

August 2020 Year 67 #8

Wheel Tracks



This is a test... is Fred Gonet's automobile, pictured here, really, a Chrysler or is someone playing a joke on us, and it is really a Maxwell?

Answer... in 1925, this exact model would have had a Maxwell badge on its hood.

That same year, Chrysler bought out Maxwell, named this car the Model 25 and in 1926, slapped the Chrysler badge on it.

More on page 7



The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR PRESIDENT,
DUANE LEACH

Hi Everyone,

I hope everyone is finding reasons to get there old rides out with most events being canceled, the weather has been good.

The club directors were able to hold a meeting, that was not Zoom, and that was great. Thanks to Judy Boardman for hosting us. There was a lot of talk about the best way's to move the club forward with so

much being canceled this year and what we need to be planning for next year.

August 8th (this year) we will be doing our fun **social distancing-driving - event**, call it what you want. We will be meeting in the Big Lots parking lot next to McDonalds at the Morrisville plaza, Morrisville. Trailer parking will be available near by. We will try to leave the lot at 12:30 for a trip down RT 100, through Stowe and Waterbury village ending up on Farr field.

Please join us with your old ride and help us remind everyone, the VAE is still around.

Also, invite your old car friends (members and non-members) to join us. The more cars the more fun it will be.

Everyone who attends might receive something special.

Don't forget to wash your hands and wear your mask.



Save August 8th for a Special VAE Day

The VAE Social-Distance-Driving Event

We will meet in Morrisville at Big Lots parking lot on August 8th and be leaving on our driving event at 12:30PM.

Big Lots is next to McDonalds, not far from the traffic circle.

Our planned route will be south on Rt 100, through Stowe and Waterbury villages and ending at Farr Field.

Our leader will keep us going in the right direction.

Dust off your old car and meet us there.

If you know other old car clubs or non-VAE members with old-car, please invite them. It will be fun.

Save August 8th for a Special VAE Day



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 1956 Walter Jones
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 1958 Lloyd Davis
 1959 James Mc Gafflin
 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
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 1978 Richard Turner
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 1980 Al Ward
 1981 Russ Snow
 1982 John F. Gray
 1983 Mike Hayden
 1984 Bob Groves
 1985 Dave Gonyon
 1986 Peter Crosby
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 1988 Tom MacLay
 1989 Tom McHugh
 1990 Bill Dexter
 1991 Avery Hall
 1992 Jan Sander
 1993 Bob Jones
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 1995 Frank Mazur
 1996 Don Rayta
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 2001 Fred Cook
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 2011 Wendell Noble
 2012 Dave Sander
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 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



As Duane mentioned in his Prez's message, we had an in-person board meeting a few days ago. Zoom meetings are surprisingly OK, but there is nothing like a real people get-together. It is, however, a bit difficult knowing if someone is serious or not, hiding behind their masks.

One decision that was made at the meeting, is to present the same slate of officers and directors, that we have in place this year (2020), to you for the year 2021. It is undecided how we will get all of you to agree or disagree in our proposal, as there will most likely be no annual meeting. One way is to simply ask for your responses (votes) via snail-mail and email by a particular date in November. There will be an announcement in Wheel Tracks by John Lavallee later on.

I had a "teaching moment" from **Judy Boardman's Softer Side** column this month. One of her questions is, what to do with her hundreds of old family photographs.



I happened to be working with an old-pictures dilemma myself. One of my daughters lost all of her early photos in a house fire and my second daughter and I want to put an album together for an upcoming birthday. I have an album that goes way back, but duplicating it seems like a pain. So, we have a plan, **thank you Judy**. I will be adding some notes to the back on many of the photos, then I will send the album on to Daughter #1, who will be adding her notes. Then the BD girl will get the album with instructions to add her notes. The album then will become "common property". I can't wait to see how far fetched and historically inaccurate their notes are!! I have always taught my daughters that father knows best, especially when it comes to history. But something happen, that I don't quite understand. At some point in the past 20 years, they are the ones, who "Know Best". You can not believe what those three lower rungs, of the ladder, has done to me.



Page 4... Judy asks, what do I do with all these photos?

Page 5... Could Wheel Tracks start a column on our post-card collection?

Page 6... Maybe, a cure for those oil drips under our old cars.

Page 8.... Chris Barbieri's "What is it about Marvel Mystery Oil?"

Page 10... Wendell solves the Pot-Metal puzzle...maybe.

Page 11... Charlie finds Mike Felix's 1st. Car is a V-dub.

Page 16... Hank Bear's Gun-tractor.

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usually be found
there, around the 25th
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Wheel Tracks
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public, and for the
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"The Softer Side"

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

"What to do with all these photos.....from Judy

Thinking back on the winter chores that I didn't get done, one thing that is always on my list is 'photos'.

I went through boxes of greeting cards, birthday cards and Christmas cards that seem to have accumulated in the desk.

Does anyone else save cards for thirty years or more? In a weak moment I discarded cards from people I don't even remember, Christmas cards that go back to the time when people sent cards to everyone, even people you saw almost on a daily basis. That was when postage stamps were only a few cents. I did save those special cards that the kids made when they were little, the cards Gael made with the funny little poems in them, cards from the grandparents who are no longer with us. The kids will have to go through them next.

How about calendars. I saved calendars for thirty years or more. I'm not sure why, but there have been times when I couldn't remember someone's birth date and would look it up on a calendar in my stack.

But back to 'photos'. If your house is like ours, you might have pictures from your grandparents, your parents, your in-law's, not to mention all the photos of your immediate family, starting with your early days of marriage and then the kids, animals, etc.

