



December 2018 Year 65 #12



# Wheel Tracks

Read the story about  
Tom Noble's 1935 Packard  
Limousine on page 6

It is time, again, to renew your VAE membership.  
Please make it easy for us and renew promptly. Your expiration date is on your mailing label.

The Official Monthly Publication of the Vermont Automobile Enthusiasts





FROM OUR  
PRESIDENT,  
DAVID  
STONE

### Happy Holidays,

As the first snowflakes hit the ground I realized that it is time to gear up for the holidays. Daylight savings, stacked firewood, hay in the barn and thoughts of driving the old car once more has faded. Fall's work is almost done, so it is time to think about family and friends along with warming thoughts of holiday festivities.



My daughter and I have a few "traditions" that include older vehicles. One, is a trip in the old Willys pickup to get our Christmas tree. There's something about driving an old truck out to the "u-cut" vendor and loading the tree in the back, then driving through town. It just seems right. Another one is, when we take the Model A over to the local orchard, to get warm cider and fresh cider donuts. Here again, these activities make for good positive memories. The last "tradition" is the building of the gingerbread house. This year I'm thinking of adding on a garage and including a classic truck with a tree into the scene. Too much, maybe, I can't wait to see the spouse's eyes rolling.

On October 23, myself, Fred Cook and Dan Noyes headed to Vermont Tech for their scholarship dinner. We heard some amazing stories about what education meant to them and what struggles they had to overcome. Our scholarship funds are doing great things for the auto tech recipients. We had the opportunity to meet five of the six students and all were very appreciative of our involvement in their career. As an added bonus we sat with two Golden Wrench Award winners, Ethan Trombley and Tara Johnson. We asked them how the VAE might improve the award process and what else would benefit students in the future.

Lastly, thank you Jason Warren, for spearheading our social media and mobile communications efforts. I'm hoping to expand our presence on Facebook and other social media sites to connect with other young hobbyists. Sharing information with the other clubs and organizations may help boost interest in our club plus membership.



We are building next years meeting and event calendar, if you have an idea for a monthly meet/event please let us know. It would be even better if you could pick a month and organize it, doesn't necessarily have to be automotive related, diverse meetings make it interesting. Any ideas?

Dave Stone

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### FROM YOUR EDITOR... GARY FISKE



### 2018 is on it's way out!

I need to get my act together. The years have a tendency of sneaking up and this year....it's not going to happen. If you believe that, I have a bridge to sell you.

**Speaking of bridges**, have you ever crossed the Throgs Neck Bridge that connects the Bronx with Queens? Bill Erskine and I crossed it, twice, a couple of days ago. I would never want to buy that bridge. A couple of my knuckles are still a bit white from the drive through the Bronx. Bill and I found some International high-wheeler parts on Long Island and drove down to check them out. We had the idea there were a lot more there than we found, plus our price expectations were way under what the seller had in mind. So, we came home empty handed.

**Am I happy to live in Vermont!!!** We passed River Bay Co-Op City near Goose Island in the Bronx. Twenty-five floor high rise apartment buildings were everywhere, it turned out to be 35 of them. All these in about a 60 acre area (that is 683 yards by 446 yards) with over 50,000 residents... WOW! Fifty thousand is about the population of the county I live in, which covers about 700 square miles. Who would have guessed?

**There is a bit of a sea-change going on in the VAE.** For many years there has been a progression of titles in our club. A **2nd Vice President** is voted into position which becomes **1st Vice President** the second year. The third year, that person becomes **President** of the VAE and the fourth year becomes the **Chairman. That will not change.**

**The most challenging year** in this progression is the 2nd year as 1st Vice. That person's job is to organize the year of club events....all 12 of them and sometimes more. Jan Sander is our 2018 1st. Vice and she has done a great job. Just ask her, she will tell you it is a big task. A group of members have been invited to a meeting this month (November) and the purpose of the gathering is to find 12 individuals who will each take over an event for the 12 months of 2019. This will take that job, completely, away from the 1st. Vice position.

**The reason behind the urgency this year** is because Duane Leach will be 1st. Vice next year. He does not deserve the event job on top of the huge task of co-chairing the Waterbury car show. That is very unfair.

**The second reason** for making the change is because the club has found it more difficult each year to fill the club officer positions. Our small club has grown over the years and our responsibilities have grown along with it. Becoming a 501c3 (not-for-profit) a few years ago, has allowed our club to make some wonderful connections in student education, and spreading our message of preserving and enjoying these old vehicles that we have.

**I can think of nothing more exciting than** what has happened to the VAE the past few years. Our future is very bright. Changes will come but our core purpose will stay the same.

