



December 2022 VAE Year 69

Wheel Tracks



Pictured left is Fred Gonet of Proctorsville, Vermont.

It was his eye that caught the value of the photo silhouette above Thank you, Fred.

Are there any guesses what this 2-wheeled vehicle is, before you turn to page 11 to read its story?

Hint..... it is now 100 years old.

The Official Monthly Publication of the Vermont Automobile Enthusiasts



Fred's Shop Tools....

My Skill saw is a portable tool used to make studs too short.
And those Pliers, I use them to round off bolt heads, sometimes to create blood blisters.



A family received a Thanksgiving card that had a painting of a Pilgrim family on their way to church.

The grandmother held it up and said, "Pilgrim children liked to go to church with their mothers and fathers."

"Oh yeah?" her grandson said.
 "So, why is their dad carrying that rifle?"

If you can not find your dog, open the fridge door.
 He's standing right behind you.

How to keep your rent constantly low?
 -
 Shoot out the window once a week.

I met an amazing man at a party on Saturday. Wonderful listener, great looking... I gave him my number and winked at him to call me when he gets home.
 It's been 4 days, I'm really starting to worry the poor guy is homeless.

Outer Mongolia.
 One of the few places where your navigation can say, "Keep straight.
 Prepare to turn right on Tuesday morning."

The police stopped an old guy in questionable condition at 1 am.
 "What are you doing out so late, sir?" asks the police officer.
 "I'm going to a seminar on 'The harmful effects of alcohol'," replies the man.

"Are you pulling my leg or something?!" says the police officer, who would hold a seminar like that at this hour?!"

The man sighs, "my wife."

VAE Business & Other Stuff

From gcf

We had our Annual meeting recently in Essex. The group was small, but the day was beautiful and the food was fantastic. We also have three new VAE officers...

Jason Warren agreed to be our 2nd Vice next year. Jason was eleven or twelve when he first started attending our gatherings with his dad Brian, ten years ago. We know you work full time, Jason. We promised to help you with the events when you become 1st Vice. Please don't worry.

Dave Sander has agreed to take Chris Barbieri's place next year as 1st Vice. Dave climbed the VAE ladder to chairperson back in 2012, so we have his experience along with his fine offer to take on the reins again. That offer is also available for help, Dave. In fact we already have a plan, if you are interested.

Robert (Bob) Hawke has agreed to a one year term on the VAE board. He is fairly new to the club and certainly has the interest. He is also a retired police officer, so guidance with the law should keep us all with old cars, out of jail. The max speed for most of us Bob is about 38MPH.

The Golden Wrench Award notices in the last Wheel Tracks were a bit messed up.

To the right is **Cooper Harvey** of Hyde Park being presented the Golden Wrench Award by VAEer **Jan Sander**. Cooper is a student of Green Mtn Career Ctr in Hyde Park.



The picture at the top of Supp-3 of the October Wheel Tracks is of **Camryn Bunnell** getting his award at applied Technology Center in St. Johnsbury. The same picture is left with **Camryn** on the left. His teacher is **Brett Bourgeois** on the right and VAEer **Phill Drake** in the center.

We apologize for our mistake, Cooper and Camryn, and congratulations for winning the Golden Wrench Award. You have worked hard and certainly deserve this recognition.

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FROM OUR PRESIDENT, GARY FISKE



I sat in a meeting last evening that included six auto repair businesses.

Five were independent 1-man shops. Most of the shops have spent months and years looking to hire mechanics. None can be found. When asked, it was agreed a mechanic in northern Vermont can expect a wage range from \$40,000 to over \$100,000 depending on skill level and experience. Not bad, wouldn't you agree?

Is there a place where the VAE can help more? For the past 13 years the VAE has met many of the students from Vermont's career centers while presenting our Golden Wrench Award. I am one of 16 VAE presenters and the students I have met are remarkable. The VAE has given scholarships to Vermont's Technical College in Randolph since 2011, an extraordinary amount of over \$142,000 from our small car club. That is a true testament to our mission of education.