Here, at our house, we have an additional category....old cars and equipment. These go back to the days of the Brownie

camera with the film that would be taken to the store and a week later you would go back and pick up the photos.



Gael wasn't too keen on having his picture taken, as many of you know, but he loved to take pictures of old stuff.

I came upon stacks of photos of trips to auto museums, automobile meets, various auto trips, Gael's collection of things here at home, Stowe VAE shows, some having people from the club who have been gone a long time. Bob Jones, Peveril Peake to name a few.

My first trip to the Stowe Show was in 1960 when Mahlon, Gael and I took the speedster that they made from a fire truck in St. Albans.

I haven't tackled the boxes of family photos that go back generations, I'm not sure what to do with them, so they will remain in their boxes another year. Throwing them out is not an option. At this point they are tucked away in safe places where I know they are.

Gael's photos, on the other hand, are finally in a few shoe boxes, all in one location and sorted out as best I can. Is there anyone out there that would like to go through them with me and perhaps identify cars, equipment and people so they can go back in their boxes in some kind of order. Here, again, throwing them out is not an option. A little dust on the top of the boxes won't hurt anyone.



Dave's Garage

by Dave Sander



I had a question recently that may be of interest.

The question was: "How do I lubricate my window slides and door lock hardware in my antique cars?"

I use Fluidfilm to lubricate window regulators and the latch on the inside of the door. I undercoat my cars with Fluidfilm in the fall, and keep a five gallon pail in the garage for little projects. I keep a paint brush in the bucket, and use it to apply. Fluidfilm works well as a lubricant, does not wash off, and does not attract dirt.



From the editor...

Paul Baresel sent a picture of a post card that he found and suggested we might share post cards in Wheel Tracks. To get a good view, I need to have the pictures fairly large, which takes up lots of room. If you are game, we can try it and see what happens. Paul's is in the lower right.

The others are mine, we have been collecting for many years.

The top two are of Main Street Enosburg Falls at different periods.

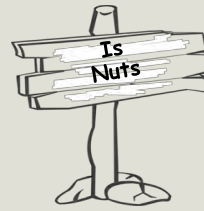
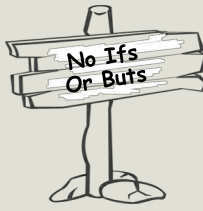
Middle left is Main Street Franklin and the middle right is the American House in Richford.

Bottom left is Ethan Allen Army Base.

Many sellers triple the price if there is an old car in the picture.

Some of the messages written on back are really neat.





Used To be....

Walter Cronkite.....“And that’s the way it is”



I tried to get to work by train this morning. They said "Today there is a Bus replacement service"
So I gave them a tin of pineapple chunks. They said "What's that?" I said "That's my money replacement service."

3 Drunk men get in a taxi, the driver knew they were drunk so he started the car and turned it off. The first man gave him the money, the second man thanked him for the ride but the third man slapped the driver. The driver surprised that he noticed so he asks why and the third man replies with "why did you drive so fast."

A boy and his mother survived a car crash. The boy asks his mother "Was that like how I was born? A hard smash?" The mother replies with "More like an accident."

A truck carrying Vicks Vaporub overturned on the highway. Amazingly there was no traffic congestion for 8 hours strait!

A police officer pulls over an elderly female for speeding while driving her husband to a doctors appointment. The officer approaches the vehicle and attempts to explain that he stopped her for speeding. She looks at her husband and asks, "What did he say?" The husband replies, "He said he stopped you for speeding." The officer asked the elderly female for her driver's license and she turned and asked her husband, "What did he say?" The husband replies, "he wants to see your driver's license." The woman hands the officer her license and he sees that she is from his old home town. The officer tells the couple that he remembered the town because he had the worst sexual experience of his life there. The woman looks at her husband and asked, "What did he say?" The husband replies, "He says he knows you."

Is that bolt leaking oil past its threads?

From G. Fiske

The short answer to the above question is....Yaaaaa! If you have any old car, especially the really old ones, you usually leave oil spots behind, if you park your car for just a few minutes. And, gosh forbid, if the pollution patrol could see the spot you park your car in, at home!

I have a bit more of an oil leak than normal that I have been experimenting with. I am sure I have not reached my final solution yet, but I am making progress. I should correct myself...it is not an oil leak, but oil leaks. I went for a 20 mile jaunt with my REO and lost almost a quart once the oil got hot. I am also quite sure the engine is not burning much of it.



That is when the experimenting began, plus beating folks up with 20 questions, if I could hold their attention long enough. I thought much of the oil was coming from the rear seal of the engine, but when I looked more closely, I found the 12 bolts holding the main bearing clearances, were the culprits. The bolts were doing their job fine and the wire ties were holding tight, but oil was passing by the two inches of threads on each bolt.

I have used Gasoila Thread Sealant (soft-set) for years on carburetors and gas lines. So, that is what I used on these threads. It is easy to make a mess with this stuff, but I tried to be careful. There were also a couple of external nuts on my tranny that was oozing oil, so I tucked neoprene rings behind them. I have not run down the road with the car yet, so I can't say what happens when the oil gets hot. The car has set, with refilled tranny and engine sumps, for a number of days now, with no spots on the floor. Maybe I hit pay-dirt!!

(BTW, before I used this stuff on carbs, I used the poly tape, that some call plumbers tape. **BIG mistake**, believe me, don't ever do it.)

