

April 2021 VAE Year 68

Wheel Tracks

I am finally
running again!

Some say it
has been
sixty years.

Others say
closer to
85 years.

More on page 7



The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR PRESIDENT,
DUANE LEACH

The Covid 19 has been holding us hostage for more than a year now. With more people getting vaccinated now, I'm hoping the governor opens the state up, a little more, so things can be more normal.

Watch for updates from John Lavalley's emails. With warm weather coming soon it's time to dust our old rides off and get them out. If weather allows, it would be nice to get a tour going the end of April or the first part of May. We need to do something to get rid of the winter blues zoom-zoom.

I did have a good snowmobile season. I rode 1,800 miles on my newer one, not much covid out in the woods of VT. On one of my last rides I came across a Subaru wagon, stuck while turning around in the trail, a mile or more from the road. A young NY lady, following her GPS, was the unfortunate driver. I ended up pulling her out with my snowmobile and helping her get back to the road. My good deed for the day.

I hope we will all be back together soon. Please don't forget to wear your mask and wash your hands

Duane



Vermont Auto Enthusiasts Membership Application

Membership fee.....\$30 for yr.....\$50 for 2yrs.

Please make payment payable to:
VAE Secretary, Christina McCaffrey
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Burlington, VT 05401

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Cars	Maps	Memorabilia
Trucks	Posters	Antique clothing
Tractors	Match-box models	Post cards
Hit & miss engines	Tools	
One-lunger engines	Gas pumps	

What old things are you interested in? Circle some or all!

Check out our member vehicle list on our web site, vtauto.org. You will find hundreds there and most likely a model of the very first car you drove.

An online application can also be found at vtauto.org. We have some great fun in our car club and because we are a non-profit, we are able to help our communities in many ways. Education is one of our main focuses.



VAE Officers & Directors

Jan Sander-Chairwoman

802-644-5487 sander@pshift.com

Duane Leach - President

802-849-6174 dmlleachs@gmail.com

Gary Fiske- 1st. Vice

802-933-7780 gafiske@gmail.com

Mike Felix— 2nd Vice

845-656-7260 felixmike3@gmail.com

Don Pierce- Treasurer

802-879-3087 dwp@melodyelectric.com

PO Box 1064, Montpelier, VT. 05602

Charlie Thompson- Recording Secretary

802-878-2536 charlieandmarion@comcast.net

Tom McHugh 802-862-1733...Term ends 12/31/2020

Judy Boardman 802-899-2260...Term ends 12/31/2020

Dave Sander 802-434-8418... Term ends 12/31/2021

Education/ Outreach Committee

Ed Hilbert— Chair

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Don Pierce

Gary Olney

Nancy Olney

John Malinowski

Membership Secretary (Ex-Officio)

Christina McCaffrey

89 Ledge Road

Burlington VT 05401-4140

VAEmembership@gmail.com

marleyparis@aol.com

The Vermont Antique and Classic Car Meet

Co-Chairs

Bob Chase 802-253-4897

Duane Leach 802-849-6174

Wheel Tracks Editor Gary Fiske

802-933-7780

gafiske@gmail.com

2503 Duffy Hill Road

Enosburg Falls, Vermont 05450

Edi Fiske—Wheel Tracks proof-reader

Clark & Isabelle Wright- Burma Shave editors

Justin Perdue - Webmaster

Welcoming Committee

David Hillman

david.hillman@vtmednet.org

Wheel Tracks printer

Messenger Marketing, St. Albans, Vermont

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FROM YOUR EDITOR... GARY FISKE



You have to excuse me.....

I have been taking a few liberties with Wheel Tracks lately. Last month I featured a person, instead of a vehicle, on the front page. I can think of many others who deserve to be there, but I know I need to stick to "our" subject. I hope you approve. I did, really like how Fred Webster's story came out.

This month is closer to what Wheel Tracks should be, this time it is about a little neglected engine. I had fun putting it together, I hope you enjoy it.

A few years back, I became friends with an Australian gent because we are both interested in air-cooled Franklin automobiles. He has a '23 sedan and I have...well, some Franklins. He has a habit, in his emails, of writing a funny slang that takes days for me to catch on that he is being funny instead of weird. I get away telling him exactly that because we are "mates". His name is **Ron Dow** and he recently said something that included the term "pommy nutter". I asked him what that was all about and he said he was just "spitting a dummy".

So.... I have decided to change the "Words" column on page 6 for a few months into Aussie Slangs, so we all can be "corrupted". You need to watch that the words don't change your "nice personality". I spent a few years floating around the West Pacific on a Navy Destroyer in the 60s, and just about everywhere we went, there were Aussies! They nearly corrupted me with their beer drinking games like Dead Ants and The Dance of the Flaming Arsehole. Luckily, today, I am back to normal... PS...the above Aussie terms will be explained in the new column.

What events will our club have, when the snow goes away?

That is a question, As time goes by it will easier to answer, but not at the moment. People are getting their Covid shots, I had my 2nd one three days ago, and I know many other members are getting theirs also.

Mike Felix and I are in charge of arranging the club events this year. We have some tour ideas to elderly housings on the drawing board, we will pass that info on when we are ready. The tours will be following the latest Covid rules that the state requires.

There are many other events we would love to arrange, but need to follow the rules and not cause harm to anyone. That is our main concern.

As to the August show in Waterbury. The board and committees have met (via Zoom) and discussed all the possibilities, good and bad. We have settled on May 1st to have some sort of answer. Of course, our decisions mean nothing if we can not get the permits from the state. We all know, Vermont has handled the virus very well with minimal tragedies, so between our club officials and the state's advice, we will have the best logic and decisions that can be made.

Wheel Tracks, our webmaster and our email generator, John Lavallee will inform you, when we know.

And finally, I am always looking for new features for our front page.

If you have an idea of a good feature (and story), please let me know.

If you have a feature vehicle (and story), Please let me consider it.

**Membership
Only \$30**

\$50 for 2 years

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

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vaeinfo@gmail.com

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

Wheel Tracks

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in print and
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public, and for the
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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)

"What a difference a year makes".....from Nancy

It is hard to believe, but it has been a year since COVID-19 reared its ugly head and put us in lockdown.

