

August 2021 VAE Year 68

Wheel Tracks



A love story for the
"VAE Books".

When John Spencer sent
pictures to Wheel Tracks,
he was asked about the
young lady.

He replied, "That is the
girl I chased with my
Healey!"

More on page 7.



The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR PRESIDENT,
DUANE LEACH

Hello Everyone

I hope everyone had a great 4th of July hanging out with family and friends. Maybe even a parade and BBQ also.

By the time you read this we will have had our first monthly club meeting in more than a year.

Our "Vermont Antique and Classic Car Meet" in Waterbury will be in a couple weeks August 13,14 &15. If we could possibly get half our club members to bring at least one car to the show it would be great. Volunteer help is always needed before, during, and after the show. This is the only fund raising event the club has so please come out for the show if possible.

The club is in need of a few people to come forward for the Wheel Tracks editors job. If we can find four people, it would work best, where each person would only be doing four pages of Wheel tracks. Gary has done a great job for 10 years and leaves us some big shoes to fill, Thank you Gary.

Hope to see everyone at the upcoming events.

See you soon, *Duane*



**Vermont Auto Enthusiasts
Membership Application**

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

Please make payment payable to:
VAE Secretary, Christina McCaffery
89 Ledge Road
Burlington, VT 05401

Name _____

Address _____

Phone # _____

Email Address _____

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.



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Past VAE Presidents...

1953 Ken Gypson
1954 Rod Rice
1955 Rod Rice
1956 Walter Jones
1957 Walter Jones
1958 Lloyd Davis
1959 James Mc Glafflin
Dale Lake
1960 Bob Jones
1961 Charles Arnholm
1962 Robert Slade
1963 Don Brown
1964 Richard Evans
1965 Willis Spaulding
1966 Wesley Pope
1967 Bill Young
1968 Leo Laferriere
1969 Adrian West
1970 Chuck Haynes
1971 Lloyd Davis
1972 Wayne Martin
1973 Larry Johnson
1974 Tom McHugh
1975 Rod Dolliver
1976 Bob Gioria
1977 Alden Chapman
1978 Richard Turner
1979 Genevieve Morgan
1980 Al Ward
1981 Russ Snow
1982 John F. Gray
1983 Mike Hayden
1984 Bob Groves
1985 Dave Gonyon
1986 Peter Crosby
1987 Bonnie Groves
1988 Tom MacLay
1989 Tom McHugh
1990 Bill Dexter
1991 Avery Hall
1992 Jan Sander
1993 Bob Jones
1994 Bill Fagan
1995 Frank Mazur
1996 Don Rayta
1997 Bill Sander
1998 Bill Erskine
1999 Joe Paradis
2000 Mary Mazur
2001 Fred Cook
2002 James Willett
2003 Gael Boardman
2004 Ray Tomlinson
2005 Conception Conti
2006 Bob Chase
2007 Andy Barnett
2008 Nancy Willett
2009 Gene Fodor
2010 Don Rayta
2011 Wendell Noble
2012 Dave Sander
2013 Jim Sears
2014 Robert Lalancette
2015 Dan Noyes
2016 Dan Noyes
2017 Dave Stone
2018 Dave Stone
2019 Jan Sander
2020 Duane Leach
2021 Duane Leach

FROM YOUR EDITOR... GARY FISKE



Happy August to you,

I have had many phone calls and emails about ending my days as your Wheel Tracks editor. Many...many, thank-yous, but no offers to take over, so far. The main item in these conversations is the work involved, but missing is the 90% of the reason I have hung around this long, as editor. Yes it is work, but if I had decent typing skills, the work would have been cut in half.

The 90% of the job that is really great, has a few layers.

#1- I had a lot of shortcomings in my knowledge of antique vehicles. I sincerely believe it would have taken a lifetime to learn what VAE members have taught me, these short eleven years as editor. You can not believe how many vehicle historians, great mechanics and their garages that my job has discovered for me. Please know I still have lots to learn, but I am now to the point where I want to spend much more time in the shop, learning more. Friends would always ask why I have dragged 'another' old car home that needs lots of work. My nutsy answer is that I only need two more, then I will have enough to keep me busy until I am 110. Part of that has some truth and at 76, time is ticking.

Another huge plus is trying to keep what typing, spelling, and writing skills that I had after I retired. Especially my "memory skills", for what they are. That is why I would like to continue writing a column or two, if the new editor allows me.

The "biggy" here, the huge asset to this editor gig, is the number of great people I have met and the life-long friends I have gained. I was fairly new to this neat car club and could count on one hand the members I had met back in 2010. That is something I still cannot get my head around. I had some years on me when I joined the VAE, and had been part of many organizations over the years. But, never have I been in an organization like the VAE, you folks are amazing.

So, yes, we have some work ahead of us if we are to keep Wheel Tracks on its 68 year trajectory. In my opinion, we can create a nice future for this publication by breaking this chapter of its history into bit-size parts. We are asking a lot for one person to take this over and I am sure the possibility is there. We also have many options, if we are thinking smart.

I am going to put a border around this part and print it all in bold font.....because of the importance.

I just finished reading how only 46% of Americans have been fully vaccinated for Covid. Yes I know, here in Vermont, that percentage is higher, BUT how many of your friends and family, in Vermont, have decided to not get their shots?

Our medical experts are telling us that all hell will be breaking loose this Fall, when it gets colder, because of the Covid variants.