One of my 20-question sessions with a retired mechanic came up with another solution, and that was to use Permatex. He said there are two types and he had used both. The original Permatex and the aviation type. I had already finished my experiment. If my fix does not work then Aviation Permatex will be my next.

Another 20-question session was where I asked if maybe I should use that "climbing oil" that STP advertises. Do you remember seeing the demo on the car parts store counter? You could turn a handle and watch the oil climb 2 or 3 gears. My idea was to be able to have a lower oil level in my transmission, maybe it would reduce the oil leaks. He told me it might work to keep the gears lubed but told me not to forget about all the bearings not getting proper lubing. I had not thought about that.

From front page.....

Chrysler was responding to other car company's reduced pricing. They had no low-end model to offer their customers, so the Maxwell became it. The model 25 continued through 1928, when they began to call it a Plymouth.

At \$695, Chrysler could compete with this five-seat car. It had high-tension magneto ignition, electric horn and (optional) electric starter and headlights, and an innovative shock absorber to protect the radiator.

Fred and BJ Gonet became the proud owners of this 1926 Chrysler in 1982. Fred's Dad was visiting from his home in Long Island, NY and the two went the little ways down the road to Springfield and brought it home to Proctorsville. Fred and BJ purchased the car from Harry Olney, which was stored in a barn, in the woods, behind an area church.

There was a surprise, for Fred, when the "Chrysler" arrived in Proctorsville. He noticed there were NO hydraulic brakes like other Chryslers of the era. That was when he realized it was, really, a Maxwell, built in 1925, and one of the 'transition' cars that Chrysler had basically just slapped their badge onto the radiator.

The car had another odd feature when Fred took a closer look. It has a 4-cylinder engine, and interestingly, when Fred took the engine head off, there was one piston at its lower position and three at the top position! Most car buffs know, that is not quite correct. It turned out the crank shaft and all of the connecting rods were doing their job fine, its just that one piston had broken in half, explaining the "tardy" half parking at the top of the cylinder.

The car needed engine work, new Nichol trim, a paint job, upholstery, the wood and head-liner was rotted and lots of body work. So Fred, BJ and their two young children went at it, with the grand plan of driving the car to Long Island for his Dad's birthday.



Fred was working full-time for a company in town, so the body-off restoration had to happen on weekends and during the hours of 4PM and midnight during the week.

He would take parts off the car during his evening "shift" and the kids and BJ would clean and paint them while he was at work the next day. There were not too many other 'surprises' with the car, just lots of work.

Oh, and did we mention this small detail? The time between the start of the restoration and Mr. Gonet's 70th birthday celebration in Long Island was 6 weeks. Amazingly, the Gonet family made their 6-weeks-restoration deadline. In fact, the maiden journey for the Chrysler, just hours after putting away his tools, was the 275 mile trip to Mr. Gonet's house.

The car made the trip in fine fashion with its, replacement, '27 Chrysler engine and shiny new paint. Fred's Dad could not believe it was the same sorry car he had helped pull from a barn just a few weeks earlier.

The old Chrysler is used regularly today. It is Fred and BJ's going-out-to-dinner car, on rainy days.





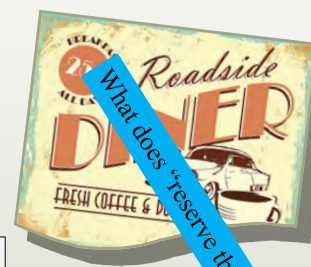
Edi Fiske

The Roadside Diner

24-Hour Fruit Salad

3 slightly beaten egg yolks
2 tbs sugar
2 tbs vinegar
1 tbs butter or margarine &
dash of salt
1-16 ounce can pitted light sweet
cherries, drained

3-oranges, peeled, sectioned, and
drained
2 cups tiny marshmallows.
1 cup whipping cream.



Drain pineapple, reserve 2 tbs syrup.

To make custard in a heavy small sauce pan, combine reserved pineapple syrup, egg yolks, sugar, vinegar, butter or margarine, add salt.

Cook and stir over low heat about 6 minutes or till mixture thickens slightly and coats a metal spoon. Cool to room temperature.

In a large bowl combine pineapple chunks, cherries, oranges and marshmallows. Pour custard over, stir gently. Beat the whipping cream till soft peaks form. Fold whipped cream into fruit mixture. Turn into a serving bowl. Cover and chill 24 hours or over night. Makes 10 to 12 servings.

"Remember When".... from Chris Barbieri

Most "Motor Heads" are familiar with the product known as Marvel Mystery Oil.



Even some folks that just take good care of their daily drivers might recognize the name as well. But isn't Marvel Mystery Oil a thing of the past? Yup, and yet "Remember Then and Remember Now" too.

Marvel Mystery Oil is still around and still making the same basic claims it did when introduced in 1923, those being "extends engine life", improves fuel economy and cleans the engine from the inside out" etc. etc. !

WWI veteran Burt Pierce founded the Marvel Carburetor Co. in 1923 to service the growing demand of car makers. When he discovered some of the jets in his newly manufactured carburetors were clogged he set out to solve the problem. He was a creative guy and concocted a blend of oils and chemicals that did the trick. Somehow the mixture morphed into a product that had many other claimed attributes as well. When asked what his blend of oils and chemicals was, he replied, "It's a Mystery" and the brand is still going strong.

Originally based in Chicago the Marvel oil Company moved to New York in 1941 and was then purchased by Turtle Wax Inc. in 1999.