Though I think it was around several months before that, we were made aware of it, and during that time of ignorant bliss, were totally naïve of the "train" that was speeding at us and what damage we were about to witness.

Even if I had been told what was coming, I do not think I would have had a clue how to prepare. I wonder if I would have 'stocked up' on toilet paper! Probably not! So, guess I for one, would be in the same spot I am now.

What a year it has been. Gary and I have not put more than 30 miles a week on my car. The year before, we put at least 500 miles a week going to our grandson's basketball games. I now try to shop once every week or week and half. Before, I would run to the store almost everyday for something. I tend to make lists now and plan for meals, so I do not run out or come up lacking when preparing meals.

I had picked up my mail when it struck my fancy but now I go about 4:00 in the afternoon when I am more apt to have the post office to myself, at that time of day.

"In the old days", the family gathered for holidays, birthdays and just plain gathered. This year is the year for Zoom. My daughters-in-law are good about setting that up. Last year I cooked, baked and cleaned for those get-togethers but this

year not so much. When I do cook or bake (no cleaning), I would fill my long-lost pie basket with a meal and leave it outside the door of a single friend of mine.

We were able to see everyone's face back then, and this year there is almost always a mask covering it. I remember over the years seeing people, mostly Asian, with masks and thinking how odd it looked and wondering if they were embarrassed to wear them. Gary, who spent 2 years in Japan, says that masks were worn out of respect for others, when the wearer had a cold or something, that might be given to someone else. Just a way of life for them. This year I must admit I have become a mask vigilante. I have not taken up telling people to put on a mask, but my eyes have!

I can hardly wait to be able to meet people and HUG them. I want to go out for breakfast where we used to go and meet friends and sit and talk, laugh and yes, HUG!

Dear Wheel Tracks,

The glass piece on my '41 was broken a number of years back and I had a hard time finding replacements. I have the original and found a local glass shop in Claremont, NH to cut a blank for me. I ended up locating a business in Underhill, VT where the owner does laser glass etching. He etched the lines on both sides of the piece and it looks brand new.

Not sure how many of our members need this particular piece or have some other etched glass on their cars, but Michael at Exactbuilt did a great job on this, so I've attached a photo to share with the members.

Thanks, **Gene Wescott**





Dave's Garage by Dave Sander



From Dave's guest this month, Don Tenerowicz

The Dymaxion car was designed by American inventor Buckminster Fuller during the Great Depression and featured prominently at Chicago's 1933/1934 World's Fair. Fuller built three experimental prototypes with naval architect Starling Burgess - using donated money, as well as a family inheritance. This was the ground-taxiing phase of a vehicle that might one day be designed to fly, land and drive.

The Dymaxion's aerodynamic bodywork was designed for increased fuel efficiency and top speed. Its platform featured a lightweight hinged chassis, rear-mounted V8 engine, front-wheel drive, and three wheels. With steering via its third wheel at the rear (capable of 90° steering lock), the vehicle could steer itself in a tight circle, often causing a sensation.



1938 Dymaxion

Fuller noted severe limitations in its handling, especially at high speed or in high wind, due to its rear-wheel steering (highly unsuitable for anything but low speeds). The limited understanding of the effects of lift and turbulence on automobile bodies in that era, allowing only trained staff to drive the car. Shortly after its launch, a prototype crashed after being hit by another car, killing the Dymaxion's driver. Subsequent investigations exonerated the prototype.

Despite courting publicity and the interest of auto manufacturers, Fuller used his inheritance to finish the second and third prototypes, selling all three, and dissolving Dymaxion Corporation. One of the three original prototypes survives, and two semi-faithful replicas have recently been constructed.

Editor's note..... Don Tenerowicz also sends *Wheel Tracks* the "Trivia Column" each month that appears on page 14. He recently sent this short message along with the photo to the right.....

"I am enjoying life after successful heart surgery. (I was) Transported by Sky Health from St Francis Hospital in Hartford CT to North Shore University Hospital in Manhasset, LI, NY."

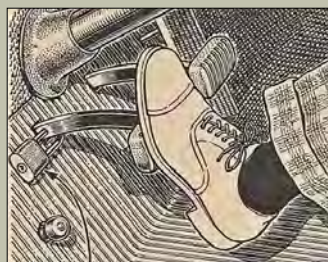
It has been a little while since he had his helicopter ride. He is doing fine today, like he says, he enjoys life a bit more now. It's a heck of a way of getting a ride on this big beautiful flying machine!!



Vapor Lock

Can often be cured by pouring cold water or soda pop on the fuel pump and line.

Driving with a half grapefruit or lemon on the top of the pump is another trick. The evaporating juices cool the fuel and the rind adds insulation.



Locking your clutch

pedal is an effective way of protecting your car from thieves. It is hard to saw off the lock if you drill the hole near the floor.



Aussie Verbage....

Pommy Nutter... An English immigrant with their red-cheeked pomegranate complexion.
Spitting A Dummy..... Saying something that you know will piss someone off.



A few chuckles from
VAEer, Buzz Stone....

Being a little, I am
fortunate to have
someone call and check on
me every day. He is from
India and is very
concerned about my car
warranty.

They say we can have gatherings up to 8 without
any issues. I don't know 8 people without issues.

We should train all Amazon delivery drivers to
give the vaccine. The whole population would be
immunized by Saturday.
Thursday if you've got Prime.

One great thing about wearing masks...
You can mouth the words "screw you" directly to
someone's face all day and they will never know.

We all know mirrors don't lie...
I am grateful they don't laugh.

They say every piece of chocolate you eat
shortens your life by two minutes.
I have done the math and I dies in 1537.

So...you have been eating hotdogs and
McChickens all your life, but don't want the
vaccine, because,
"you don't know what is it"?

The wife said:
"Here's \$20, get
the dog a jacket
and if there is any
left over, buy
yourself a beer."



VAE Tech-Tent 101.1

From Gary Fiske



Getting Unstuck

I am very sorry, but we will be leaving caster, camber and toe-in.
I know, I know, but it is time to move on.

