

# Wheel Tracks



"Do you want to buy that Franklin Runabout?"  
"I don't need it."

"Yes, you don't need it, but do you want to buy it?"

That is how the 'partnership' started for the owners of this 1921 Franklin Runabout.

Longtime VAEer, Lloyd Davis pictured left, and club member Carl Thompson now own this Franklin.

More on page 6

Photos taken by Andrew Wittenborn





FROM OUR PRESIDENT,  
DAVID STONE

Hi All,

**The VAE is off and running already in 2018.** Our monthly meetings are coming together for the year. Jan has worked hard to set up dates and meetings, playing phone tag with people and organizations in an effort to bring some fun events your way. I always like the variety of activities, some informative, and some relaxing. Check your calendars and mark off the dates, I hope to see you there. **The year's list is on page 14.**

At our last board meeting we had a presentation by Amanda Gustin and Kate Olney from the Vermont Historical Society. This year they are putting together an exhibit on automobile racing in Vermont, called **Anything for Speed**. It sounded like a neat history of oval track, drag, and rally events right from the early 1900"s and up. They plan on events at track sites throughout the state over the next year, some dirt and some asphalt. Their main exhibit and displays will be in the Barre museum where you can see vintage movies, pictures and other historical items. The exhibit opens on April 28th, so we are planning a club event in conjunction with this, dig out your race cars and memorabilia to show. The Historical Society would also be interested in anybody with stories, knowledge or ties with this sport early on. If you have anything to share, try to get in touch with them, you could have old photos of Catamount Raceway or open wheel racing in Rutland during the 1950's, who knows. They would be interested.

Vermont Historical Society contact Kate Olney, director of development, 802-479-8525

Dave Stone

One last quick plug for the Shelburne Show, Ernie C. will be looking for volunteers for registration. This will be a Sat/Sun event this year, the museum has decided to dropped Friday.



Early 1950s at Catamount

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FROM YOUR EDITOR... GARY FISKE

**WOW....Take a look at Jan Sander's event line-up for 2018 on page 14!** I have known about some of the upcoming events, she has arranged for us, but seeing it in print is even more impressive.

You might also not assume this is all "easy work". I am sure there have been hours of phone and face-to-face work for what you see there. I can't wait for the "Wings & Wheels" day at the

Swanton airport, that will be a hoot! **Thank you Jan.....**

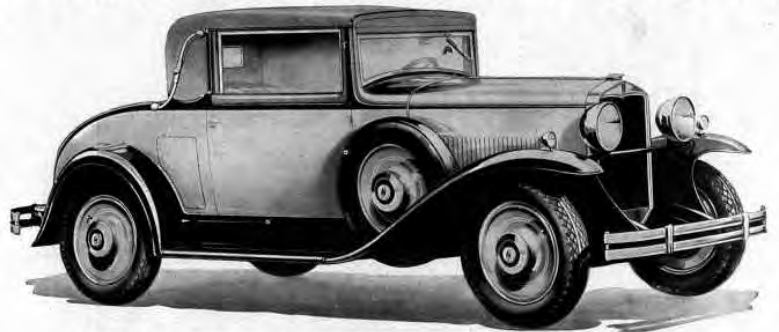
**I had a lot of fun working on the feature this month.** Lloyd is a friend of mine and I want to surprise him when he goes to the mail box, the day this issue is delivered to his house. You can't believe the number of times that questions came up, where only Lloyd can answer...but I could not ask him. Like what is the difference between a Franklin Runabout and a Franklin Roadster. I think it might have to do with a rumble seat but I could not ask him. I am also quite sure Lloyd knows much more history about this little "Runabout"...but again, I could not ask. A Franklin Car Club member by the name of Andrew Witterborn deserves credit for the pictures that I used. I couldn't very well show up at Lloyd's with my camera! **Thank you Andrew.**

**Now I wish I could be hiding behind a bush when Lloyd is at the mail box, it would be a kick for me.** You might have figured by now, I don't need much to entertain me.

**I was going through my basket of Wheel Tracks material** and found something I have missed the past few months. I owe you an apology **John Klinck**, I just found your wonderful story about your **1930 Hupmobile** that you sent me way back in August. You will find your story in the March Wheel Tracks.

To the right is a 1930 ad from a Paris, France publication.

## LA NOUVELLE HUPMOBILE 6 CYL. 1930



LE CHASSIS 6 CYLINDRES CARROSSÉ EN CABRIOLET DÉCAPOTABLE 2 PLACES AVEC SPIDER

La présentation de la nouvelle Hupmobile 6 cylindres 1930 est l'événement du Salon de l'Automobile. L'acquisition des usines Chandler permet, en effet, à Hupmobile d'augmenter encore sa production considérable et de lancer sur le marché un modèle de luxe, de qualité supérieure et vendu à partir de 57.500 francs. Bien entendu, Hupmobile continue la fabrication des fameuses 8 cylindres en ligne, modèles de voitures pour lesquels cette marque garde depuis cinq ans le record mondial de production.

**LOUIS BRUNO**

Concessionnaire pour la France et les Colonies françaises.

Au Salon : Grande Nef, Stand 12.

Magasins d'exposition : 129, Champs-Élysées, PARIS (Étoile). — Tél. : Élys. 56-22.

**From Mark Chadsey.....** We lost a good friend recently. He judged the T-bird cars at the Stowe Car Shows for several years. **Joel Pear** from Middletown Connecticut passed away at Christmas time, he had ALS.