The VAE also sponsors some of Vermont's "Skill USA" competitions. Again, we have met some awesome high school students in auto, motorcycle, and diesel mechanics. One story was told about a student returning to school the next day to find someone had been waiting for hours to offer the student a job. Our Education/Outreach Committee and our Board of Directors will be looking for answers. Is post-secondary education too expensive? Can high schools and colleges do better? Help and suggestions are welcomed. Lastly, this will be my last President's Message, I am moving on to the big bucks as chairman next year! You will be hearing from Mike Felix next....welcome Mike!

Gary

Something strange happened this October. There were actually two Gypsons on the annual Anne Gypson tour. This was a first for Nancy and I. We drove up in our 1971 Ford F-350 dually (to the tune of 7-8 MPG from the souped up 390 CI big block.) We enjoyed the overnight hospitality and culinary delights of Judy Boardman and the company of Hal Boardman.

The next morning we all headed out to the designated starting point. I've always enjoyed dirt roads, but the '71 didn't like the rough spots! About halfway through the tour there came a noise from the right front wheel. So, it was right back to the starting point for us. Wendell and I jacked it up to find all was tight and deemed safe to drive back to NY. It turned out the cable for the brake shoe adjuster was stretched which allowed the adjuster stop plate to fall off. The 2023 tour will be here before we know it!

Thought for the day: You might be a redneck if you think the last four words of the national anthem are, "Gentlemen, start your engines!"

Long live the VAE.....Ken

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



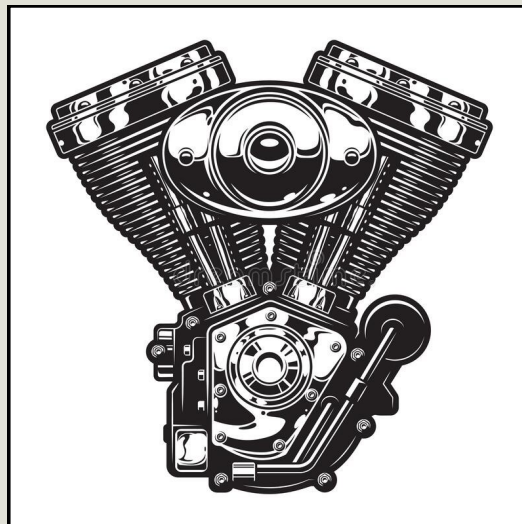
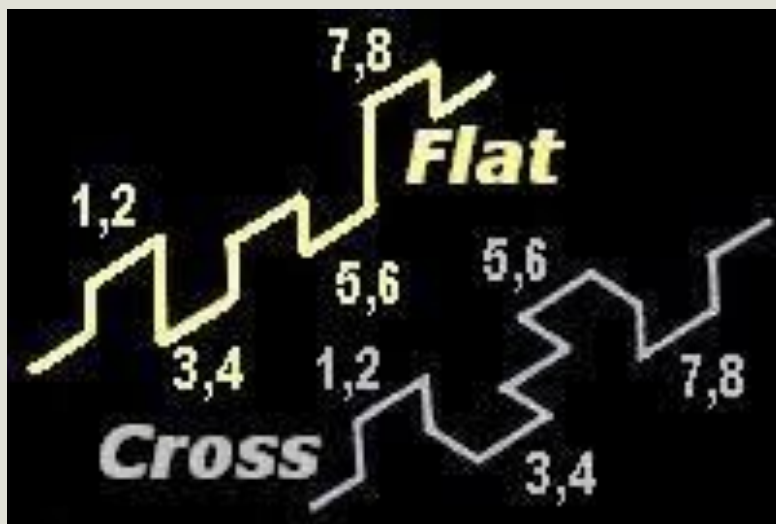
AUTO AUDIOLOGY

By Wendell Noble

Have you ever heard of auto audiology? Probably not. It's an entirely new field of study. It's so new because I just invented it. Stay tuned because this exciting new field is really going somewhere. Whether we are making a conscious study or simply aware of it, we can't help but notice that different types of internal combustion engines sound different. It's sort of like listening to and identifying bird calls. You must have noticed that a common workhorse V8 sounds nothing like the once common in-line six. A Harley Davidson V-Twin sounds nothing like a Japanese two-stroke one-cylinder motorcycle. You can buy a recording of various WW II aircraft engines just to appreciate their distinctive sounds.