**Now, back to "real club business"...** Does anyone know where I can find a Ross steering box? I need the type used in the early 30s in Reo, **Franklins**, Auburns and Studebakers with the bearing mounted stud. Now that is who we are.....!!

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\$50 for 2 years

**Wheel Tracks**  
Monthly deadline to  
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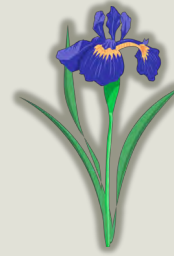
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## "THE SOFTER SIDE"

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



From Nancy..... "Ramblings of a 'Mature Lady'"

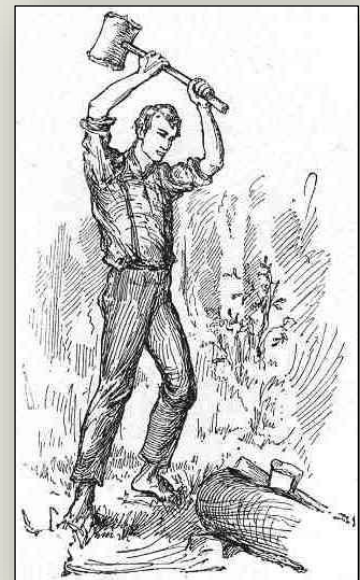
As I 'mature' it seems that I become more aware or should say irritated with things happening around me, i.e. the idea that school should start an hour or more later in the mornings, to allow our children to "get more rest", and thus they will certainly do much better in school. Poppy cot!! What is keeping these children from going to bed at a reasonable hour? I fear it is TV, iPods, computers, tablets, smart phones and NOT reading, homework, household chores, or even a job. Let me say here that I am sure there are some out there that do work or have household responsibilities that prevent an early or even reasonable bedtime hour, but I believe this is the exception and not the rule.

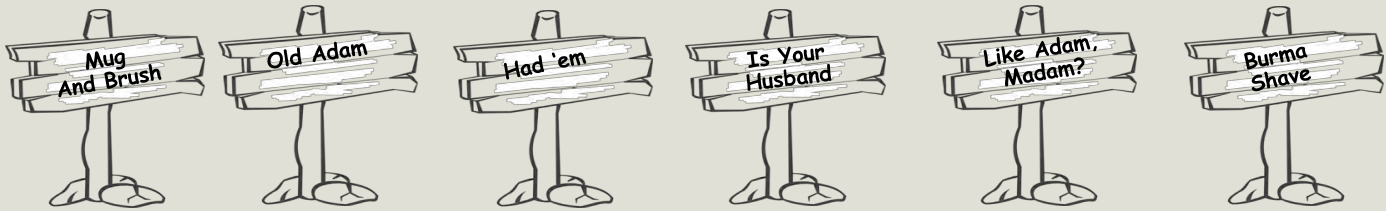
One of my concerns is that every generation (for the most part) are getting 'softer' and it will manifest itself in ways that are not good for us or them. I am part of the problem, as I expected less of my children than was expected of me. I am sure my brothers and sister didn't think so at the time, but Mother expected less of us than what was expected of her. At age ten she took over as chief housemaker for her Dad, 3 older brothers and 1 younger than her. She cooked, cleaned, did laundry and went to school. Because she was 10 and not very tall yet, her brothers made her a box to stand on, to make rolling pie crust easier! Now wasn't that a nice gesture? She never talked about it as a burden, in later years, but something she did because it was needed. My 2 brothers were up in the morning at 4 or 4:30 to go to the barn and help feed and milk the cows, home about 6 to bathe (so they wouldn't smell of the barn) and still had a mile to walk to catch the bus for school, only to reverse the process when school was out. Walk home, change clothes and back to the barn. Did I mention that the bathroom time was scheduled, so 5 of us could get in and out on time with only 1 bathroom, to some, this would be third world conditions! And believe it or not, there were some people at the time, that didn't have that in Athens, Vermont in the early 50s.

It was barn work that I threatened my boys with, when they were young, if they complained about doing some chores. Also, just an update, my brothers graduated from school, got jobs (now retired) and survived their early years just fine. I don't know if they regret it, but I feel bad they didn't have time for the school sports, etc., that most have access to today and wouldn't want that to change.

Have school start later? Not in my opinion. Make it mandatory that children work 6 months on a farm; definitely! You can't know what work is until you do some.

Is Grandma's opinion popular with her grandchildren? **NO WAY!** They are thankful I am not raising them, and I am not their school teacher, but I do hope that there will come a day when the 4 of them are sitting around camp swapping stories and they decide that Grandma had a lot of things 'spot on'.