**Lets look into a few ways of getting rusty and otherwise
stuck bolts, and nuts freed up.**

A while back, the club had a gathering at **Trevor Day's** shop in Colchester. He calls his business "**T Day's Performance and Repair**", and the business is located on Gonyeau Road. One of his specialties is rebuilding Power Stroke engines and to my surprise, the first thing they do is remove the body before going to work on the engine. They had just started on an older pickup truck that had quite a few years of winter salt and the rust to go with it. We watched them squirt something on the nuts and bolts, and in most cases, removed whatever they wanted to. A number of us went running to see what was in that squirt can. It was called **Wurth** and that is all that I use in my shop now. The Kroil, the Liquid Wrench and PB Blaster, the WD-40, and even my special mix of Marvel Mystery Oil and Acetone, are all now on my back-bench.

So, on with the my list.....

- ♦ If you squirt some penetrating oil onto something, sometime you can "drive-in" the oil by using some air from your compressor. Can't hurt, when you are desperate.
- ♦ Got a nut that will not cooperate? Heating the nut (but not the bolt) is the old standby. I like to start off with map-gas. It is handier and sometimes I get too enthusiastic with the Acetylene torch.
- ♦ Still will not turn? You know how the heat expanded the nut? Well you can use a product called Freeze-off on the bolt to shrink it a bit. Before these new freeze products were on the market, mechanics would use dry ice or the CO2 from a fire extinguisher.
- ♦ In most cases an impact wrench has it all over brute force, no matter how hard you pull on the wrench. I have had times, after working to free a nut for quite some time with a wrench, 2 or 3 impacts does the job.
- ♦ What does not help, but make you feel better, is a little cussing. I have used some Navy terms in the past only to find our neighbor lady behind me. She was looking for my wife.

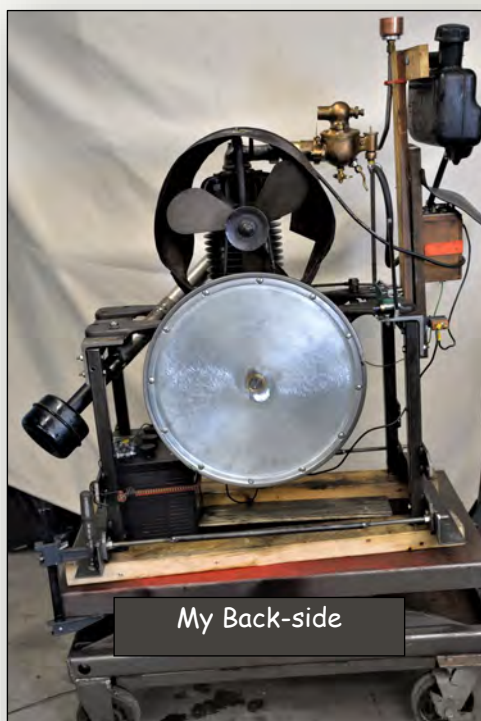
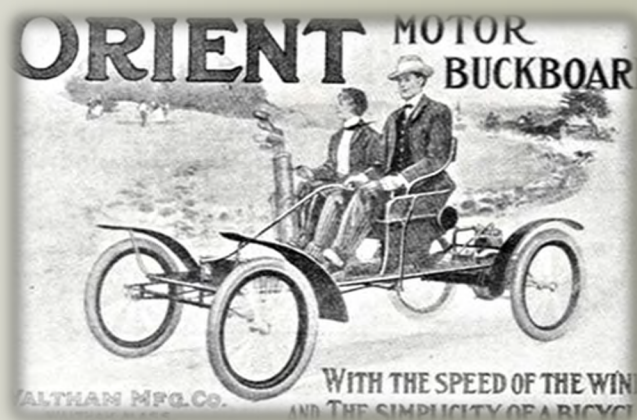
From front page.....

Good Morning.... I think this is called "first person", when it comes to writing style. Well, this a little different and I am calling it "first engine" and I will be telling you this story.

I was built in 1905, in Waltham, Massachusetts, one of around 2500 built from 1902 through 1907. I produce 4 HP and since I push only 525 pounds, I can go a fast of 35MPH.

My owner is **Gary and Nancy Olney** of Derby Line in northern Vermont. **Gary's dad, Harry**, found me in the 1950s, in a barn, in Antigonish, Nova Scotia. I spent many years in that barn with a Studebaker that was 6 years younger than me. My memories of the years before Mr. Olney found me, are very fuzzy.

I do know, I did not start out life on the 1906 body that is waiting for my installation in Gary's barn, because my exhaust is different from the '06s. Theirs point toward the right and mine shoots straight back. We know the body is a 1906, because of the controls. I also know I have not run in a long while, because I have found I had a very rough life in the old-days.



My Back-side

A while back, Mr. Olney made a deal with a restoration shop in East Fairfield, Vermont that is run by Mr. **Dennis Dodd**, and you would not believe what he found. My cylinder space that my one piston was in, was egg-shaped! That is the main reason, Mr. Dodd believes, I had not run, since at least the 1930s or 40s, because my compression could be nothing more than zero in this condition. When Mr. Dodd finished with me, I now have a compression of 84 pounds, not bad huh?

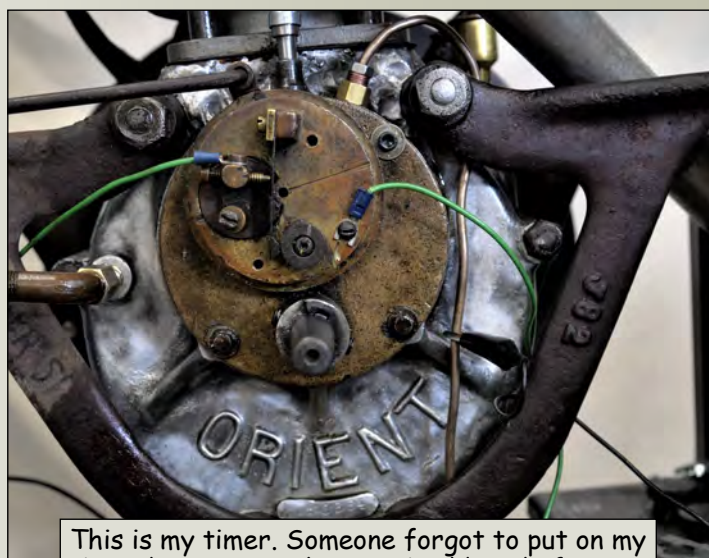
My connecting rod was twisted and bent, and my piston was broken into pieces. My exhaust valve was shot and the seat needed to be bored out completely and replaced. I am now sporting a Caterpillar valve with a brand new seat and feeling very macho! All of my bearings were bad and have been replaced with new ones made of bronze. It was scary, but a shop by the name of RPM, was able to bore the egg-shape out of my cylinder and Mr. Rick, at RPM, found a 1940s Dodge cylinder, and new rings that fits me perfectly. Mr. Dodd did have to rework the piston a bit. The skirt had to be cut off and the wrist pin needed to be relocated a little lower because the piston was not going up high enough.