What you are hearing is primarily the regular sequence of cylinders firing. In a four-stroke cycle engine, which is most common, each cylinder fires once for every two rotations of the crankshaft. The more cylinders there are, the more that fire in a two-rotation cycle, and therefore the higher frequency sound. All in-line four-cylinder engines sound very much alike at the same engine speed, as do all in-line sixes or eights. However, a V8 has a very different sound from an in-line eight, even though the firing frequency is the same. The same can be said comparing a V6 to an in-line six or a flat Volkswagen four to an in-line four. There are obviously other acoustic effects to consider. The oft heard Chevy or Ford V8s have two banks of cylinders at a 90° angle with exhaust explosion sounds exiting through two different paths. They also have irregular firing orders with one firing from one bank which may be followed by two in sequence from the other. For example, the common Chevy firing order is 1-8-4-3-6-5-7-2, where the even numbers are on the passenger side and the odd numbers on the other. This gives rise to the rumbling sound we love to hear. Well, some of us anyway. The firing order is determined by the arrangement of journals on the crankshaft. These common domestic V8s use what is called a cross-plane crank, where four crank journals each are positioned in two perpendicular planes. An alternative arrangement used in some exotic European sports cars is the flat-plane crank which has all the journals in one plane. This results in a firing order that jumps from bank to bank and produces a different sound. There are benefits to this arrangement in respect to exhaust tuning, shaft balance and lighter weight, which allows for higher revving and performance. The auditory star of all this is the Harley Davidson V-Twin. Its unmistakable. You love it or you hate it. The unique sound is due to the fact that there are two cylinders at a 45° angle which share the same crank journal. When the front cylinder fires there is a 315° crankshaft rotation before the rear cylinder fires, then there is a 405° rotation before the front cylinder fires again. There is no way that can be smooth, but the physical shape of the engine fits into a bike frame nicely. Harley has attempted to trademark that sound but has never convinced their competitors or the patent and trademark office that they have a defensible argument.

This all adds to the rich symphony of engine sounds we can hear on the highway. Go out there and enjoy the rumbling, screaming, humming and purring of these wonderful machines. It can be music to your ears.



ON THE ROAD

with Don & Anne Pierce

In October, we headed to what was billed as "the largest old-car flea market in the world," the Antique Automobile Club of America - Hershey Region's Eastern Fall Meet, where one would see over 9,000 vendors (scattered in no particular order), view over 1,000 cars for sale in the car corral, and take in the sights of approximately 1,200 cars at the car show, which is held on the last day of the meet.



Their accommodations

As we had never been to this extravaganza, we didn't know what to expect except for what other VAE'ers had told us and who had attended year after year after year.

So, bright and early on Monday the 3rd, we headed off to Hershey, PA, with our truck camper. We had made reservations at a KOA not too far from the meet. It promised to be a fairly nice week except for Tuesday, so that was promising.

Tuesday rolled around and it rained on and off ALL day. Well, Don was excited enough that he wanted to "check things out" before things really got busy, so with a list of car parts needed in hand, we set off. We parked not too far from the flea market, and as we made our way into the flea market, they skies opened up and the rain really started coming down, but we persevered onto the

wet grounds until Anne had had enough! Don kept going and Anne headed back to the car, Kindle in hand, to spend a couple hours reading. Don eventually showed up soaked to the skin. So much for our first day!

Wednesday, Thursday and Friday blessedly turned out to be dry and sunny, each day better than the previous, and as things caught our individual eyes, we each meandered our own way through the flea market. Anne eventually found her way into the ice arena where she fell asleep while watching the Zamboni go round and round. Don kept on trucking through 22 miles of aisles of car parts, and later we agreed it was basically our Waterbury flea market on steroids.

On Thursday Don spent part of the day walking the total length of the 1,000+ cars parked side by side around the outside of the flea market that were for sale. Anne spent most of the day in the ice arena!

Alas, Don never found a single item on his list but did make a few contacts to follow up with. But what made it all worthwhile was seeing numerous members from our car club.....