## WORDS

**"Squish Value".....** The effect in internal combustion engines which creates sudden turbulence of the fuel/air mixture as the piston approaches top dead center. See page 13 for more.



I went down the street to a 24-hour grocery store. When I got there, the guy was locking the front door.

I said, "Hey! The sign says you're open 24 hours." He Said, "Yes, but not in a row!"

\*\*\*\*\*

Boy: The principal is so dumb!

Girl: Do you know who I am?

Boy: No...

Girl: I am the principal's daughter!

Boy: Do you know who I am?

Girl: No...

Boy: Good! \*Walks away\*

\*\*\*\*\*

Two factory workers are talking. The woman says, "I can make the boss give me the day off." The man replies, "And how would you do that?" The woman says, "Just wait and see." She then hangs upside down from the ceiling.

The boss comes in and says, "What are you doing?" The woman replies, "I'm a light bulb." The boss then says, "You've been working so much that you've gone crazy. I think you need to take the day off." The man starts to follow her and the boss says, "Where are you going?" The man says, "I'm going home, too. I can't work in the dark."

\*\*\*\*\*

What do you have when 100 lawyers are buried up to their necks in sand?  
Not enough sand.

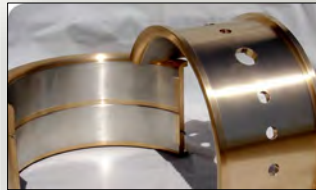


## Wheel Tracks Academy

### BEARING THE BURDEN

from Wendell Noble

I've had the experience of overhauling a fair number of engines in my life. I may not be a spring chicken, but I'm young enough that all of these knuckle busting jobs, involved replacing worn rods and crankshaft bearings that were simply insert bearings. Just pop out the old insert shells and push the new ones into place. Then torque down the bearing caps to the specified value which would provide the correct amount of "crush" to snug the new bearings into place. Replacement bearings were even available with 0.001" increment undersize, to compensate for wear or machining, to remove journal scratches.



The situation is very different for prewar, and some postwar engines, that us old car guys are likely to encounter. These engines used poured Babbitt metal bearings. Babbitt metal now refers to any of a number soft low melting point alloys. The original recipe was formulated by goldsmith Isaac Babbitt and patented in 1839.

It consists of 89.3% tin, 7.1% antimony and 3% copper. Other formulations have also been developed that are referred to as Babbitt metal. The best formulation, for example, lead or tin based, depends on the details of the application. The key features of Babbitt metal, are that it has a low coefficient of friction with steel, and its crystalline structure allows paths for lubricating oil to flow along the surface. Forming a Babbitt bearing, involves first casting the molten metal onto the bearing surfaces to a size smaller than the journal. Once hardened, the bearing is line-bored or reamed to match the journal diameter.

Fortunately there are still a few machine shops around that have the knowledge and equipment to make and restore Babbitt bearings. In fact, this bearing technology is still in use in some heavy machinery. I have read that Babbitt bearings are used in submarines. Ball bearings make too much noise for a sub trying to avoid sonar detection.





Continued from the front page....

From Tom Noble....

I think the best way to tell the story of the car is in two parts- first the part I know is actually true, and secondly the part that might be complete bunk...

The car is a 1935 Packard V-12 limousine that my grandfather, Bert Pulsifer, acquired sometime during the 1960s from a man named Charles Barnes. Charles was renting a house from my grandfather at the time and, having run out of money to cover rent, offered the car in lieu of rent. My grandfather was a collector of cars and took him up on the offer. He kept the car and entered it in local parades from time to time and my Uncle Scott drove it occasionally- although I'm guessing a V-12 limousine wasn't something anyone could afford to drive regularly even then! I do remember it sitting in the garage at Grandpa's farm and pretending to drive it when I was little- as a kid that was the most impressive car in the world!

I also remember the whole family washing and waxing it in preparation for a parade. This must have been done many times because even then the paint was worn through in places. The parade I remember best- and I think it was the last time it was driven, was in 1982. The Packard had a tendency to vapor lock and I recall it did it at least twice that day. The first time was at a gas station on the way to the parade. We had stopped to fill up, but couldn't get it to start after. Fortunately, one of Grandpa's friends was also on his way to the parade, with his similar vintage Jaguar, and offered to push start the Packard with it. This worked and we made it to the parade. Unfortunately, we didn't make it THROUGH the parade. About halfway through, she vapor locked again and had to be pushed aside to let the rest of the parade go by. I'll have to dig out the picture of me, with my Grandpa's Mason's ballcap on, leaning against the fender, waiting for it to cool down. My grandmother wrote on the back "Thomas guarding the Packard". (This picture never made it to Wheel Tracks).