We who have had our shots are fairly safe.

**Does anyone have the secret of how to communicate with our anti-vaxxer friends and family?
We VAEers are smarter, right?**

**Membership
Only \$30**

\$50 for 2 years

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

Contact Us At...

vaeinfo@gmail.com

**Or
Our Website at
vtauto.org**

**"How to be
a member"**

***Go to vtauto.org**

***Click "Join VAE"**

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

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

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

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





"The Softer Side"

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

"Shuffle off to Buffalo? No, silly. Your list!"from Anne

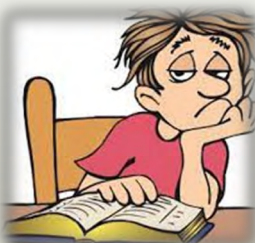
Have you ever noticed
how things get lost
in the shuffle?



From the extra sock in the laundry room that hasn't found its mate, to the health savings card sitting on your desk that needs verification on how much money is left on it, to the pile of stuff at the bottom of the stairs that needs to go upstairs and find their home. Those are just a few of the things in my life that need to be taken care of. Do we call it procrastinating or ignorance, or are we just bored with the vagaries of life?

Boredom is defined as the state of being bored; tedium; ennui. Ignoring something can be interpreted as refraining from noticing or recognizing. And of course procrastination is defined as deferring action or delaying.

How would you define those items in your life? I think most people would say any or all of the above would apply at different times.



So many things have changed in the last 18 months: how we socialize, learn, work, play. And how much time have we had on our hands that we could've dealt with our own personal "shuffle" category? But we've found creative and energizing ways to fill that time: Zoom meetings, getting outdoors and enjoying nature, taking online cooking classes. Our own personal lists are endless.

But now with Vermont past the 80% vaccination rate, things are opening up for all of us to come together. We're celebrating at a hurried clip. The 4th of July just passed and we got out and celebrated like it was the first 4th! Which brings me to our famous car show that is right around the corner.

I know the committee has been working diligently through Zoom meetings and finally in person to make this a grand reopening of our wonderful VAE. You can't say they've been procrastinating or ignoring the details. So it's now up to all of us to put the finishing touch on the show by bringing our cars and that neighbor/friend/relative who has never been to the show. How cool would it be to have a record attendance? Pray for good weather so no one can find a reason not to come. Do not procrastinate, become bored or ignore things in your life. Look at the rest of this year and beyond as a whole new time to get those socks matched and clear the path up the stairs!

What's on your personal shuffle list to finally deal with?



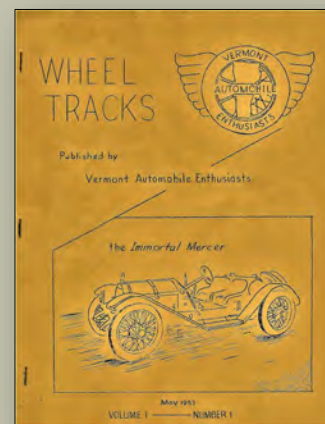
VAE Antique & Classic Car Meet, August 2018

Wheel Tracks Memory Lane

The first Wheel Tracks was published in May of 1953. We wonder who put the 5-page, stapled newsletter together with very high quality print. The "Immortal Mercer" has been hand drawn by someone and is on the front page. The member roster is on Page 2 listing VAEs 29 members.

A "Sound your horn" column is also on page 2, promising the clubs "By-Laws" in the next issue, best wishes to Robert Jones as he debarks on his hitch in the armed forces and asks for suggested subjects and input for future newsletters.

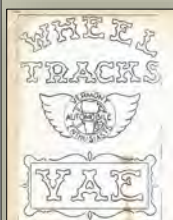
Page 3, 4 & 5 is a story called "An Uneventful Journey" written by **Pev Peake**. He and his friend decided to drive Pev's Model T to Reding, Pennsylvania. A great story that leads to thousands more in Wheel Tracks' history...so far.



By our count, there have been over 31 Wheel Tracks editors since the beginning of the Vermont Automobile Enthusiasts in 1953. We are going to list the editors we know about, but if we have missed someone, please tell us. There were some months, in the past 68 years, when there was no Wheel Tracks, only a page or two with the financial report and meeting schedules.

1953..... It appears there was no such editor title from 1953 through 1959. It looks like **Ken Gypson Sr.** did most of the work with columns written by many of the small group of members. We have heard many stories of mimeographs being used to print the issues and folks coming home covered in ink. **Ken Gypson Jr.** has helped us find the names of the editors. He was thinking the early publications were called "**VAE Monthly Bulletin**", but we have found the title Wheel Tracks (two words) used from the beginning.

1960..... **Willis Spaulding** was given the title "editor". He was joined by **Rod Rice** as Advertising editor, **Jim Appelgate** as Art Editor and **Cene Galbraith**, assistant editor.



1962.... **Jennie and Don Brown** takes over Wheel Tracks.

1966....Your editor is **Amy Jones**.

1967.... In some VAE history, we have **Adrian West** as editor this year which you can see

below, we are not sure.

1967- 1969.... **Bill Young** and **Clark Wright** were listed as editors in 1967. It appears Clark Wright continued on his own as editor through 1969.

We found that 1967 is also the first year the publication's title becomes one word- "**Wheeltracks**".

One word or two words..... The founding mommies and daddies of the VAE, started by using two words to name our publication, **Wheel Tracks**. Then in 1967, **Bill Young** and **Clark Wright** combined the two words into one.



