is the common terminal for both the primary and secondary coil windings as shown in Fig. 2.

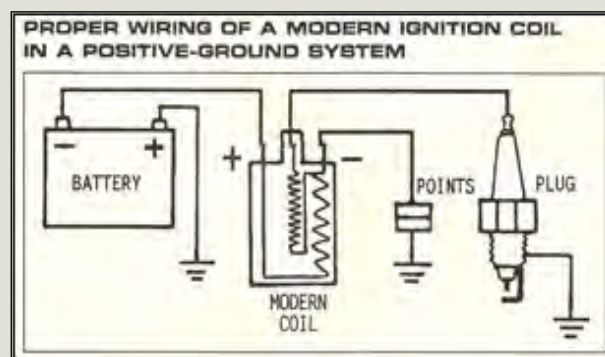


Figure 2

From this point, we could talk about what goes on inside the coil, but that's another subject entirely.

2024 CALENDAR OF EVENTS

And always open to all members & guests!

JUNE 8: SENIOR CENTER DRIVE-BY CAR EVENT. Saturday at 11 AM. Drive your antique car to the residences of Eagle Crest and Falcon Manor. Coordinator: Jason Warren.

JUNE 29: CAMBRIDGE CAR SHOW. Saturday at 9 AM. Cambridge Elementary School soccer fields, 186 School Street, Jeffersonville. Free admission! Just bring your car! If you'd like to help at the bake sale table or with field setup/takedown, it would be most appreciated. Host/Coordinator: Jason Warren. Questions? Call Jason at 802-477-2430.

AND.....since you'll be out and about with your antique vehicle, why not continue on to Waterbury. Read on....

JUNE 29: WATERBURY "NOT QUITE INDEPENDENCE DAY" PARADE. Saturday. Please arrive for lineup by 2:30 PM at the State Office Complex in Waterbury. This is our chance to help promote our August Car Meet in Waterbury. Contact: Duane Leach.

JULY: WILSON CASTLE TOUR, 2970 West Proctor Road, Proctor. Date TBA. Coordinator: Gary Fiske.

AUGUST 9, 10 & 11: VERMONT ANTIQUE & CLASSIC CAR MEET. Farr Field, Waterbury. Coordinators: Duane Leach and Bob Chase.

SEPTEMBER: GARAGE TOUR OF BOB CHASE'S CAR COLLECTION. Stowe. Date & time TBA. Coordinator: Bob Chase.

OCTOBER: ANN GYPSON TOUR. Date, time & location TBA. Coordinator: Judy Boardman.

NOVEMBER: ANNUAL VAE MEETING. Date, time & location TBA. Coordinator: Dave Sander.

DECEMBER: VAE ANNUAL HOLIDAY GATHERING. More info to follow. Coordinators: Charlie & Marion Thompson.

ONGOING MONTHLY MEETINGS

EDUCATION & CHARITABLE OUTREACH COMMITTEE MEETINGS: Generally the 3rd Saturday of each month in Williston at 10 AM, 338 Commerce Street. Chairman: Ed Hilbert.

THE VT ANTIQUE & CLASSIC CAR MEET COMMITTEE MEETINGS: 3rd Wednesday of each month at 7 PM at Revitalizing Waterbury, 46 So. Main Street, Waterbury. Co-chairmen: Duane Leach & Bob Chase.

CARS & COFFEE

CARS & COFFEE VERMONT: Third Saturday of each month at University Mall, Dorset Street, So. Burlington. 7 AM—9 AM. Coordinator: John Malinowski. <http://carscoffeevermont.com>.

CARS & COFFEE MIDDLEBURY: Beginning in June. First Saturday of each month at A&W, Route 7, Middlebury. 7 AM - 9 AM. Coordinator: Dave Stone. 802-598-2842.

WAITSFIELD CARS & COFFEE: First Sunday of each month at Vee's Flowers, 4036 Main Street, Waitsfield. 9 AM—12 PM. Coordinator: John Lynch.

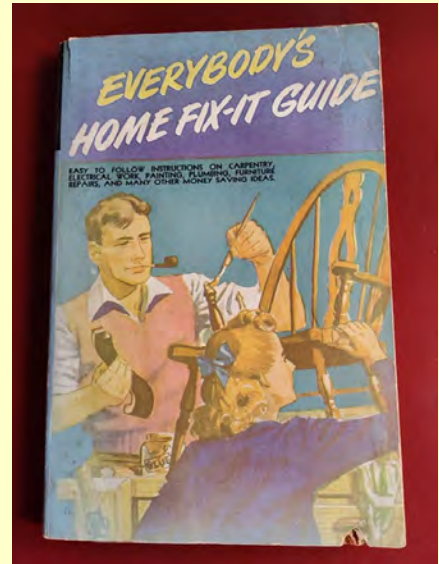
Watch for John Lavallee's email messages for VAE news, reminders, and the latest planned events. Our website is VTAUTO.ORG.