**We are sad to report the passing of Robert H. Leavitt on Sunday, January 7.** In the early 1950's Bob was the radio station advisor for the weekly BFA High School program at WWSR in St. Albans. I met him there as a student participant. He was a great guy and helped me get a summer job at the station. As a car guy, he also had my attention with his MG roadster and it got better with it's replacement, a XK120 Jaguar Roadster. As a fairly new VAE member myself, I got Bob to join and although he was never super active, we attended a number of meets in the Jag. My second fastest ever road speed was in that car on Route 116 in Starksboro (he was driving and I was just hanging on). Bob loved cars, boats and music. For a number of years, he lived on his sailboat at Point Bay Marina. WWSR listeners remember his broadcasts of "Robin's Nest" and "Leave it to Leavitt", while others remember him as Charlie Nardosi's side kick on "The Gardening Show" heard on WJOY. It was good to have known him and I'm sure he will be remembered.

*Written by Gael Boardman*

Wheel Tracks  
Monthly deadline  
The 10th

Membership  
Only \$30  
\$50 for 2 years

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

"How to be a member"  
\*\*Go to [vtauto.org](http://vtauto.org)  
\*\*Click "Join VAE"  
\*\*Print form,  
fill it out and mail it with your  
\$\$ to our secretary

\*\*\*Contact Us At\*\*\*  
[vaeinfo@gmail.com](mailto:vaeinfo@gmail.com)  
Or  
\*\*\*Our Website at\*\*\*  
[vtauto.org](http://vtauto.org)

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 are not an endorsement by the VAE unless otherwise noted. The opinions are solely those of the particular article's author.





## “THE SOFTER SIDE”

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

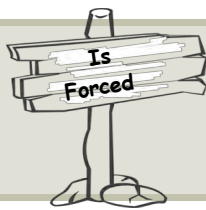
### “Winter Driving” .... from Judy

On my way home from a friend's house last night, in the dark, I happened upon a car that was stuck on a hill with a person behind the steering wheel and one person behind the car pushing it. There wasn't much I could do, so I continued on my way. This got me thinking about past situations that involved having trouble getting home on bad roads in winter. All before cell phones! I think our town does a good job maintaining our roads in winter and in mud season and in recent years we have had fairly good snow tires, but there have been times in the past when our cars haven't been the greatest and our tires just OK. This is just the way it was back then.

Our road has a nice hill just after a sharp curve and it is tricky on occasions not being able to get enough momentum to get up the hill. Fortunately, a neighbor built a house about half way up the hill with a driveway that has come in handy on more than one occasion. When, after trying to get up the hill two or three times and finally knowing you aren't going to make it, you can either pull into the driveway and use their phone or leave your car there and walk home (2 miles). The other option was to drive around to the other end of the road which is closer to our house, go as far as you can, leave your car there and walk home which includes a stretch of road that isn't plowed in winter. There were times when our son would have to stand on the rear bumper of the car for weight to get the car up the hill. This usually worked. We often drove Volkswagens that did amazingly well under bad conditions. I remember making it up the hill, only to find out that the road was so drifted I couldn't tell where it was. I would be pushing snow with the front bumper so visibility was 0, having to roll down the driver's window, look out the side and figure out where the road was by the trees alongside the road. One time Gael couldn't make it home, and the next morning we walked down the road only to find the car completely covered by a snow drift. There was a time when we drove a VW pickup truck and in the middle of a bad storm, Gael drove over to a neighbor's house with a long driveway that was unplowed. The neighbor was so impressed with the truck, he went out and bought one himself. There was one VW that we drove briefly (a Joe Kaelin car) that was so rusty we often had more snow in the car than was on the road. When the school bus started coming up our road, the road conditions got a little better, although we lived about a mile from the bus stop.



By the time our kids were old enough to drive, they had seen almost every kind of road and winter car problem and, surprisingly, managed quite well under bad conditions. They couldn't call home quickly, no cell phone or AAA back then. Now, as adults, they can handle most situations very well, although they all have their phones and AAA now. Hopefully, they have passed some of their experiences along to their kids.



# WORDS

Sedanca.....

An early body style with a convertible half-top that only covers the rear seat.



A lot of people cry when they cut onions. The trick is to not form an emotional bond.

This from Richard Melay

**A cold winter day in Minnesota. A woman called her husband.**

**Wife: "The car is not starting. Dashboard shows the sign of a person sitting on toilet."  
Husband: "What...?? Send me a picture."**



## RARE PHOTO



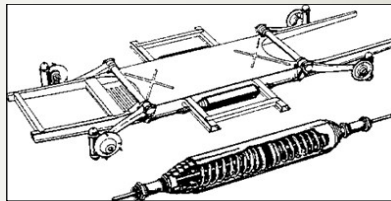
## OF THE FIRST DODGE RAM

# Wheel Tracks Academy



## Automobile Suspension

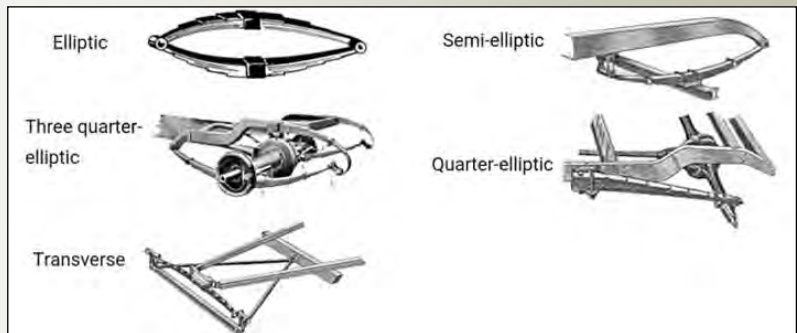
A short display of the many types



Citroen is famous for its many types of suspension. This 2CV Citroen is set up with huge



springs along each side of the frame. Some say it is impossible to roll these cars in a turn.



Above are examples of five other types of suspension used. Can you name the brand of auto that used them?



Just to name a few....

Today there is the "Coil Spring" pictured as #1, and #2 type is called a "Multi-link Suspension".