That continued until 2001 when, as editor, **Sandy Lambert** capitalized the "T",

with no space between the "L" and the "T".

Then when Ellen Emerson began as editor in 2003, she added the space between the "L" and the "T".

Thus back to two words again!!!

1970..... **Larry Johnson** has the editor title now.

1972.... **Joe Bettis** takes on the publication. In the summer of that year **Merril Bettis** takes the job over and when winter came **Larry Johnson** enters.

1973....Our records indicate that **Gail and Thomas Beebe** took on the editor job for a few months then **Doug Kelly** took over when winter came (there is something about the winter here?).

1975-1976..... **John & Jane Spencer** and **Gen Morgan** became the editors while Gen retired and **John & Jane** covered 1976.

1977-1979..... **Chris Barbieri**, **Alden Chapman** and **Bob Gioria** take over as editors for these next three years.

1980- 1984..... **Chris Barbieri** is the Wheel Tracks editor.

1984- 1987..... It appears **Chris Barbieri** and **Melonie Hartwell** worked together during 1984 then Melonie took over as editor through 1987.

1988- 2000..... **Christine Skinner** is the longest serving Wheel Tracks editor, according to our records. She was editor from 1988 through 2000 and then worked with **Sandy Lambert** in 2001. That totals 14 years. Amazing Christine, you were responsible for publishing 168 issues during all those years.

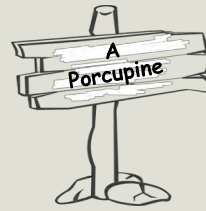
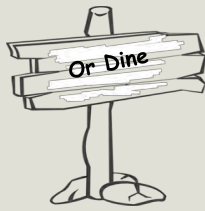
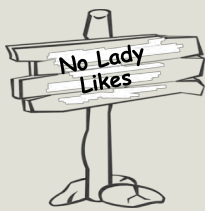
2002..... **Jim Willett** was the editor.

2003-2007.... **Ellen Emerson** became editor of Wheel Tracks for those five years. We understand that Ellen also began our VAE website during those years.

2004-2010... **Gene Fodor** is our editor for these 6 years.

2011-to the present..... **Gary Fiske** is your Wheel Tracks editor.

Wheel Tracks



Aussie Verbage....

Rellie or Rello.....Relatives
Sanger.....Sandwich

Rooted.....Tired or Broken
A Sheila..... A Woman



Each of the past ten weeks, a little old lady was putting a thousand dollars into the church collection plate. The pastor asked her why such a large donation. She said her son is rich and he sends her ten-thousand dollars every week and she decided to share the money. Asked what the son does for a living, the lady said he was a veterinarian. That he owns two cat-houses in Nevada.

A tourist was driving by a farm and ran over a calf that was crossing the street.

He went to the farmer and told him what had happened and offered to pay for the farmer's loss.

Asked what the calf was worth, the farmer said about \$200 today, but in three years it would have been worth \$900, so that is what I am out.

The tourist wrote a check for \$900 and post-dated for three years.

Old Homer was driving down the highway when a state trooper pulled him over.

The trooper came up to Homer's window and asked if he knew that his wife had fallen out of the car about three miles back.

"Oh my gosh, thank you sir.

All this time, I thought I was going deaf!"

I don't want to brag, but I finished the puzzle in under a week and it said 2-4 years on the box.

A woman walks into a library and asked if they had any books about paranoia. The librarian says "They're right behind you!"

And the lord said unto John, "Come forth and you will receive eternal life".

John came fifth and won a toaster.



VAE Tech-Tent 101.1

From Gary Fiske

"How to photograph your old car"

I recently read an article, in a car magazine, on how best to take pictures of your old vehicles. Just for the heck of it, I went back to the early Wheel Tracks when I began as editor. I have a lot to learn today, but oh my gosh, my early pictures really needed some help!

So here are some pointers from my mistakes and from what the pros do.

First and foremost, no matter what they tell you, if you want a nice picture, please don't use your telephone, they are for talking to your friends. If you want proof, go to the front pages of the December 2019 WT or the January 2012. I learned the hard way and you had to do the suffering. I can get into the science of what made them really terrible, but I will keep it simple. They fell apart when I tried to work with them. You also don't need an expensive camera, a \$99 Canon with 24 Megapixel capability will do fine and make you proud of your pics.

The pros say there are four things you need to pay attention to, they are lighting, angle, focal length and location.

Let me jump on location first. You have a really neat vehicle and you snap your picture while it sits among a whole bunch of other neat vehicles, or gosh forbid, with a really messy complicated background.



Your vehicle should kick you in the butt about then.

Left pic OK, but where is your Volvo?

Oh, there it is on the right!



Focal length, yes I know, too scientific. But keep an open mind and mess around with your zoom a bit while looking at your car through the lens. You can literally make the car jump at you, like the left pic.

Angles and lighting are easy to mess with. Just study your pictures up close to make a mental note of what you want to try the next time you are out with your camera.

There are other things that are fun to play with. Shutter speed or sometimes called ISO, is great to experiment with. Don't be afraid of sitting your duff on the ground for those great wire wheel shots or climbing a short ladder for a little bird's eye shot. Too many shots is not a problem in our digital world, remember, one out of those 25 pictures you took yesterday, will be a treasure!

From front page.....

The young lady on the front page is Jane Spencer.
John purchased this Austin Healey 3000 Mk-III
in 1970 and his plan worked....
what a car....what a catch!