Does Marvel Mystery Oil deliver on it's claims? I've never seen any evidence that it does but at the same time that it doesn't. Over my many years and many cars there's always been a can (now plastic bottle) of Marvel Mystery Oil in my cabinet along with all the various oils, ethanol blockers, lead additives, coolant, waxes etc. I rarely tap into Marvel Mystery Oil but on occasion add a little to my gas tank. Why I'm not sure. Maybe to honor an automotive product which has survived, unchanged, almost 100 years in a brutally competitive market or maybe because it just works.

After all those years, it's the same logo, same claims, same product and still available at auto parts stores and even big box stores.



Amazing, but as Burt Pierce said in 1923 "It's a Mystery" !



VAE Gossip from GCF



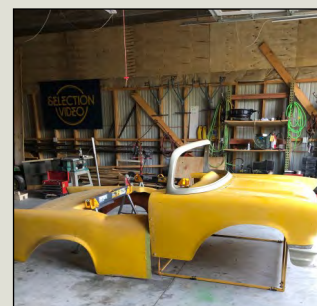
That small paint booth your editor is building, has become much better, after two phone calls that were received. **Clark Wright** has offered spindles for the rotating floor.

AND, there was a call from the man, himself, **John Vetter**. Thank goodness John did call me, because some very important points were mentioned. One had to do with my wife's concern about shooting booth air pass her car. Simple answer, use furnace filters, good for everyone.

Another was something I didn't know he did do with his. He put a big enough exhaust fan in his, that he can simply wheel the project over to the open door of the booth and paint. The fan draws the fumes in with no problem.

John spoke of when he was collecting facts to build his booth many years ago. He made phone calls to companies that built these units. He said it was before the internet, so all he could do is make phone calls like any prospective customer would do and ask 20-questions. One company sales person caught on toward the end of their sales conversation and said, "**You are making your own aren't you?**"

Rich Spitzer recently found this car body in a barn. It is a 3/4 scale of a 1957 Chevy fiberglass replica? He asked a bunch of questions, since he has had it home, and found it is VW based. He told Wheel Tracks he is not sure what he will do with it and suggested he might sell it. Would a 327 fit under the hood??



Lloyd Davis sent an interesting Rutland newspaper article to Wheel Tracks recently. VAE member, **Ed Fabian**, has had some extra time as he slowly retires from his earth moving business.

Checking our club roster, Ed seems like a normal member with a few Fords in his collection list. But, his roster entry is a bit misleading, as for years he has been collecting many other items. His collection, according to the newspaper, does not stop with "anything Mack Truck. Vintage toys also seems to be another category that catches Ed's eye.

It was Ed in 1994 who hauled the US Capital Christmas Tree to Washington DC, and yupp, you guessed it, on his favorite Mack truck.

Mr. Fabian seems to have received a huge shot of energy with the extra time on his hands, and has created a museum in one of his 3-bay truck garages. He named it the **Mini Mack Museum** and is located on Bulldog Boulevard in West Rutland. Ed's museum seems like the perfect gathering place at the end of a VAE tour, when these "new normal" days end. Congratulations Ed, in giving us a great example of how to retire.



Another VAE member who doesn't seem to let any grass grow under his feet is **Hank Baer** of East Barre. The picture to the left is his "winter project". It is a military, 1975 Land Rover 101 Forward Control vehicle. It was a barn-find (pictured right) when Hank found it.

According to Wikipedia, a "101 Forward Control vehicle" is used as a gun-tractor.

It was designed to tow a field gun with a ton of ammunition and other equipment in the rear load space, to the front.

The vehicle was designed to be easily transported by air; the positioning of



the 3.5 litre Rover V8 engine beneath and to the rear of the cab made for a very well balanced load hanging from the bottom of the helicopter. Great job Hank. You will find a "Hank creation" in our classifieds this month. If we can guess, the vehicle he has for sale is near perfect condition.

From the editor....Hank's beautiful gun-tractor is such an eye catcher, we have added it to our last-page feature pic this month.

Wheel Tracks read in the latest **Dodge Brothers** newsletter their editor is retiring. **Phil Kennedy** has been editor of the "DB Club News" for a number of years now. When Phil's first publications came out, it was amazing how much class he added, overnight. Other than being a great writer, there was something else that was hard to pin point. After a few for issue came in the mail, it was finally figured out. Phil was great for not using every square inch of free space on every page. At first, it was thought, maybe he just didn't have enough material, thus all the empty space. Then it was figured out, he did this intentionally (we think). The result, it just seemed much more "classy". Thank you Phil for a great publication over the years, we will miss you.

And now.....how are we going to fill in these last five lines so we do not waste space.....Oh, I know!



You can find the picture to the left, on page 13, also. Bill Billado was the artist for the front page of the 1969 issue of Wheel Tracks. Wheel Tracks asked him recently, if the cover over the wheel was because a member had passed away. This is his reply....**"Nobody croaked, Gary ----- the fall cover represented our cars being put in storage at the end of "the season". The wheel is chocked and protected with a cover for it's long winter nap."**



Wheel Tracks Academy

"Pot Luck" from Wendell Noble

**Pot metal is a time bomb.
Pot metal is that mysterious alloy that has been used to
make various parts for cars since the '20s.**

It is also referred to as white metal, monkey metal or pig metal. It looks kind of like aluminum, but it's not. Carburetors, vacuum windshield motors, distributors, fuel pumps, door handles, window cranks and parts for starter motors have all been made from pot metal. When new, it looks great and serves its function well. The problem is that over time it disintegrates.