#3 is called the "Trailing-arm Suspension"  
#4, "The twin I-Beam Suspension".



#5 is called the "Moulton Rubber Suspension"



#6 "The Traverse Leaf Spring Suspension"

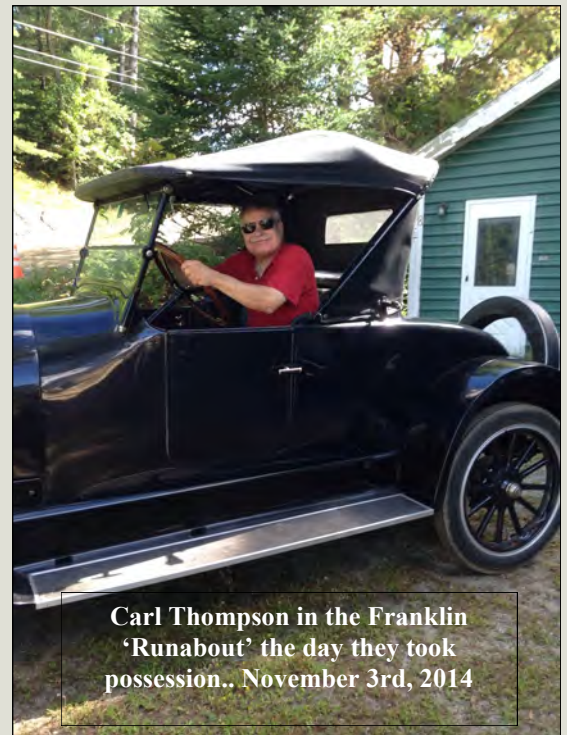
Continued from front page...

Lloyd Davis and Carl Thompson first met while working at the Quebec Cigar Company in Rutland in 1973, and have been friends since.

**Carl tells Wheel Tracks this little story from 1975.....** I had to shop for a new "used" car and Lloyd helped me find a 1973 Plymouth 4-door sedan, with air conditioning. Lloyd pointed out AC was not necessary, and a waste of money, in Vermont. That summer, working in the old brick building with one small window, and 104 degrees inside the warehouse, it got hot. At the end of the day Lloyd asked if I could give him a ride to Rupert, Vt. He said he had forgotten to leave the order slip on a delivery that had been made earlier in the day. He commanded that the AC be turned on! I told him the AC was not needed and was a wasteful expense, we could just as well put the windows down. He looked at me with a stern face and said "put the air condition on NOW!"

**The conversation quoted on this issue's front page happened in 2014** and Kate West sold the new partnership, the 1921 Franklin, soon after. Kate and Adrian West lived in Morrisville, Vermont and after Adrian passed, she had the job of finding new homes for most of the collection, that included the Runabout.

**Another VAE member** remembers a story about the Franklin from the mid 1950s when VAEer Rod Rice owned the car. Rod had owned it from the mid 1940s and as his family was getting larger he had decided to look for a larger car. He must have liked air-cool Franklins because he had his eye on a 5-passenger Franklin that the Fuller family owned in St. Albans Bay. Another piece of 1950s information is that Gael Boardman of St. Albans at the time, had eyes for the Franklin Runabout. So, a deal was struck where, if, Gael could buy the Fuller car then he and Rod would make a trade and everyone would be happy. The deal never happened but the story places the Runabout in Rod Rices possession at that time and stored in a garage in Starksboro.



The next turn for the Runabout was when Rod Rice needed work done on his Bentley and Adrian West happened to own a body shop in Morrisville. The Franklin ownership then changed to Adrian in exchange for the Bentley work. This date is fuzzy, possibly in the 1960's. The Franklin then began a complete restoration in Adrian West's shop and is basically what you see today. Adrian died in January 2008.

If you check the VAE Roster, you will find that Lloyd Davis has owned another Franklin for many years. Along with being a charter member of the VAE, Lloyd has also been an important member of the Franklin Car Club where he was the long-time club librarian until just a few years ago. Lloyd is an authority on Franklin history, and the many mechanical nuances of these wonderful air-cooled cars, that were manufactured in Syracuse, New York. New Franklin owners over

the years, throughout the country, have been able to more fully enjoy these cars with Lloyd's detailed guidance and good humor.

You might notice a slight difference with two photos on this page. It took Lloyd a while, but using his many Franklin connections, he was able to find and have restored the wire wheels you see. Lets hope we will see this "Lloyd/Carl partnership" Franklin at a show this coming summer.

**Editor's notes....** A total of 8961 Franklins were built in 1921 and 214 were Runabouts. 300 Roadsters were also built. Other models such as Coupes, Demi-coupes, Victoria coupes, Touring limousines, Touring car, Sedans, Broughams, Cabriolets and Town cars were also part of the line-up. There were even 99 chassis built. ...

Franklin make the 9B series from 1916 through 1922, of which this Runabout is one...a 9B. It has a 6 cylinder engine that produces 25 HP and gets about 20 MPG. It has a 3-speed transmission and full-elliptical leaf spring suspension. Franklins were known as great desert cars because they could handle the high temps without overheating the engine.





# The Roadside Diner



Edi Fiske

## Chicken Vegetable-Noodle Soup

- \*6 cups of water
- \*One 5 to 6 pound stewing chicken, cut up
- \*1/3 cup chopped onion
- \*1 bay leaf

- \*1 16 oz. can tomatoes, cut up
- \*1 16 oz. can cream style corn
- \*2 small zucchini, thinly sliced
- \*1 1/2 cups uncooked medium noodles

In a large kettle combine water, chicken pieces, onion bay leaf, 2 tsps. salt and 1/4 tsp. pepper. Bring to boiling, reduce heat. Cover, simmer about 2 hours or until chicken is tender. Remove chicken. When chicken is cool enough to handle, cut off and cube the meat. Discard bones and skin. Skim fat from broth. remove bay leaf and discard. Add undrained tomatoes, corn, and zucchini to broth. Bring to boiling. Stir in noodles. Reduce heat. Cover, simmer about 8 minutes, or until noodles are almost tender. Stir in the cubed chicken. Cover; simmer about 8 minutes or till noodles are tender and mixture is heated through. Season with salt and pepper. Serves 10.