We went to dinner with Eric & Glenda Osgood a couple of nights. They were newbies also. Eric is a member of the AACA, and he brought "The Countess," his 1949 Cadillac model 7533X limo to be judged on Friday.



Bill S.

Gary Fiske and Bill Erskine had a vendor spot, and we visited with them. We even got a tour of their digs right at their vendor spot, which we

learned was quite normal for vendors. Bill Smith also had a vendor spot with parts to sell.



Anne also found her way to the WOKR tent and, upon introducing herself and asking if anyone knew Charlie Thompson, got swept up into the tent with numerous questions asked of his health: "He's doing great, recovering nicely as long as he follows doctor's orders." (Charlie was supposed to be at the meet with Pierre Pepin.)



Eric & Glenda & The Countess

Though we never saw him, Steve Carpenter was also there, presumably busy judging show cars. We bumped into him later at the KOA where he was also staying.

The highlight of the week was seeing the 1,200 cars in the judging field and then finding out that "The Countess" won Junior Seconds in the 1948-1949 non-Fords category. Way to go, Eric!

We both decided that the week was "an experience," but we probably won't be those returnees year after year after year.....



THE LINCOLN HIGHWAY

By Charlie Thompson

*"A road across the United States.
Let's build it before we're too old to enjoy it."*



"Seedling Miles"

Despite the enthusiasm of the automobile manufacturers, tire companies, and cement suppliers, and the many thousands of dollars donated by these companies and individuals, there were still those who thought gravel or other surface was adequate and were not convinced that cement was needed. To convince those folks and to demonstrate the intended construction methods, it was decided by the Lincoln Highway Association to build "Seedling Miles" in various states along the route. These were done utilizing 33,000 barrels of cement donated by several cement companies, worth \$14,000 in 1914, or \$415,500 today. Originally required to have a width of 10 feet, this was soon revised to 16 feet and, in 1918, increased again to 18 feet. (For comparison, the gravel road in front of my house measures 19 feet.)

A competition was initiated between four counties in Illinois as to which would get the first of the cement donations. The enthusiastic Consul Corkings led DeKalb County to win the first cement for a Seedling Mile, built just west of the town of DeKalb. The State donated use of its equipment and state engineers were assigned to supervise. The next mile was completed in 1915 just west of Grand Island, Nebraska, followed shortly by miles in Iowa, Ohio, and Indiana. The Loyal Order of Moose paid for a mile directly in front of their Children's Home in Mooseheart, IL, and donated it to the public. All this activity started the road improvement movement and set the standard in America for the next several decades.

Today, when you travel sections of Route 7 in Colchester and Route 2 toward Montpelier, you can still feel the expansion joints in the cement, now under the asphalt. And that annoying crack in the road one to three feet from the edge is where the road was widened over a gravel base beyond the cement.



1915

Seedling Mile
somewhere in
America.

BEFORE

AFTER



WELCOME TO NEW MEMBERS

JAY AUSTIN - JERICHO, VT

DAVID NOEL - ST. ALBANS, VT



Next up.....

ALL MEMBERS WELCOME!!

DECEMBER 11—ANNUAL HOLIDAY PARTY: Please see Page 8 for all the details.

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

VT ANTIQUE & CLASSIC CAR SHOW COMMITTEE MEETINGS: 3rd Wednesday of each month at 7 PM at Revitalizing Waterbury, 46 So. Main Street, Waterbury.

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



"Remember When?" with Chris Barbieri

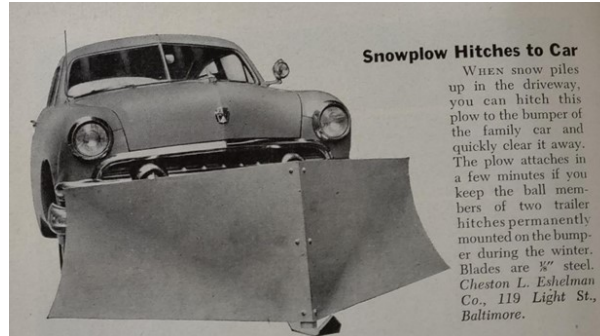


Is this for real? I can't remember ever seeing or hearing about anything like this being attempted unless it was just a few inches of snow and you had chain-wrapped snow tires. But here it is, a '51 Ford sedan equipped with a snowplow hooked to the bumper and held in place by a center ski.