I was examining my '28 Dodge Brothers engine while it was running and heard a pop sound just before a piece of metal went flying by my head. It was a piece of pot metal from the base of the distributor. I have even found a NOS windshield wiper motor that wouldn't work even though it had never been out of the box but was warped out of shape. All of this begs three questions. What? Why? And How? What is pot metal? Why do they use it? And how does it deteriorate?

The first question is hard to find a precise answer to, because there evidently isn't one. Its main ingredient is usually zinc and it usually has aluminum added, along with other low melting point metals alloyed, in. The others may be lead, copper, tin, cadmium and magnesium. It's called pot metal because it is composed of whatever workers chose to throw into the pot and may not be the same from one batch to the next.

The question of why it is used is easier to answer. It's cheap to start with and its low melting point ($\leq 800^{\circ}\text{F}$) makes it cheap and easy to make cast parts. Molds can be made from steel and are repeatedly reusable for die casting. Die casting means the molten metal is forced into a mold under pressure. The resulting parts have a nice smooth finish and undergo very little shrinkage during cooling as a consequence of the metal's low melting point.

How pot metal deteriorates over time is another question that's hard to answer. I've found no really explicit or authoritative reference answer to it, so that leaves the door open for me to put forth my own theory. Certainly, there

are chances for unwanted non-metallic impurities to be trapped in the solidified metal, along with air bubbles. Both would certainly weaken it right from the start, but something else is changing with time. Any metal alloy is a solid solution with one or more metals dissolved in the host metal (solvent).

With any solution there is a solubility limit beyond which the added component (solute) precipitates out. Think about dissolving salt in water. The solubility

decreases as the temperature decreases. As the metal solidifies by cooling in the mold, the metal actually crystallizes into many small grains. Because of the decreased solubility, some of the dissolved metal atoms will

precipitate along grain boundaries. Thus, the solid is not homogeneous.

Over time, years, more solute atoms will continue to diffuse and precipitate, warp the casting and possibly oxidize until cracks develop under stress and failure will occur.

I don't doubt that when car parts were made this way, the manufacturers had no concern for what would happen to them 80 or 90 years hence. There are ways to weld or repair broken pot metal. Don't bother. You're playing whack-a-mole.

If my theory is wrong, I hope some learned metallurgist will take me to task with a correction and we'll all learn something.



1927 Dodge generator end piece



1927
Dodge
distributor

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...from Mike Felix

My first car was a white 1969 VW Beetle with a red interior and 3 options above the base car. Those additional features were the radio, whitewall tires and the automatic three speed shift transmission.



Some background. When I was a junior in high school, my Dad purchased the car new in '69 for my mother to drive. Mom was uncomfortable with the existing family car, a 9 passenger '66 Chevrolet Caprice station wagon, because it was too big for tight parking spaces and difficult to parallel park. Mom and the whole family enjoyed what we all affectionately referred to as "The Bug". I would happily volunteer for errand duty, so I had an excuse to drive that car. And boy did I push that car as hard as I could at every chance I had. That car taught me about the limits and perils of braking, independent suspension, ground clearance, maintenance, bias ply tires, blowouts, wet and icy pavement, deep snow and under and oversteer. Somehow, I always returned home with both the car and myself in one piece and the previously tasked errands completed. On a few occasions upon my return home, Dad would question the additional mileage and time it took me to complete my errands and look suspiciously at the tire sidewalls and debris on the underside of the fenders. I am sure I came up with the best I could for an excuse at the time. Dad would then look at me, then look at "The Bug" and say nothing. It was unspoken between us, but he knew I was driving that car as hard as I could. And he also knew that I had developed an emotional attachment to it.

During my senior year in high school, two of my friends had part time jobs at the VW parts warehouse for the Northeast United States. Through them I "sourced" many VW parts that were ordinarily offered through the VW dealerships. Those parts were installed on my family's VW. The parts included wood veneer for the instrument cluster and glove box, wooden dash knobs, a wooden parking brake handle, a wooden shift knob, megaphone exhaust tips, chrome trim rings for the wheels, an interior package tray, full body racing stripes, a hood mounted fresh air scoop and chrome rain guards above the door windows. So, our family plain-jane became the best outfitted VW in town - and I loved it.

In the spring of '71, as an 18-year-old near the end of my freshman year of college, I purchased "The Bug" from my Mom for \$1,000. That price was a very good deal for me as that was all I had in savings at the time. This arrangement helped my Mom as well. Even though she loved "The Bug" she was not happy with the hassle of getting my younger siblings, the dog and groceries out of the back seat of a two-door car. Selling the car to me afforded her the opportunity to get a small 4-door new 71 Toyota Corona Mark II. Mom was happy, Dad was happy, and I was over the moon!!

That July of '71 I won \$150 in our church raffle. What would any skinny, pimply faced 18-year-old with congenital car fixation do with more cash than he ever had at one time before with this windfall? That's right, I spent it on the car!

The day after receiving my windfall I drove to an exotic car dealership and asked to speak with the man in charge of the body shop. I told him I wanted to paint the car the brightest color he had. After a few minutes he came out of the back room with a color chart for available finishes on Maseratis. I impulsively picked the yellow sample and we agreed on a price and scheduled a date to paint the car. Over the next few days, I removed everything I could from the body to prepare it for paint - bumpers, chrome trim, directional lights, etc. I then dropped it off at the shop and returned a few days later to pick it up. When I returned to pick up my baby, I was wowed. My church raffle winnings gave me a VW in a color and finish no one had ever seen before. It drew a crowd wherever I went with it. And boy was I proud.