## A VAE Motoring Moment

What is going on with your hobby.

**Andy Barnett** tells Wheel Tracks his '54 Chevy is Sleeping. He did say, before it goes on the road in the Spring, he needs to adjust the exhaust pipes and change the oil. It has the 1953 Corvette type arrangement with the split manifold. The engine is an "In-line six" with the back three cylinder's exhaust going down the driver's side. The front six exhaust goes forward, takes a left, then another left and heads down the passenger side.

**He said he put a "Clifford 264" cam** in, when he rebuilt the engine. Andy has had the car since 1991 when he purchased it from someone in his home town, Hadley, Massachusetts.

**Carroll Bean's 1955 Ford wagon** is also sleeping; in its trailer. He spoke about a recent flat that he had to repair. Of course the "bumper jack" had to be used. Young folks would have no idea what we are talking about here. I remember having to change a tire on my '57 Pontiac, not a light car. I also remember watching the half-inch distance between the body and the bumper as I applied jack pressure. That distance did not change as I raised that 3700 pound monster.

**Bill Erskine** has always got something interesting going on in his shop. He needs a flywheel for his 1906 Holsman Highwheeler buggy (an example is pictured above) and was able to borrow one to use as a pattern model. He has it just about finished. The flywheel is about 17 inches in diameter and about two and three quarter inches thick. Bill is welding layers of steel together while molding the fins within the flywheel that make up the fan to cool the air-cooled engine. The timer/starting mechanism is also part of the flywheel project.

A side subject with Bill, came up about the Burma Shave we had in Wheel Tracks for December.

Remember? ....**It's best for....one who hits....the bottle....to let another....use the throttle...Burma Shave.** He has one of the six signs but says it is worded differently. His sign reads..."**He who hits the bottle**". Bill says all of one set of Burma Shave signs don't come up for sale very often but when they do there might be a \$2500.00 price tag on them. His one sign is made of wood and also has some advertising on the back. Does anyone have a Burma Shave collection out there who, would be willing to share information, with other VAEers?





### Engine Management Upgrade

The distributor in my 1987 Saab 900 Turbo recently broke. Even though it is a Bosch distributor, it is no longer manufactured and parts are not available. This distributor was only used on model years 1986 and 1987. I was able to find a used one; however, several people suggested I upgrade the engine to the later fuel injection and ignition system.

The fuel injection and engine management electronics on this car were state of the art, in 1987. Engine management technology improved significantly since.

Saab continued to use this same basic engine right up to the end, and the engine was updated to coil on plug ignition and an improved fuel injection/engine management system. By upgrading the engine, the engine performance was significantly improved, as was engine efficiency. I have been told to expect an extra 6 miles to the gallon, and an extra 40 horse power with the change to the later components. Another benefit is OBD 2 engine management. Diagnosis and repair of problems is easily handled with a universal OBD 2 code scanner, no more dependence on a Saab Tech II code scanner.

To make the change, I can either take the components off a newer Saab, or buy a conversion kit. The process involves removing the distributor, coil, electronic control module, and the various electrical components and installing the newer components with some extra sensors. Many cars from the 1960's through the early 1990's have engines that continued in production through the evolution of modern engine management. Upgrading these engines to modern engine management could be a fun project, with great rewards.



An example of Dave's 900



#### Editor's Notes in reference to the page 11 stories.....

To the left is a picture of **Marjory Stowe** in September of 2009.

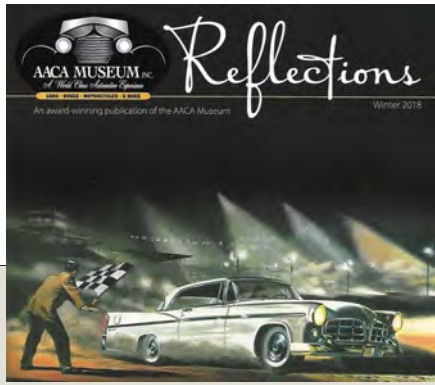
**I first heard about Franklin County auto racing of the 1950s**, sitting around Marjory and Leon's kitchen table. They were quite proud of those years when they were just starting their family. They were also, slowly, getting their family trucking business off the ground. Their two sons are still in the trucking business from their parents beginnings. Leon would do the mechanical work to keep the truck on the road and operate them. Marjory kept track of the books...every penny was counted.

**I remember Marjory claiming she was the better driver.** The driving story would begin with Leon's huge smile (he know what was coming) and Marjory pausing at the right moments to add mystery. I can't remember

exactly why, but there was a Sunday back in the 1950s, when Marjory could not drive their race car. Leon was normally "the mechanic" and he was going to be the driver that day. She told me how she was trying to give her husband some advice that day but he simply was not listening. I seem to remember it was the second turn of the first time around the track.....that Leon rolled the car off the track. He was not hurt physically and but maby morally, I am sure the event got better over the years.

**Leon died in June of 2009**, he and Marjory had been married for 61 years. When I took this picture of Marjory in September, she had not been to Leon's grave since the funeral and that is where she wanted me to drive her. She told me going there in the Model T that day was a good day for her. We lost Marjory in 2014.





The AACA Museum in Hershey, Pennsylvania has been through some sharp turns and jumps, the past couple of years, and has come roaring through a record setting year. To the left is their Winter 2018 newsletter cover, maybe the next time I am there, I will find the painting this picture came from.

