

Wheel Tracks



Don Adams'
1928 Ford AA Dump Truck
"Doodlebug"

The Official Monthly Publication of "Vermont Automobile Enthusiasts" by "The Vermont Antique Automobile Society"

2]... Events.... "What's Next".

3]... From Our President, Jim Sears

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Marnita's Banana Maple Walnut Muffins

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8]... Dave's Garage, "Lead Anyone?"

9]... Really Good Gossip!

11]... A Visit from the WORK Car Club

13]... A 2013 Golden Wrench Report

15]... Not many
Classifieds
But other really
Good Stuff!



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Mission Statement:
The Vermont Antique Automobile Society is a tax free 501c3 organization dedicated to the preservation, protection, promotion and appreciation of automotive history and technology.

Wheel Tracks is a monthly newsletter published in print and electronically for the public, and for the VAE/VAAS membership.

Your editor and other authors are made aware of some new products, services or information that they feel may have value to VAE's membership. These products, services or informationals are not an endorsement by the VAE unless otherwise noted. The opinions are solely those of the particular article's author.

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EVENTS.... WHAT'S NEXT ?

July

July 4th... Thursday 10AM... A parade & more in the Village of Jeffersonville. See page 15

July 6th...Saturday 9AM to 2PM..... "Sunkiss Balloon Festival Car Show". Balloon flights, artists, crafters and great trophies for your treasured car. Floyd Bennett Memorial Airport, Queensbury, NY.

July 12th& 13th.... Green Mtn. Military Vehicles at Farr's Field in Waterbury.
More info: Google gmmvc

July 13th & 14th.... Rave Car Show & Flea Market Rutland State Fairgrounds. Featuring 31 classes. More info Google: rave car show.

July 13th...Saturday 10AM to 3PM.... "2nd Annual Knight Point Car show", All

Cars, Trucks and Motorcycles welcome. Food vendors and big-tent flea-market. Knight Point State Park, North Hero, VT Info, 802-372-8400

July 13... Saturday 9:30 –3:30...
Diamonds in the Rust Car Show. Dona's Car Store Field on Lower Wolcott Street in Hardwick. More info Google: diamonds in the rust, Hardwick, VT.

July 15...Monday 1:30PM...VAAS Board Meeting at Dick Wheatley's office.

August

August 4th....Sunday... Cars of Yesteryear

August 9th, 10th & 11th.
The Stowe Antique and Classic Car Show. Stowe, Vermont

Please re-mark your calendars for the Stowe Show dates above. Wheel Tracks has been reporting wrong dates in past issues!!!

Car Show at North Country High School.
www.carsoyesteryear.org

August 17th...Saturday 9:30PM
VAE Meet, The Wake Robin Visit.

August 24th...Saturday... starting at 10AM.... "Nostalgia Show" Car show, Artists, crafters & food vendors. Judson Meadows Assisted Living Community, Glenville, NY

September

Sept. 7th...Saturday. VAE Meet, The Taftsville Bridge Opening, Woodstock, VT

Sept. 13-15....Bennington Car Show. Willow Park in Bennington. More info Google same.

Sept. 20 –22.....British Invasion in Stowe at the Stowe Flake Resort. More info, Google same.

Sept. 20-22...NE Street Rod Nationals at Champlain Valley Expo. In Essex, VT.

FROM THE PRESIDENT... JIM SEARS



The time is now!

As some of you know I'm a part time seasonal employee of the Shelburne Shipyard that caters to the recreational yachtsman. While some boats have been launched for the summer, many are still being prepared on dry land with hopes of being afloat soon. Rainy days at the Shipyard are slow. We still have those that are working on the interior of their vessel in preparation for that sunny day and a gentle breeze. Not so different than us automobilists hoping for perfect weather for a day at a car show, tour, or parade..

With limited summer time we need to stretch the season at both ends and make full use of those less than perfect days. Like yesterday, June 8th, at the 250th anniversary tour of towns celebrating this event. Over a dozen antique and vintage vehicles participated in the tour despite the weather predictions. I had a great time and also met a few new auto enthusiasts and their vehicles that I hope we see again. Thank you goes to Jim Cary and Wendell Noble for organizing this tour.

If you haven't got your vehicle out yet, get moving! Summer is here and we have a lot of events to participate in. See our calendar for more information. Hope to see you at the next one.

Email Updates

Do we have your email address? Your email address is needed to send you the password to access the "Members Only Webpage". Check the label on the latest issue of *Wheel Tracks*. On the first line after your name should be a date like **12/2013E**. If there is an "E" after the date we have an email address for you. **No "E"** then we don't have an email address for you. To add or update your email address, send a message to vaemembership@gmail.com with the subject "VAE EMAIL".

Volunteers Needed

One of our new trailers need the interior painted and our bleachers need cleaning soon. The trailer and bleachers are in my yard in Hinesburg and we can do the work there. Call or email me if you would like to volunteer. 802-598-1663 or packardsu8@netscape.net.

FROM YOUR EDITOR... GARY FISKE



Can you guess the "big" activity that happened in June? Think VAE Golden Wrench Award! Sixteen VAE members agreed to award the 16 juniors throughout Vermont

There are 16 VAE members who agreed to represent us and they have awarded 16 Juniors throughout Vermont with our Golden Wrench award. When this program was started three years ago during its trial period, there was a nice level of excitement among the small group of club members involved and a hope that it would succeed. I have not heard back from all the VAE award reps yet but if the five that I have heard from is an indication...the level of excitement has definitely increased.