Throughout my college years I continued to test the car and myself. At one point I installed full blown racing headers and a large diameter megaphone exhaust pipe (so as not to impede airflow) to give a boost to the stock 53 or so horsepower. It worked, but the exhaust noise was unbearable at times, particularly going uphill at speed. And it was no longer fun trying to evade the police to avoid a traffic infraction. So, a stock exhaust was installed after a couple of months.

My confidence in the car and my misplaced trust in my driving skills caused me to tackle a few feats that I somehow pulled off but should not have attempted. In hindsight, my passengers and I were lucky no one got hurt. During a drought, it appeared to be an ideal time to try and ford a northern branch of the Delaware River in "The Bug". As a result of that successful crossing I can attest that those model VWs will float for quite a while, however river water will enter through the rear floor heating ducts, which will enable the rear wheels to again make contact with the river bottom because of the added weight of that river water in the car.

Continued on page 12





Dear Wheel Tracks,

I came across this post card and I thought about an idea for Wheel Tracks. Would you consider a section where members could share a post card like this for all to see. I stumbled on to it at a yard sale sometime ago and bought it both for content and condition. What I love about the card is that nothing has changed with the caption in over 100 years. What the observer needs to look at is the wagon remains in the lake from the horse bolting from the card. There is no date on the card, but a breath taking speed of 8 mph tells you the age of the card. Anyways, I hope you would consider my idea and share the card with members. Have fun- Paul

Paul Baresel

(From the editor....I told Paul it was a great idea. You will find his post card on page 5. It would be great if we could have more, hint hint.)

To the Editor:

I always enjoy reading Wheel Tracks - but more than ever in the current situation. The cover story on Richard Spitzer's 1960 Impala is entertaining. One correction, though, on page 7. The car identified as a 1960 Impala is actually a 1959 model - the "gull-wing" Impala. The two years are the same generation, but are still quite different especially from the rear. The 1958 and the 1961 models were completely different in styling, at least. It's interesting that 25 or 50 years later, most of us could not tell one year from another, or even one make from another in many cases!

The 2020 Impala shown on the same page is actually one of the best cars made in 2020 - very solid, feature-filled, comfortable, reliable, and, in my view, attractive. But the last Impala rolled off the Detroit-Hamtramck assembly line on February 27, 2020. Many people believe there will never be another Impala, but I'd predict an all-electric model in a few years. The nameplate is too valuable to be lost forever. After all, the next Ford Mustang will be an all-electric SUV!

We will all miss the Waterbury Show. The parade sounds like a great idea!

John Emerson

(From the editor... Thank you John, you were one of 5 or 6 who helped point the 59 Impala out. I have decided to "intentionally" put mistakes in Wheel Tracks to cover two goals. The first is to see if you are all paying attention and the second, is to cover up my one or two annual mistakes. I am just fooling, but, you will never know when I might change my mind!)

To the Editor,

I enjoy Chris Barbieri's "Remember When." It jogs my memories, so I did the follow up on his comments on the fake whitewall tires.

His July Wheel Tracks issue spoke of the history and continued use of road maps and road map collectors. I looked through my archives to confirm if I have road maps. I do. I was in the service station business for 40+ years and I ended up with cases of NOS Shell road maps. Conception Conti took a lot of these but I still have many of the VT-NH-ME issues.

These maps were printed before the interstates were completed. All of the State roads and secondary roads are still the same, now as then. I really don't care to drive my old cars, or even my newer ones on the interstate, unless necessary. So a map like this is perfect for antique car travel and also motorcycle rides.

What I am getting at: I would like to share these maps, free, to anyone who would send a SASE business sized envelope to me. My address is PO Box 211, Wells River, VT 05081. I checked at the PO and a 70 cent stamp will cover the return postage.

So, first come, first served, I am sure I have enough for everyone.

There was a recent publication that said, "Take your old car out for a drive". This would be a perfect way to do it.

John Mahnker

(From the editor....Thank you John, for mine. It is a 1973 edition that covers the three states.)



Continued from page 11 **My First Car...from Mike Felix**

My VW love affair lasted for approximately 10 years and 90,000 miles. Over that time, I performed all the routine maintenance, enjoyed over 30 mpg most of the time and proudly pushed it as hard as I could. "The Bug" never failed me. It was the first major purchase of my life. It provided me with freedom and independence. I drove it like a madman in high school. I drove it like a madman in college. It was the car in which I dated the girl who would become my wife. It was the car in which I went on fishing trips with my best friends. It was the first car I commuted in, to my first real job. The car and I were inseparable, it was part of my identity. My rough and enthusiastic driving and ever advancing rust weakened the body panels and floorpan of my first car. It was no longer safe for highway driving, "The Bug", my first car, was tired and we sadly parted ways in 1979.

51 Years Ago



Clark Wright was the editor and this was to be his last issue of *Wheeltracks* (one word).
(2020 editor note....You did a great job with the 13-page issue Clark. You were making history!)

1969 Letter to the editor from Jere Meserole,

I guess I am still living in the age of innocence. I don't remember the errand I was in town for that day, but I proudly parked my '37 black Buick "Mob-Wagon" with Tommygun, in front of the bank. I was doubly proud that I park in **"one operation"** with no mistakes. A feat with that car. I fed the meter and went about my business, returning an hour later (no parking ticket even) and drove off. It was not until a week or so later that I was in the bank and **Bill Billado** told me of the fun I had unknowingly created. And I completely missed it all!!! I must admit that the presence of the Tommygun (it is still in the car) isn't worth a darn as protection. Right around the time of the above incident, some low down cad stole my right front parking light lens. How about that? All I can say is the thief very neatly replaced the top cover without a scratch.