"Remember When?" with Chris Barbieri



I was rummaging through the attic recently and found a box of old books. Among the contents was a 232-page paperback entitled *Everybody's Home Fix-It Guide* copyright 1949. Books like this usually stick to household stuff and maybe lawn and garden suggestions. But I thought that maybe, just maybe, there would be a section regarding the garage and even a car. Sure enough, the last chapter containing five pages was called "Hints on Automobile Care." Here are some of the "Hints." Remember, this is 1949.

- ♦ Washing Car: "To prevent water from leaking through to the engine, cover the engine with a piece of oilcloth or other waterproof material. If your automobile has wire wheels, a stiff brush or use of a garden hose will do the cleansing trick. If grease has settled on the wire wheels, it can be removed with warm water with added kerosene."
- ♦ Polishing Car: "Use wax, either liquid or paste, and first read the directions which come with the bottle or can. It might be a good idea to ask your dealer or garage man what kind of wax is best suited for your car's finish."
- ♦ Chromium-plated parts: "The chromium-plated parts, as a rule, do not need polishing except with a dry cloth or chamois. But if the chromium is stained, a little kerosene on a soft cloth does the trick."
- ♦ Battery Charging - "Periodically the battery should be taken out of the car and charged. Of course, the simplest way is to take the battery to a service station or electrician."
- ♦ If driving in winter, it's recommended to: "Carry with you chains to be put over the tires." Also to buy a windshield heater." [Does anyone know what a windshield heater is?]



And so-on goes "Hints on Automobile Care" in 1949.

Remember When ?



"The Pleasures of Reading an Auto Magazine"

Trivia from Don Tenerowicz

From AI ChatGTP (generative artificial intelligence chatbot -- a computer program designed to simulate conversation with human users, especially over the internet -- created by OpenAI), the narrative is very creative especially when AI added the comment "automotive culture of Vermont." No obvious connection to Vermont from the search term *Wheel Tracks*. VAE has international recognition.

"*Vermont Auto Enthusiasts* sounds like a group that celebrates the love of cars in the beautiful landscape of Vermont. Whether it's classic cars, muscle cars, or modern sports cars, Vermont's scenic roads would be perfect for cruising and enjoying the driving experience. I imagine the group might organize meetups, car shows, scenic drives, and maybe even some road trips to explore the surrounding areas. It's a great way for car enthusiasts to connect, share their passion, and appreciate both the vehicles and the stunning natural backdrop of Vermont.

"*Wheel Tracks* could be a newsletter, magazine, or perhaps a website dedicated to the automotive scene in Vermont. It might feature articles, reviews, and event coverage related to cars, trucks, motorcycles, and other vehicles. The name suggests a focus on the tracks left behind by wheels, implying a close look at the driving experience and the adventures that come with it. It could also cover topics like local road trips, scenic drives, automotive history in Vermont, and interviews with car enthusiasts and collectors in the area. Overall, *Wheel Tracks* sounds like a great resource for anyone interested in cars and the automotive culture of Vermont."

Excerpt using AI search *Vermont Auto Culture*: "Overall, Vermont's auto culture is characterized by a love of driving, a reverence for the state's natural beauty, and a deep appreciation for automotive history and innovation. Whether it's cruising through the countryside in a classic car or navigating snowy roads in a rugged SUV, Vermont offers something for every type of car enthusiast, a unique blend of appreciation for both the natural beauty of the state and the thrill of driving. With its picturesque landscapes, winding roads, and charming small towns, Vermont provides an ideal backdrop for car enthusiasts to indulge in their passion."



"The Softer Side"

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

.....from Anne

DO I PUT IT IN THE RECYCLE BIN?

If you're anything like me, when you're traveling a great distance, you stop at rest areas to take a break from driving, use the facilities, or maybe get a candy bar out of the snack machine. And just inside the door generally you'll find a rack or two (sometimes three or four, or sometimes a whole room) of different pamphlets devoted to and promoting the scenic wonders of the area, places to eat, sleep, shop, recreate, and visit.