This is the real thing, and the Cheston L. Eshelman Co. of Baltimore (where it rarely snows) is ready to make it happen. This ad claims that "When snow piles up in the driveway, you can hitch this plow to the bumper of the family car and quickly clear it away." The plow connects to two trailer hitches permanently mounted on the bumper during the winter. There is no

adjusting the 1/8" steel blades during use.

The Eshelman Company provides little additional information on its snowplow. Even if this is for real, it seems that considering the cost of the plow, the hassle of attaching it on and off, and storage, it may be easier and less expensive to have someone do your plowing, especially in Vermont, where I doubt the Ford and the plow could handle what is frequently more than few inches of the white stuff.



Does any Wheel Tracks reader "remember when" they saw a car snowplow?

Remember When?

The Difference Between Classic vs Antique vs Vintage Cars

What Are Classic Cars? Classic cars are usually between 20 and 40 years old. It should be maintained as close to its original manufacturer specification as possible. A car that has been significantly modified may no longer qualify as a classic. Another definition of a classic car is one that has been built since 1925, but that is subject to interpretation.

What Kind of Cars Are Considered Classic Cars? As time marches on, the window of time that defines a classic makes some cars ineligible for the status while at the same time making others newly eligible. So while many cars from the 1960s were previously dead-on classics, now they've drifted off into an older category, making room for cars from the '80s and even '90s.

What Makes a Car an Antique? An antique car is generally older than a classic. In most cases, an antique car is one that is over 45 years old (this is the definition used by the AACA). Like classics, an antique car should be as close to its original specification as possible, although modern spare parts will be permissible because of the difficulty of obtaining rare original parts.

What Kind of Cars Are Considered Antique Cars? The kinds of cars that would previously have been considered classics—those from the automotive golden eras of the 1960s and '70s—are now old enough to be considered antique.

When Does a Car Become a Vintage Car? Finally, there are what are called vintage cars. What constitutes a vintage car depends on who's defining it, but, as a rule of thumb, it's a car that was built before 1925 or '30, again depending on interpretation. So it's a car from the very early days of motoring except anything that has been modified into something like a hot rod.

And What Kind of Cars are Considered Vintage Cars? Well, within this classification are very early cars from what's known as the Brass Era, named for the brass fittings that were used as lights or radiators in the automobiles built between 1896 and 1915. Also considered vintage are early American cars like the Model T, the Packard, the Duesenberg, these coach-built bodied cars.

So where does your car fit in these definitions?

Source: *Extra Mile*, The Hartford



"The Pleasures of Reading
an Auto Magazine"

Trivia from Don Tenerowicz

A very successful 2022 racing season at Lime Rock Park in Connecticut reminded me of the pictures I had taken of Paul Newman with his wife, Joanne Woodward. The exact year escapes me. Just by chance I had my camera and took these pictures while walking in the pits. Paul's achievements as a race car driver are well known, and it has been noted that he could have been just as successful as a full-time professional race car driver as he was an actor. Paul's biography is documented in Wikipedia, which reads: "Having said he would quit 'when I embarrass myself,' Newman competed into his 80s, winning at Lime Rock in what former co-driver Sam Posey called a *brutish* Corvette, displaying his age as its number: 81. He took the pole in his last professional race in 2007 at Watkins Glen International; and in a 2008 run at Lime Rock, arranged by friends, he reportedly still did 9/10ths of his best time."

Hope everyone enjoys the photos of a bygone era, like growing up in the 1940s and 1950s.



Paul Newman's #81.



Paul Newman (L)
Joanne Woodward (C)

DECEMBER 11 ANNUAL HOLIDAY PARTY

Elks Club, 10 Jefferson St., Barre.

Arrive after 11:00 am
for lunch at noon.

ALL MEMBERS WELCOME!

Please join us as we kick off the holiday season with a delicious buffet dinner and gift exchange. Cost is \$25 per person.