Charlie Noble, Tom and Michelle Noble's son will be driving this beast of an automobile some day. Perhaps to his senior prom dance! Charlie is in junior-high today and Wheel Tracks has learned he has some dance moves to die for....



When Grandpa passed away, he left the Packard to my Uncle Scott. Uncle Scott didn't really have a good place to keep it, and knew that I had always admired the car, so he gave it to me. I've had to move it a few times since then and it has remained my "someday" project that I plan to get going as time permits. The first project will be to get the gas tank cleaned/rebuilt- 30 year old gas does some bad things to the inside of a gas tank!

The part of the story that might be bunk, is the detail of Charles Barnes-I was always told that Charles was of the "Barnes and Noble" Barnes from Rhode Island. Apparently he was the black sheep of the family and had a girlfriend that the family did not like or approve of. The family told him he needed to leave the family estate, but that he could take any car he wanted as long as he left and didn't come back. The car he chose, of course, was the Packard. He headed north and ended up near

Plymouth, New Hampshire and began renting the house from Grandpa.

From Lester-Steele Handbook & Standard Catalog of American Cars  
"Packard Twelfth Series- Twelve"

\*Price new...\$4485.00

\*Bore & stroke...3.44 X4.25

\*HP...175 @3200RPM

\*Weight...5900lbs

\*WB- 144.25 inches

\*Carburetor....Stromberg-Duplex

\*Gear-ratio options,4.41, 4.06, 4.69, 5.07

\*Tires...7.50X17

\*3-point engine rubber suspension

\*15 12-cylinder body styles offered with the limo being #835.

\*Engine, 67 degree V-block, modified L.

\*Displacement, 473.3 cu. in.

\*Four main bearings

\*Trans, selective synchromesh 3F/1R.

\*Clutch, single plate, vacuum assist.

\*Brakes, mechanical, vacuum assist 4W

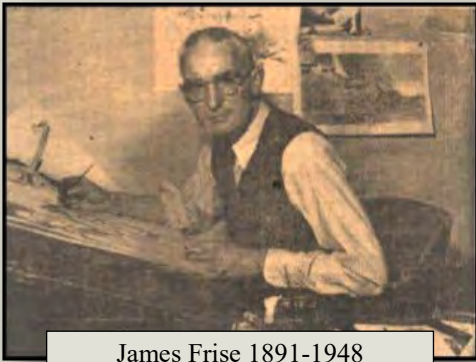
\*Options...dual sidemounts, bumper guards, radio, heater, spotlight.

\*Introduced August 1934.

\*V-12 model choices, series 1207wb139" & series 1208wb 144.25(the limo)

\* Total factory production for all models including V8 & V12.....788





James Frise 1891-1948

**James Llewellyn Frise** 16 October 1891 – 13 June 1948) was a Canadian cartoonist best known for his work on the comic strip *Birdseye Center* and his illustrations of humorous prose pieces by Greg Clark.



**Born in Scugog Island, Ontario**, Frise moved to Toronto at 19 and found illustration work on the Toronto Star's *Star Weekly* supplement. His left hand was severely injured at the Battle of Vimy Ridge in 1917 during World War I, but his drawing hand was unhurt, and he continued cartooning at the Star upon his return. In 1919 he began his first weekly comic strip, *Life's Little Comedies*, which evolved into the rural-centred humorous *Birdseye Center* in 1923. He moved to the Montreal *Standard* in 1947, but as the Star kept publication rights to *Birdseye Center*, Frise continued it as *Juniper Junction* with strongly similar characters and situations. Doug Wright took over the strip after Frise's sudden death from a heart attack in 1948, and it went on to become the longest-running strip in English-Canadian comics history.

May, 1928 AUTOMOBILE DIGEST

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## Dave's Garage by Dave Sander



### Rust Repair

Recently I have had two cars in the garage for rust repair, a Saab 900 and an MGB.

The interesting thing is, on each car the rust was caused by poor body work. Each car had plastic body filler repairing a dent. The body filler was applied to bare metal. At some point, the body filler cracked and moisture seeped in. Body filler does not stop water. Water can creep down through the filler to the bare metal, and cause rust. On each car the metal behind the body filler had rusted away, leaving rust holes.



After I do the hammering and welding, I coat bare metal with epoxy primer **BEFORE** I apply any body filler. I also start with aluminum body filler first, then transition to traditional polyester body filler. Aluminum body filler does offer some resistance to moisture.

To fix these rust holes, I used a cut off wheel to cut out the rusted metal. Next, I traced the cut out piece on new sheet metal with a sharpie marker. I carefully cut the piece out, subtracting about 1/16" on each side. The new piece was carefully mig welded in, only welding about 1/4" at a time to prevent heat warpage. After the welding is finished, the welds are ground flush and the metal is hammered flat. Next I apply a layer of epoxy primer, followed by a light skim coat of body filler.







