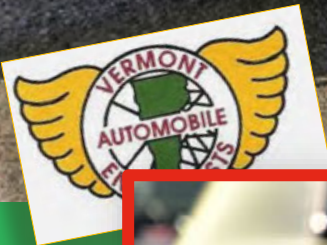


April 2020 Year 67 #4

Wheel Tracks



"I just really like Fords",
was Dave Martin's response to , "Why a Ford?"
More on page 7



The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR PRESIDENT,
DUANE LEACH

Hi All VAE members, hope you had a good winter. April showers will bring May flowers.

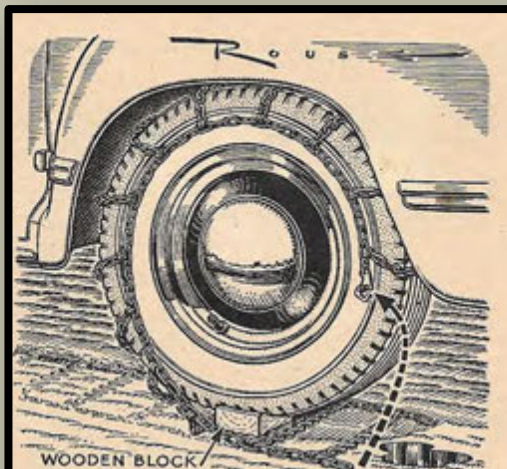
It's time to start dusting off our old rides, and do the repairs that need to be done so we can enjoy them all summer long. I was unable to attend last month's meeting, due to my town select board obligation at town meeting. I heard we had a great turn out of

people and a great tour of Vergennes RPM.

Thanks to Don Pierce for running the business meeting with Gary and I unable to attend. Mike Felix was nominated for second VP and was voted in by the members. Thanks Mike for filling this important open office, it will be a great year.

The Vermont Antique & Classic Car Meet committee is working hard on planning this year's August show. Over the last few years the number of VAE cars has dropped at the show. If we expect people to support us, we need to help ourselves by getting VAE cars, to our own show and attend other clubs car shows. **Please bring your cars out to our shows and gathering, you can't just let them hide.**

This from Fred Gonet's
1952 Popular Science
"Car Owner's Manual"



Blocks Help Put on Chains. A couple of wood blocks carried in the car will make it easier to put on your chains. Lay the chains flat on the ground, place a block between one of the cross sections, and back the car until the wheels rest on the blocks. You can then pull the chains up around the tires and fasten them more easily. The blocks must be short enough so they won't hold the chain side strands.



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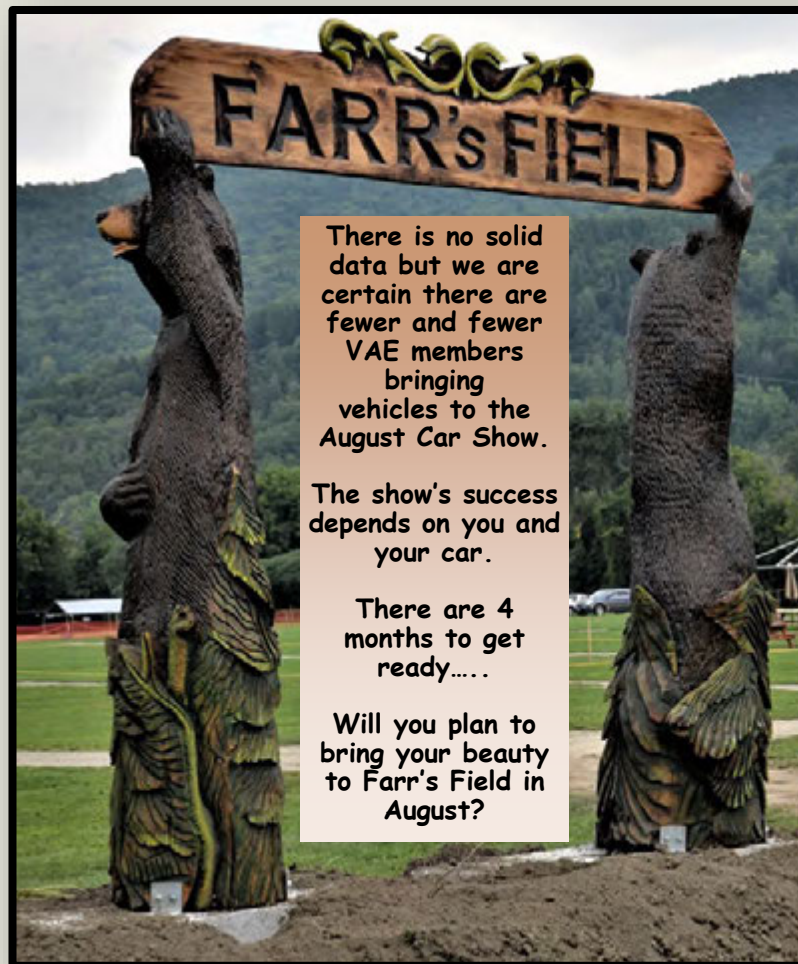
1953 Ken Gypson
1954 Rod Rice
1955 Rod Rice
1956 Walter Jones
1957 Walter Jones
1958 Lloyd Davis
1959 James Mc Glaflin
Dale Lake
1960 Bob Jones
1961 Charles Arnholm
1962 Robert Slade
1963 Don Brown
1964 Richard Evans
1965 Willis Spaulding
1966 Wesley Pope
1967 Bill Young
1968 Leo Laferriere
1969 Adrian West
1970 Chuck Haynes
1971 Lloyd Davis
1972 Wayne Martin
1973 Larry Johnson
1974 Tom McHugh
1975 Rod Dolliver
1976 Bob Gioria
1977 Alden Chapman
1978 Richard Turner
1979 Genevieve Morgan
1980 Al Ward
1981 Russ Snow
1982 John F. Gray
1983 Mike Hayden
1984 Bob Groves
1985 Dave Gonyon
1986 Peter Crosby
1987 Bonnie Groves
1988 Tom MacLay
1989 Tom McHugh
1990 Bill Dexter
1991 Avery Hall
1992 Jan Sander
1993 Bob Jones
1994 Bill Fagan
1995 Frank Mazur
1996 Don Rayta
1997 Bill Sander
1998 Bill Erskine
1999 Joe Paradis
2000 Mary Mazur
2001 Fred Cook
2002 James Willett
2003 Gael Boardman
2004 Ray Tomlinson
2005 Conception Conti
2006 Bob Chase
2007 Andy Barnett
2008 Nancy Willett
2009 Gene Fodor
2010 Don Rayta
2011 Wendell Noble
2012 Dave Sander
2013 Jim Sears
2014 Robert Lalancette
2015 Dan Noyes
2016 Dan Noyes
2017 Dave Stone
2018 Dave Stone
2019 Jan Sander
2020 Duane Leach