For most of us, it has been a long time since we witnessed a 'professional' teacher guide a large group of teens. And, for most of us, it has been awhile since we have been around a large group of teens in a school setting. I was one of the award reps and I have to say I was totally impressed by both the students and the teacher. All I could think of during the day of my presentation in Enosburg was the great choice the VAE made in creating this Golden Wrench Award. I believe it will not take long before we will have to admit that we are getting more from the 'educational connection' than the students. The VTC Scholarship Program, the Golden Wrench Award, The Mobile Museum that will be visiting schools in the future...what better goals could we VAEers have?

The visiting car clubs in Wheel Tracks. The visit to the Franklin Car club last month was fun and Charlie Thompson's WORK visit this month on page 11 is a good one, too. Do you belong to another car club? Please get permission then loan me a newsletter so I can continue the column. It is great to see how other clubs operate and the material is very interesting.

I had some great fun getting Don Adams' Doodlebug story together this month. The history of it all is amazing. I hope you like it...

Create your own mini car show to promote the Stowe Show

July Monthly Meet....Saturday, July 27th....from Bob Lalancette

Get some Stowe car show posters from Duane Leach or Bob Lalancette and with a couple of other members, go to an auto parts store or other store fronts that would let you put a poster in their window.

Have a mini car show for an hour or so.

I was in Waterbury at NAPA to get some grease and had 4 people looking at my Nova, asking questions and taking pictures. A 5 minute stop turned into a ½ hour.

Then drive to Jim Sears place for lunch at 12:30. Bring your own picnic lunch and a chair. There are several places in Hinesburg to buy sandwiches, etc. Beverages and desserts provided. Grill will be available. Flower garden tour and tire kicking. Weed pulling contest. Business meeting at 1:30. Food shelf collection as always.

Sunshine Report



Wheel Tracks has been informed that Rick Burgess's Dad has died. Please accept our VAE wide sympathy Rick.



“THE SOFTER



SIDE”



A Column Shared & Written by Mary Noble (Left), Doris Bailey (ctr) & Nancy Olney (Right)

“The Day I Didn't Quit Smoking” by Doris Bailey

A friend told me about a man down in New Hampshire who could hypnotize you to quit smoking. I had been smoking for a few years and this seemed like a good idea. Also, our son Clark had mentioned he wanted to quit, so I called him at Lyndon State, where he was a student, and he said yes he did want to quit, so I made an appointment with the hypnotist for the next Saturday. We agreed to meet at exit 19 or 18, and after some confusion about getting to the right exit, we finally met there. We parked my Camaro in a parking lot near a mom-and-pop store and gas station and both rode to the hypnotist's in Clark's old "winter-beater" Cadillac.

When we got to the hypnotist, it was a simple office set-up with an inner room. I paid \$50.00 for both of us and Clark went first. This session lasted about half an hour. Then it was my turn. A darkened room and I began to wonder if the man had to say the same thing over and over, or did he use a tape recorder? So, instead of concentrating on what he was saying, I kept listening for the hiss of the tape being played. I didn't get hypnotized at all.

After we left, I realized I had just wasted \$25.00. Clark said he seemed to have been hypnotized. Anyway we found a place to eat lunch and afterwards drove back to the Camaro. I took the keys out of my purse and was going to unlock the trunk to get my jacket. I inserted the key in the trunk lock, started to turn it and the whole key assembly fell into the trunk, including the keys! I expressed rage and frustration in language "not suitable for a family magazine" and agreed with Clark that maybe we could at least open the car with a coat hanger. He went over to the nearby store to borrow a coat hanger. He was gone quite a while. What's keeping him, I thought. Finally he returned with a coat hanger and this explanation: he went over to the store and as he opened the door, he looked up and realized a man was robbing the store, pointing a gun at the clerk behind the counter. She was unloading the cash register into a bag he had on the counter. Neither of them saw Clark, who quietly and quickly withdrew. There was a sort of niche next to the door and he was able to hide in there. He couldn't see the robber and the robber couldn't see him. He waited, and soon the man came tearing by him, ran out and jumped into the car his accomplice had waiting. They roared out of the gas station and disappeared. Clark went into the store and after the clerk calmed down and called the police, she found a coat hanger and Clark returned.

Continued on page 7



FROM THE 'COOKIE' AT THE STOWE SHOW

BY MARNITA LEACH

Marnita cooks & serves three meals each of the 13 days for volunteer workers at our Stowe Show



BANANA MAPLE WALNUT MUFFINS

2 CUPS FLOUR
1/2 CUP MAPLE SYRUP
1 TEASPOON BAKING POWDER
1 TEASPOON BAKING SODA
1/3 CUP BUTTER



INGREDIENTS



1/2 CUP BUTTERMILK
1 TEASPOON VANILLA
1 CUP MASHED RIPE BANANAS
1 LARGE EGG

PREPARATION...

PREHEAT OVEN 375. GREASE MUFFIN TIN. COMBINE DRY INGREDIENTS IN LARGE BOWL. CUT IN BUTTER THEN ADD THE BUTTERMILK, MAPLE SYRUP, VANILLA, BANANAS AND EGG. FOLD IN WALNUTS. SPOON DOUGH IN MUFFIN TINS AND BAKE 20-25 MINUTES OR UNTIL GOLDEN BROWN.



Dear Gary,
I hope this poem has the same effect on you as it did on me.

A BEAUTIFUL POEM ABOUT GROWING OLDER:

Shute, I forgot the words.....

At the Scottish wedding reception
the D.J. Yelled

"Would all married men please stand next to
the one person who has made
Your life worth living."
The bartender was almost crushed to death.

EASYJET

Paddy calls EASYJET to book a flight.
The operator asks, "How many people are flying
with you?"

Paddy replies "I don't know! It's your bloody
plane. "



Wouldn't want that gravel to fall out....