My head was warped and that got fixed. I have two balanced flywheels and guess what...I was way out of balance and my main pins were toast. After some mill work and some time in a special jig made just for me, my balance is now perfect. I have a brand new push rod so the fuel and exhaust can work the way they are supposed to. And, speaking about fuel, my old carburetor is now in a box. It never worked good even when it was new and after many hours, Mr. Dodd decided to put on a really nice Schebler carb, I now purr like a kitten.

Mr. Dodd balanced the face of my transmission real nice. Someone had repaired the disc at one time and made me jump a lot when I was going down the road. About the only thing I had going for me was my timer. A little cleaning and adjusting, and it was ready to go!

There is a story from my fuzzy past, when a jeweler in Nova Scotia owned me. They say he was a very pious man, but would use lots of swear words while getting me started. I had lots of problems even back then. All I need today is a tickle on my new carburetor and a half turn of the crank, and I am ready to go to work

I would like to thank **Gary Olney** for sending me to the shop, and his wife **Nancy** for her patience (not with me, but with her husband). **Mr. Rick Paya** at RPM for his professional attention and **Mr. Dodd** for his not giving up on me. A gent by the name of **Skip Minor** was also at the other end of the phone line many times when Mr. Dodd had trouble figuring me out. Skip is a master at motor cycle engines and that is basically what I am. I will see you in the movies.



This is my timer. Someone forgot to put on my brand new cover that Mr. Dodd made from a big block of aluminum.



Edi Fiske

The Roadside Diner

Maple Apple Pecan Dream with Maple Glaze



*2 cups chopped apples
*1 tsp baking soda
*1/2 tsp salt
*1 tsp cinnamon
*1/2 tsp nutmeg
*1 tsp baking powder
*1 cup white sugar

*3/4 cup maple syrup
*2 eggs
*1/2 cup vegetable oil
*1/2 cup chopped pecans and 1/2 cup
for topping
*2 1/2 cups flour

Combine eggs, oil, and maple syrup. Add remaining ingredients and stir well. Pour into greased bundt pan. Sprinkle with chopped pecans. Bake 350 degrees 45 minutes.

MAPLE GLAZE

1 1/2 cups confectionery sugar, 1/2 cup maple syrup, 1tbls water.
Mix well and drizzle over warm cake.



"Remember When".... with Chris Barbieri



If you are old enough to remember the 1950's you probably remember the cars of the 50's.

Over a ten year span most cars went from being rather frumpy to incredibly exciting.

There were tri colors, a V-8 horsepower race, tail fins galore, wild designs, bucket seats, superchargers and even fuel injection. Wow!

The Big Three, General Motors, Ford and Chrysler, were aggressively pouring millions into design, drive trains and numerous model choices.

As exciting as the decade was, there is also a downside.

Most independent manufacturers struggled to keep up. We lost many car brands during the 1950's, some with long histories such as Packard, Hudson, and Nash. Added to the losses were Kaiser, Fraser, Crosley and Willys. But, especially Packard, an iconic brand that reached back to its beginnings in 1899.

Packard's demise was not pretty. In order to survive, at least for a while, Studebaker and Packard both losing sales merged to create Studebaker - Packard Corp. in 1954. Packard's finances were still good, Studebakers were not.

Studebaker-Packard introduces the new age of functional elegance!



PACKARD CLIPPER, Supercharged for '57

functional and elegant—here's where the best of two automotive worlds meet—the best of the fun-to-be-driving feeling you get from nimble cars with their dashing performance and easy handling...the best of the luxury, comfort, elegance you find in the finest of fine cars...this is the new Packard Clipper—with a built-in supercharger—and it's considerably priced to drive it, at your Studebaker-Packard Dealer's now!



Studebaker-Packard CORPORATION
Where pride of Workmanship comes first!

It's a long story but plans for the big traditional Packard models that were scheduled for 1957 and '58 were scrapped. Instead badge engineered Studebaker models with an added supercharger were gussied up here and there and sold as Packards.

It didn't work.

The last Packard rolled off the assembly line in July of 1958.

This full page ad for the 1957 Packard Clipper appeared in the Feb. 2, 1957 Saturday Evening Post. A quick glance signals the Packard's Studebaker underpinnings.

The ad extols the Clipper as being functional, elegant, adding dashing performance, easy handling, and elegance you find in the finest of fine cars. 1957 and '58 Packards are rare sights these days. The station wagon and Hawk are exceeding rare.



Have you ever heard about Hydrogen being a great fuel for vehicles? There is no pollution left behind, only a mist of water. The problem with Hydrogen is the storage, and the amount you need, adds lots of weight to your car.

There is a gent in Germany who thinks he might have the answer. He is developing a goop that he calls "powerpaste". The powerpaste is made of magnesium hydride and it seems you can drip water on the compound and hydrogen is produced, on demand. The only other byproduct is magnesium hydroxide....which is milk of magnesia. He believes battery powered cars will be way ahead of him before he can develop his powerpaste, but thinks light-weight material will be perfect for the drone and motor scooter market.