This from John.....

I bought the 1967 Austin Healey BJ8
in August 1970 from a family in
Johnson, Vermont to chase a girl. I still
have the Healey and the girl.

I must give credit to Ed Rotax, an
original member of the VAE. He had a
vast collection of Dodge Bros vehicles. I
had bought a 1924 Screen Side delivery
truck from him. I drove it to Stowe that
year. At the end of the show, he said let
us go see this car you keep talking about.
I said it is in Johnson. No problem we
can go over the notch to Jeffersonville.
That we did with my old Dodge Bros with
only rear brakes and not too good ones
either.

The Healey was my only car, and I was still milking cows on our dairy farm. I put
snow tires on the rear and fought the snow drifts on my way to Burlington to see
the girl, Jane by the way. It never failed me, but it was not the best in the snow.
The car survived the many trails of our life including spending the winter
outside. The exhaust was always being repaired. The fenders were patched, and the rocker panel replaced. It finally was re-
tired to the shed for 10 years.



Eight years ago, I figured I would get it going again
and pulled the motor and transmission to repair the
overdrive. I keep finding things to fix and I ended up
going all the way to the frame. It took me six years to
complete it with some help from some great people
especially Rally Sport in New Haven. I did all the
mechanicals and some body work. Others did the
upholstery and paint.

This is a driver as I am driving around Vermont to find
other Austin Healeys. Jane and I are also doing the
251 club in the Healey.

Any sharp-eyed Healey person will look at the picture
of my Healey and say it can not be a 1967 because it
does not have dual parking lights. But it is by the
serial number and other features. I discovered after
buying the car, it had been in an accident and the front
shroud was replaced by one from an older model. I
decided to keep it that way. It is a pleasure to drive
and we plan to put some serious miles on it. See you on
the road.

I am now restoring my 1931 Ford Tudor, which I bought when I was 14. But that is a story for another time.

There are twelve Austin Healeys listed on our VAE website, under "Member Vehicles".

Some listings might be old, we are sure the vehicles still exist, but their owners might have changed.
We know of two Healeys not included, they belong to VAE members **Dave Sargent** and **Ken Gypson**.

The Spencers are doing two things with their Healey that we all could adopt as nice adventures. One is to drive their
car to the homes of the other VAE Austin Healeys for a friendly visit. What a great idea!

The second is something other members have done and should be a club-wide challenge.
That is to join the "251 Club" and visit all the 251 towns in Vermont, with your favorite "Old Vehicle".



The Roadside Diner

Oriental Spinach Salad



Edi Fiske

- | | |
|---|--|
| *6 cups spinach, cleaned, stemmed and torn into pieces | *1 cup fresh mung bean sprouts, washed and dried |
| *2 oranges, peeled and segmented or 1 can mandarin oranges, drained | *1/2 red onion, sliced thin and separated into rings |
| *1 cup thinly sliced mushrooms | *4 slices bacon, cooked and crumbled |
| *2-3 kiwi fruit peeled and sliced | *1 cup toasted, slivered almonds |

DRESSING

- *2/3 cup salad oil
- *1/4 cup wine vinegar

- *2 tps soy sauce
- *1 tsp sugar
- *1 tsp dry mustard

- *1/2- 1 tsp curry powder
- *1/2 tsp garlic powder
- *1/4 tsp ground pepper

Toss salad ingredients together. Combine dressing ingredients thoroughly while pouring half on the salad. Toss until all spinach leaves are lightly coated. Save remaining dressing for another time. Serves eight.



"Remember When".... with Chris Barbieri



STOP CHANGING MOTOR OIL ! screams the ad headline in a 1949 edition of Popular Science magazine. "End this needless expense forever with RECLAIMO". Really ? Never change your car's motor oil ? Forever ?

The complicated looking gizmo pictured in the ad is the product of the RECLAIMO MFG. CO., INC. located at 5083 Elston Ave. in Chicago.

While automobile products of the post war era made claims that were a bit extreme, RECLAIMO goes beyond believable. Their product uses filtration, distillation, and fuel dilution to add "Thousands of miles to engine life" and all without ever changing your oil". Amazing ! As Red Sox broadcaster Joe Castiglione would say..... "Can you believe it ?"

To achieve its goal, the illustrated filter unit connects to the exhaust manifold and contains felt packs, filter material, heat and vapor escape and more.

Tempted ? The ad provides no price information, no order form but urges you to send for their "Oil Facts" booklet which includes a "\$1,000 offer on page 30". Offer for what isn't revealed. There seems to be a lot of "hocus pocus" in all of this topping off with a US Bureau of Standards Bulletin stating that "Oil does not wear out mechanically" endorsement.

A search reveals no information on the RECLAIMO MFG. CO., INC in Chicago or anywhere else. Currently occupying it's former 5083 Elston Ave. address in Chicago is the Rusicrucian Order Amorc Nefertiti Lodge.

Over the years other schemes have been advanced claiming "never change your motor oil", most based on super duper oil filters. Someday petroleum will run out, not just for our vehicles but also for the vast number of items we use daily. Then what ? **Remember When ?**



We apologize, but we have lost the name of the person who sent this early 1900s newspaper ad to Wheel Tracks. Thank you for thinking of us. Here it is.....

Horse vs Automobile

BEFORE you discard your horse and buy an auto, it is well to think of the cost. Figure how much you spend for harness and then think of what new tires amount to.