FROM YOUR
EDITOR...
GARY FISKE



We are doing an experiment for this April Wheel Track issue. We are staying with the 16 pages for one more month. As I was tearing down the 4 extra pages of the March issue, getting it ready to go back to our normal 12 pages, I was thinking about how nice the larger March pictures were. The reason we went to the 12-page set-up in the first place, was to simply make it an easier task each month to get out the door by not having to find more text.

In the past 6 to 8 months, I have been receiving more text from you. Thank you so much. Not enough for 16 pages but enough so I have had to decrease the size of many graphics to make room. So, the experiment....We will basically have the same amount of text as we have had in the past, but with larger graphics. Please tell me if you think it would be a good move.



There is no solid data but we are certain there are fewer and fewer VAE members bringing vehicles to the August Car Show.

The show's success depends on you and your car.

There are 4 months to get ready....

Will you plan to bring your beauty to Farr's Field in August?

Membership
Only \$30

\$50 for 2 years

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

Contact Us At...

vaeinfo@gmail.com

Or
Our Website at
vtauto.org

"How to be
a member"

*Go to vtauto.org

*Click "Join VAE"

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

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

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

Wheel Tracks
is a monthly
newsletter published
in print and
electronically for the
public, and for the
VAE membership.
The VAE is a 501c3
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"The Softer Side"

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

I was in the car the other day..... from Judy

I was in the car, the other day, running errands and having a conversation with myself (Dixie, my dog, was not with me that day).

I was muttering about the depressing state of affairs in the nation and world, when I found myself singing a song that just popped into my little brain, "Keep On The Sunny Side". I felt much better after a few minutes.

Then I started to think about all the songs that were written about sun, and sunshine and in just a few minutes thought of quite a few.
How about these:

The Sunny Side of the Street, Here Comes the Sun (Beatles), Good Day Sunshine (Beatles), Keep on the Sunny Side (Carter family), Sunshine on My Shoulder (John Denver), You Are My Sunshine.

Years ago, when Joe Kaelin would call Gael, they would often start singing OLD songs on the telephone and that would last for hours, it seemed. **Fred Cook** was another one that knew all the OLD songs. Fred and Gael would, again, sing at length. I have fond memories of Fred starting to sing without any notice.....a good memory.

One of my favorites is... **Keep On The Sunny Side** which played a part in the recent Ken Burns series about country music. Years ago, when we would sit around a camp fire with neighbors, we always started singing and one song that was sung was "**You Are My Sunshine**". I wonder if kids these days know that song. Do people sit around camp fires and sing any more? Maybe, maybe not, but I will continue to sing these songs, especially in the months to come. Singing, and humming, is good for the soul and it makes me feel a little bit better, if only for a short time.

Can you think of any more songs that you could add to my list?

PS.. There is a good video on You Tube about dogs at the beach with the song "Walking in Sunshine". I think that's the name of it, another sunshine song.



Dear Wheel Tracks,

We have lost a wonderful person and a long-time VAE member. Would you please mention Fred Cook's passing in your next issue?

Thanks, EW

Montpelier - Aug. 24, 1929 - Nov. 7, 2019

Frederick Nelson Cook, 90, of Montpelier, died peacefully on Nov. 7 after a short illness. Fred was born on Aug. 24, 1929 to Edward J. and Helen (Foster) Cook. He spent his youth in Cuttingsville and Mount Holly, Vt. and graduated from Rutland High School in 1947. From 1950-1954 Fred served in the U.S. Navy. He was a 1959 graduate of the University of Vermont.



Dear Wheel Tracks, If you have room please include in Wheel Tracks April edition, that the June Auto Enthusiasts trip to China, has been postponed to September. New dates will be announced shortly.

Thanks, Chris Barbieri





Dave's Garage

by Dave Sander



Dave,

I want to share, with you, my story on ethanol gas. As I recall you have done pieces on this topic in the past, however, I thought I would share with you my totally unscientific finding.

I religiously try to use the non-ethanol in my old cars, lawn mowers, weed whacker, chainsaw, etc.

Last summer, I had heard from a few folks about their using the non-ethanol gas in their regular driver and getting better gas mileage. My modern vehicle is a 2019 4WD Silverado Chevrolet. With about 10K miles on the vehicle and I was getting on average 21.9 mpg. I drove over 1,000 miles filling the truck with non-ethanol gas and my average was 24.9 mpg, an increase of 3 mpg. My cost per mile with purchasing the higher priced non-ethanol vs the regular ethanol cheaper, gas came out as a wash (depending on the price per gal purchased at the pump). So I figured if it is not costing me more, I am using 15% less fuel, and it should be better for my engine, I have stuck with buying the non-ethanol gas. I am a great environmentalist when it matches up with my cheap side!

Obviously different drivers, different vehicles, different driving habits would change the results in either direction. Also this was not exactly an apples to apples comparison, because I was comparing regular ethanol to high test non-ethanol. I did not bother to compare how high-test with ethanol would fit in to this mix. Luckily for me I have a local station that carries the non-ethanol fuel.