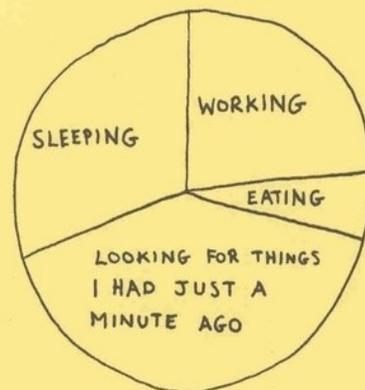


"I'm getting so old that all my friends in heaven will
think I didn't make it"

Q: Someone has told me that menopause is
mentioned in the Bible. Is that
true? Where can it be found?

A: Yes. Matthew 14:92: 'And Mary rode
Joseph's ass all the way to Egypt '

MY LIFE BROKEN DOWN INTO SEGMENTS



Continued from front page....

"Don Adams' Doodlebug" by GCF

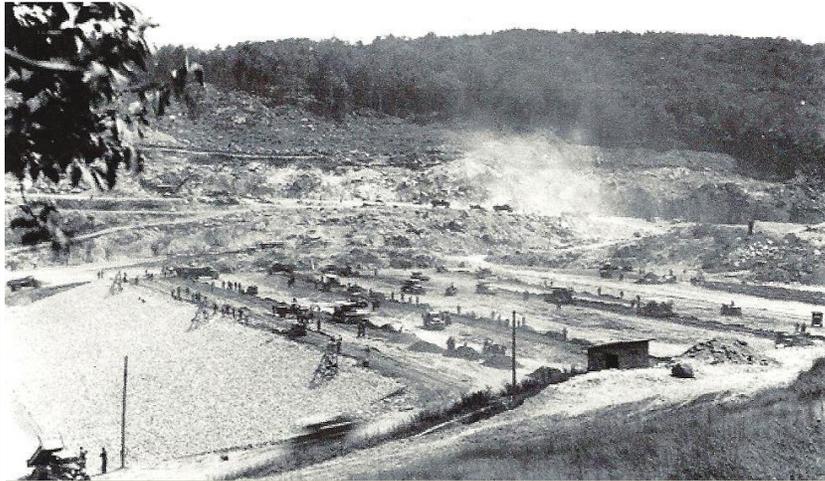
These are some possibilities that Don Adams would not have his Doodlebug parked in his garage today....

1. That our Vermonter Calvin Coolidge had not left a nice 'surplus' in our U.S. Treasury when he left his presidency in 1929.
2. That our Washington politicians had not voted to give 'war bonuses' to all of our veterans returning from WW1 and then reneged on their promise.
3. That our stock market crashed in 1929 and the 'Great Depression' took up most of the 1930s
4. The November 1927 flood did so much damage, especially in the Winooski River watershed area in central Vermont.



Don driving his Doodlebug at Billings Farm in 2008
(The B&W picture on the front page is an example of what it looked like when new...it is not Don's truck)

Don Adams bought his Doodlebug from his brother-in-law, Bob Rowe of Montpelier, in 2008. Bob had done a lot of work on the vehicle since he purchased it in 2003. The story goes that the vehicle was purchased by a Cuttingsville gent at a government auction after the Waterbury dam was completed in 1938. The Cuttingsville gent bought a number of the construction dump trucks but they were in such bad condition he made Doodlebugs out of them. Doodlebugs at the time were used by many farmers to replace horses. You can see an ad on page 12 where for only \$195 you could buy a "Staude Make-a-tractor" kit and plow with your Ford the next day!



The Wrightsville Dam being built

Don's Doodlebug was made from a 1928 Ford AA one and one half ton dump truck (serial # AA65814). It has 40 Hp, a 4 speed transmission and very stiff suspension. No one knows when this truck was put to work on dam construction but we do know there were three dams involved and 184 dump trucks were leased by the Corps of Engineers when the first dam construction started in 1933. The first dam to be built was the East Barre Dam, the 2nd was the Wrightsville Dam and the last was the Waterbury Dam. When did Don's AA start work...we don't know, but we do know that between 1933 and 1938 some 4 million yards of material was hauled to build these dams. A lot of trips for trucks with a 4 yard capacity!

So...."who" built these three dams? Most everyone thinks they were built by 'civilians' in the Civilian Conservation Corp. Very few 'civilian' were involved, but instead were veterans from WW1. When the veterans started returning from the war they started lining up to get their promised "war bonuses" but there were none. The politicians had disappeared with the promise and the bonus. Coolidge had built a fairly nice treasury surplus during his time as president and the Congress and Senate spent much of their time figuring ways to spend it to make votes. The minute Coolidge left, the war bonus was passed with much funfair. When a large group of war vets marched on Washington in 1932 for their war bonuses they were 'run off' causing much embarrassment to the folks in power. The next year President Roosevelt decided to allow these older vets into the CCC which was designed to put young non-vets to work. Some 25,000 (out of the 4 million) WW1 veterans were allowed into the CCCs to earn a living. A very large group of these veterans came to Vermont from all over the United States to live in CCC camps and work on the dam construction. Vermonters often made comments about how lucky they were to have these 'older' vets in the work camp instead of 'young rowdy's' that many other states had to deal with. In fact over the five years that some 15,000 war vets came and went in the camps, other than some public drunkenness there was only one crime reported. A prize chicken was stolen in the Barre area and blamed on someone in the camps.



This photo, compliments of the Waterbury Library, is of the work site at the Waterbury Dam

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"The Day I Didn't Quit Smoking" by Doris Bailey

Continued from page 4

"You could have been killed!" I shrieked. "I know it" said Clark, "but anyway here's the coat hanger" he said, with a grin.