**The Hershey Show this year was great.** Every year is "different" and that is what makes it the "Hershey Show". One gent told about his friend who usually shows up with his wife, two or three of his sons and most years a neighbor or two. This year, he comes alone. He tells his friend that his wife had died and that is why he was alone this year. Asked about his three sons and the neighbors, the gent was told they were at the funeral. Old joke but it catches a fish every time.



**The pic on the left** is when we arrived at Hershey. **Dennis Dodd** is putting his final touches on his tent. You can't see it, but there is an 18 inch mattress inside. It rained most of one of the days and we expected to have to go downstream, to find Dennis and his mattress in the Susquehanna River. My tent is built for a pickup bed, you can see it in the background. Bill Erskine's tent is just beyond.

Many of us found treasures at the show. Dennis' treasurer was the Waukesha Ricardo head for his Model T. **Gary Olney** found those chrome plated wipers that he has wanted for his '31 Plymouth. A brass carbide generator for only \$200 and a \$50 coil box was **Bill Erskine's** great finds. **Charlie Thompson** speaks of a nice ride on this 1915 International High Wheeler



to the right. I found a nice one-lunger coil box and the perfect small ball-peen hammer. Check out **Pierre Pepin's** Hershey treasure on the last page! I also found my dream car, polished and ready for the Show Car event. A '32 Franklin Club Sedan....it was beautiful!



**Our annual meeting (left) was a great success.** Dave Stone and his daughter, Grace, did all the work and served a really fine meal. A new slate of officers were elected and many members were able to get reports from the different committees and understand the work involved.

Right, Wendell Noble (right) receiving the President's Restoration Award from Dave Stone. Wendell's 1930 Chrysler CJ Roadster project was a multi-year task and the result, is beautiful.



Pictured left is a gift to the club from John and Carol Lavallee. They have a business making show plaques and these are samples. We would like to see that VAE members get them but are unsure how. Maybe we could raise a few dollars for our education fund....

This from Ken Gypson about VAE "Stuff"....

**I don't believe there is one VAE member who has too little "stuff".** We are all guilty of accumulating "stuff". Even if our wives don't collect cars, I am sure they collect something. Well, this past Waterbury show, Ken's "stuff" grew by leaps and bounds, thanks to Mike Hayden. (Mike's dad developed Indian Acres in Essex Jct., where my mom and dad had a house built, back to back to the Hayden's. **((This is where the VAE was given birth by Anne Gypson in 1953)))**).

Well Mike, who designed the shirts, hats, dash plaques, awards, tote bags, etc. for Stowe, Essex and Shelburne for many years brought me ALL of the left overs and extras, he has accumulated over the years. "All" consists of almost 4 ½ large totes of VAE "stuff". It has all been inventoried and repacked in totes, and now in storage in one of the show trailers.

**Now....what to do with this "stuff"?**

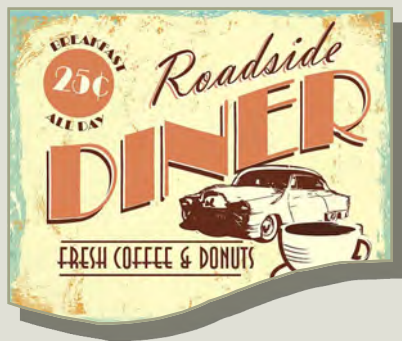
Should we give it away? Use it as door prizes at our different events? Sell it at our shows? What do you think?

What I would like to see with some of the significant items, is a permanent display/archives set up, so all can enjoy the many successful years of the VAE. Again, what do you think? E-mail either the editor or myself at kengypson@yahoo.com.

**It's your club.... it's your "stuff".**

**Editor's notes....Many years ago I heard talk of buying an old gas station for a VAE club house...neat idea!!**





# The Roadside Diner

HAPPY THANKSGIVING  
TO EVERYONE

## Easy Roast Chicken



Elegant enough for special occasions, easy enough for everyday, this lends itself to leftover magic.

4 chicken breast, or any suitable combination of pieces  
1 tsp. salt

1/4 tsp. pepper  
1 tsp. rosemary, marjoram and oregano  
1/4 cup lemon juice  
2/3 cup white wine or dry vermouth  
2-3 tbs. margarine or butter

Mix salt, pepper and herbs and sprinkle liberally over chicken. Sauté in the butter or margarine until brown on all sides. Add liquids to skillet, making sure they are well blended with pan juices. Cover and simmer until tender, gently basting and turning occasionally. The liquid will thicken and form a wonderful, piquant coating on the chicken pieces as it evaporates.