I can't tell you his name yet, but a gentleman read, in Wheel Tracks (at his local library), that we were looking for places to visit and invited our club. He and his wife have spent 56 years filling three barns "with stuff", and he wouldn't mind showing us. Here is some of his list. 80 gas pumps, lots of tin oil cans and pails, Coke and Pepsi stuff, over 100 coke, Pepsi, candy and cigarette machines, lots of vehicle sale literature, a couple of hundred telephones, old flat irons, lawn sprinklers, and on for another 30 categories. And, that are just a few of the total. The 2 club vice chairs definitely have these folks on our list for our future non-Covid days.

Speaking of non-VAE member hearing about our club, Wheel Tracks received an email from Australia recently from a fellow Franklin car enthusiast. This gent and a friend had restored a Franklin in 1954 and wanted to tell us about it. His name is Roland Churches and he lives in Beecroft, New South Wales.

You should also check out the comments we get on our website. The Model F Ford, the Chevy Impala, the Ford 9N, and Peveril Peake have all attracted attention.

If you don't believe in the mysteries of our old car hobby, you will after reading this next item. There was a long-time VAEer by the name of Steve Dana and he had a Kissle automobile, along with many other great vehicles over his life time. Steve died a few months ago. The last we heard about the Kissle, was a couple of years ago. A 3rd hand story circulated that the Kissle was heading to Florida and Steve was going to put it in his living room. Steve, then, had been ill for some time. So, whenever club members gathered, you will hear someone ask about Steve's Kissle.

Two days ago, Wheel Tracks received an email from **Gunner Geijer** of Sweden asking the same question, plus a Daniels Eight that Steve once owned.

Then.....a phone call came in from a gent who reads Wheel Tracks at the local library in Brookline, Vermont. **Tim Newell** told Wheel Tracks that he could get news of the Kissle because Steve's sister lives nearby. We can't wait! Amazing Huh?

If a new member joins the club, names from the past will continually pop up just like the names of old cars. Names with wonderful stories to go with them, that you will never forget. Pevy Peake, Rod Rice, Adrian West, Al Ward, Les Skinner, Gail Boardman....and on, including Steve Dana. They have passed away and you never met them, BUT, they become your personal friends, and you will repeat the stories to your friends. That is the mystery of these old cars, the people who had them.



We have just been given some great news from Vermont Skills USA. Skill USA advisor, **Celine Champine** has told us they will be going forward this year with a virtual hybrid format of the competition. It will be impossible to have the auto related competitions the VAE usually sponsor, but the **Motorcycle** and **Diesel** category will happen, AND the VAE will be a sponsor for them. Skills USA is a wonderful program for our Vermont career centers. Our students are exposed to some competition that is "right down their alley" where they get to shine. The program's recognition of their skills is 100%, in line with our club's educational mandate.

Enosburg residents, John and Christine Reighley, had been smelling something odd the last few times he had his tractor out to plow snow. Then one day, when the tractor had been put away until the next

snow fall, they heard an explosion in their garage. They could find no source of the noise, until John needed the tractor next.

He found the source of the explosion was the tractor's battery (pictured right). It seems the alternator was unable to regulate the power to the battery and was shooting current to the battery, even though it did not need more. John found quite a mess in the engine compartment and a charred piece of plywood under the blown-out battery.

Another neighbor also had a battery problem in his side-by-side 4-wheeler.

The insurance adjuster said they are known for this. When they happened to look out the window at three o'clock in the morning, they found their garage in flames. There was a total loss of vehicles and supplies for his electrical business.

It might be a great time to install that shot-off battery switch in your old vehicles...and use it.

This will not fix all bad situations, but will fix some of them.





Wheel Tracks Academy



What's In Your Tank?

From Wendell Noble

One of the most frequently sought pieces of information when driving your car is the amount of gas in your tank.

For want of that information, I have had to get and walk more than once. Of course a shortage of money was also a contributing factor.



The most primitive but surest way to find out was the only way in the earliest cars. That was to take the cap off and look. Sticking some sort of wooden dip stick into the tank provided a more quantitative answer. The model A Ford had the tank mounted right in front of the instrument panel so a mechanical float gauge in the tank could be read from the driver's seat, with some practice and physical contortion.

Other cars of the '20s had a mechanical float gauge in the tank at the rear of the car so you could at least read it while filling the tank. The early Volkswagens came up with an extremely reliable system. One would simply drive until the car ran out of gas and then switch over to an auxiliary tank to get to a filling station.

Electrical gauges, as we know them today, came into use in the '30s. They use a variable electrical resistor driven by a float in the tank which is connected by a wire to an electrical gauge in the instrument panel. As the float moves up or down, a sliding contact moves along the coils of a wire wound resistor. This regulates the amount of electrical current which can flow through the wire to the gauge. The gauge is really an ammeter calibrated in fractions of the tank volume. I suspect that people may have been a little bit nervous about having electrical wires in the gas tank, but it works safely enough. The earliest car I have with this type of gauge is my 1930 Chrysler.

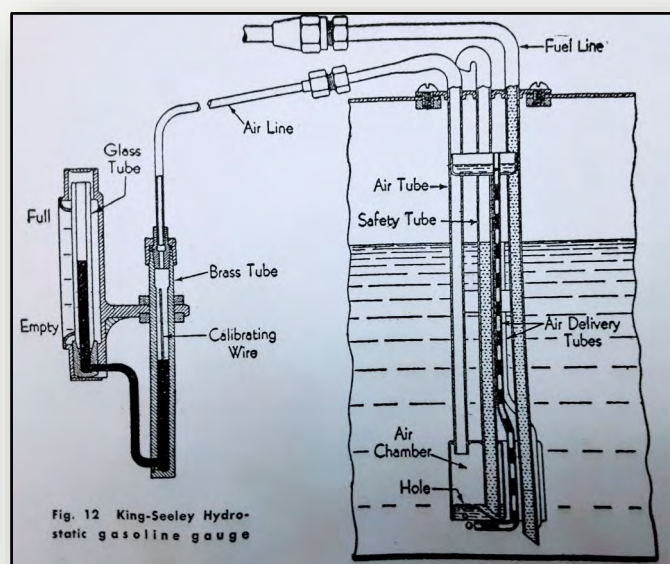
The oddest and most complicated system was the King-Seeley Telegage. It was used mostly in more expensive cars in the U.S and U.K. like Pierce Arrow, Lincoln, Rolls-Royce and Lotus. It was also used in Fords from 1932 - 1935. The read-out in the instrument panel is a "U" shaped glass tube filled with a red liquid which rises and falls according to the fuel level in the tank. The makeup of the red liquid was a "secret sauce" known only to the manufacturer.