We couldn't open the trunk with the coat hanger so we fiddled with the door peg, managed to pull it up and opened the car. The only way to get to the trunk was to take the back seat out. After a fierce struggle, Clark managed to get it out and I squeezed in and grabbed the lock and keys.

After all this, we both were a little shook, so we talked for a while and then said good bye. Clark went back up to Lyndon and I headed for Burlington. I hadn't had a cigarette since the night before, and my nerves were screaming. I pulled over at the Richmond exit and bought a pack of cigarettes. (After all, Clark could have been killed!) I happily started smoking once more.

The best part of this story (which happened nearly 40 years ago) was that Clark never smoked again.

The 95 mile "250th ANNIVERSARY TOUR" of June 8th

Was a lot of fun and a complete success due to the careful planning of Jim Carry and Wendell Noble.

A dozen towns were visited and even though the skies were grey the rains held off and the car all held together for a very enjoyable day.



Above.....The Westford Green
Below.....At the town office in Sheldon Creek



Pictured is most of the VAE Tour group while Swanton Museum official, Ron Kilburn, gives it's history.
Note the undercover agent to the left sweeping for suspicious characters...



What do you suppose Charles Catchings is offering to have that much attention in Highgate Center under his hood?
Haaah....coffee and donuts is it?





Lead anyone?

This month we dabble with valves and the myth that we need leaded gas for our older cars designed to run on leaded gasoline. The question comes from our own Wendell Noble with a question about his car.

"Dr. Dave, Ever since lead tetraethyl was removed from gasoline, I've been unconcerned about what detrimental effects on my old car engine might result. I figure, what the hell, it's not like I'm entering races with my car. This past fall, I noticed my engine was missing on one cylinder. It turned out I had an obviously burned exhaust valve on number one cylinder. Does this mean I should rethink things and start using a lead substitute additive? Can I blame the lack of lead for my valve problem? At least I learned how to do a valve job.
Wendell

Wendell, the short answer is no, you do not need to add a lead additive, and no, you do not need to rethink anything. When you do the valve job, talk with the machine shop to find the best solution for you. You will need to install modern valves made from hardened steel. You may or may not need to install hardened valve seats. This depends largely on the material the head is made of. The reality is that valve most likely would have burned eventually, even on leaded gas.

Now, lets discuss the whole lead story. First, some history:

In 1919, Dayton Metal Products Co. merged with General Motors. They formed a research division that set out to solve two problems: the need for high compression engines and the insufficient supply of fuel that would run them. On December 9, 1921 chemists led by Charles F. Kettering and his assistants Thomas Midgley and T.A. Boyd added Tetraethyl lead to the fuel in a laboratory engine. The ever present knock, caused by auto-ignition of fuel being compressed past its ignition temperature, was completely silenced. Most all automobiles at the time were subject to this engine knock so the research team was overjoyed. Over time, other manufacturers found that by adding lead to fuel they could significantly improve the octane rating of the gas. This allowed them to produce much cheaper grades of fuel and still maintain the needed octane ratings that a car's engine required.

Subsequently, it was noticed that valve wear was reduced. Specifically, valve seat recession was reduced. Before leaded gas, exhaust valves would become so hot, they would temporarily micro weld to the valve seat, when the valve opened, this micro weld would open, causing a poor seal, valve seat regression, and eventually a burned valve or valve seat. The addition of lead formed a micro film of lead on the valve seat and valve, largely preventing this from happening.

It is estimated that 5,000 people were dying annually, with many more thousands falling ill due to the effects of lead poisoning.

What does all of this mean to the antique car owner who has a car designed to run with leaded gas? I would suggest continuing to drive the car and adding nothing to the gas. If there is a problem with a burned valve, replace the valves with modern, hardened valves when it is time to do a valve job. The valves on the older engines were prone to failure due to the materials available at the time of manufacture. While the lead did help, it's effect was marginal at best. Remember, the purpose of the lead was to improve the octane rating of the gas Inexpensively, not to lubricate the valves.

Drive the car, enjoy it. If it needs a valve job, upgrade to modern valves and be done with it.

The Taftsville Covered Bridge Grand Reopening...and VAE Meet advance information.



This event has been organized by the Woodstock Historical Society in collaboration with the Town of Woodstock, to celebrate the reopening of one of Vermont's iconic covered bridges, closed for almost 2 years now because of Tropical Storm Irene. **The event will take place on September 7, 2013 (the Saturday after Labor Day) from 11am until 2pm.** The opening ceremonies will culminate with a "transportation" parade of horse drawn wagons, antique cars, trucks (including an old fire truck owned by the town) and new vehicles from a local car dealer. The highlight of the parade will be the antique cars, I am sure, so the more the merrier. The parade will start around 11:30am. At 12 noon a free barbecue picnic will be provided for everyone in attendance by the town's volunteer fire department. We would like to park the cars adjacent to the picnic area so the public will be able to view them and, if possible, talk to the owners. We have invited the Governor, our Senators Leahy and Sanders, Congressman Welsh, state and local dignitaries, and expect to have good media coverage from the press, radio and television.

If I can provide any additional information please let me know. **Charlie Wilson**, President Woodstock Historical Society

VAAS LISTENING POST

By
Wendell Noble, Chairman



When you have your nose buried in the day to day activities of the VAAS, it's easy to lose sight of the fact that many members don't really feel that they understand what the VAAS is for and why it even exists.