## The CHCC bi-annual meeting of the Automotive Technology Program Advisory Committee was held recently.

Cold Hollow Career Center in Enosburg Falls was the "birth" of our Golden Wrench Award in 2012.

This year's program includes 10 seniors and 14 juniors. A number of other students wanted to join Baxter Weed's Automotive Technology Program but there was no room. Baxter is an excellent leader and teacher and the program is very popular. He reported a small increase in his supply budget this year of \$7650 and will be using part of the funds for a Snap-On Auto NC-3 Scanner with a lifetime software update. Snap On has special pricing for school and Baxter was able to take advantage. The programs old scanner will continue to be used but it has very old software.

Last year's 11 students, in the 6-month follow-up, show great progress. Two are attending colleges in related fields. Three are employed as mechanics locally (in most cases the students proved their abilities while co-oping and the employers wanted them full time). Baxter reported three are bouncing around a bit and still looking for work and one student "dropped off the radar".

Six of the current 10 seniors have passed the ASE Maintenance and Light repair tests. Two have passed the Snap-on 525 Meter certification and 7 have passed the Tire Industry Association certification. Three have found co-op work placements that began in early November. Three others are getting processed for co-op jobs.

The 14 juniors have passed the lift safety course, the Safety and Pollution certification and also the Fluids and Oil Tech certification sponsored by Valvoline. One of these juniors will be chosen next spring for the VAE Golden Wrench Award. We hope they have a productive winter.

Baxter has field trips planned for VTC, Heritage Toyota and the Vermont Army Guards facility in Hyde Park.



Baxter Weed



The VAE Education/Outreach Committee is considering a proposal of becoming more involved in "SkillUSA Vermont". The committee has learned that many students may win the Vermont level of SkillUSA but can not afford the travel expense to go on to the national level, in Kentucky.

There are 63 skills categories where career center students compete in the Vermont. This usually happens in the Spring in Burlington and the winning students from the 17 Vermont career centers then go on to the national competitions.

There are 16 career centers in Vermont that have Automotive Technology Programs and depending on interpretation, those programs produce up to seven "skills" that are awarded. The VAE is presently considering four of those skills where a \$500 travel expense grant is given to the student. The decision will be made in our December meeting and hopefully be awarded to the Spring 2019 SkillUSA winners.



## Mountain Slow Spoke Tour, 2018

Twenty sixth year weeklong tour group, with no dues, meetings, or officers.

Silver Annie Story

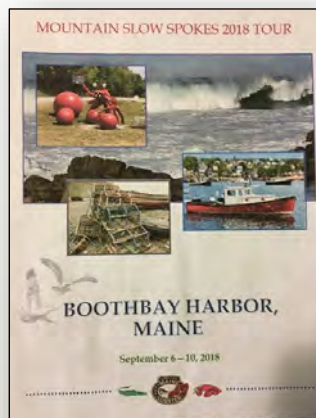
Perspective as recorded by Eric Osgood



**Mountain Slow Spokes (MSS) is an exclusive auto enthusiast group that I belong to.** You must be “invited” in, however once you are “in” you are a permanent member (as long as you stay in good repair!). This club is limited to 15 cars, has no dues, no officers, and no meetings. The sole purpose of the club is for a week long tour within a 200 mile or so radius, starting the first Wednesday following labor day and ending on the following Tuesday. The MSS started as an off shoot from a VAE involved event, Vermont bi-centennial in 1991 statewide tour. MSS started the following year and has continued every year since, completing 26 years in 2018. The tours have extended from Norwich NY, into Massachusetts, Canada, and 2018 in Boothbay, Maine. Each tour is setup by a member of the group, this year by one of the “originals” who never missed a year, George and Cindy Brady. Each tour consists of touring private and public car collections as well as other interesting stops, and here is my story for the 2018 tour, a reasonable representation of what these tours consist of.

**Day 1:** We are off for North Conway N.H. This is my 5th of 6 years joining MSS (one year I had a blown piston and that’s another story). 4th of the 6 that Eric has had a co-pilot. Eric’s wife being a school teacher, is unable to take this time off (he does take a lot of pictures so she will have comfort in knowing he is having a good time though, very thoughtful man you know!), however Eric’s mother Sally does accompany us. I am Silver Annie, a 1929 Buick owned by Eric, restored a number of years back by Sally’s dad, Cliff French, so obviously I hold a special bond for Sally.