I wondered if you ever thought about the ethanol from this angle or not, regardless here is my unscientific sharing that I thought you might find interesting, if nothing else.

-Eric"

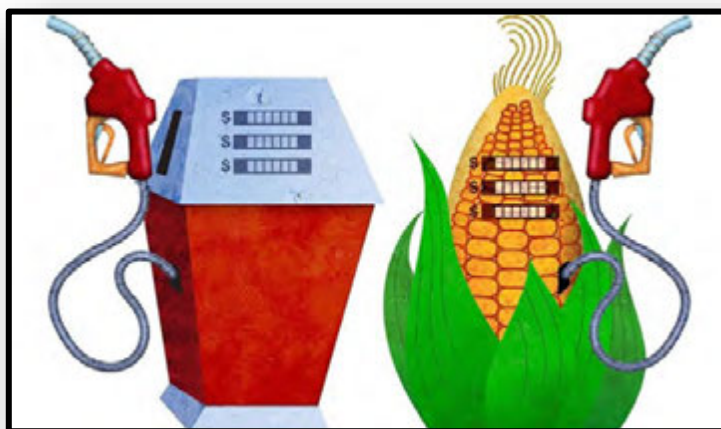
Dear Eric,

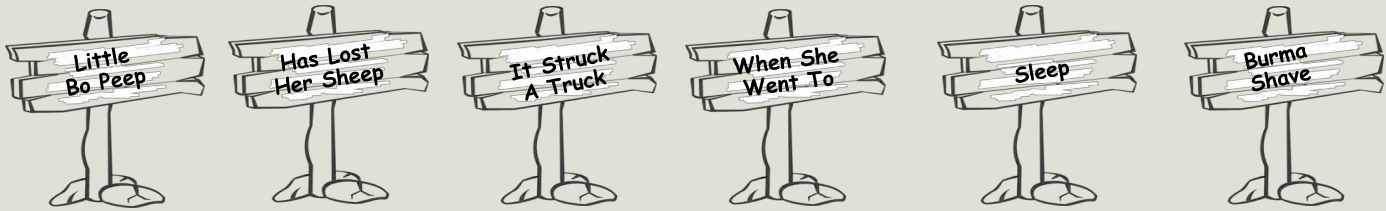
You are correct. Ethanol gas has less energy than conventional gasoline, and you will notice at least a 5% efficiency loss with ethanol gas. My findings have largely aligned with yours. My Subaru has the H-6 engine, which has a 10.7to1 compression ratio, and requires premium gas. When I replaced the head gaskets I had the heads planned flat again, requiring .007" to be shaved off. This obviously increased the compression ratio even higher. (Subaru does not recommend planning these heads.... I have put 100,000 miles on the engine since with no troubles). I also use premium gas in my Saab Turbos. The Subaru and the Saab's will burn regular gas, but the timing is retarded so far, to prevent preignition that the mileage goes way down, and it actually costs me more money to use the 87 octane gas, due to the decreased mileage. I was also amazed to see how much air conditioning effects mileage. It can drop by as much as 20%.

Unfortunately, I have only been able to find 91 octane non ethanol gas. Even the non ethanol 91 octane gives better gas mileage than the 93 octane 10% Ethanol gasoline.

I have had a number of problems with the ethanol gas, with not only the antique cars and small engines, but my daily drivers too. On the antique cars I have had fuel sending units, fuel lines, carburetor rubber parts, fuel pumps and even gas tanks dissolve. I had an exhaust valve burn in my wife's Chrysler minivan, and I had a plastic valve on the top of the gas tank dissolve on my Subaru Outback. Ethanol fuel holds moisture in suspension, which causes the fuel to rust fuel tanks away. I have had gas tanks dissolve on cars that were in extended storage, while stored inside climate controlled garages.

The only positive thing I can say for ethanol gas is, I don't have to buy dry gas anymore, I haven't had a frozen fuel line in years





Used To be....

"If you think I am going to pick up after you, you have another think coming."



Late one night a robber wearing a mask stopped a well-dressed man and stuck a gun in his ribs. "Give me your money," he demanded.

Scandalized, the man replied, "You can't do this

- I'm a US Congressman!" "

Oh! In that case," smiled the robber, "Give me MY money!"

A policeman pulls over an old man in a pickup truck because the bed of his truck is full of ducks. The officer says, "Sir, it is unacceptable to have this flock of ducks downtown, take them to the Zoo this instant!"

The old man confirms that he will and drives off.

The next day the officer sees the same man in the same truck still full of ducks. Only this time all the ducks are wearing sunglasses. The officer pulls him over again and yells,

"I told you to take these ducks to the Zoo!"

The old man replies, "I did! But now the little buggers want to go to the beach!"

What an awkward moment when your entire math class is discussing whether the result is 15 or 16 and your answer is -1053.

Taxi drivers are protesting against Uber. Hotel owners are rallying against AirBnB. I wonder what happens when the postal service finally gets wind of e-mail.

A 100 years ago, nearly everyone had a horse and only the rich people had cars. These days, nearly everyone has a car and only the rich people have horses.

Guy walks into an auto parts store and says to the counterman "I'd like a set of wiper blades for my Yugo." Counterman thinks for a minute, then replies "OK - sounds like a fair trade to me."



" What do I do next Fred?"

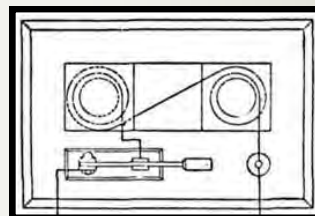
From Gary Fiske with lots of help from Fred Gonet.

I have an FU4 Bosch impulse magneto that was not doing it's job. With Fred's help at the other end of the phone, it is now creating a very healthy, blue spark that we can be very proud of.