A VAE member is also mentioned for donating his 1964 Harley-Davidson Topper Scooter to the museum. **Charles (Chuck) Haynes** of East Montpelier, VT was among a number of donors listed. I will watch for Chucks Scooter also.

It doesn't take much, but I am still confused about some of the past VAE gatherings and what they were called. Could someone help us new-bees understand by writing something for Wheel Tracks?

I bought some old VAE brass plaques last summer whose history needs to be explained. To the right is written... "**Eighth Annual Stowe Car Rally..1965**", which indicates the rally started in 1958. The writing on another plaque writes... "**1969...The 12th Annual Antique Car Meet**"

**Question...**What is the difference between a **Car Meet** and a **Car Rally**? Can you tell us where they were held?

Will our move to Waterbury this coming summer, from Stowe, be called a **Meet**, a **Rally**, a **VAE Gathering** or just a **get-together**. What will be the new name for the August car show in Waterbury?



**I have been taking lessons in welding in hopes** of doing my own work on the aluminum Franklin bodies. I have a question for someone out there who might be much more experienced. While MIG welding and Plasma cutting, I seemed to have little problems using my automatic welding helmet. Then when I started TIG welding, my eyes started hurting a bit but I am not sure why. I laid off a bit and went back at it a week later with the same results. I have borrowed an old type welding helmet with a #10 shield but have not tried it yet. Is there something about TIGing where the auto helmet is not fast enough? It would be great if Wheel Tracks could have a "Wheel Tracks Academy" lesson from your reply. Thanks.

The winning bids are: **Duane Leach...** 1-2 @ \$21.53  
1-3 @ \$23.77  
1-4 @ \$12.57  
1-5 @ \$18.26  
1-6 @ \$12.53  
1-9 @ \$10.57



**Don Rayta....** 1-1 @ \$20.11

**Joe Paradis...1-10 @ \$55.95**

*We had no bids for lot 1-7 and because of auction workers lapses...Lot 1-8 could not be found in our inventory.*

The **Reo bi-monthly newsletter** came in recently and I would like to quote the club's president, **Marty Moody**. He writes about his wife's car journey in 1922 when her father, a toll and die maker, transferred from New York to Flint, Michigan. "**I think of today with great heaters, defrosters, good tires, roads, anti-freeze and contrast that, to a 1922 adventure with heated rocks in a gunny sack to warm the kids in the back seat, side curtains, cranking with a rear wheel lifted and draining the radiator at night. I'm a wimp! Aren't we all....**"

*I have placed this ad here this month to make room on page 15 for Silver Annie's knew admirer... Hadley Abbene*

**For Sale.....** \*Two Motor's Flat Rate Manuals, 1948 editions. Covers 1938 through 1947 makes. Both in good condition and contain parts numbers as well as flat rates for repairs. \$10 each.

\*Also a Motor's Auto Repair Manual 1955 edition in good condition. Covers 1940 through 1955 makes. \$15 or \$25 for all three.

\*Chilton's Auto Repair Manual, 1940 - 1953 and Chilton's 1979 Repair Manual, both in very good condition. \$10 each or \$15 for the pair.

\*Vintage, very early Essolube one quart 15" tall glass oil bottle. In very nice condition, no chips or cracks. Reads "Essolube" in center of bottle and top reads "Contents 1 quart". Bottom reads "Property of Anclo - American Oil Company, Ltd. \$65.

\*Two Touring boxed game card sets. Issued by Parker Brothers. Great graphics. One from 1920's - \$15 and one from 1950's, \$10 or \$20 for the pair.

\*New gas tank, fits 1987 - 1995 Chrysler LeBaron convertible and possibly coupes. \$25.

Chris Barbieri cgeeb99@gmail.com, 802-249-0272 or 941-388-8803

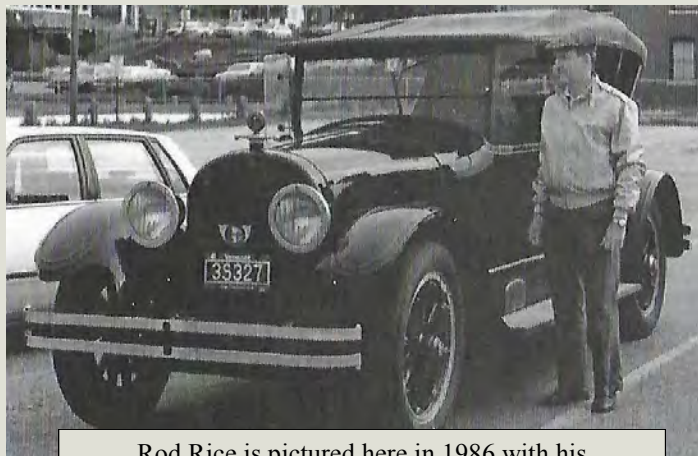


It was suggested that I put together an article about **Rod Rice's** collection of cars, parts, tools, literature, toys, and magazines. I disposed of some on my own. **Roy Martin** and I organized the garage for selling the small "stuff". Roy helped **Dave and Rick (Rice)** get the cars started and ready for Bonhams Auction. I asked Dave for some info on the whole situation and he has written this.

Regards, **Ken Gypson**

## The Saga of the Rod Rice Collection

By David Rice



Rod Rice is pictured here in 1986 with his 1922 Cadillac Touring car.

**What should we do with the cars?  
When should we do it?  
How should we do it?  
Who can help?  
What do we do with the parts?**

**These were questions that Rick and I grappled with** after dad died in 2009 and again in 2015 when mom died. To even consider getting rid of dad's beloved cars was bordering on a traitorous act not only because of his attachment to them but our own lifelong attachment to the Cadillac, Model T, Stevens, Bentley and MGTF.