Approaching Crawford Notch, with the Mt. Washington Hotel in view, a flock of turkeys were in the middle of the road. Last thing I wanted was to come face to face with a turkey beak sticking into my year old radiator. Eric blew one of my horns while stomping on my mechanical stop with a prayer brake, and a mishap was avoided. Cliff had installed a dozen or so horns on me, always proudly proclaiming I was a “Horny Old Car”. We took a break at the Crawford Notch RR station, a good number of tourists took pictures of me, with me, including a newlywed couple. We leave here, creeping up to the crest before heading down into the notch, I know Eric is nervous as I can feel his foot shaking on my brake pedal, I am put into second gear to start the very steep decline, while hoping a semi does not come up behind me with the intention of viewing the inside of my tailpipe. A good uneventful descension into the notch and enjoyable view of the mountain range. Arrived safe and sound after stopping at the liquor store to pick up some supplies for the members 5 o’clock “restoration hour”.



**Day 2:** We head out for Boothbay in a convoy of late 29’s up to including a couple modern vehicles. Although we have come to usually having hub tours (base in one location with day trips out of), due to the distance to Boothbay and particularly a 1930 Model A coming from Woodstock Vt., this would have been a good haul. Martha who owns my distant cousin the Ford Model A, keeps that car motoring right along with the best of us, usually having her co-pilot Anne who unfortunately was not able to attend this year, due to some “mechanical” difficulties however, as I understand will be expected back next year. These two ladies have come to be known as the “Baldwin sisters” (from the 70’s show “The Walton’s”), and never disappoint the members with bringing along plenty of their “secret recipe” (Rhubarb wine). Martha however was fortunate to still have a co-pilot for the trip, Snookie and hopefully a return visitor. While in-route to Boothbay we drove into a severe down burst of rain and wind. Eric felt with the morning being sunny and hot that he could chance this trip without putting up the top, bad choice. We came upon an accident, a truck carrying port-o-lets, not a pretty thought. Our driving was not significantly delayed as we were stopping for lunch. On our approach into Boothbay, numerous trees had been blown down, we were re-routed on a few different (scenic) roads, before finally arriving at our hotel. Note: Much of the area was without power for a day or two,

the credit machines were down longer, I get very thirsty however, luckily Eric did have plenty of cash to fill me up with. Hopefully a lesson learned for him, also bring lots of cash along with your credit card, but he is hard headed at times!

Continue to page 12



From page 11.....**Mountain Slow Spoke 2018 Tour**

**Day 3:** Heading out, first stop Boothbay Railway Village. An interesting stop with a railway and rides, historical buildings, and an extensive car collection. As well as a close cousin of mine (whom I was not allowed to go in and greet however), a 1929 Buick model 47. From here we headed along to the Coastal Maine Botanical Gardens. While I am not much for knowing the names of plants and fully appreciative to their differences, I am smart enough to keep this to myself. Eric on the other hand, while he did seem to enjoy the experience and the vast spread with its variety of plants, landscaped grounds, is not so good at keeping his mouth shut. Later that evening I heard Eric expressing his opinion of the day's travels and describing the botanical garden as "a place with just different colored flowers". Well, let me tell you, one of the members, Nancy, who is very much into flower gardens and such, came right up out of her chair to let Eric know that it was a lot more than just different colored flowers! What an idiot he is sometimes, if it wasn't that I need him to pilot me, I might leave him home! Of course a few drinks and they are laughing about the altercation.



**Day 4:** Run out to the Maine Maritime Museum. Trip into Bath Maine, a Museum filled with shipping history, historian tour, followed with a lunch and cruise of the bays as well as a stopover on an island to view a lighthouse. Oh, did I mention Eric did NOT bring me this day. I guess it is OK, as it was going to be a long day, with an after dark travel back, and with my 6 volt lights, as Eric often refers to "you need a flashlight to see if they are on", this was probably just as well.



**Day 5:** Today, first we are off to visit the Wiscasset, Waterville & Farmington railway Museum. This trip included the ride on a restored railway bed in restored engine and cars (members only, I had to stay in the parking lot, again). Of course anything train related is a must do and of great enjoyment to member Bill Sanders. The next stop is Maine State Aquarium. Staff providing very detailed explanations of the different lobsters, their colors, and legal catches.

**Day 6:** Off to visit more distant cousins, Owls Head Transportation Museum. A wide assortment of transportation means, from wagons, automobiles, to airplanes. Of course I was stuck outside looking in, however this museum backed up to a runway where planes could be found coming and leaving. Also understood that all of the automobiles, airplanes, lawnmowers, are fully functional and driven/flown at least once per year.

**DDD**

From here we went to and visited the Farnsworth Art Museum. I was surprised, even Eric who does not know the difference between

acrylic and oil paint, recognized artists' works or even their names, and has severe sticker shock when he learns of their value, actually spent a couple of hours exploring this very expansive collection.