Please make check payable to VAE and forward to Charlie Thompson,
272 Colchester Pond Rd.,
Colchester, VT 05446.

You do not have to participate in the gift exchange, but if you do, please bring a wrapped gift with a suggested cost of no more than \$20.

Deadline for reservations is December 1, so get your reservations to Charlie ASAP!
It's been too long. See you all then.



10/8/22

It is pleasing to see how VAE has evolved into an outstanding car club in Vermont. When I attended the early morning gathering at the University Mall in South Burlington this summer, I was pleasantly surprised at the breadth and depth of the hundred or so automobiles....all ages, shapes and sizes. It attracted a lot of public interest and car owners were happy to explain their cars and restoration experiences.

I'd like to commend Bob Chase and Duane Leach for their efforts in making the Vermont Antique and Classic Car Meet in Waterbury such a success. The new venue and organization of the meet is first rate and the number of "fleas" this year was outstanding. Chris Barbieri did an excellent job with publicity. Sadly, I did miss my annual meeting with Gene Napoliello.

Well done. Frank Mazur...VAE President 1995



The Roadside Diner

Bacon Hot Dog Appetizer

1 pound hot dogs
1 pound bacon
1 cup light brown sugar



Nancy Gypson

Cut hot dogs into quarters. Cut bacon strips into thirds. Wrap bacon around hot dogs and put into greased 8" X 8" or 9" X 9" baking dish. Sprinkle with brown sugar. Bake in preheated 350 degree oven for 1 hour. Pour off bacon fat. Serve hot.

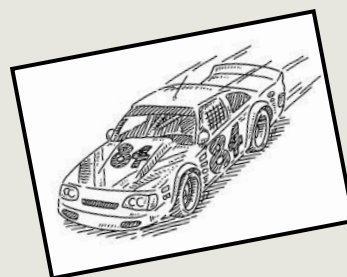
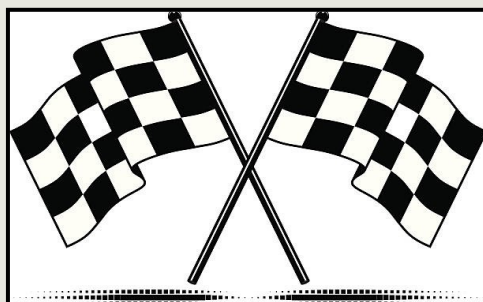
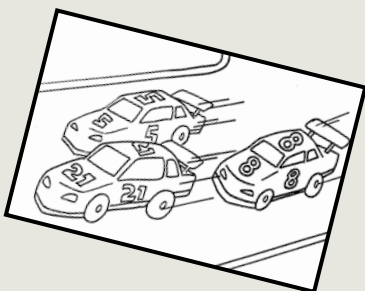
KEN'S CORNER: GOING TO THE RACES?

I know most of us have been to our local oval racetracks. And, I know most of us have noticed the flagger and his/her flags. But, what do they all mean and how are they used?

Many cars and their pit crews have radio communication, but it's the flagger and inside guardrail workers that communicate with the racers.

Several flags are obvious such as green, black, and checkered. Some may not know the nuances of the other flags and how flags of the same color can mean different things. Most racetracks abide by the guidelines set by the Sports Car Club of America for the following command flags.

- ♦ **Solid green:** The course is clear and the race is underway.
- ♦ **Solid yellow standing:** There's danger in the area. Slow down. No passing until past the incident.
- ♦ **Solid yellow waving:** There's imminent danger ahead. Slow down. Again, no passing until past the incident.
- ♦ **Double yellow standing:** The entire course is under a yellow flag situation. Slow down and don't pass.
- ♦ **Solid white flag waving at the starter stand:** This is the last lap of the race.
- ♦ **Solid white flag standing:** There's a slow-moving vehicle ahead, possibly an emergency vehicle. Proceed with caution.
- ♦ **Solid black flag pointed at a car:** The driver shall proceed to the pit lane because there's some thing wrong with the car. Do not take another lap.
- ♦ **Solid black displayed at all stations:** The session has been ended early. Proceed with caution to the pits. No passing.
- ♦ **Checkered flag:** The race is over. Take a cool-down lap. Then proceed to the pits.
- ♦ **Blue flag with diagonal yellow stripe:** Heads up. Traffic is approaching from behind.
- ♦ **Yellow flag with vertical red stripes:** The racing surface is slippery, possibly due to debris.