Figure up what it takes to feed "Dobbin" in a year and then think of gasoline, repairs and storage charges.

Dobbin is worth what you paid for him two years ago, where's the man with an auto that can say the same?

Come in and get a new harness instead of a new car and remember that Dobbin will take you through snow and mud as well as

on good roads and that his carburetor is never out of order.

ED Klein

732 Massachusetts Street



A really neat thing happened last week, I visited some friends and they were showing me an RV they were working on for his father. He and his wife are constantly on the move and somehow, their Airstream project has progressed with a nice new floor. I remembered that I had pictures of an RV I had just purchased and for the first time, in the years I have known this couple, this lady was speechless. Of course before I showed my pictures, I made like Sharon and I could not wait to get on the road with our new RV (pictured left). My speechless friend, I am sure did not want to insult me, but I am sure she was quietly trying to figure out how she might ask me if it was too late to return my purchase.

This grand-plan of mine is the result of seeing a very plain-jane closed trailer with a \$9,000 price tag on it. I need one, two or three times each summer, and this is my answer. I might change my mind before I get done, but the plan is to cut 3 feet off the back and replace it with a ramp. There are a few additional

home touches I have in mind with a budget of maybe \$1,000. Guess who I will be visiting on our shake-down cruise?

Page 7 of Wheel Tracks this month was fun to put together. There are many editors who have guided this publication through its 68 years, but there was one "VAE Super-Hero" who shined in the list of 31 editors. That "Super-Hero" is **Christine Skinner**, the longest running editor of us all, 14 years!

Not ever meeting Christine, I asked her ex-husband, Steve, about Christine.

Here is Steve's reply and what many of us never knew.....

Christiane passed away in 2015, a few months after an operation to remove a cancerous brain tumor. Operation was not successful. She liked putting the Wheeltracks together. The first few were done on a typewriter. Copy and paste articles and pictures were exactly that, then photocopied. The print shop would deliver uncollated copies to be sorted, stapled, stamped and labelled.

Eventually, in 1988 or 1989 member Bob Groves who worked for IBM got the club a deal on a computer to be used for editing Wheeltracks and the Roster.

Christiane was also club secretary, and membership secretary for several years and was in charge of preregistration for Stowe for many years. Essex too maybe, its all a blur. The days of the shows she was busy logging in the new entrants then blending them all together with the pre-registered for the judging forms.

Here is something about Christiane from the state.

<https://www.vttourismsummit.org/tourism-champion-award.html>





Wheel Tracks Academy



Know Your Mechanics

From Wendell Noble

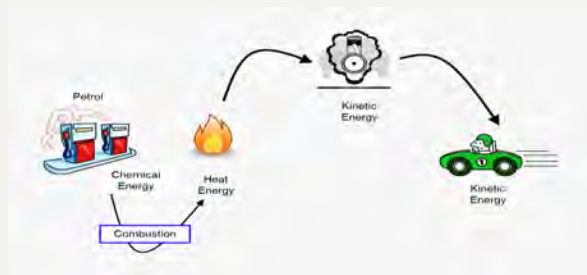


Have you ever heard of statistical mechanics?

I'm not referring to the guys that crunch numbers for insurance companies.

Actually, this refers to a branch of physics that is the basis of thermodynamics.

Thermodynamics is important to understand the operation and behavior of any machine that operates by converting one form of energy into another.



An automobile engine converts the chemical energy of fuel into kinetic energy of a car moving down the road. In a general sense, statistical mechanics helps to understand the collective macroscopic result of a lot of microscopic particles.

For example, a lot of little molecules that make up the exhaust gas in the combustion chamber of an engine have the macroscopic effect of

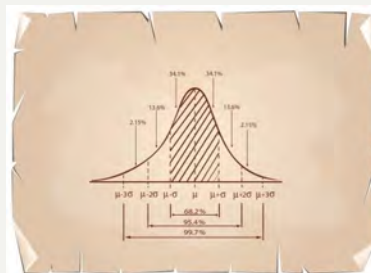


pushing the piston down. We can see the piston move without seeing what the individual molecules are doing. We can only imagine what they are doing.

The point of statistical mechanics is that we don't need to know what any particular molecule is doing in order to understand the effect of all of them together. We only need to understand what they are doing on the average.

They certainly aren't all doing the same thing, but are all zipping around with a distribution of velocities and therefore different kinetic energies.

The distribution is shaped like a bell curve which is technically referred to as a Gaussian distribution. The middle of the distribution is the average and is indicative of the temperature, in fact, it's proportional to the absolute temperature.



For the record, there are other different kinds of statistical mechanical distributions to describe different kinds of systems of particles subject to different constraints. For example, the electrons orbiting around the nucleus of an atom are subject to very different forces and constraints than the molecules flying around in the combustion chamber of an engine. They are named after the guys who get credit for dreaming them up, like Boltzmann, Fermi and Einstein.

You might think that economists could benefit by applying statistical mechanics to their "dismal science." After all, they want to understand and predict the macroscopic



behavior of an economy made up of a lot of individual people making and spending money.

So far, their track record on that hasn't been too good. Does that mean that economists aren't as smart as physicists?

Without dismissing that possibility, we must admit that their machine is more complex than a bunch of molecules in a closed chamber. Let's just enjoy the fact that our car engines usually run more predictably than the economy.



"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 2nd Car From Ken Gypson

My first car story is really about my second car, the first car I bought with my own money.