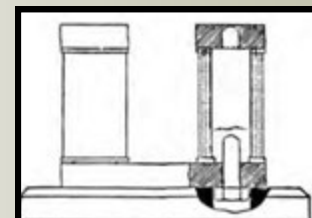
I have some electronic experience but applying that experience to this old-car hobby would be impossible without folks like Fred Gonet. I remember seeing a magnetizer at Fred's shop but never had to think much about it, until my magneto was

acting up. The spark was almost invisible with my shop lights off. I removed the horse-shoe magnet from the magneto and found it would only hold about 3 pounds of weight (I stuck the magnet to my bench vice and used a fish scale with a small rope to measure how much it took to pull it from the vice). Fred told me I should be registering at least 12 to 15 pounds.

My next task was fun, I made a magnetizer that uses a car battery. I found some core material in my scrap pile, and cut some cores about 10 inches long. I cut a one-inch, thick, base from some square steel and used the lathe to wind 100 feet or more feet of 12Ga house wire around each core.....in opposite directions like the left diagram shows below.



Top View



Side View

When I re-magnetized the Bosch horse-shoe magnet the first time, the fish scale registered about 10 pounds. The second time, when I remembered to use the brass hammer to tap the magnet, I was able to bring the strength up to 13 pounds. That is when I put the mag back together and those pretty blue sparks started to jump at the end of the spark plugs.

Why am I tapping the magnet with a brass hammer, what is going on with those electrons when I switch the magnetizer on and why is North not really North on a magnet, or at our North Pole. Maybe next month.

From front page.....

Dave Martin is a retired carpenter and now has the extra time to work in his home shop in Newbury, Vermont. He is very close to finishing up a 1940 Ford Tudor that started out with a broken frame and seized engine. Maybe we will see his restoration at our next Waterbury Show in August.

He has been involved with old vehicles since fishing his first car out of stream bed, back when he was in high school at Bradford High. His friend had a 1931 Pontiac and the friends parents were not very happy about their son driving it. When the friend rolled the Pontiac into a stream along the road, the parents said that was it. Dave then bought the car, as is, for \$5.00. Dave and his Dad rolled the car back on its tires and pulled it home. He never registered the car for the highway but later made a doodlebug out of it.

Dave's 1946 Ford Tudor, pictured right, and on the front page, is something he purchased only 2 years ago. He found it for sale at a restoration shop just down the road from his home at **Darlings Auto** in South Ryegate.

He added directional lights, rear shocks and did a bit of engine tuning before driving it the 45 miles to the Waterbury Show last August. As you can see, it is a beautiful car.

Darlings Auto
315 Creamery Rd,
South Ryegate, VT
802-584-4773



The Ford Motor Company shut down its automobile production line in Detroit and at its assembly plants across the country early in February of 1942 to take on the war effort.

In the three month period after the US entered WWII, due to the bombing of Pearl Harbor on December 7, 1941, a stockpile of cars was set aside for essential uses during the war; military staff car production continued.

It would not be until three years later in July of 1945, and the war had ended, when the first 1946 Ford would roll off the production line ahead of its main competitor, Chevrolet.

"There's A Ford In Your Future",

the sales promo that Ford created, when WWII came to an end. Ford had a number of left over 1942 body parts that went into 1946 Ford models.

Henry Ford II got the first postwar car into production, and the very first one -- a white Super DeLuxe Tudor sedan assembled on July 3, 1945 -- went to President Harry Truman. Alas, only 34,439 more were assembled during the 1945 calendar year. However, there was no end of problems with the War Production Board, which controlled output and material supplies, and the Office of Price Administration, which put many controls on the price of parts and cars. Henry Ford II claimed that he was losing \$300 per car because he couldn't achieve volume production, and indeed the company was hemorrhaging about \$10 million per month at one point.

The only notable mechanical change to the new 1946 Ford, from the 1942 model, was the adoption of the larger 239 c.i., 100 h.p. V-8 engine used in prewar Mercury and Ford trucks. The outward appearance of the revamped 1942 model, was essentially the same, except for a newly designed three-bar horizontal grille capped with a heavy tapered trim bar below the hood. In the rear, the deck lid received two added horizontal trim strips below the license plate. Roughly 450,000 of the new Fords were manufactured during the production run which ended part way through 1948.

Some specs..... Rear-wheel drive, manual 3-speed on-the-column, V8 gasoline engine with displacement of 239.4 cui, advertised power:100 hp. Outside length: 196.2 in, width: 73.3 in, wheelbase: 114 in, 3370 lbs. estimated curb weight.

Top speed:80 mph, fuel consumption average 18.7 mpg.





Edi Fiske

The Roadside Diner

Maple Zucchini Bread



3 eggs	1 1/4 cups all purpose flour
1 cup Vermont maple syrup	1 1/2 tbsls baking powder
1/2 cup oil	2 tsps ginger
2 1/2 cups finely chopped zucchini	1/2 tsps cinnamon
1 1/2 cups whole wheat flour	1/2 tsp ground cloves
	1 tsp vanilla

Preheat oven to 350 degrees . Grease large bread pan. Beat eggs until frothy , about 2 minutes. Add the maple syrup, oil, and vanilla. Stir in the zucchini. Add the dry ingredients, about a cup at a time, to the liquid. Stir only enough to blend after each addition. Pour into a regular greased bread pan. Bake about 1 hour until a tester emerges clean from the center.

"Remember When".... from Chris Barbieri

Here is something I forgot to remember.





Jumbo Fox Tails



Long, bushy, genuine fur tails. Attaches anywhere on car. Available in long, 14" to 15" and extra long 17" to 19". In white and natural colors. Hang inside from mirror or outside from radio antenna.

No. 14771—Long White.
Each..... **98c**

No. 14772—Long Natural.
Each..... **89c**

No. 14773—Extra Long Natural.
Each..... **98c**

Jumbo Fox Tails for your car! Think about it, for only 89 cents you could get a 15 inch genuine fur Fox Tail. Add 10 cents and it could be yours dyed white or for that extra 10 cents a natural 19 inch version.