The answers to these questions lie in our history and the IRS code. As we all know from our treasurer's report, the VAE has a cash flow. Money comes in mainly from member dues and proceeds from the annual car show. Money goes out to cover the costs of Wheel Tracks, the website, show expenses and numerous small miscellaneous items. What is left over remains in the bank whatever future use we may desire. Over the years, we have elected to donate a large amount of this balance for the charitable purpose of providing scholarship money to VTC. This has totaled over \$100,000 to date. The IRS requires that we account for cash flow by filing the proper return and paying the taxes as required by our filing status. Just what that status is, has been a vexing issue to us. With our charitable donation history and given the fact that we provide no monetary benefit to our members, it would seem that we should meet the definition of a nonprofit organization. A couple of years ago, the IRS agreed with this with the significant condition that the majority of our time and effort must be devoted to charitable and educational activities. This does not mean that we need to devote all of our time helping little old ladies across the street (although, helping little old ladies into the rumble seat of a vintage car should definitely be encouraged.) In order to assure that we meet this requirement, we have elected to assign the nonprofit status to a new organizational name, the VAAS., attribute all of our educational and charitable "good works" to it. All other activities are attributed to the VAE. Our goal is to reach a point whereby the extent of our "good works" is clearly large enough that all of our activities can once again be contained within one organizational name, the VAE.

I think we have made remarkable progress toward this goal in the past year.

With our Golden Wrench awards, charitable donations, "Road Show" presentations and work on the mobile museum, the VAAS is well established as a charitable and educational organization. The great thing about it is that we are having fun at it and getting a great deal of satisfaction from it.

**** Read the VAAS monthly minutes online at vtauto.org
Click onto the Member Only Page**



VAE Gossip by GCF 

A club member called me the other day, he said he had some really good gossip for my column. So I got my pen out and went to find a note pad. I got back to the phone and he told me he was sorry but he forgot what it was..... Is that where we are all headed? Do you think it's the gas and oil fumes from his old car that is the problem? I know for a fact his Plymouth burns oil.

I walked into the shop of a VAEer a few weeks ago while he was working on his old car. He was trying to figure out how he could flush the rear-end gears of the 80 year-old grease that had built up and not make a big mess on the floor. He had the pumpkin cover off and it was a pretty ugly mess in there. He had tried a brush with different fluids but could not get into the cracks and crevices the way he would like. Two days later I stopped by and the gears were like new. When I asked how he did it and knowing I have a 'connection' with Wheel Tracks, he said he would tell me only if I promised not to use his name....I made the promise.

As I followed him across the shop he told me he used paint thinner with a special pumping device. Then he opened a cabinet door and removed a cloth covering (hiding) the device. It was his wife's dental waterpik! He said it works great with it's large reservoir and the 6 pressure settings, especially the one with the pulse jet. He said he is safe if he uses it only when his wife is at work and he has a plan to act dumb when she can't find it in the house. He claims an old uncle told him they don't put dumb people in jail....what a plan! You would be amazed the great job it did on the rear-end.

I heard our "Mobile Museum"/school bus is on the move again...heading to a shop and closer to it's final re-incarnation. The interior is the focus at the moment. High prices and sticker-shock is keeping any exterior painting plans in the background presently.

Gael Boardman's 1918 Locomobile G-48 Sportif is presently taking up space (a lot of it) at Fred Gonet's shop in Proctorsville. Jim Sears and Gael hauled the "big G-48" down with a trailer pulled by Jim's diesel Dodge. Have you ever been able to stay 'in meditation' while Jim drives his diesel past you....nope, can't be done. Gael found it is much less expensive to get the Locomobile around Vermont on Jim's trailer instead of driving it. Jim's Cummins got 17 mpg while Gael only gets 10 mpg. I wonder if Gael included Jim's lunch cost in his math?

This was not a test but it turned out that way.... It was a combination of laziness, forgetfulness and too many things going on, TAKE YOUR PICK.

I did not get last month's **treasurer report**, the **VAAS Meeting Minutes** and the **Stowe Show** meeting minutes to our webmaster until just recently. More than three weeks late!

And no one asked me were they where.....

The member-only page is waiting for your browsing. Do you know the user name and password?????????



The Official Re-opening of the Checkered House Bridge in Richmond was on May 28th and the VAE was there 'in force'.

The bridge was 'split' down the middle and made 10 feet wider...and upgraded. Besides our VAE antique cars Glenn Eames also came with his 1883 high-wheeler bike.

2nd Annual Automobiles



At Knight Point
State Park
& Flea Market

Saturday
July 13th
10am-3pm

Presented by



Islands Center for
Arts & Recreation

Go to
VTAUTO.ORG

For more info and Registration

Belfast or Bust! On the Road Again, with Chris & Dell Chartier

Greetings enthusiasts!
My brother, Ken, and his wife recently moved to Belfast, Maine from Glens Falls, New York. As you may recall, Ken and Andrea own a 1925 Holbrook bodied Packard limousine. During the winter Ken planned the route for the trek to their new home in Belfast.

Ken planned the road trip to take just three days, with each day to be a little over 100 miles beginning May 15th

Ken's preparation was evident! They arrived at our home in Windsor, VT. on that evening without incident! They had topped off the fluids and lumbered through the meandering roads of Vermont. As we readied ourselves for Thursday's commencement from Windsor, Ken gave me the privilege of conducting that beautiful Packard! Wow! It's a thrill I always appreciate! With a little delay (yes, even Packards like to have gasoline switches turned on before they can run!) we were off for Belfast! Not willing to jinx the journey, Ken wouldn't let me put "BELFAST or BUST" on the car! Rats!

The trip went flawlessly. We travelled caravan style, with our wives following the Packard in modern transportation. The pace was modest, probably 35-40 mph on average. There was one little hiccup when the Pack probably burped something in the carb, and had a momentary loss of power. We ate quite well, the weather was fine - in the 70's and sunny! We had some fun travelling through some quaint New England towns. Lewiston, Maine proved exciting in the Packard with its sudden rollercoaster-esque drop off in the city! Most of the fellow travelers on the road were courteous and kind and shared the road well with us...however, it does seem that no one area "owns the market" of discourteous drivers!