The first car was a 1960 Ford Custom 300, 2-door post sedan that was handed down from my dad. It was really more ferrous oxide (rust) than anything. The "guys" liked it though, because those in the back seat could relieve themselves by lifting the plywood out of the foot wells when cruising downtown Troy, NY, without stopping. Not really my style.

I had a decent job in high school as I worked as a mechanics helper in the local county highway garage during my junior and senior summers. Dad worked at the local community college and was good friends with the dean of students. Both were deep into British sports cars. One day the dean asked dad if he knew anyone interested in buying his 1956 Austin Healey 100-4 which he had bought new (this was 1966). So for a whopping \$60 it was mine.

I drove it my senior year in high school and the following two years of college, summer and winter. My girlfriend at the time was a girl named Barb. We, especially me, were constantly teased. "There goes Barbie and Ken." For those of you who don't remember the Barbie doll's boyfriend was Ken, and Barbie's car was a pink Austin Healey that the two would fit into.



I sold the Healey when I was drafted in late 1968. I was discharged in early 1973. Living in Burlington while my wife Nancy was finishing her degree at UVM, I tracked down the Healey in Pennsylvania, and bought it back sight unseen. When we got it back home it was just like the old Ford... ferrous oxide. It never went back on the road. I finally sold it to a friend of Dad's in 2005.

Just this past spring I tried to buy it back, again. No go.

I've had at least a dozen other Healeys over the years, but none for the last 20 years or so. Just recently I decided I couldn't stand it any longer and convinced Nancy I NEEDED another Healey.

(Typist's note:
Don't listen to him. He hounded me for so long for a Healey that I got sick of listening to him and said ok.)

So, in June I found a 1956 Austin Healey 100-4 on Facebook Marketplace in Bridgeport, Connecticut. The accompanying picture was taken in my shop in late June. I feel like I have my first...err, second car back.



JUDGES SOUGHT FOR VERMONT AUTO ENTHUSIASTS' ANTIQUE AND CLASSIC CAR SHOW ON SUNDAY AUGUST 15, 2021 IN WATERBURY

We need people to help with judging at this summers' car show. Previous judging experience is not necessary, but a discerning eye is important. Our judging standard is "as delivered to the dealer by the factory". This standard encompasses both the condition and the originality of the vehicle. Judging the condition of the vehicle includes looking for runs, nicks, dents or scratches in the paint, pitting on chrome, cracks in rubber items, rust or grease on mechanical components and tires or stains in the interior. Judging the originality of the vehicle is more difficult but we provide training on originality in the morning before judging starts and experienced judges are available to assist with originality questions.

Judges receive free admission to the show on Sunday and a pass for another day by request. Free complete breakfast on Sunday morning. Free model car or truck, and a free embossed baseball cap identifying you as a judge.

Please contact **Steven Carpenter** (judging coordinator) at 802-343-3673 or stevenc1974@outlook.com or



Lloyd Davis has been sharing newsletters from an Albany, New York area car club called "The Upper Hudson Valley Car Club". The newsletter is called "Automobilists' News". Lloyd tells how our two clubs began about the same time in 1953 and there were many people who were members of both. I remember stories of VAEers visiting our sister-club for some of their monthly events, but have heard of none recently. Their May newsletter is very informative starting out with a message from their president, **John Stoodley** that includes his invitation to five coming club events. A Board meeting of May 10th, a drive-by parade for a WWII veteran on May 7th, their "spring Dust-Off tour on May 14th, a heads-up to get the club to visit the Belvedere Car Show on the 10th of July and the Blenheim Car show on the 18th of July.

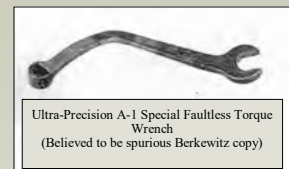
I wonder how our two clubs could recreate a connection of some kind, knowing our genes are the same.

Dave Stone was our president in 2017 and 2018. We will not reveal the source, but an Essex Reporter newspaper clipping came to us recently, from 1979, when Dave was an eighth grade student. It reports that Dave had won 1st place in a traffic safety poster contest and was given a plaque and \$25 for his effort. Congrats Dave!!! He is still involved in traffic, in a way. He has spent his career in air traffic control and works out of the Burlington International Airport.

Our good friend and VAEer, Fred Gonet, has sent a letter to the Vintage Ford Club for our review.

Here are parts of the communication....

Dearest Bruce, I read in a recent issue about your problems properly torquing head bolts. Since I feel responsible for getting you into this somewhat defensive position, I would appreciate your accepting the attached gift.



Ultra-Precision A-1 Special Faultless Torque Wrench
(Believed to be spurious Berkewitz copy)

It is the only known tool which will absolutely torque head bolts perfectly, under all conditions. It is pre-set to exactly 55.9076 foot pounds of torque. Further, it is altitude and temperature self-compensating.

It was manufactured by the 'ultra-Precision A-1 Faultless Torque Wrench and Laxative Company, located adjacent to the sewer plant at Warsaw, Arkansas, on a Tuesday morning in 1902.

The original instructions stated, "Place on bolt head- pull like a bastard until elbow clicks. Proper torque is thus applied," Bare in mind that this is a precision instrument and must be treated accordingly. Using a hammer, pry bar, social weapon, etc, could effect its accuracy.