**We had grown up with cars** and although we didn't get the "car bug," we were still very nostalgic about them. Perhaps that is why we waited until mom died to make the decision to sell. Rick decided to maintain the Rice tradition by keeping the Bentley. It has provided so much fun and laughs, especially the "Grey Poupon" connection, that he couldn't let it go. (Many of you reading this may not understand that connection since the joke only works on about 50% of parade attendees.)

**The theory had always been that the cars were an asset that would continually increase in value - good investment - money in the bank, etc.** As it turned out, we should have sold them in 2009!

After the soul searching was done and the decision made, it was time for action so I consulted Roy Martin and Ken Gypson who both played a huge role in making it happen. From organizing parts, sorting through magazines and doing mechanical work on the cars, I couldn't have done it without them so here's a public "Thank you" to both of them!

First came the lifelong collection of parts, tools, paraphernalia and keepsakes. After the organizing and inventory we offered it all for sale. Bottom line is that all that great "stuff" that dad had collected wasn't worth many dollars but it was a goldmine of memories of who he was and what made him tick! If it was mechanical or related to anything mechanical, he saved it in case he "needed one of those someday!" And as we all know, if it gets thrown out today, we'll need it next week!

**After spreading the word and making calls on the cars resulting in no great interest**, we contacted three auction companies and ultimately chose one - Bonhams. They handled everything very professionally and it was a joy working with them ..... even though the result was not what we had hoped! The transport and storage of the cars was well organized with no surprises; the advertising and marketing were exceptional and the auction venue was perfect - Simeone Museum in Philadelphia dedicated to preserving original cars. All the stars were aligned ..... except for the right buyers. But that's life and I hope that wherever the cars ended up, they are appreciated as much as our dad appreciated them. And no, I don't know who the buyers were (one car went overseas) even though I have inquired three times. Apparently some buyers prefer to stay anonymous.

I would be happy to pass on more of my experience if anyone reading this is in a similar situation. Feel free to contact me at [drice@together.net](mailto:drice@together.net) or 802-343-1782.



## Anything for Speed: Automobile Racing in Vermont will debut on April 28th

..... At the Vermont Historical Society Museum in Barre. The museum is at 60 Washington Street.

**Amanda Gustin** and **Kate Olney** presented the VAE their vision of the one year exposition, at the museum, at our board meeting on January 6th. Early Vermont racing, as you see in the picture to the left, was a very big deal, and is also a very untapped subject. The museum has opened a subject that many of us have little knowledge of.

Wheel Tracks had a wonderful conversation with a gentleman who raced back in the 50s. **Kenny Goodrich** of Berkshire is 83 years old and very little prompting is needed for him to tell of those days of racing. He lists a number of male racers of the day...**Spencer Stanhope**, **Sterling Johnson**, **Bobby Lumbr**, **Bill Greene**, **Harrison King** and **Harold Baker**. There were also those **two crazy brothers from East Richford!**

**Asked where they raced and Mr. Goodrich** has a long list of race tracks. The Enosburg track on the Davis Road, the track by the bridge in East



The writing at the top of this picture is unreadable but lists the names of the Enosburg area lady racers from 1950. **Larry Stowe** loaned Wheel Tracks this photo and says his mom, **Marjory**, is the 2nd lady from the right.

She was pregnant for Larry in this photo.

Notice the leather football helmets, the house dresses and the sandals on their feet.

Wheel Tracks has been told the names of other area women race drivers.....**Mary Lawyer**, **Joyce Malone**, **Lois Johnson**, **Reba Longe**.

What are the name of the other women racers?

Berkshire and the half mile track on the Morey Road in Sheldon. Larry Stowe found the Sheldon track while logging many years ago. He happened to mention a 12 acre field he had crossed as being oval and his mom, Marjory, said she had raced there many times. The field still retains its oval shape today. There was the track in Mallets Bay and also 3 or four just across the border in Quebec that were also part of the "circuit". Wheel Tracks has also learned of a track in Bakersfield and the McBride track in Enosburg.

The Stories....oh my...there are stories...and stories!

**Reba Longe Ruch** did not have a race car, so she used her family car. Asked questions about the Sunday race days, and she could not answer them, because she would hurry home, after she raced, so her husband would not find out. All was great until the day her husband answered the phone and was told that Reba had won 2nd place.

**Joyce Malone Ryea** raced her uncle's race car when she was 16 years old in 1948. Again, all was great until her parents found out and made her stop. Joyce won every race she entered.

**Spencer Stanhope** was known for being a very "aggressive" driver. The long driveway at the family farm was his try-out track before the Sunday races and he was known for taking out piles of drying, stacked, fence posts because his brakes didn't work well. **"Who needed brakes in a race?"** In one race in Canada, Spencer's right rear wheel came off. Sadly, a spectator died when the wheel struck her. Spencer won the race on the three remaining wheels.

*Please read related story in the Editor's Notes on page 8 about Marjory and Leon Stowe.*

**The cars that were used in the 50s**, in many cases, were from the early 40s and the 1930s. Mr. Goodrich says the favorite that would hold up the best was Ford with a flat-head-V8 engine. In fact, that was Kenny Goodrich's race car number, **"V8"**. Wheel Tracks found the massive front bumpers served two purposes. One was to protect the front of the car in the race and the second was to tow it home after the race by folding it down.

The VAE is planning on being one of the many financial sponsors to help the museum gather this wonderful collection of artifacts. The museum is also planning on collecting, as many verbal histories, as they can find for the expo that will then be added to their archives. If you have information or race objects on this subject, please contact the museum. If it is easier, pass the word to Wheel Tracks and we will let the museum know.

**The VAE plans on having an event at the museum this summer to see the expo, we will be announcing the time, please join us.**



# The VAE February Email Auction



Below you will find items identified by lot numbers.

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

There are no reserves\* and on the 10th of February the bidding will close.