Upon safe arrival in Belfast Maine, the Packard was immediately familiarized with its new garage! Just for a short while - Ken had a local cruise-in for us to attend just 1/2 mile away for Friday night! Although we were a shoo in for the "long distance award", we weren't the oldest car there..some local gentleman, "Bud", brought his '16 Model T! Well, we got nicely acquainted with some of the Maine old car locals & could see that Ken & Andrea and their "Olive Oyl" - Packard were going to fit right in! Mission accomplished - Belfast, NO Bust! Isn't it grand to be "on the road, again?"

With love to all, Chris & Dell Chartier



“ The Starter” newsletter

came from WOKR member Charlie Thompson who has the 1930 Whippet Sedan that we are all familiar with and a 1929 Whippet Roadster.

“Starter” editor John Nikodym has given us permission to reprint this article.

Become a member of WOKR by going to WOKR.org
Or email Duane Perrin at WOKR@duaneperrin.com

The **STARTER**

The Quarterly Publication of the Willys-Overland-Knight Registry

January – March 2012 No. 198

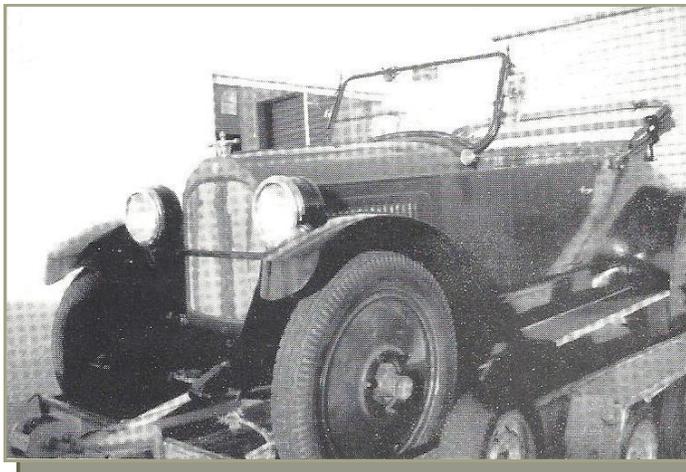


**A 1924
Overland
91
Roadster**

A 1923 Willys-Knight 64 Roadster In New Zealand *by Bill Skeggs*

Back in the early nineties, I went to the **Edendale Crank Up Day** in my 1928 Falcon Knight sedan and, while talking to some other vintage car men, I was told that there was a Knight engine lying on a farm in Central Otago belonging to a Mr. O’Neil. On visiting the farm he showed it to me lying in a paddock where it had been since before he purchased the farm. It was a four cylinder, not a six like the Falcon Knight, but it was complete with gearbox. We agreed on a price, and on asking if there were any more bits around, I was sent to his farm tip over a hill and in a valley. There I discovered a scuttle complete with windscreen frame which was useable. However, the bonnet, radiator and surround, four mudguards and one side panel, which were also there, were only pattern material. Still that was a great help. He then said that there was a chassis complete with rear axle near his house. The chassis had been there so long that I had to cut the willows down to get it out.

You can imagine how pleased I was feeling heading home with this, a trailer load. A very worthwhile visit indeed.

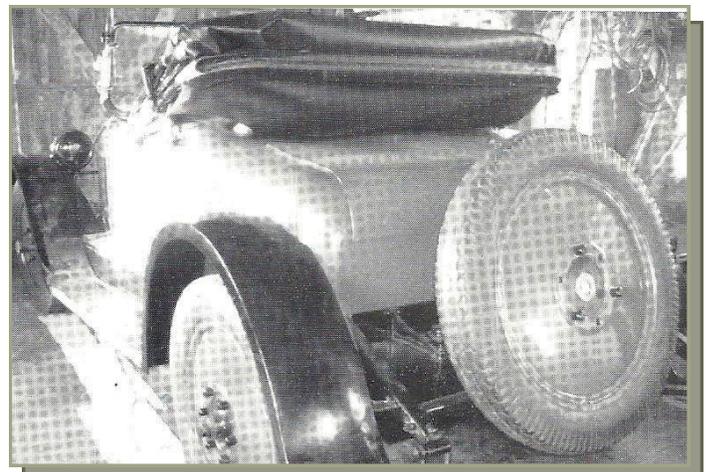


On getting it home to Bluff I had the chassis sand blasted, made new shackle bushes and checked the rear axle. I made new front hubs to fit the disc wheels. I sent for full-size plans from WOKR in the States, which made the building of the framework easier. Now, after many hours of making and fitting panels and other small parts, I have her painted.

I stripped three engines for parts to get one up and running.

I trailered it to Alexandra for upholstery to be done by my friend Barry Walker.

It is home again now. I still have a few things to do but hope to be motoring in the not too distant future.



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Save time and money by using the Stude tractor. It is the most efficient and reliable machine ever made. It is the most efficient and reliable machine ever made. It is the most efficient and reliable machine ever made.

From page 6

When construction began there were very few mechanized vehicles to help do the work. Some 2500 men used axes, shovels, picks, grub-hoes, bars, sledges, drills and 600 wheelbarrows to do the work. Then came the 184 dump trucks, 16 steam shovels, 4 draglines, the bulldozers and the huge cement rollers to pack the earth. All three dams are packed earth structures with Waterbury having the largest in the country at the time. Most of the men had wives and kids at home and they were able to make a living during the terrible depression. The dams were built because of the 27 flood devastation and the decision to bring in the war vets. You wonder how many families survived the depression because of Don Adams' Doodlebug... (From the editor, some depression and CCC facts vary depending on the publication)



A few other facts from our July feature story.....