It doesn't make any difference what town Don and I are driving through, I have to check out the entire rack just in case I miss the greatest things to do in the area or county or state. Even if we're just passing through one state and not even stopping, I've got to pull those pamphlets out of their nice cozy slots and take them back to the car where I peruse them and then toss them on the floor of the back seat.

At the end of whatever trip we've taken, as we clean out the car, I stack up all those pamphlets and usually toss 80% of them in the recycle bin. So why do I take them when, clearly, I may never be back in that area? I guess it's my way of saying to myself that maybe, just maybe, I'll learn something from reading the pamphlets and hopefully we'll be back to explore the area and I need to be prepared.

I pick up camping brochures, restaurant, museum and shopping cards, pamphlets with pictures of beautiful waterfalls and majestic nature tours, lakes where you can swim or hike around. And don't forget the wax museum and weird art display, the chocolate factory and symphony music hall. I also pick up brochures on car museums, of course, and anything related to cars for Don. The list goes on and on. Now, admit it: You've picked up a few pamphlets yourself.

Right now I have a stack sitting on my desk that I haven't gone through since we got home from Arizona. Plus there's an even bigger stack on a shelf in the closet where all our travel maps and magazines are that I plan to go through one of these days. I know what will really happen. A time will come when the whole shelf gets swept into the recycle bin because our days of travel will be over. I hope that's a long ways off. Until then, I'll keep picking up and saving those travel cards and pamphlets!



DID YOU KNOW?

The Ford Mustang made its debut in 1964. It was officially unveiled at the World's Fair in Flushing Meadows, New York. That same day, the car also debuted in showrooms across America, and close to 22,000 Mustangs were purchased.

Chrysler's 426 HEMI engine was called "the elephant." It was extremely large and extremely powerful. In fact, at Daytona in 1964, the vehicles that placed first, second and third all had this engine - which is why NASCAR would eventually change its engine-related rules.

THE JUDGES' CORNER

WE NEED YOU!



JUDGES SOUGHT FOR THIS SUMMER'S MEET
ON SUNDAY, AUGUST 11th, IN WATERBURY

We need people to help out with judging at our car show this summer. Previous judging experience is not necessary, but a discerning eye for evaluating condition is important. Our judging standard is "as delivered to the dealer by the factory." This standard encompasses both the condition and the originality of the vehicle. Judging the condition of the vehicle includes looking for runs, nicks, dents or scratches in the paint, pitting on chrome, cracks in rubber items, rust or grease on mechanical components, and tears or stains in the interior. Judging the originality of the vehicle is more difficult, but we provide training on originality in the morning before judging starts. Experienced judges are available to assist with originality questions.

Rewards for Judging:

- Free admission to the show on Sunday and a pass for another day by request.
- Free complete breakfast on Sunday morning.
- Free model car or truck AND free embossed baseball cap identifying you as a judge.

Please contact Steven Carpenter (judging coordinator) at 802-343-3673 or steven1974@outlook.com OR Dave Sander (judging committee) at dasander@aol.com for further information or to sign up to judge.

FACT OR FICTION??

Cranking A Car Takes More Gas Than Idling

Most of us have been in a situation where we're so low on gas that we're forced to make half-baked calculations in our heads about whether or not we should turn our car off or leave it idling in order to save gas. The old saying goes that cranking a car uses more gas than actually sitting there idling. However, is it actually true? And just what should we be doing the next time we're waiting on somebody and that gas needle is threading E?

It turns out that we're probably okay turning the car off if we're going to be sitting there for more than 30 seconds. That's because newer fuel-injected vehicles are usually pretty good at not taking a lot of gas to start.

Wiping An Oil Filter Clean Is Good For It

There's a myth out there that you should always wipe the lid of your oil filter clean before installing it on your car or truck. This probably won't surprise most people who've changed their own oil before, but this one is pure fiction. The only time you should wipe the top of your oil filter clean is if it falls in the dirt while you're trying to screw it on. And before installing it, you should actually wipe some old oil around the rubber sealer on the top so that it seals tightly when after you screw it on. Not doing this can result in a seal that can come loose.

Off-Brand Gas Can Hurt Your Vehicle

Depending on where you live, odds are you usually fill up at a big-name gas station, such as Mobil or Shell. However, big-name oil gas stations aren't the only options out there. And for some reason, smaller gas stations are often associated with harmful gasoline. The truth is that small gas station is probably getting their gas from the same plants as the big guys. The only difference is in the amount of additives the two put in their gas. Big-name gas stations usually put more additives in their gas, but there's still absolutely nothing wrong with the gas at the smaller gas station. The only issue with gas quality arises when tanks aren't properly maintained and this could just as easily occur with one of the big guys.