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



*We have an unusual item this month where a small reserve has been placed.  
The GMC Motorhome is a very special brand with a national and international member club.  
Make your bid and join an elite group of campers.*



Lot 2-1

We have been unhappy with our attempts in selling this 1974 GMC motor home in commercial auctions so we have decided to apply a very low reserve and enter it in our VAE Auction. The summer is coming.....beat our reserve by 2 cents and it is yours.

Check out the national GMC motorhome club at [gmcclassic.com](http://gmcclassic.com) and the international club at

[gmcmi.com](http://gmcmi.com), you will find this is a very special motorhome. The engine and transmission rebuilt, will need tires and a tune up. It still has 16 1/2" tires, most people upgrade with Alcoa aluminum rims and 16" tires. Never seen salt, always well cared for.

For questions contact **Dave Sander** at [dasander@aol.com](mailto:dasander@aol.com)

Or **Wendell Noble** at 802-893-2232



**Lot 2-2**  
Approx. 88  
windshield wipers.  
All new in-a-box



**Lot 2-3**  
What remains of  
our Valvoline oil .  
37 qts.  
total



**Lot 2-4**  
Unsworth hat  
collection. All  
new. 13 vae &  
Great Race hats,  
2 tee & a tie



**Lot 2-5**  
Unsworth 30 hub cap  
collection.



**Lot 2-6**  
Approx. 80 lb.  
crate of  
spark plugs.  
  
All new  
in-a-box



**Lot 2-7**  
What remains of our Castrol oil.  
12 qts. 10W40, 8 qts. Misc syn oil  
32 oz. R134a syn. systems oil



**Lot 2-8**  
What remains of our  
Mobil 1 oil.  
17 qts.  
Plus an engine restorer  
and  
1 lb. bearing grease



**Lot 2-9**  
Unsworth  
VW  
Head & tail  
light  
collection

## \*\*\*My Story\*\*\* from Gael Boardman



**My New Year began with a 1930 Chevrolet** when on New Year's Eve Peveril Peake took about \$40 of my teenage money and promised me this car, sight unseen. It was a 6 wheeler with great ball crank bumpers. It was "away" somewhere, but he would deliver it. On the way home he burned out a connecting rod. Ashamed of the barbarous act, he got a local Bristol, VT., blacksmith /mechanic to repair it...and, oh, another \$35 dollars please.

**I'm a little ahead of my story.**

Pev Peake was an amazing source of old cars and to free up cash and space, he would frequently "place" cars he had "experienced and gotten-over" with the likes of his friends. Dale Lake of Ripton got a lot of them as did Ed Rotax...and then there was me. Back to the Chevy. It was a great car and I drove it through the spring while going to UVM in Burlington.

**The preceding summer** Pev had need to rescue a 1931 Hupmobile from Dave Mac's junkyard in Rutland. Pev was a "Hupp guy" and had sold me a 1930 Model S when I was in high school. He decided that I should have the '31 sedan. It was complete with a nice interior and a black brush paint job over the original dark blue. One of the wooden top bows was broken a little, probably by something in the junk yard. It had a great set of tires and the price was \$35 with the tires and \$25 without. Thinking of me, he opted to go with the \$25 price and just happened to have a set of 19 inch scrubs (tires) that I could have for \$5. He spent that 4th of July in Dave Mac's junk yard watching me, hand change tires, the whole day. The Hupp ran well, but it was not without issues. It had 2 large window stickers: one said "**Chicago Motorcar Club**" and the other said "**Protected by Pinkertons**". Mystery and intrigue. But the real intrigue was starting the car.

Sort of like an MG, the starter control was a lever out of the dash that pulled a cable that engaged the starter. The Bendix would send the gear into the flywheel and ideally the car would start. Unfortunately (probably the reason the car was in the junk yard) was that the ring gear was badly mangled. The way around this was to put the crank into the crankshaft pulley, turn the engine until the already spinning starter found something to grab and the engine would spin and often start. The downside was that the Bendix frequently wouldn't un-engage and neither would the hand crank. You couldn't do this operation alone. As the hand crank spun wildly, it became a lethal weapon whereupon the "crankor" would scream "Turn it off!!!" and after a rest, we'd try again. I sold this Peake product to a UVM room mate for \$75.



A Wheel Tracks example of a 1930 Chev

### **Back to the Chevrolet.**

Pev approached me and said I should sell the 1930 to a guy in southern, VT. Convinced, we drove to Jacksonville one night and I collected \$125 cash money. The probable Peake motive was to get me into a group purchase, of 2 cars he had found over in New York State. We, in the dark, looked at a 1925 Studebaker Coach and a 1928 Dodge Victory 6 sedan. I had experienced poor luck with the Mopar flat head sixes, so I chose the Studebaker. Pev offered to go back in the daylight with gas, battery and zipper license plates. I couldn't go immediately, so he went off without me. He fiddled half a day on the Dodge unable to get it to go. Pev's reputation was to always "bring 'em back alive".... to drive his finds home. To save face, he managed to fire up the Studebaker and started home. He burned out a connecting rod along the way and had to contract help. Upon hearing this, we immediately traded cars. I was in no position to cover additional repair costs, so I hopefully bet on a better situation and planned to truck the Dodge home (another story).

**Back to the Chevrolet.** There may be several morals here. The grass isn't always greener. Distance may not lend enchantment and try not to let Pev Peake drive your new acquisition home or negotiate tires.

My downward spiral ended when I got rid of the Victory Six. It was awful; but then came the '31 Pierce Arrow.