- **The CCC camps... Camp Wilson in Barre
 Camp McKee in Berlin
 Camp Cushing in Wrightsville
 Camp Meade at Middlesex Gorge
 Camp Smith in Waterbury
 Camp Greene in Wrightsville

**CCC Company 2215 consisted of 240 men. The company had 32 trades, 17 professions, 20 skilled workers, 10 laborers, 9 specialists and 4 seaman.

**The winter of 1933-34 was one of the coldest on record and the men worked through it. Forty below was not unusual and 30 below was mostly normal. The workers claimed with a grin they had lost all respect for Admiral Byrd's journey to the Antarctic just years earlier.

**The cost to build the dams along with some other work that involved the camps was \$13,700,000. The Vermont depressed economy enjoyed what was called the largest CCC project in the nation.

**A small settlement called Robert's Mills with a mill, a school, several farmhouses, barns and a church were removed to flood the 10,000 acres behind the Waterbury Dam.

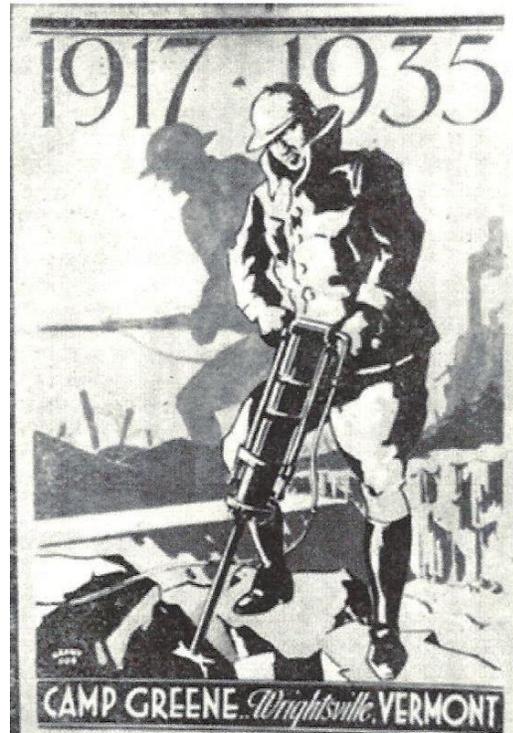
**There were carefully drawn patterns for dump truck traffic to avoid accidents, which there were many. There were rules for distance between trucks (3 lengths), speed and which gears to use and were. With three shifts a record of 26,500 yards of material was hauled on July 7th 1937 at the Waterbury Dam. The area was lit at night and an observation terrace was built for tourists who came to watch from all over the country.

**On Saturday and Sunday many of the workers would travel Vermont-wide to play baseball against the 'Town Teams'. Many CCC companies and baseball teams were made up of Afro-Americans and were segregated. Baseball and their hard dedicated work on the dams proved these war vets could do their share and then some.

**Five tons of dynamite was used to free up 30,000 yards of clay under "Culver Hill" for the Wrightsville Dam

Arthur O'Hara, a worker on the dams, also wrote a regular column called 'TheEvsdropper' for the Barre Daily Times that included this:

*Rain, beautiful rain.
 So say the poets,
 So say the farmers,
 So say the dam workers,
 When it means a day off.*



A poster for Camp Greene at the Wrightsville Dam

THE VAE GOLDEN WRENCH AWARDS.....



VAE Member Carroll Bean with assistance from John Mahnker presented the **River Bend Tech Center Golden Wrench Award** to Kodie Pittman on Friday, June 7th. **Pictured from left, Carroll Bean, Director, Dean Stearns, Instructor, Bill Rowell, Kodie and John Mahnker.** Kodie is a student form Corinth, VT. The award was presented at Oxbow High in Bradford and John's 80 Corvette and Carroll's 55 Ford wagon were invited inside the spacious shop area for the presentation. The entire shop class gathered around along with Kodie's parents Heidi and Michael as John spoke about the VAE Golden Wrench program and our fund raising car show.

VAE Golden Wrench Awarded at Center for Technology Essex

In the VAE's inaugural Golden Wrench Award program at CTE, junior student, Rylee Small, is flanked by Dr. Gene Napoliello, VAE representative, and Dan Clark, CTE automotive program instructor.

Rylee was chosen from among her junior class peers for her outstanding worker skills of reliability, imitativeness, professional conduct, and pride in her work

The ceremony took place in the hockey rink arena at CTE as part of the "Girls Can Do" program day that introduces 9th grade female students to the working trades. Rylee was given a victory lap ride in the arena - to the cheers of the crowd - in Gene's 63Corvaair Turbo Spider convertible.



Scott Hogaboom

The Cold Hollow Career Center in Enosburg Falls, where the Golden Wrench Award was born, had it's annual Auto Olympics in the Automotive Technology Program on June 7th.

The Award was presented by VAE member Gary Fiske to Scott Hogaboom for his engaged and thorough work he has done in the program during the year. Scott will be working at the Jay Peak Resort as a life guard this summer and currently has plans to pursue his automotive skills in college. What ever his plans, it is very evident that he will succeed.

The only hitch in our VAE Awards program is that all auto tech students cannot be included, they are all "great kids"



Dan Hull in the "creeper race"



Caleb Greene correctly arranges sockets in their proper place looking through tiny pin-holes In the taped up goggles.



The 'Drag-race' is on with instructor Baxter Weed in the center as starter!