The ad claims your Fox Tail "Attaches anywhere on car" including "Hang inside from mirror or outside from radio antenna". Somehow I can't imagine a 19 inch furry Fox tail hanging from my rear view mirror or anywhere on my car for that matter.

Today, Vermont motor vehicle laws prohibits anything hanging from mirrors and is rarely lenient when small stuff finds it's way to the cars mirror. A big 19 inch furry Fox tail might not only be impairing vision, but pushing your luck with the law.

Obviously, in the 1950's there was no PETA [People for the Ethical Treatment of Animals]. Too bad, they would have had a field day with the purveyor of "Jumbo Fox Tails" !





You can see a very fine "Action photo" of Bill Erskine to the right, speeding through town in his Sears. The 1910 Sears owners manual (maybe) states, "if you lean forward, just a smidge, you can go much faster". You can see from the blur of the wheel spokes, he is going like heck! This picture was taken by a Hemmings photographer for a recent "friction drive" write-up in a Hemmings publication. The article got Bill's last name a bit "muxted" and called him Bill Sears. Oh well....only Wheel Tracks is perfect.



Left is a photo of a 1904 Curved Dash Oldsmobile heading out for the 2019 Waterbury show, August parade. The car made the journey fine. Small car...big boys!! The car was for sale in the Car Coral for \$60,000.

Wheel Tracks wants to feature the N-series Ford tractors sometime in the future. We have found only two VAE members in our roster, who have an N tractor. Don Adams in S. Royalton, VT and Al Faust of Winterport, Maine. You can expect a call from us. We would be interested in the history of your tractor and will need a good quality digital picture. A couple of calls to you have not succeeded but we will keep trying. We found one member who has an N tractor in a pile of parts in the corner of his garage. He is also in line for a couple of questions. Does someone else have an N Ford, we would like to hear from you. Email me...gafiske@gmail.com.

PS.. that N picture to the right is something found on the net, ain't it pretty?



Ernie Clerihew sent the photo to the left. It may be hard to read. It says " This vehicle Equipped with Millennial Anti-theft Device." Does everyone get it?

Did you notice something very odd on page 13? The 1960 Wheel Tracks issue states they had A STAFF OF FOUR FOR WHEEL TRACKS!!!!

I am going straight to the board and will be making some demands...very soon. And who was "Brother Bernard Smith in the printing department? Was there also a godly connection? I could use some of that also.

The Education Tent at the August Waterbury Car Show has grown out of its old space and getting larger. It started as a small space next to the river a few years ago and has grown. You might even see a few book shelves from our growing collection there this year. The collection has

grown to over a thousand publications, of which, most will be offered for sale at great prices. We could use the expertise of someone, who loves books, to help us decide how best to display them.

Another really neat gathering we have been invited to attend, is the Girl Scout G.I.R.L Expo at the Double Tree Hilton, in Burlington, on the 11th of April. From ten in the morning to four in the afternoon, we will be there with other invited exhibitors for the over one thousand scouts in attendance. Everything from an inflatable planetarium to Japanese drummers will be there. We will have 2 antique cars in the hall for the kids to check out. Carol Lavallee will have some of her antique clothes for the girls to dress up for pictures. Word has it that Gary and Nancy Olney will also bring their antique hats collection.... Remember the neat picture on the front of the February Wheel Tracks? Bring your youngsters, and your grands, for a really nice day out.



Wheel Tracks Academy

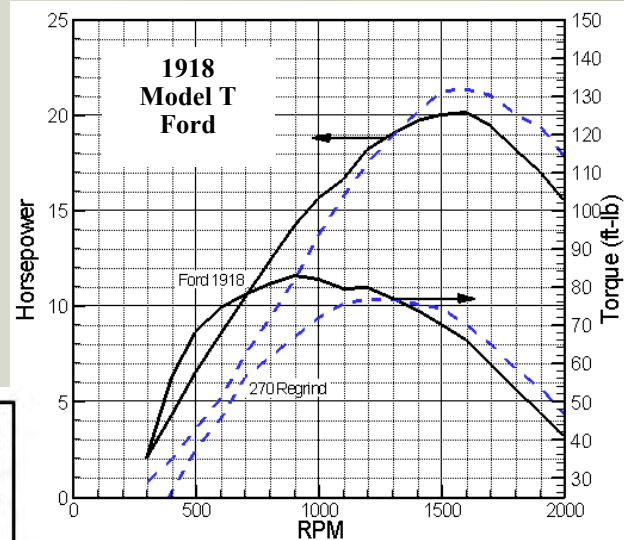
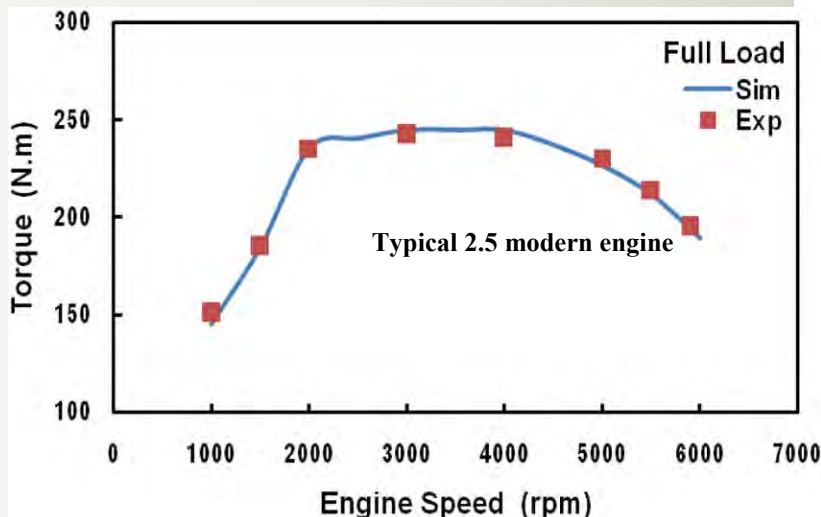
How'd They Do That? from Wendell Noble

The venerable model T Ford has a 2.9 L (177 cu. In.), 4 cylinder engine that can produce 20 horse power at 1,600 RPM.