Lowering Your Tailgate Saves On Gas

This is another old myth, although we're not quite sure where this one came from. Maybe it's just logical to think that driving with the tailgate down reduces drag. After all, isn't all of that wind slowing you down when it hits the back of your tailgate while you're driving down the road?

Well, it turns out that no, actually, it isn't. In fact, driving with a tailgate down causes more drag. Engineers figured out a long time ago that driving with your tailgate down creates a vortex, and thus, more drag.

First published in RushExperts.



This dish is great for a potluck!

The Roadside Diner

Tuna Cheese Casserole

16 ounces fine egg noodles
3 cans cream of mushroom soup
1 large or two small cans tuna, drained
8 ounces sour cream
Small can petite peas, drained (optional)
8 ounces shredded sharp cheddar cheese



Nancy Gypson

Cook and drain egg noodles as directed on package. Mix all ingredients. Bake at 400 degrees in greased 13 X 9 casserole dish, uncovered, for 30 minutes.

KEN'S CORNER: RACING AT VERMONT'S FAIRGROUNDS

Before World War II, the most popular form of racing was what was known as "midgets." No one is sure if that term led to the term "big cars" or vice versa. "Midgets" are still popular today. "Big cars" are now what we refer to as sprint cars (as in the World of Outlaws). Both ran mostly at fairground's dirt horse tracks, until purpose built speedways became the norm.

Vermont's fairgrounds in both Essex Junction and Rutland were major stops for "Big Car Championship Auto Races." It is believed that Rutland's first was on Friday, September 6, 1946. Some top names for that race included Tommy Hinnershitz, Bill Holland, Ted Horn, and Lee Wallard. (I have an original program.) It was promoted by AAA.

In another original program that I possess, these same drivers showed up at the Champlain Valley Fair in Essex Junction on Saturday, September 5, 1955. Several other now famous drivers that ran were Wally Campbell, Johnny Parsons, and Eddie Sacks. (Johnny Parsons won the 1950 Indy 500 while Lee Wallard won the Indy 500 in 1951.)

"Big cars" ran at Vermont's fairgrounds until tracks like Devil's Bowl, Bear Ridge and others became the preferred venues. These tracks still occasionally host midgets and sprint cars.



Lee Wallard in a typical "big car"



Johnny Parsons in a typical "midget"



Wheel Tracks Classifieds

Free to all Enthusiasts



June Bumper Sticker...

We don't know where we're going, but we
sure are making good time.

FREE...

Please see page three for a
special classified offer!

WANTED.... Nice items (donated or consignment) for our VAE **Education Auction** at our August show. Think about us during your spring cleaning. The auction will be Saturday, August 10th at 4PM. We would like to start collecting auction items now, so call us and we will stop by to pick them up. 20% of the sale price of consigned items will go to the club. Call or email:
Bill Erskine (802-878-55303 erskinewl@gmail.com) or
Gary Fiske (802-933-7780 gafiske@gmail.com)

FOR SALE... Matching pair of LEGALITE JUNIOR magneto powered headlights with original reflectors and lenses, plugs, thimbles and bulbs (bulbs may not work). These were commonly used to replace the original acetylene headlights on pre-1915 Model T Ford cars. \$50 the pair obo. 1915 Model T Ford open car upper windshield half. Good original condition with original non-safety glass. \$50 obo. Ernie Clerihew 802-483-6871, email: britishjalopies@aol.com



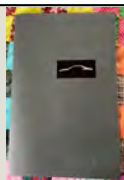
FOR SALE..... 1981 Lincoln Continental IV. Showing 70,500, I believe actual miles. In-laws purchased from original owner's estate and drove it very little. Stored in garage in Long Island from '93 to 2013 when I had new tires, battery, exhaust and fuel pressure module installed and drove it home to Hyde Park. Driven very little since, good condition, asking \$3500.

Call Bill at 631-283-6781.



FOR SALE... I have an original Aurora by Oldsmobile Sales Brochure, Copyright 1994, 38 pages total with 18 full-color photos, measures 9" by 12". Make offer.