Wheel Tracks Classifieds

Free to all Enthusiasts



FOR SALE.... Sales brochures and magazines for Ferrari. More than 80 items, 1975, 1984-2015. Also, around 25 Lamborghini items. Send email or call with your interests, and I'll respond with availability and price. John Emerson, jemerson@middlebury.edu. 802-388-7826

December Bumper Sticker...

**It's weird being the
same age as
old people.**

FOR SALE...Many old hot rod and Kustom car magazines. Also, miscellaneous books and sales literature. Lots of Lincoln items.

Text/call Ken Gypson 518-423-7565 or email kengypson@yahoo.com

FOR SALE...1974 YAMAHA 650 OHC, two seats, engine guard with foot pegs, sissy bar with bag. Carbs need rebuilding. \$3,000 or best reasonable offer.
REAR BUMPER (new) for 1969 Pontiac Firebird.
FRONT BUMPER (like new) for 1968 Pontiac Firebird.
BUCKET SEATS w/HEADREST (black) for 1969 Pontiac Firebird.
FRONT BUCKETS, REAR SEATS & SIDE PANELS (white) for 1968 Pontiac Firebird.
1966 Pontiac 326 Intake and Carter 4 bbl carburetor.
1966 Pontiac TRI-POWER with linkage (carbs need rebuilding).
Contact Mike Smith 802-868-7628 or 802-752-5592. Please leave message if no answer.

FOR SALE..1935 Packard 12 or Super 8 dash with instruments, \$1500 obo., 1935 & 1936 Packard body and mechanical parts, 1928 Packard transmission, 1937 Packard 120 block, pan, head, flywheel, manifolds, etc., \$150. Two overdrive transmissions adaptable to Packard, Chrysler, etc., \$100 each. 1947 Cadillac speedometer, clock, parking bucket assembly, 1932 Cadillac shop manual, radio, mascot (new), horns, 2 generators.

Call Roy Martin 802- 862- 6374

WANTED...Looking for an older horse drawn wagon, as pictured below or similar. Not an antique or one of high value, but reasonably good condition, with wheels. Will be placed in the backyard boulder garden for display purposes. Don @ 860-872-9013, dtenerow@earthlink.net



FOR SALE...Upper Valley NH, south of Warren/Wentworth. Serious inquires only please.

1997 Toyota Landcruiser, six cylinder; 289,713 miles. On road/inspected 2022, possible head gasket blown Oct., VA vehicle, many recent repairs/tires. \$6,300.

1967 Plymouth Barracuda, slant six; 93,613 miles. Last running/inspected 2012, always garaged, NC vehicle, but mice have eaten up a very good interior. \$9,900.

Email Paul:
nhdroner@protonmail.com
Phone: 603-865-4661



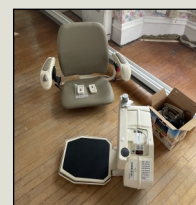
FOR SALE....2001 Chrysler Sebring Convertible. 2.7 liter DOHC, 104,521 miles. Bought in 2010, inside winter storage since then. No VT road salt or rust. Needs: Fix directionals, wipers, radio and AC recharged. Asking \$1500.



Jim Boylan, Waitsfield.
802-486-4621



FOR SALE...Stair Chair. A Harmar Pinnacle SL600, rated for 350lbs, bought new 11/2020. New price \$4K to \$6K. I am selling for \$2500.
Email markfronhofer@gmail.com.



Continued from front page.....

In 1901, 20-year-old William S. Harley drew up plans for a small engine with a displacement of 7.07 cubic inches and a 4-inch flywheel designed for use in a regular pedal-bicycle frame. It didn't work very well.

Over the next two years, he and his childhood friend Arthur Davidson worked on their motor-bicycle using the northside Milwaukee machine shop at the home of their friend Henry Melk. It was finished in 1903 with the help of Arthur's brother, Walter Davidson. Upon testing their power-cycle, Harley and the Davidson brothers found it unable to climb the hills around Milwaukee without pedal assistance, and they wrote off their first motor-bicycle as a valuable learning experiment.