(Note from the 2020 editor..... This issue had a discussion on Crown-Magnetic automobiles that had been a recent curiosity for the VAE. It seems Owen Magnetic had an order for 500 vehicles from a British company, but the Brit company wanted their name on the car. Crown Magnetic, not Owen magnetic. 1969 VAE member Wee Willy published Crown's explanation of how the car works, as follows..... This is only part of the very complicated explanation)

"This system comprises two dynamo-electric machines, located between the prime mover and the driveshaft of the vehicle. The first having its field mounted upon the crankshaft of the gasoline engine in the place of the usual flywheel and having its armature fixed to the driveshaft. A second dynamo-electric machine having its armature also fixed to the driveshaft and its field attached to the chassis frame of the vehicle.....etc.

There was a "Wheel Study" published in the 1969 *Wheel Tracks*, comparing wheels of 1969 to those of 1903. The '69 wheel is made up of 2 pieces....the steel rim and the rubber tire.

The 1903 wheel consisted of 413 parts, that included studs, rivets, fellos, plates,nuts, bolts, washers, felts, hubs, spokes, ferrules, rods, pins, end-caps, The rubber, side-thrust blocks and grease control washers.

The treasurer, Bill Billado, reported there were \$176.18 in the club checking account and \$500 in savings.

In the classifieds, **Gardner Spencer** was restoring and had a list of "wanted parts" that he needed. Fenders, running boards, dash parts, etc.

Jean-pierre Lafebvre of Montreal had close to a complete page of auto parts for sale. A 1922 Buick steering wheel and column for \$20, A 1915/19 Ford windshield, \$15, etc.

Marvin Ball was looking to find 21-inch T-rims and a hood for a '27 Ford.

Clark Wright signed his last *Wheel Tracks* off with a joke.....

He: "Have you heard the last Ford joke?"

She: "You sure have from the ex-editor!"



This 1920 advertisement of an Owen Magnetic automobile was in the "House Beautiful" magazine.

"The Car of a Thousand Speeds".

The car was a hybrid electric luxury automobile manufactured between 1915 and 1922.

The automobile had an electromagnetic transmission and were early examples of an electric series hybrid drivetrain.

The car was built in New York City in 1915, in Cleveland, Ohio, between 1916 and 1919 and finally in Wilkes-Barre, Pennsylvania, in 1920 and 1921.

While the car was powered by a six-cylinder engine, power for the wheels was based upon the same electromagnetic principle that propelled the Battleship U.S.S. *Mob Mexico* (BB40).

VAE Trivia from Don Tenerowicz

Henry Ford sold more than one million Ford Model Ts in 1919. Each one used 100 board feet of wood for parts such as frame, dashboard, steering wheel and wheels, producing a lot of scrap.

Because of the amount of wood used, Henry Ford decided to produce his own supply. He enlisted the help of Edward G. Kingsford, a real estate agent in Michigan, to locate a supply of wood. In the early 1920s, Ford acquired large timberland in Iron Mountain, Michigan, and built a sawmill. Parts plant in a neighboring area which became Kingsford, Michigan. The mill and plants produced sufficient parts for the car, but generated waste such as stumps, branches and sawdust. Ford suggested that all wood scraps be processed into charcoal.

A University of Oregon chemist, Orin Stafford, had invented a

method for making pillow-shaped lumps of fuel from sawdust and mill waste combined with tar and bound together with corn starch. He called the lumps "charcoal briquettes." Thomas Edison designed the briquette factory

adjacent to the sawmill, and Kingsford ran it. It was a model of efficiency, producing 610 lb (280 kg) of briquettes for every ton of scrap wood. The product was sold only through Ford dealerships. Ford named the new business Ford Charcoal and dubbed the charcoal blocks "briquets". At the beginning, the charcoal was sold to meat and fish smokehouses, but supply exceeded demand.

By the mid-1930s, Ford was marketing "Picnic Kits" containing charcoal and portable grills at Ford dealerships, capitalizing on the link between motoring and outdoor adventure that his own Vagabond travels popularized. "Enjoy a modern picnic," the package suggested.

Ford Model T



1925 Ford Model T Touring

Wheel Tracks Classifieds

For Sale.... 1975 Land Rover 101FC. Very good condition. It's mostly original except of paint and a valve job. No dents, No rust., Everything works. Asking \$26,500 Call Hank Bear, 802-272-6933

For Free.... Three expandable running board luggage racks.

One is 14.75" tall and 5.5" long when folded. Another 15.75" Tall and 22.5" long when folded. The 3rd is 16" tall and 10.25 long when folded. Black paint is fair, not rusted up. Fred Gonet, 802-226-7844 or 802-226-7709. Picture is an example.



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 firm. Call Marvin Ball 802-425-3529

Next up.....

Coming VAE Events for 2020

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. **Cancelled** Bob Chase & Duane Leach.

October.... The Gypson Tour is organized by Tom and Wendell Noble this year. The Gypson tour is scheduled for Oct. 3rd. It will start at Noble's house in Milton and wind up at Tom Noble's house in Fairfax. The tour will explore the roads less taken in western Franklin County. We are planning on peak foliage season.

November.... The VAE Annual Meeting

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



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

Wheel Tracks Classifieds



Free to all Enthusiasts

For Sale...