It had to be clearly visible and not evaporate or freeze under normal conditions. One end of this sight tube was open to the atmosphere, to allow the liquid level to rise, and fall with a change in pressure at the other end.

This other end was connected to a unit in the gas tank by a fine (0.75" OD and .033" ID) copper tube. The copper tube serves to transmit the pressure at the bottom of the gas tank to the instrument panel sight tube. The tube ends in an air chamber near the bottom of the tank. The pressure in the air chamber is equal to that of the gas surrounding it. The greater the "head" pressure at the bottom of the tank, the higher the red liquid rises in the glass sight tube. That's the simple explanation of how it works.

As you can see from the diagram below, there are other details such as a safety tube venting the tank unit to the atmosphere and a mechanism with air supply tubes to maintain the amount of air in the air chamber.

The hardest thing to explain, is why a system as complex and difficult to maintain, as this was still in use once the simple and reliable electrical systems that we use today were available. Maybe the Brits were waiting for Lucas to come up with an electrical gauge system that was as unreliable as the Telegage.





"My First Car Stories"

I am on the look-out for "First Car Stories"
Call me...802-878-2536 or email... charlieandmarion@comcast.net
Thanks, Charlie Thompson



My First Car from Rob Mann

It was 1983 and I was 19.

My father was drafted during the Korean war but got lucky and was sent to postwar Germany, creating a lifelong affection for affordable German cars i.e., VW.

He had the incredibly good fortune to find a Horch in 1952 (predecessor to the Audi), a barn find vehicle previously used as a German Officer staff car. He and 3 GI buddies bought and enjoyed it until one of them totaled it after a late-night party. Sigh.

So, I grew up with VWs, Mom had Beetles and Dad had a variety, one being a 412-model plagued with mechanical issues. He didn't care at all for large Detroit iron, finding it wasteful and unnecessary. My entry into driving was a bare bones 4 speed manual 1980 VW Rabbit which was admittedly fun and saw a lot of use.

As I finished freshman year at college, the idea of having my own car became important, overwhelmingly so after finding a classified ad, for a 1974 2door Nova Custom 350 auto with only 15,000 miles. Funds were insufficient and Dad's approval was not there, so I used my only weapon - incessant lobbying (nagging, pleading, deal making) the likes of which my parents had never seen before. Perhaps this was an omen to my future career in sales.

Two weeks of this, plus selling my skis and coin collection finally yielded success! I was now the flat-broke, proud owner of a great car whose rear tires (snows, and we lived in Virginia at the time) had lots of copper wires poking through the sidewalls.

Within two months of going back to school (UVA) the Nova had been in two accidents. One where the front bumper, AC condenser, and hood was dented by rear-ending someone while watching coeds walking on the sidewalk. The other when the transmission slipped out of park and rolled backward over an embankment into a tree. I had gone up a rough dirt road and mildly hit something underneath. Leaping out to investigate without adequately setting the parking brake created a situation where I jumped headfirst into the open window to attempt to press the brakes with

my hands, while my other half was sticking out. Hard to do when rolling and bumping a bit. At least I didn't get hurt, but the rear bumper now angled upward towards the lights on the passenger side.

The necessary functional repairs were made relatively cheaply, and the car served me well through college, including an abusive year or two in the pizza delivery business. My graduation gift was a much-needed tranny rebuild and new lifters/camshaft for the engine. The car had about 80,000 miles on it by this time.

It was fun to drive, even without AC, and during college I swapped the 2bbl for a Quadrajet and single exhaust for duals. Like a semi-delinquent typical of the times, ET slot mags, larger tires, and rear air shocks became part of the picture as well.

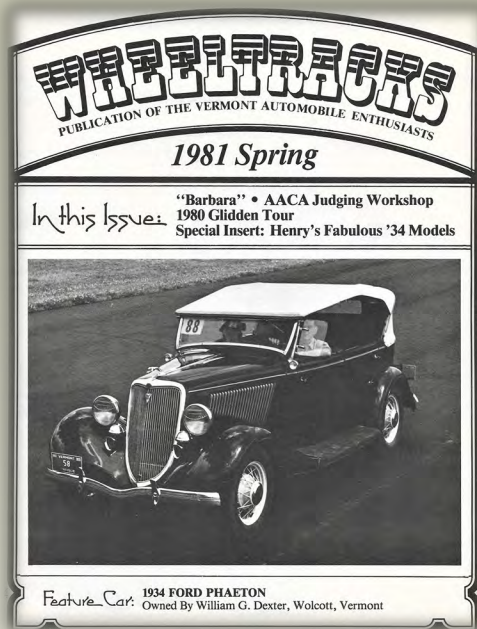


Has anyone seen those metal gas-station posts which are meant to protect gas pumps but instead damage fenders? They accomplish this by being SHORTER than the window height of the vehicle, so that if you back up and turn the wheel you crunch the fender. Yup, I nailed both sides, but cosmetic bodywork was just not deemed affordable, so I ignored it. To the subjective mind the car looked better than these revelations lead one to believe. I think all of you understand that.

After school I moved to Maine, where the car continued to do its job well. My wife of 29 years and I had our first date using that car, and fortunately she didn't hold it against me. But now it was 1990, and although undercoated, the salt was beginning to take a foothold. That, plus the fact that a new job provided a company car, found me selling the beginning of my Nova history to a local 19-year-old, who loved the feel and sound of that 350. It still rode well at 110,000 miles and the higher quality interior had held up better than expected.

Since then, I've owned many Nova's/Chevy II's: 62-4dr, 63 SS convertible, 67-4dr, 71-4dr, 73 SS 4spd, 75-2dr custom, 78-2dr and 4 dr. The '78 2 door was my wife's uncles and we still own that and the '67. The power of my first car being a Nova caused us, at one point, to have 5 of them on the property at one time. Boy do I have an understanding wife! But that plus two boys were more complications than needed, and there are other hobbies and interests as well. Two is enough for now.