The three began work on a new and improved machine with an engine of 24.74 cubic inches with a 9.75 inch flywheel weighing 28 lb. Its advanced loop-frame pattern was similar to the 1903 Milwaukee Merkel motorcycle designed by Joseph Merkel, later of Flying Merkel fame. The bigger engine and loop-frame

design took it out of the motorized bicycle category and marked the path to future motorcycle designs. They also received help with their bigger engine from outboard motor pioneer, Ole Evinrude, who was then building gas engines of his own on Milwaukee's Lake Street, designed for automotive use.



So, now to Fred's silhouette.

You have a better hint from the above paragraphs, plus, you know its 100 years old.

It is a
1922 Harley Davidson
JA.

The 'J' means it has "intake over exhaust" with a 61 cubic inch V-twin 4-stroke engine. The 'A' means it is a police model and more likely has a few more cubic inches of power.

It is chain-driven with a 3-speed side-shift transmission and brakes on the back only. The internet claims top speed is 85MPH and it weighs 319 pounds.

Fred found the Harley in Harmony New Jersey and bought it 31 years ago. He said the bike spent many of its earlier years, before he purchased it, in North Carolina.

Fred has done very little to it over the years he has had it. The nice paint job is from 1949, an indication the Harley has been someone's treasure over much of its life. He had to remake the drive sprocket along with replacing the chain and a little electrical rewiring. That is it.



Fred and his wife BJ each have modern Harleys. When they go for a ride and he takes the '22, they joke how Fred gets all the attention and BJ can expect none. Fred did say that he has driven the old bike a lot over the years he has had it.

Can you see the hand control just behind the silver shift lever, in the picture to the right? It is a hand clutch. It was relocated to the handlebar in later years. If you watched Fred take off from a stop on a hill, you will witness some unusual moves. You will hear the engine rev up. Then you will watch what looks like him bending over to scratch the left cheek of his behind.



That is not what he is doing!

Here is what you are seeing. He is holding the bike from moving backwards with his right foot on the brake while operating the throttle with his right hand. His left foot is on the ground to keep from falling over. The gear shift is in first ready for take off. When he is ready to move forward, he revs the engine a little and reaches below his left 'cheek' to release the hand clutch....all orderly and in good taste.



Asked why he wanted an early Harley Davidson motorcycle, Fred said his grandfather had a 1917. He has only seen a picture of his grandfather on the Harley, but at that moment many years ago, that was Fred's dream.

*Fred Gonet owns and operates his restoration shop in Proctorsville, Vermont.
G & G Restorations has been in business for many years
and is known throughout the Eastern US for its high quality work.*



**A 1981 Yamaha XV920
owned by
Sylvain Lamoureau
Of St. Aime, Quebec
Sylvain says he has ridden his Yamaha every
summer since 1988.**



December 2022

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



Andy Barnett, born August 29, 1941, passed away at home on September 10, 2022. He joined VAE as soon as he acquired his 1954 Chevy 210 (pictured right) and served as president in 2007. We believe that his love for his Chevy was instrumental in creating the "Personalized Stock Class" in our August car meets. He was happy to sponsor the class. Andy is survived by his loving family and friends and caring neighbors.
RIP, Andy.



Other dear VAE friends we have lost recently.

Tricia, wife of Hamilton Hayes, passed at home on April 12, 2022. Tricia graduated from Chestnut Hill College and received her master's degree in public administration from Antioch College.

Patricia Mraz, wife of William (Bill), died September 10th, 2022. She graduated from Wellesley College with a BA in Economics and worked in that field. We still have the picture in our minds, Pat, of you dragging the front bumper of your husband's old car down the street.

Thomas Pierce, husband of Sandy, passed November 8th, 2021. Your old Buicks and that smile of yours were always a treat, Tom. We miss you.

Shirley Ann Maclay, wife of Tom Maclay died August 22, 2022. The VAE has relied on your family for many years, Shirley. Thank you for sharing them with us.