- 1970 Dodge Coronet and Charger Service Manual, excellent condition pages \$30
- Dodge Truck C-3 Series (After) All Models Shop Manual 144 pages \$15
- Chilton's Auto Repair Manual, Published 1979. Covers American cars from 1972 to 1979. Over 1000 pages, \$10
- "A Century of Car Design" published 2002 - 256 pages, four color size 9" x 12" As new, \$15
- "Fifty Years of Motor Trend" published 1999 - 180 pages, four color size 10" x 10" As new, \$10
- "Classic Convertibles" published 1999 - 64 pages, four color size 10" x 10" As new, \$10
- "Ultimate Autos of the Fifties" published 1973 - 60 pages, four color size 12" x 12" As new \$10.
- "In Search of Excellence" - 124 pages, four color, size 9" x 12" As new \$5
- Vermont license plates, 1964 and 1965. \$10 each, \$15 for both.

Contact Chris Barbieri 802- 223-3104 or e mail cgeeb99@gmail.com

For Sale.... 1971

Buick
Riviera. 160K
miles, original 455
V8. 40/40 seats,
console, floor shift
automatic. Complete and mostly restored, a
looker. Peter Tampas.
Text 802-233-4999. pjt008@gmail.com



For Sale..... 1940 Lincoln Zephyr Club Car.

3 condition. Complete stock with V-12. Runs
great, new brakes, fuel pump and rebuilt carb.
NY inspected. \$25,000. Call Ken Gypson
518-423-7565 or text kengypson@yahoo.com.

Free..... I have two old rims from a 1965 Volvo
164. Both are rusty and will need cleaning and
have old tires on them.
Rims are stamped: 5 1/2 1X 15X25
They have 5 lug holes.
Ed Hilbert 802 453-3743

**For Sale.... A large collection of mechanical
parts and an engine for a 1929 Studebaker
President, 7-passenger sedan (model FE).**
The parts fit other newer years as well and this
engine was also used on the Pierce Arrows.
Paul Baresel, 1-207-727-5855
pgbaresel@yahoo.com

August Bumper Sticker...

**What is the
Fastest
Food?**

Wanted.....1929 Hupmobile carburetor.

Looking for replacement carb, has a Tillotson
JR-2A and can't find one anywhere. Doesn't need
to be same carb if others will work. Thanks.
Capsey Automotive Service
rmcapsey@capseyauto.org

For Sale.... 1988 Porsche 944S,
33,000 miles. Full 30000 miles service 2 years ago
including timing belt. Email with offer or for info at
katyacreate@gmail.com
Or call after 7pm" 802-363-6442



For Sale..... 1928 Whippet sedan

Can be a parts car, restoration project, or even the start of a street rod or your
own creation. Body parts are solid with surface rust. \$200 or best offer.
(Engine is no good, but a replacement is available as a separate
purchase.) Charlie Thompson (802) 878-2536 or
Tammy Thompson (678) 773-8120.

For Sale.... Call Fred Gonet at 802-226-7844 or 802-226-7709. Service and owners manuals, here is the list..... (P= number of pages) Most are in great condition.

1914-'22 Buick windshield parts & price
list, 32p...\$10
1918 Buick parts list, 112p...\$10
1917 Buick D34-35 parts list, 39p...\$10
1918 Buick D-6 parts list, 64p...\$10
1918 Buick E-4 parts list, 96p...\$15
1919 Buick H-K parts list, 120p...\$15
1920 Buick S-21 parts list, 126p,
no cover...\$10
1922 Buick 4s & 6s, S22, parts list,
214p...\$20
1925 Buick Stand-6, 105p, \$20
1926 Buick Mst-6 parts list, 105p...\$20
1926 Buick Std-6 parts list, 100p...\$20
1926 Buick Std & Mst-6 shop man,
93p, ..\$20
1926 Buick Specs & features, 64p...#15
1927 Buick S-115, 102p...\$20
1927 Buick S120-128 parts list,
114p...\$20
1927 Buick special features & detail,
39p...\$10
1928 Buick Supplement shop man,
55p...\$15
1928 Buick S115 parts list, 103p...\$20
1928 Buick S120-128 parts list, 108...\$20
1931 Buick Specs & adjustments,
145p...\$20
1931 Buick Ref Bok, 66p, \$15
1931 (2) Buick Fischer body man, 4p...\$5

1938 Buick Sale Catalog, 33p...\$15
1938 Buick Dynaflex Engine flyer, \$5
1938 Buick New Torque-free springs
flyer, \$5
1932-'47 Ford repair, 78 p.... \$15
1937 Ford V8 re- book, 64 p...\$15
1940 Ford Delux ref-book, 64p...\$15
1941-'47 Ford 6c-engine rep, 45p...\$15
1944 Ford trk operator man, 140p...\$20
1948 Ford Bonus-Built Op man, 76p...\$20
1949-'50 Ford service specs, 30p...\$5
1938 Ford V8 Sales Flyer...\$5
1951 Ford service specs, 30p...\$5

Chevy master parts book for 13 models,
268 pages...\$25
1919 Chevy service manual, 167p...\$25
Chevy 490 instructor book, 72p...\$15
1938 Chevy owners man, 59p...\$20

1928-'29 Cadillac/ LaSalle shop man,
reprint, 110p...\$10.
Packard Single 6 late teens man. No
cover, 49p...\$5.
1947 White trk & bus sales flyer...\$10
1974 Mercedes sale catalog, 27P...\$10
? Mercedes sale catalog, 26p...\$10
1981 Mercedes sales book, 31p...\$10

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



This beauty belongs to Richard Cutrumbes of Westford, VT.
A 1956 Bel Air Station Wagon



August 2020

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



Hank Bear's Winter project.
A 1975 Land Rover.

The British Army's 101 Forward Control Gun Tractor. (More detail on page 9)