My second car, bought while in Maine, was a concomitantly owned 1973 Toyota Landcruiser FJ40, but that is another story...



From the Spring Wheel Tracks of 1981
Al Ward contributed this poem by the name of....

“Antique CAR-OSIS”

Are you a victim of this dreaded disease
A symptom of which is a starry-eye wheeze
Whenever an old car passes by
Do you come to a halt and give it the eye.

Are you a subscriber to an old car book
And whenever it's late are you really shook
Do you also belong to a car club or two
Which your wife approves of, just for something to do

Are the towels in your bathroom finger printed and black
When your wife sees them, does she give you some flack
And the benches in your garage all strewn with litter
Which makes others in your household sometimes quite bitter

Are your eyes sore and bloodshot
From searching for that long lost part
Do your friends think you're somewhat strange at times and really not too smart
When they see you driving down the street in a Stude, Franklin or Cord
Do you wonder what runs through their minds, because they just look bored

Are your knuckles all skinned and your finger nails broken
From searching at flea markets for parts or just some old token
When you ask about old number plates, manuals and such
Do people just shrug their shoulders and think, well, he's out of touch

Have you made the trek to Atlantic City, Carlisle and Hershey too
If you have my friend, I'm sorry, there's just nothing one can do
You've fallen victim to that dreaded disease from which there is no cure
So just relax, enjoy yourself, you've got it now for sure

If the answer to some of these questions rings a bell for you
Be prepared to take your medicine as other have done too
The remedy is to buy another old car, that seems to be the cure
At least it helps to ease the pain on this I'm very sure

And now my friends, I must admit I've had this plague some time
It's robbed me of many material things and taken my last dime
Be like me, enjoy yourself, join in all the fun
Take your trusted old car out and give it a run

ALFIE - the victim



Letters TO THE Editor

Dear Wheel Tracks,

I saw the write up about Cushman's in the latest issue. In 1960 my Dad was stationed at Maxwell AFB in Montgomery, AL. At the time you only needed to be 14 to ride a scooter. I saved up and bought a 1946 Cushman Husky and a rare 1952 Vespa with bicycle handlebars. Wish I still had them.

Here's my Dad and brother on the Cushman (right).

Pat Moore

Pat & Penny's Travel Channel



Hello Wheel Tracks,

Thank you very much for sending me your letter and copies of Wheel Tracks. I am a new member of the National Plymouth Club but they have no chapters in Vermont. It was great to hear from a fellow Mopar guy about Wheel Tracks and the fact that there are 60 Plymouths in the club!

I have mailed in my subscription dues for 2021 and look forward to becoming a member and meeting you and other club members.

I dreamed of owning a 1960's Mopar convertible for over 20 years and finally was able to purchase this 67 Belvedere convertible from a long term owner in Florida. Unfortunately when the car arrived from the transport company the engine would barely run and we had it transported to Quintin Brothers in Williston. Long story short, the previous owner recently had a new carburetor and intake manifold installed and the idiot mechanic put a rag in the engine when the carb was removed and forgot to take it out before the new one was installed which resulted in major damage to most of the 440 engine components. We just got it back from Quintin Brothers after a full engine rebuild as well as many other parts repaired/replaced as needed. We also upgraded to power steering and disc brakes in the front to make it easier for Angel and I to drive.

We look forward to cruising this summer and look forward to meeting you when this terrible Covid virus is behind us.

Please let me know what you have for a classic car!

Sincerely,

Jeff and Angel Vos

St Albans, VT



Wheel Tracks asked VAEer, Hank Bear what his current project is. Hank replied with this picture to the right and a note... "Working on a 1984 M1009 Military Blazer Should have it ready next month."



*Dear Wheel Tracks,
This might be something the club might want to consider for live meetings... (pictured left).*

Gene & Gina Wescott

S. Reading, VT



VAE Trivia from Don Tenerowicz

The 1955 Chevrolet

From the Basement Archives, January 1955 edition of Hot Rod and Motor Trend.

Both of these magazines had articles on the 1955 Chevrolet and the newly introduced 265 CI V-8 with 162 HP. **Quote:** "This engine represents the first V8 Chevrolet has produced in 36 years. Whatever was wrong with the 1917 through 1919 models must have scared the wits out of the engineering and management staffs because they have steadfastly refused to build anything but fours (through 1928) and sixes until this year." Soon to become a 283 CI engine in 1957 with up to 283 HP for the FI version. OHV V-8 was a major departure for Chevrolet having introduced the 194 CI, 50hp, 6 cyl in 1929, with the largest 6 cyl engines for autos being a 292 CI for 165 HP, ending in 1988. Ford had introduced their OHV V8 Y-block in 1954 with 239 CI, same CI as the flathead V-8, with an increase of HP from 110 to 130.



Advertisements in the 1955 Hot Rod magazine included Belond dual exhaust systems for Chevrolet and Pontiac, Split Manifold kits for Chev 6 cyl, Studebaker headers, Hi-Compression Head Gaskets @ \$4.95/pr, Iskenderian, Herbert and Weiland parts, Sumar lap only seat belts @ \$16.95/pr, fiberglass and steel packed mufflers, etc.

Sgt Joe Friday and Officer Frank Smith of Dragnet fame were featured on the cover along with a 4 page article: "The Big Rod "....." " The driver of the car had escaped into the city. We had to try to find him...." Remember the Dragnet opening dialogue and music.

The Motor Trend 1955 Chevrolet 5 page article written by Walt Woron was an overall appraisal that included a 1,241 mile road test. The test vehicle being a mid-level model Two-Ten 4 door sedan with a 2 barrel carburetor, V8 and Powerglide transmission, provided without an explanation by the Chevrolet Zone Office in Detroit. Low end being the One-Fifty and the high end being the Bel-Air. Unknown is the reasoning for using the numerical designation for two models. Following the numerical naming convention of the mid and lower end models at the high end would have probably been vetoed by the Chevrolet Marketing Dept.