Call or Text Jim, (802) 598-1663



FOR SALE... Austin A-40 complete engine and tranny. Turns over. Large tub of Austin parts plus A-40 radiator. Also have some Austin-Healey 100-6 parts. Steering shaft and box, windshield frame, etc. Austin-Healey 100 BN1 original workshop manual, 100-6 workshop manual along with 3 original parts manuals. Call Ken at 518-423-7565.

FOR SALE... Mazda Miata Large Showroom Posters. All models, 1990 to 2010; 36"x24" and excellent condition. \$10 each or 3 for \$25. Send email or call with your interests; I'll respond with availability.

John Emerson jemerson@middlebury.edu. 802-388-7826

FOR SALE... 1929 Franklin Model 130 Four Door Sedan. Health issue forces sale. Older restoration with newer professional interior. Engine rebuilt with EGGE pistons. Few miles on four wide whitewall tires. Participated in many Franklin Treks up to 2019. Located in Ottawa, Ontario approximately 55 miles from U.S. border. \$18,000 U.S.D.
vintagein1@sympatico.ca



Steve May, 613-297-5660

FOR SALE... 1950 Pontiac Chieftain (southern car). 80% restored, new paint, re-chromed bumpers, interior replaced, has straight 8 engine and hydro transmission. Asking \$6000 or best offer. Phil Drake 802-334-6079



FOR SALE...Rare Find – 2011 Nissan Murano Crosscabriolet CONVERTIBLE. 79,763 miles, one owner. All-wheel drive, keyless entry/starting, heated front seats and steering wheel, have only used ethanol-free fuel, 6 cylinder, woodgrain trim, stored in garage during winter. Maintenance done at an authorized Nissan dealership, new tires – 2023, Bose sound system. You will get noticed with this vehicle – very smooth ride. FUN VEHICLE. Contact Christy

802-363-2291 call or text, \$16,000 OBO.

FOR SALE... Model T all steel parts selling individually: 2 Ford grill shells, \$50 each. 2 Door panels, \$30 each. Dashboard, \$30. 1 Windshield frame with original glass, \$150. Gas tank, \$100. 2 Model T frames, 2 rear center body panels for Model T. Prices negotiable. Email: aogadytravel@gmail.com

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Continued from front page.....

That brings us to the coupe's fourth chapter. Here is where my involvement begins. I grew up in a dirt track racing family. Nothing big, just local small time racing. My father, Les, had been racing since he was 20 or so. My brother, Dave, and I had helped on many projects, but the build of the '39 coupe was the first where I really had more input and more hands-on involvement. It was 1974, making me 17 years old. The previous race car had been raced for a few years and suspension technology had progressed from stock frames with stock suspension to purpose built frames and purpose built suspension. It was time to build a new car using the latest technology. The frame and suspension was engineered, designed and built. While that was going on it was time to figure out what body to use. Most others were using Pintos, Chevettes or Gremlins. We wanted something different. We went to a couple of local junkyards and found this 1939 Plymouth coupe. It was just the body shell on a frame. The engine, transmission, axles and front clip were all gone. The glass was broken out and the bottom 6 inches of the body was rusted away. It was perfect for what we wanted. We gutted the body, cut about 10 inches out of the width, cut off most of the bottom and put the body on the new chassis and we're off racing. Dad as driver and me as chief mechanic. We raced it until 1978. I was in college and went off to a summer intern job in NC. Without a chief mechanic, Dad decided to end his racing career. The Old Coupe got passed to my brother.

Now for chapter five of the coupe's journey. Suspension technology had again progressed so my brother, also being a racer, cannibalized the Old Coupe to build a new car. Parts and pieces got scattered to the winds. The Old Coupe faded into just a memory. Now jump ahead to last year. After a long struggle with dementia, my father passed away at the end of September. In looking through old photos for the funeral, we came across many pictures that brought back all those fond memories. Among these pictures were some of the Old Coupe. Like me, my brother found it hard to get rid of anything. He said that there were still some parts of the Old Coupe around. The body had been given to a guy that was going to build it into a vintage race car. The intake manifold, Malery racing distributor and the performance camshaft were in my fathers garage. The frame, rear axle, front axle, and fuel cell were in my brother's barn. I told my brother that if we could get the body back, I would rebuild the car as a tribute to Dad. He contacted the guy who he had given the body to, to see what had happened to it. The guy had not done anything to it except let it deteriorate outside. The guy said he would have to check with his sons to see if they were ok with its return. A couple of days later it was returned to my