By the way, I coat all threads with a mixture of Vaseline, tranquilizers and Kaopectate. This was, if I screw something up, I will not give a s--- (crap).

With my warmest regards, R. E. Plegge



Remember this, (photo left)?
Enjoy your summer....

Photo right is of a 1954 Chevy Belair that is for sale along the road in Enosburg. The for-sale sign in the window says there are four new tires on it and a "New"- rebuilt motor under the hood. (I can hear Gael Boardman now...motors are electric, engine is the word). It is a very rust-ripe Vermont car with a price tag of \$4200, and has had that sign in the window for a while now. If interested, I can give you contact info, but please watch your self.



An older gent was watching me trim tree limbs and stack them in my trailer recently. You can not see it very easily, but under the limbs is my JD lawn mower. When I was about finished, he walked over to me and asked why John Deere painted their equipment green. He then went on to tell me his long ago grandfather's theory of, 'why green'.....



It seems the JD company knew their tractors were inferior to all the others, and when your neighbors were working their good tractors, your JD would be easy to hide in the woods, until the neighbors have gone home.

Letters TO THE Editor

Hi Gary,

I saw the photo of the '68 Karmann Ghia on the back of the July issue. I thought it might be the same one as this but there are some differences like the bumper. My step-mother used to play cards with the Baroness Maria von Trapp in Stowe. I took these shots of her in the mid seventies.

Patrick Moore

No Patrick, sorry. Before it was a BBQ, my V-dub was a sedan. Do you know anyone who needs a slightly used top?



Dear Wheel Tracks,

As a follow up to Chris Barbieri's "Remember When" article from June, here is a picture of some of the original boxes, and built ups from my model car collection. The boxes I have (pictured left) are priced at .69 cents and .89 cents. The box art is half the charm while the models themselves are actually pretty accurate but with crude construction methods.

Ken Gypson



Hi Gary:

Back in the high school days of the mid-'50s, the car culture with my friends was very strong, along with all the other positives of growing up during this period in time. We were all familiar with terms such as 3/4 or full race cams, glass or steel packed Smithy mufflers, dual exhausts, high compression heads, .030 or .060 overbore, 4:11 or 4:56 rear end gears, stroked engines using a Mercury crankshaft and block, 2 or 3 Stromberg carbs, Mallory dual point ignitions, Duntov cam, using high octane leaded Sunoco race fuel, solid lifters, etc. All of these references would be automatically and mentally associated with increased performance using a standard such as 0 to 60 MPH, 1/4 mile speed and elapsed time. The ultimate achievement of the back yard mechanic placing an OHV Oldsmobile engine into a 1940 Ford Coupe. The engineering marvel of the Chevy V8 achieving one HP per CI @ 283.

The recent edition of the **Porsche Magazine Excellence** had an Editorial on the Croatia car maker's Rimac Nevera Model. The realization that the engineering of electric powered autos has progressed to the point there are new reference points for determining performance potential, without having actual road tests.

Quote: " **The all-wheel drive Nevera is motivated by four liquid-cooled permanent synchronous motors (two 220 kW motors in front and a pair of 480 kW units in back) that are energized by a 129 kWh battery pack composed of 6,960 cells**" Very simply, are these small block or large block electric engines ? The editorial notes the combined HP of 1,914.



Question being how does today's and the future auto enthusiasts relate to modern performance technology when the practical experience was from an entirely different time period ? And then replacing a small HP electric engine with a larger electric engine as the performance oriented hot-rod generation had achieved with mechanical internal combustion engines, not even knowing if it's possible.

Might there be a VAE member that could explain in a Wheel Tracks article, which would easily be understood, relating today's electric power to engines such as the Ford & Chevy 427, Chrysler Hemi, Pontiac 421, small and large block engines, as we transition from times in the past to the future.

Regards, Don Tenerowicz, Ellington CT



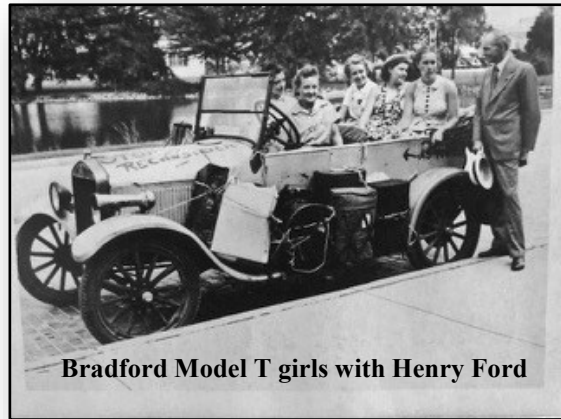
VAE Trivia from Don Tenerowicz

Bradford Model T Girls aka "Gypsy Coeds"

With an intense interest in autos, think VAE, along with the stories that add a level of curiosity and joyful excitement, learning of the "Bradford Model T Girls," who road-tripped all over the country, was a new experience. With the Silver Streak, a 1926 Model T, a roof made out of re-cycled awning canvas and their own graffiti, the group of 5 to 6 young girls, ranging in age from 18 to 30, set out on their US trips. Their adventures starting in 1934 were courageous and daring without GPS, roadmaps, cell phones, overnight accommodations, and AAA service on mostly unpaved roads.

The Model T Girls originated in Bradford, Illinois. A 1934 community of 1,000 when a group of friends during the summer devised a plan for cooler weather and fun with a newly acquired Model T. The 1926 Model T became known as the Silver Streak, receiving a fresh coat of silver paint by the owner, being one of the Girls, when all other T's were black. "Lizzy Labeling" was a fad when people the Girls met scrawled messages on the Model T. After the first trip they immediately started planning the next adventure.