I had a 2010 Ford Fusion with a 2.5 L, 4 cylinder engine that produced 175 horse power at 6,000 RPM.

Wow! Why is that possible? From a bit smaller displacement we get nearly 9 times the horse power. We won't dwell on the fact that modern engines are also more durable, reliable and fuel efficient. There are two reasons that come to my mind which account for the power improvement. An important clue lies in RPM values at which the horse power ratings are specified. The model T engine was doing its best at only 1,600 RPM whereas the modern engine can easily wind up to 6,000 RPM.

This matters a lot. The curve of torque versus RPM for the model T (pictured right) helps to illustrate the first reason. In its shape, it is typical of any internal combustion engine. Notice that the torque increases with RPM, reaches a peak value and then falls off. In this case the peak is at 900 RPM. Since power is torque multiplied by RPM, its value continues to increase to a peak at higher RPM, 1,600 RPM in this case. A reason for the torque fall-off beyond the peak is that the engine reaches a physical limit in its ability to breathe in air. The mechanical linkage of the valves to the cam shaft can only respond so fast. There are other mechanical limits also. Imagine if that peak could be moved out to higher RPM by helping the engine to breathe better, illustrated below.



This can be achieved by more efficient combustion chamber design, better placement of the valves, more direct drive of the valves by an overhead cam and variable valve timing. These improvements allow the Ford Fusion peak to move out to 4,000 RPM, thus producing a higher power peak at the higher engine speed of 6,000 RPM.

The second reason for horse power improvement is electronic. Thanks to sensors constantly sending all of the engine's vital signs to an on-board computer, the engine is always tuned to peak performance.

Throttle position, ambient atmospheric pressure, intake manifold absolute pressure, exhaust gas oxygen content, coolant temperature, engine speed, and knock sensors all feed data to the computer. The computer, in turn, uses that data to constantly adjust ignition timing, throttle plate position, fuel injection amount and injection timing. That's a far cry from manually adjusting the distributor timing, breaker point gap and carburetor jets once a year like we used to do.

It seems to me that most of this technical innovation was motivated by environmental concerns, but it sure has paid off in driving ease and peace of mind. The fun of operating an old car is the challenge of not having these things.

Charlie Thompson's "My First Car Stories"

I am on the look-out for "First Car Stories"
Call me...802-878-2536

My First Car by Clark Wright (as told to Charlie),

When I was in high school, I kept asking my folks, "I'd like to have a car I could work on." "NO!" My Dad could be stubborn! He insisted that I go to college but instead I went to the St. Johnsbury trade school to become a machinist. I was working part-time for McGee's garage. He was a character and when he was sober, he could turn out a lot of work.

***It should not have started
but it was in the habit,
so it kept going!***

In his junk yard out there, he had a '36 four-door Ford sedan. "For 15 dollars you can have it." I bought it! He loaned me a battery and as it was a Ford, I learned about the positive terminal to ground. It fired right up. It was very noisy since the exhaust had rotted off it. If you saw it by today's standards, you'd say that's not too shabby.

I went home one evening and Dad was sound asleep on the couch. I told Mother, "Well I bought a car." He sat bolt upright and was mad as you've ever seen mad. Later he adjusted to it and said there was a lot of work before that car ever got on the road. Well, it didn't! But I think it kind of proved to Dad and Mother how determined I was to have a car. Dad was bound and determined that I should get a new car. Anything older than a year was junk. I was only a kid and couldn't afford a new car.

Because old Carl Shearer assured Dad that it was a good car, he sold my brother a 1950 two-door Chevrolet sedan. It was a manual transmission, not a power glide. My brother got a couple years good use out of it and sold it to me.

Now, I thought I was the world's best driver and so it wore out a lot quicker than it should have. One thing after another, every week, something needed repair. The rockers were rotted off, so I had a body shop over in Richmond put on new rockers and changed the color from kind of an elephant gray to black. **That's my car in the photo.**

Well, for a couple or three years, I drove it back and forth to trade school. I didn't have a garage or anything, so it was always parked outside. I think the record temperature up there was 35 or 37 below zero. One cold night, when I needed to drive home the next day, I drained the oil and brought it into the house; my landlady about had a s---fit. I also brought the battery in and kept that nice and warm for obvious reasons.

Next morning, I warmed up that pan of oil on her wood stove. I didn't spill a drop, didn't make a mess, and quick-like, went out and poured it into the car. I then put the battery in, and Vroom, it started right up, that good old Chevrolet!

The rest of the school year, maybe every other week, I'd go back to Essex Jct. where my folks lived. And then, back to school, of course. The car didn't run right, so we conferenced on it, and found it had a bad set of valves, the exhaust anyway. One was burned right through to the stem. It should not have started but it was in the habit, so it kept going!

So that is my first car story.





Wheel Tracks had this response from a member when we recently requested more classified ads to be submitted. I don't want to start a domestic problem on the Colchester Pond Road, so I will not mention names. Here is the wife's response. "Dear Editor, How about one lightly used husband? "

Dear Wheel Tracks,

A scam we should watch for. Some people are scamming the "parts wanted ads" and matching the car with the parts. In this case, I recognized the Gardner (car) from viewing it on www.classiccars.com. The ad for the Gardner was on this site about a year ago.

The scammer told me he was parting out the car, but his son needed some parts to finish his car. (?) This individual also stated that the parts are hard to find and expensive. I wanted to test the waters and asked to purchase the distributor, generator, radiator mascot, the steering wheel spark and throttle controls, and a few other, hard to find items.

The parts were all available. I asked where in VT he lived and he asked where I lived. He declared it was too far away and he would ship me the parts, I just needed to send payment. I said no, as I wanted to see them. He gave a price for the parts, I countered offered, he accepted and wanted to ship them. He told me....."This may be your lucky day; I saw the doctors and they told me I had only a few days to live. I will get a shipping quote and send them to you." (paraphrase). That was the end of our transaction.