Steven Hernandez wins the Tire-throw

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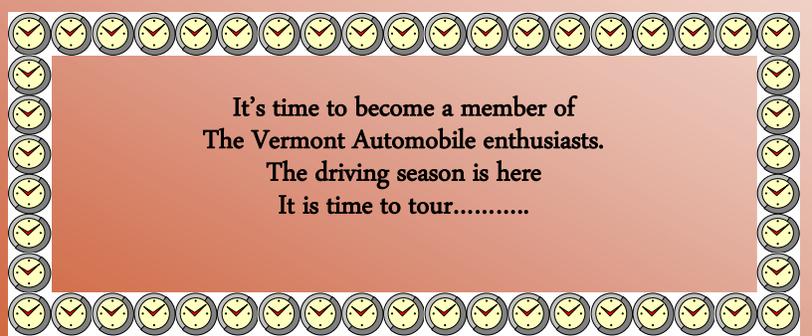
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 The driving season is here
 It is time to tour.....

Wheel Tracks Classified

The American Pickers Are coming To Vermont this summer!

Mike & Frank have never been to Vermont and are looking for leads.

If you watch our show you know what we are looking for. We're also looking for any movie, music memorabilia and sports memorabilia, items from Vermont history, and basically any other oddball, one-of-a-kind, or interesting historical items.

Contact us at:

<http://www.history.com/shows/american-pickers>

Check out the full request on the VAE website vtauto.org

"Wheel Tracks Classifieds"

We are told each month how affective they are.

Email or snail-mail.... both will work to Get them in Wheel Tracks.
Editor contact info on page 2



The Town Of Cambridge will be holding its annual 4th of July Parade on Thursday, July 4th at 10:00 AM in Jeffersonville village. I hope that VAE members will come and join us in the parade with your antique vehicle. We line up before the parade at G. W. Tatro Construction located at the intersection of VT RTs 15 and 108. You should be in line by 9:30. The parade starts at 10:00 and winds its way through downtown Jeffersonville and ends up at the elementary school where we have a Fair until 3:00. The vehicles park on the field for display after the parade. This parade is a fun event and each year it just seems to get bigger and better! Please come join us. It's a fun way to show off your car and get some visibility for the VAE. We have a tradition of throwing candy to the spectators, so you may want to bring along a bag of bite sized pre wrapped candy (Costco is a good source for this). Unlike some towns, we do not charge a fee to be in our parade, we just want everyone to have a good time! Any questions, con-

July Bumper Sticker...

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For Sale.... 1978 Mercedes Benz 300 CD 2 Door Coupe Diesel. 160,000 miles. Car has been in an accident. It would make a great project to repair, or a very good parts car. For a reason I don't know the engine, 5 cylinder diesel, was replaced by a M/Benz dealer and has less than 100,000 miles. I have some of the parts needed for the repair, and may be able to help with the delivery. This was an out west car. Still has pretty strong body. Questions call Joe Kaelin at 802-985-2730, or email joekaelin@msn.com Asking \$2000 OBO 8/13

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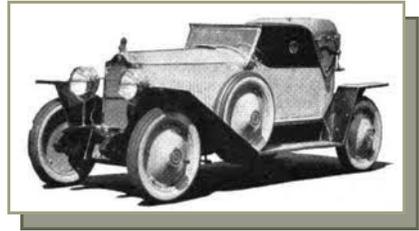
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For Sale....

1924 Hudson Super-Six speedster in very good condition. Excellent driver. Car is fully equipped. \$35,000 Canadians. Info: gbureau@videotron.ca



1923 Dagmar

Did You Know that in 1922 ...

By Gene Fodor

** Production increased to 3,624,717 cars (1 million increase over 1922) and 409,295 trucks/buses (almost double 1922)

** **Dodge offered all-steel closed bodies**

** Zeder, Skelton, Breer Engineering Co., joined Walter Chrysler, Board Chairman of Maxwell-Chalmers Corp to develop a car bearing the Chrysler name

** **Alfred P. Slone became President of General Motors**

** Tom Milton driving an H.C.S. averages 90.95 mph and won the Indy 500

** **Four-wheel brakes and power windshield wipers were adopted by some manufacturers**

** Ford production, for the first time exceeded 2 million units

** **Automotive notables, Walter F. Flanders and William D. Packard died.**

** With gears locked in HIGH, E. G. "Cannon Ball" Baker drove an Oldsmobile from New York to Los Angeles in 12 1/2 days!

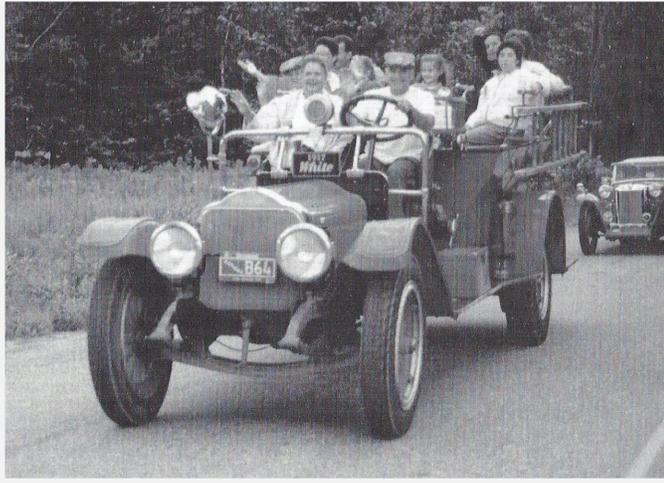
** **The millionth Buick was produced ... Standard Oil Co announced Ethyl gasoline**

** Roy D. Chapman retired as president of Hudson to become the Board's Chairman

** **24 new marques were introduced and today none remain**

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July 2013



Tom Maclay & Family in the 1917 White-Kress fire truck at the 1991 Stowe Show Parade



The official 251 Club photo for Glenda & Eric Osgood and their 29 Buick "Silver Annie"
This is Addison Town last summer....160 Towns Down, 91 Towns To Go!