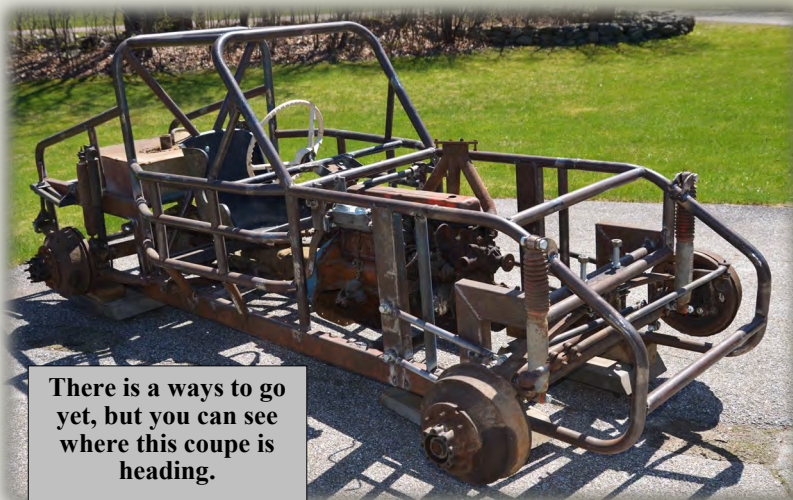
brother. He called me and the resurrection was a go. Tragedy struck again and my brother passed away at the end of October. The project now became of highest priority. All the other projects can wait. Others would consider the Old Coupe just an old race car. It is much more to me. It represents my relationship with my dad and brother and all the time we spent working on cars of all sorts. It was my first true engineering project that took me down the path to becoming an engineer. I believe that describing the engineering and build of the race car was instrumental in my initial hiring at IBM and a 40 year career there. The Old Coupe was a major part of my life and will be again, for a long time.



Les Erskine, and his Coupe, doing a victory lap

We are now in chapter six of the Old Coupe. That is, its rebirth as a functioning race car. My plan is to build this car as close to its racing configuration as possible. I am using all the original parts and as many period correct parts as I can find. I want it to look as it did in its glory days. The old pictures are being used as reference. My hope is that all future chapters are not as tragic as chapter three and five and that it lives happily ever after.

I dedicate this project to three of the most influential people in my life. First to my dad, Les, who instilled a love of all things mechanical, who taught me many life lessons, who put family above all else, who instilled a strong work ethic and who supported me in sports, education and life. Secondly to my brother Dave who had one of the biggest hearts of anyone I ever knew. His grandchildren say that he could do anything. Although he was a very accomplished mechanic and could do most everything, I think it is more that he would do anything for anyone. He went through many hard times but always moved forward with dedication and humor. **Thirdly, to my mom, Janice, who supported my dad, two sons and three daughters unconditionally. She instilled dignity and respect for all. She, also put family above all else and sacrificed so that her children would have what they needed.**



There is a ways to go yet, but you can see where this coupe is heading.



**Gene & Barbara Torvend,
of Underhill, ordered this beauty from the
factory in 1967.**

**This 1968 Jaguar XKE appears to be doing
40MPH, just sitting there!**



June 2024

**Attention....
The date printed after your name
is when your VAE membership ends.**

Meet-A-Member

Isabelle & Clark Wright

Isabelle and Clark met in church and were friends until the day Isabelle decided to take a new job in Florida. She had taught school in the Burlington area for fourteen years and decided to find a warmer place to live after the school downsized and she was without a job.

Then Clark asked her instead of being friends, would she consider marriage. Isabelle said Clark was a nervous wreck while proposing, then she said yes. That was thirty-two years ago. Their home is in Milton, VT.

Isabelle was born and brought up in Hilton, New York; from Hilton to Milton, she likes to say. She has a bachelor's degree in elementary education and a master's in school administration from two Christian colleges.

Clark was born in Burlington and moved to Underhill when his parents purchased a dairy farm there, in 1941. Grade school was in Underhill Center and then on to Essex Junction for high school, while helping tend the farm's registered Jersey herd.

He decided he wanted to be a machinist and went on to the St. Johnsbury Trade School. His new skills led him to work in the fields aviation, marine, and automotive.

He joined the VAE in 1956 and if you have read Wheel Tracks for the past decade, you have probably read about a few adventures he and his VAE member buddies have had over the years. He took his turn as editor of this publication for a short time also.

If you were to guess, where do you think Clark took Isabelle on their very first date? No, it was not a car show, but you are close. It was the annual tractor pull at the Champlain Valley Fair. Way to go, Clark!