I will admit that I played this individual along to see what measures the scam would go. I have never been scammed like this and I feel that the VAE and others need to understand that the scam is focused on the parts wanted advertisement.

The fastest way to know if it is a scam is to ask for a telephone number.

Regards,

Paul Baresel

Dear Wheel Tracks,

Would you please publish these job descriptions? We are looking for volunteers who can help us at the August car show in Waterbury. Many of the jobs are very basic and easy to do, but you would not believe how much of a load it takes off. Please call Duane Leach at 802-849-6174 or me at 802-893-2232 if you can help. Thanks, Wendell Noble

Oversee tent set up and take down: Responsible for supervising tent location, set up, take down and stowage of all shoe tents.

Oversee fence and cone placement: Responsible for identifying location and installation, removal and stowage of fences and cones as needed to control traffic on the field.

Update mailing list: Perform the necessary data entry as needed to keep car show mailing list current.

Coordinate antique tractor display: Communicate with antique tractor owners to stimulate interest in participating and organize placement of the display on the field.

Sign placement and removal: Direct placement, removal and stowage of necessary signs on the field beside the road.

Class sign placement and removal: Responsible to locate, install, remove and stow class identification signs to assure proper car location for judging.

Order clothing for sale: Determine amounts and description of clothing needed for the souvenir tent and place necessary orders.

Volunteer help coordinator: Issue appeals for volunteer help and coordinate task assignments on the field.

Awards preparation & presentation: Order and assemble judging award plaques and conduct awards presentation at the show.

Special Edition Paper: Solicit, compose and assemble articles for car show hand-out special edition paper and arrange printing.

Field Speaker System: Locate, install, remove and maintain operability of on-field sound system.

Coordinate Race Car Display: Communicate with race car owners to encourage participation and organize placement on the field.

Staff Food:

Appreciation Dinner:

Special Event:

Gate Keeping Monitor:

60 Years Ago



Wheel Tracks "STAFF"..... Editor,-**Willis Spaulding**, Advertising- **Rod Rice**, Art Editor-
Jim Applegate, Asst Editor- **Cena Galbraith**.

The Program Committee has planned an outing on Sunday, July 10th at Al's Snack Bar in Essex Jct. at 1:30 sharp. A tour up to the Islands is planned, ending at the Rusterholz camp where food and drinks will be served. A "Road-e-o" is planned later, with prizes.

The Program Committee announces the Third Summer Invitational Rally in Stowe on August 6th and 7th. A back-road tour and a barbecue is planned for Saturday and the parade and judging will be on Sunday.

Editorial.... Fellow Enthusiasts —please, please send us material for your paper. We thank Brother Bernard Smith for his help in printing Wheel Tracks (*two words*). Pictured right is a mystery car, can you name it?

Announcements.... **Judith Johnson** became the bride of **Gael Boardman** on Saturday, June 25th. Ushers were **Pev Peake** and **Mahlon Teachout**.

Could some imaginative individual work out a set of horn signals to pass the word down the line when we are on tour?

Codes for..... Someone is in a yank to pass us— pull over or spread out, Obstruction or hole in the road ahead, Blond in bikini on right, Hey Artie, your on the wrong road and I have trouble and could use some help, One long, long toot would of course mean you have a stuck horn button.



Wheel Tracks Classifieds

For Sale.....

- Four 14" wheels and wheel covers from my uncle's 1970 Dodge Charger. Wheels and covers in excellent condition. Fit many 1960's and 70's B body Mopars. Sell as a complete set \$195.
- **Eight 13" 5 lug wheels**, fit all 1960 through '70's Plymouth Valiant, Barracuda and Dodge Dart. \$15 each or \$50 for a set of four. Have some 13" period wheel covers as well.
- **1976 and 1978 Chrysler, Plymouth and Dodge shop manuals**, each set is two volumes and covers all models. Both in excellent condition, \$30 each or \$50 both.
- **Big collection of 1970's through 1990's of mostly Mopar sales brochures**. Also some other makes including Jaguar. Sell by the piece, I may have what you need. Or buy the entire collection.

Chris Barbieri 802-223-3104 cgeeb99@gmail.com



For Sale..... 1948 F-6 Ford truck. No rack, cab is good, V8 engine, 4-speed with 2-speed rear —end. 6 original tires. \$1200.00 firm.

For Sale.... Set of 4-15 inch white side walls. Make offer.
Marvin Ball, 802-425-3529

For Sale.... 1940 Lincoln Zephyr Club Coupe. Number 3 condition. Completely stock w/ V12. Runs great. New brakes, fuel pump and rebuilt carb. NY state inspected. Needs only minor things done. Asking \$25,000 Ken Gypson
kengypson@yahoo.com 518 423 7565 (can text)

VAE Trivia from Don Tenerowicz



The first Porsche engineered electric car was 122 years ago in Austria.

In the 1890's Ludwig Lohner, owner of a carriage company, wanted to build horseless carriages. His first task was obtaining a combustion engine which was not available and then selected a 3 hp electric motor from United Electric Corporation (VEAG) along with 1,100 lbs of lead acid batteries.

Ferdinand Porsche worked in the VEAG test department and had the responsibility to test and install the electric motor improving the fuses, wiring and motor in the Egger-Lohner C2 Phaeton. After the 1899 Berlin Motor Show, Porsche drove the C2, 25 miles winning a round trip, Berlin to Zehlendorf competition by 18 minutes over 2nd place. The C2 pictured is now a Porsche P1, Ferdinand Porsche's first auto project.



Coming VAE Events for 2020

Next up.....

April 25th at 10AM

Mark Rougier's Shop at 2997 Broad Street, Port Henry, NY (just across the street from Bryant's Lumber Yard).

Mark painted his first car 50 years ago, so he must have learned some tricks. He also has two street rod projects in progress, a 1930 Model A with a 427 Engine...Wow, plus a 1940 Plymouth Coupe. He is also just finishing the restoration of a '49 MG-TC.