In addition to local trips, seven major trips: 1934-Wisconsin, 1936-Illinois, 1937-Ontario, 1938-Michigan, 1939-New York City and Washington D.C., 1940-Hollywood, and 1941-New Orleans. These trips varied in miles from 525 to 4,750 from their home town. Attractions included greeting Henry Ford with a 75th birthday wish, meeting soldiers in an Army training camp, treated as celebrities in New York City and at the World's Fair, visiting the Dionne quint, pictures taken at the US Capitol, along with Don Ameche and Bill "Bojangles" Robinson autographs while in Hollywood added to the festivities. From a return trip to Dearborn, Henry Ford's autograph is still visible on the Model T after meeting with the Girls a 2nd time.



Bradford Model T girls with Henry Ford

Overall, the Girls travelled to 40 states in the 1930's & 40's. In 1942, WWII ended the spirited trips due to gas and tire rations. Considering the times of 1934, the ladies had strict rules: No Liquor, no tobacco, and no dating even though there were plenty of boys. The five to six different girls traveling at any one time filled the Model T. With the publicity of having met Henry Ford the Girls received attention wherever they happen to travel from Ford dealers and the public. Upon returning to Bradford, the Girls had become home town heroes and the drives made them famous. The Atlanta Constitution published an article with a photo: "Six Femmes and a Ford." The last surviving gypsy coed passed away at the young age of 103.

The current owner of the Silver Streak Model T, John G. Butte, has published a book, "Darlene's Silver Streak and The Bradford Model T Girls". John's mother and aunt were both Bradford Model T girls. From You Tube, John taught himself to drive the Model T and to this day drives the Silver Streak in Bradford's Labor Day Parade.

Next up.....

Coming VAE Events for 2021

August 13th, 14th & 15th..."The Vermont Antique & Classic Car Meet" at Farr Field in Waterbury, Vermont. Lets have a blast and if you want to help in any way, contact show chairs Duane Leach or Bob Chase



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

Wheel Tracks Classifieds



Free to all Enthusiasts

For Sale..... Associated hit& miss, 4hp, built about 1913. Ignition is with battery, coil, and igniter. Call Dave Welch 802-475-2447



For Sale.... 1938 Ford. You can help finance my new Austin Healey. Standard body with deluxe nose. VERY little rust. No engine/tranny. Many extra parts. Can deliver in Vt for gas. Asking \$6,500. Ken Gypson 518 423 7565. Can text. kengypson@yahoo.com



For Sale.... 1930 Model A Ford, 2-Door Sedan, the early 30s eye-brow fenders type.

The car has had a body-off restoration, it is original and runs great. We have been on many adventures these past 35 to 40 years, and can do the same for its next owner. Call Bruce Huff 802-233-5504 or 802-864-3940.

August Bumper Sticker...

There are two colors for tractors.
Orange
and
Ugly

Wanted.... Front axle, spindles, and brake assemblies for a 1925 Chrysler 4 cylinder. Call or text Steve Skinner 802-249-1008 Email snsminimansion@gmail.com

For Sale.... 1989 Volvo 240 four door sedan. Runs and drives. Good interior. Needs body work. \$500 Call or text Steve Skinner 802-249-1008 email - snsminimansion@gmail.com

For Sale.... Price reduced!!!



1947 Hudson , 23,000 miles, fair paint and upholstery, runs well, new battery. Stored for several years, a bargain at \$4000.

Acetylene welding set (oxygen tank, gas tank, lighter, hose, torch, gauges, etc). \$100.

1933 LaSalle radiator with rusty shell, brake, clutch pedals, \$100.

1925 Studebaker Model EQ Duplex Phaeton 85% restored, \$6000. Lots of extra parts and information available.

Troy Built rototiller, runs well extra attachments, \$125

Roy Martin at roymart@comcast.net or 802-862-6374.

Wanted.... 1920 or earlier cars and trucks. Any condition under \$8000. Also Steam tractors or steam engines also 1920 or earlier, any asking price Chris Barbieri - 802-223-3104

Wanted.... We need a good carburator for old "Petunia". The Wells River REO fire truck featured on page 11 of the June 2021 Wheel Tracks. We believe the engine is a 1923 REO, 4-cyl. Any help appreciated . Contact John Mahnker at 802-757-2373



Duane Leach has just announced we now have a club jacket.

The price will be \$60.

They are a blue Poplin Jacket, 65/35 poly/cotton shell. Mesh body lining, polyester sleeve lining, Cadet collar with drawcord and toggles elastic waistband.



If you choose, you can replace your name, on the front, with a smaller VAE logo or even your car name or make.
A choice of a 2nd name on the left front is available for an additional \$5.00

Make your \$60 check to VAE

Send your order to Duane with instructions on size and front name(s) choice.
His contact info is on page 2.

Chest sizes in inches...

XS=32-34
S=35-37
M=38-40
L=41-43
XL=44-46
2XL=47-49
3XL=50-53
4XL=54-57
5XL=58-60
6XL=61-63



**1976 Triumph TR6
Owned by**

**Claude St. Amour
Granby, Quebec**



August 2021

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



THE VERMONT ANTIQUE & CLASSIC CAR MEET



AUGUST 2019