The Editorial in the same edition had the following comment: " We lived with the new (1955) Chevrolet in Detroit for 10 days, driving it on city streets, over Michigan's highway, on dirt backroads. **"We tested it under all conditions-in sunny weather, in rainstorms, in snow."** In reference to Motor Trend's policy of a complete road test, not just a cursory review along with data and impressions provided by the manufacturer. The summary statement at the end of the article "our praise is so high and our criticisms so minor that we find it hard to believe it's a descendant of previous Chevrolets." Chevrolet must have been pleased with the 1955 Chevrolet being on the front cover of the magazine.

Does the VAE only relate to old-timers with old cars? On Friday, February 19, 2021, VAE's Education and Outreach Committee presented a Zoom program to a group of Girl Scouts, Grades 9 and 10, from New Hampshire to California!



The Scout Automotive Engineering Badge

Originally, our plan was to have a booth at their G.I.R.L. convention in Burlington last year, with an antique car, vintage clothing, and other displays for the Scouts. Unfortunately, the Covid-19 pandemic prevented this gathering. Instead, we decided we could meet virtually

Devin O'Hara gathered her girls "virtually" with three VAEers, (Wendell Noble, Charlie Thompson, and Ed Hilbert) at Wendell's garage. Devon introduced us and the girls gave their names and locations. Through the modern technology of ZOOM, the girls examined Wendell's 1929 Plymouth Sedan, Judy Boardman's 1929 Chevrolet Roadster, and Charlie's 2012 Toyota Camry (to provide a contrasting newer car. Wendell and Ed did most of the presentation as Charlie used his cell phone as the camera. We explained why some newer car parts have

names originating with early cars. The girls asked a few questions which we answered for them. When we finished, we were pleased to find our meeting had lasted a very enjoyable hour.

A really nice surprise for us was when one of the New Hampshire girls told us early on that she likes antique cars and wants to get one someday. Of course, we encouraged her and invited her to join the VAE!

There are badges for auto design, engineering and manufacturing for three levels of scouts, the Daisies, the Brownies and the Junior.

We are all hoping this is the beginning of a fun VAE program with the Girl Scouts.



Wheel Tracks Classifieds



Free to all Enthusiasts

For Sale..... Dual ignition distributor system.

Leece-Neville unit in very good original condition. Could be used to replace a 2-spark magneto. Similar in design to the dual Delco system. Asking \$250. Fred Gonet 802-226-7844



April Bumper Sticker...

Save a cow.
Eat a Vegetarian.

For Sale.... Flea market goodies not offered for sale before; 30's Packard parts, mechanical and body & 25 Studebaker parts. Hudson, 1947 Super 8 with 24,000 miles, stored many years in my barn, useable upholstery and paint, straight and complete. \$6000. Call Roy Martin 802 862 6374.

For Sale.... Set of Mustang Cobra SVT prestige sales catalogs

1993-2003 Cobra except no 2002; 10 in total. Excellent condition and very deluxe. All 10 for \$90 plus shipping. Also have F150 SVT Lightning, SVT Contour, SVT Focus.

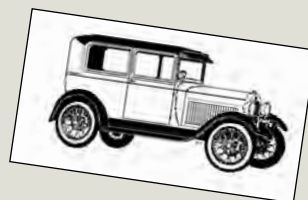
Also... Set of Rolls Royce sales catalogs 2004-2014 various Phantom, Ghost, Coupe, Wraith, Concepts. Most are hardcover books, some with 100+ pages. 10 hard-cover books for \$250 (sell at \$35 to \$100 each on eBay).

Call or e-mail for details. John at jemerson@middlebury.edu or 802-388-7826



For Sale.... I have model A Ford parts to sell:

- *10 Wheels ('28 - '29) plus old but low mileage tires
 - *2 Radiators ('28 - '29)
 - *1 Radiator ('30 - '31)
 - *Bumpers
 - *Front and rear fiberglass fenders
 - *Various engine parts eg. water pump, fan blades, manifolds etc.
- Wendell Noble (802) 893-2232; wnoble@myfairpoint.net



For Sale.... Complete dealer installed Frigiking AC system plus manual just removed from a '66 Volvo Amazon \$100.

Also...A pair of tubular running boards off a 2005 Toyota Tundra extra cab, good condition \$65
Warren Fageley 802-897-5054 or yelegaf2@shoreham.net

For Sale.... I have a collection of WWII books, maps and literature from my brother's estate that I never inventoried or arrived at a dollar value. As a first step, if anyone is a WWII memorabilia collector, I could either inventory (might take awhile) or organize for viewing in Ellington CT 06029. Contact Don @ 860-872-9013, dtenerow@earthlink.net

There is also a collection of 1940 Chevrolet literature from my brother's estate. Call if interested



Free... I would be happy to give these to one of our flea-marketers to add to their inventory if anyone would like them. Distributor cap (non-Whippet), gas cap with tether chain, and 6 new valves. 802-878-2536. Thanks. Charlie Thompson



Lloyd's Word "Neologisms"

Frisbeetarianism: (n), The belief that, when you die, your soul flies up onto the roof and gets stuck there.

Bozone: (n), The substance surrounding stupid people that stops bright ideas from penetrating. The bozone layer, unfortunately, shows little sign of breaking down in the near future.

Sarchasm: (n), The gulf between the author of sarcastic wit and the person who doesn't get it.

Inoculatte: (v), To take coffee intravenously, when you are running late.

Karmageddon: (n) it's like, when everybody is sending off all these really bad vibes, right? And then, the earth explodes and it's like, a serious bummer.

Glibido: (v), All talk and no action.

Arachnoleptic fit: (n), The frantic dance performed just after you have accidentally walked through a spider web.

Caterpallor:(n), The color you turn after finding half a grub in the fruit you are eating.

Cashtration: (n), The act of buying a house, which renders the buyer financially impotent for an indefinite period.

The winner is.....

Ignoramus: (n), A person who is both stupid and an asshole.

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

marleyparis@aol.com



**1955 Packard Four Hundred
Amos Roleau owner**

**Bought for \$400 in 1961 in Marysville, Kansas
while a freshman at KSU**



April 2021

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



**We need some help with a name. We know the Buick driver is Harry Laughy, but can
you help us with the street rod driver?**

**From Harry's facial expression, it looks like a large bet has just been
placed for a race down route 15 to Hardwick.**