We will have lunch at the bridge Restaurant on the East end of Lake Champlain Bridge. Questions can go to Richard Mclay at 802-658-6064

April 11th, 10AM to 4PM at the Double Tree Hilton in Burlington. G.I.R.L. Expo. Celebrating over One Thousand Girl Scouts from ages 4 through 10. The VAE has been invited and will have a booth and two antique cars for display. There will be antique clothing for the girls to put on for pictures. Come join the fun.

May 30th, rain-date June 6th.... Wings & Wheels at Highgate Airport.

A Fly-in is when pilots fly their planes, old and new, in from all points of the area, for the same reasons we gather with our old cars.....For the fun of it!

So, lets all of us in the VAE be there with our old cars and call it **WINGS & WHEELS!** There will be food vendors, great conversation and a lot to see.

Questions, call Gary Fiske (802-933-7780) or Hal Boardman (802-309-2506).

June 19th & 20th.... Newport/Brownington Museum Tour.

You can choose to meet-up at Newport on Friday for club activities and stay over night for the tour on Saturday. Or.....join us Saturday where the annual antique engine event will be happening at the museum.

More details will follow. Gary & Nancy Olney will be our hosts.

July 10th, Friday.

Ken Gypson has invited us back to the Bennington area for a Hemmings gathering and a low key tour. More details later.

August 7th, 8th & 9th....

The 63rd Annual Vermont Antique & Classic Car Meet in Waterbury. New this year, A larger NEAR race-car (New England Antique Racers) gathering and a new show class, SUVs.

Bob Chase & Duane Leach.

September 19th.....

Lets see what this Cars & Coffee group are all about! Vermont Cars & Coffee extended and a Burlington Tour. Plus other plans forming. John Malinowski and Charlie Thompson.

October.... The Gypson Tour

November.... The VAE Annual Meeting

December.... The VAE Holiday Party.
Charlie Thompson

VAE Board meetings... April 1st 6PM, July 1st. 6PM, October 7th. 6PM

The place is Cambridge Elementary School in Jeffersonville village. April & October will be in a classroom, July will be in a corner of the gym as the school will not be open.

Watch for John Lavalley's email messages for VAE reminders and the latest events.

Wheel Tracks Classifieds



Free to all Enthusiasts



For Sale.... Metal Chevrolet Signs. One sided, purchased at Hershey in the mid 1970's, VG condition, \$175/ea
Don at 860-872-9013 or
dtenerow@earthlink.net

**April
Bumper Sticker...**

Sorry,
For Driving so
close,
In front of you



For Sale..... Hanging Chrysler service department sign. Appr 28" long by 16" high, illuminated. New, appears never hung. \$250.00.
Will Dodge 802-345-5529
or vtfuryman@aol.com

For Sale..... 4 General Artic Max tires on rims. Will fit a 2012 Jeep Grand Cherokee. Apx. 1,000 miles on them still new! **265/60/18's**, #5 lug nut rims black in color, \$850. 802-244-8375 Or good66year@gmail.com

For Sale.....Barnfind! (Found it in my barn)
C4 automatic transmission from 1968 Ford Torino. Rebuilt in 1978 and removed not many miles later in 1978 after the car was wrecked. Could fit many Fords starting from 1964. \$150.00
Steve Skinner 802-249-1008 (Leave Message or Text)
snsminimansion@gmail.com

For Sale..... 1986 Land Rover Defender Model 90, in very good condition. 4cyl. Diesel engine, no frame or body rust. Lots of new parts, runs perfect, ready for the road. Asking \$16,500
Hank Baer 802-272-6933



More Wheel Tracks classifieds on page 13

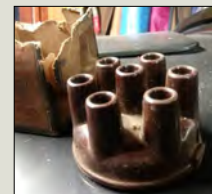
Wanted.... 4 Hood Latches for late 20s to early 30s Chevrolet.
Fred Spencer 802-496-2426

Take all, for a small donation to VAE Ed-Fund.....

8 Valves, in original box labeled RICH King Quality Valves, V958, .33" stem dia., 1.4" head dia., 5.42" stem-length

Gas cap with chain attached so you can't leave it at the pump. Would fit 2" filler pipe.

Distributor cap for 6 cyl., would fit a 2.5" ID body.
Charlie Thompson 807-878-2536.



Wanted.... An 18-foot closed car trailer in good condition. Gary Fiske, call 802-933-7780



For Sale... 1940 Buick Super Series 50 Sedan. Completely original. No rot anywhere! Never smoked in. Was used as chauffeur-driven transportation for its wealthy owners. New tires, brakes, tune-up, radiator, water pump and more. Original interior is in excellent condition, even the glove box and trunk lights still work! Running, registered and inspected through October 2020. Excellent condition. \$8500.00

Wanted..... Locking differential for 1970-1981 Camaro Z28 or Pontiac Trans Am, preferably with 3.42 or 3.73:1 ratio gears.
Please call Gary Nokes at 802-476-6097.

For Sale..... Original Book of interest to antique car enthusiasts! Obscure makes, made in USA, complete with photos. Local author. . See this site:

<https://www.blurb.com/b/9330002-six-and-a-score-obscure-american-autos-a-z>



For Sale..... 5 BF Goodrich Radial T/A 225/70R14, 1 new, 4 with 1000 miles, 3 years old, 10/32 of tread on the used ones, 11 on the new one. 300.00 takes all 5 located in Waterville, email
Charlie71rt@me.com



VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



This 1950 Dodge Power Wagon is still plowing snow.
Owned by Jack Bitter of Colchester, VT.



April 2020

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



"Kissin' Cousins"

Gael & Judy Boardman's 1918 G-48 Sportif Locomobile (left) and
Fred & BJ Gonet's 1908 Type E Locomobile (right)
had the same previous owner.

The only difference, the '18 came to the Boardman's in many more boxes than the
Gonet's. What beauties!
(sadly, Gael Boardman passed last summer)