*Editor's notes.... OK Gael, fantastic story, it was really fun to read, but I had to stop on **Ball Crank Bumpers** and get my bearing. Yes, I know bumpers don't have bearings. To be able to sleep soundly again, you need to give me an explanation that I will publish in the March Gossip column. To the right is a picture of a ball crank...I can not make the leap when I add the word "bumper".*



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



**Please Update  
Your VAE Roster  
Information  
Today**

Drop a note or email to  
Christina McCaffrey  
89 Ledge Road  
Burlington, Vermont  
05401-4141



## Coming VAE Events for 2018

On February 10, we are meeting at the Vermont National Guard Armory on VT RT 100 in North Hyde Park, at 11:00 AM. Please bring a bag lunch. The club will provide drinks. In addition, the Guard has snacks and drinks that they sell.

We will tour the Armory and have our lunch and meeting afterward. This should be a really interesting tour. The Armory was just built in 2017. All of the vehicle maintenance and repair for all of the Vermont Guard units is done here. There is 45,000 square feet of space, and it uses cutting edge technology. This is a state of the art facility. You will be impressed!

A note of caution here, as this is a military facility, we cannot bring any weapons, ammunition, or alcohol onto the premises. There is no smoking on the premises, and anything we bring in, we must take out. All refuse must be cleaned up. I'm sure that none of these will be an issue, but as part of our agreement, I need to make this clear to everyone. Thank you for being cooperative.

**January 20th and every 3rd Saturday at 10AM....** The Education/Outreach Committee Meeting (ask a member for directions)

**March 17, Saturday** - Green Mountain Technical and Career Center (GMTCC) Hyde Park, Auto Classroom & Lab. Presentation by David Morrison of FireProTec 10:30 AM to noon. Bring your own bag lunch, the club will supply drinks, meeting to follow presentation.

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

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

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

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

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

**July 16, Sunday** - Short rally on paved back roads from Milton Diner to John & Carol LaValley's camp on Maquam Shore. Pot Luck, Club will supply drinks, meeting to follow.

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

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

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

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

**October** - Gypson Tour Don and Anne Pierce date and location to be announced

**November 4 or 5** - Annual Meeting date and location to be announced

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



# Wheel Tracks Classified

**For Sale....** Fits Ford Bronco or F100 pickups.  
\*1 **power** steering gear box, new in the box, \$50.00.  
\*2 **complete**, front brake drums, shoes, wheel cylinders and backing plate in good used condition, \$60.00  
\*1 **pair** of used locking hubs, \$50.00  
Call Hank Baer, 802-272-6933

**Wanted...** I am a VAE member and interested in purchasing any brass era steam or electric vehicles. I am also interested in other cars up to 1940. Please call James Egnasher at 518-929-0765.

My son is researching dirt race tracks and would be interested in hearing from anyone with information of a track in the Enosburg area. Thanks.  
*Please read this month's page 11 Jim.*

## February Bumper Sticker

Just give me  
**ONE** good  
Reason

To Act My Age



**For sale.....** 2003 Ford Ranger 4x6 4 wheel drive V6 pick up. bought at 40,000 miles now its 85,000 second owner. Special cap. 4 door with fold up seats. \$3,600 firm, just as it sits. Contact Ellie Ball



**For Sale....**

**1940 Lincoln Zephyr V12 Club Coupe** \$25,000.

**A 1932 Model B 4-post Rally Engine**, \$15,000  
Call Ken Gypson at 514-423-7565

*I thought you might be interested for a reprint (I have received permission) in Wheel Tracks. The author is Hadley Abbene, a second grader in my wife's class. This is a story Hadley wrote and then read to the whole school as part of their community meeting. Every Fall I take Silver Annie to school to introduce her to the kids in Glenda's class, I always get a lot of really good questions, and I allow them all to get in and have their pictures taken. Silver Annie's visit is always well received by the students. Here is Hadley Abbene's story, Thanks, Eric Osgood*

## "Silver Annie's Visit"

"There he is!" Destiny cried.

"Where, where?" Some students cried!

Some students ran to the window. "I don't see him." He had passed the classroom.

"Everybody line up so we can go out." Mrs. Osgood told us. Mrs. Osgood is our teacher for second graders. She is fun and awesome, too. We went outside of the school. "Wow" I and Addie told the class. Everybody cried, "Cool". We all went outside. I did not speak. I just stared. Then Mrs. Osgood's husband, Eric, started to talk. Kids were calling out.

"Stop," Mrs. Osgood yelled. So everybody raised their hand. Eric called on a bunch of hands. Then he called on Carter. Carter is a classmate. Carter told Eric "can we walk around the old fashion car?"

"Yes," Eric told the class. So we walked around the car. "Wow," I thought in my head. Then I went to the back of the car. "What is that?"

"That is a trunk."

"Oh. That is cool."

"Can we get in the car?"

"Sure." We also got our picture taken. My class got in a line. We did two at a time. I was 8th place in line. Then I finally got in the car.

"Wow," I thought in my head. I don't remember who I sat with. Then a minute later I got out of the car. The car was silver that is because it is called Silver Annie. I like it and I still do. It is so pretty. Then someone raised their hand. Eric called on him. I don't know who it was but I know he told Eric, "Can we see you drive?"

"Yes." So we got to see him drive away. "Wow," some kids said. Then we quickly went inside. We went inside quickly because we got to see him drive out of the parking lot. "Wow," some kids yelled.

I told my mom all about Silver Annie. "Ya, Ya..." I told my sister all about it all the way home.. "It is cool," my sister said but I don't think that she knew what I was talking about.

By **Hadley Abbene**



VERMONT AUTOMOBILE ENTHUSIASTS  
Please Send Dues or Address Changes to:  
**Christina McCaffrey**  
89 Ledge Road  
Burlington, VT 05401-4140  
[christina.mccaffrey@vtmednet.org](mailto:christina.mccaffrey@vtmednet.org)



Francis Charland of Hinesburg, VT offers  
This 1960 Chevy Impala in our last Car Coral.

February 2018



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



Two beautiful Citroens, in line for registration, in our 2017 August Car Meet