**Day 7:** All good trips come to an end, we headed out about 8 am for our 230 mile trip home in the start of a torrential downpour that lasted until we got beyond Jefferson N.H. Luckily for them, Eric had put the top on the night before, so they were warm and dry for this trip back. I only have a hand crank windshield wiper, however with rain-x, Eric never touched the wiper.

**Can't wait until next year, a new tour, a new area, a new experience.** If anyone thinks they might enjoy this experience, we do have a couple of openings, please have your owner contact Eric or someone else they may know from this group. **Happy motoring.**



Silver Annie resting....

## .....Squish Value.....

To repeat "VAE Words" on page 5, Squish Value is the effect in internal combustion engines which creates sudden turbulence of the fuel/air mixture as the piston approaches top dead center.

This is a new term for Wheel Tracks. When a VAE member recently researched the head on his model T and compared it to other heads, he was looking for maximum squish value to get the most out of the old engine. The RPMs were not necessarily increased but the horse power was.



The "Waukesha Ricardo" head is what the member came home with. This head is designed to use the squish effect to it's advantage where at top dead center (TDC) the piston crown comes very close to the cylinder head. The gases are suddenly "squished" out within the combustion chamber, creating turbulence which promotes thorough fuel/air mixing, a factor beneficial to efficient combustion.

The space the head gasket creates is very critical and many mechanics will vary the head gasket thickness to increase engine power. Gasket thickness is a critical value because high squish velocity shortens combustion duration, staving off detonation (knocking/pre-ignition). If it is not set correctly, the engine can be damaged.

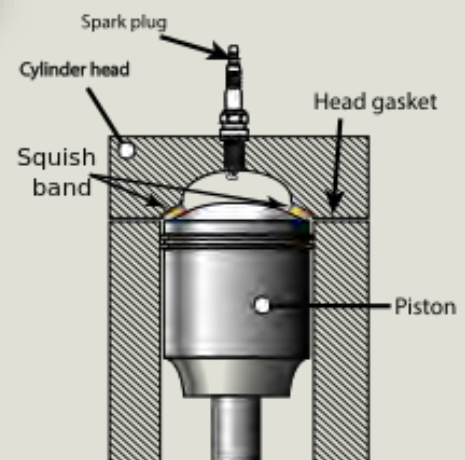
**Cylinder gaskets** - If you are going to do this project, you can order in advance a selection of the common sizes of .012" to .016". You should always measure the thickness of the received gaskets and write the value with a pencil on the gasket itself. Gasket thickness can vary up to .002" either direction. If you are unsure what size to order, .016" would be the safest.

The squish is adjusted by changing the thickness of the gasket that is between the cylinder head and the engine block.

### How to measure Squish?.....

Rosin core solder can be used. Just make a rope by winding take two strands together, about 10 to 25 turns per inch. A 4 to 6 inch rope will do.

Remove a spark plug and insert one end of the rope into the "Squish Band", leaving the other end of the rope hanging out of the plug hole. Gently turn the engine through TDC twice and remove the solder rope to measure the squish. The very tip of the squished rope will be thicker because of the clearance between the edge of the piston and the cylinder wall, so you should measure just inside the tip. For most engines you will find a thickness of .024" to .028".



### Frontenac CYLINDER HEAD

Exclusive Manufacturers of  
"Fronty" Racing Cars  
"Frontenac" Cylinder Heads  
Speed Specialties and Racing Units  
for Fords, Chevrolets and Whippets

### Editor's notes.....

What is the correct "Squish Value"? Wheel Tracks has collected a number of articles here and published because "Squish Value" was a new term we were not familiar with. We thought it would be interesting to our members. One of the articles, quotes a mechanic saying, that he has found most engines straight from the factory have a distance of .040" to .060" in the squish band. He claims he has always found he could easily increase the power on most engines.

Our advice would be to work with an experienced mechanic before changing the distance of the "squish band" in your engine. A miss-calculation can be expensive.

It seems many companies created engine heads and made claims of fuel efficiency, extra power, higher RPM capabilities, etc.

Our page 7 has a 1920s ad for Indianapolis engine heads. The Frontenac head (The Fronty) was famous and used in many old time race cars. Can you think of others..... Edelbrock, Hemi, Butler to name a few others.

Then there are styles to deal with the poor gasoline of the day. The L-head, Flathead, the overhead valve, and the T-head. Maybe Dave's Garage or our resident VAE Academy professor could help us understand it all.....?





## Cars & Coffee Vermont 2018 from John Malinowski

Want to see a drone video of a typical Saturday Cars & Coffee?  
Go to <https://youtu.be/ASEHPcDHR7M>



I will see  
you again  
next summer.

John

## Coming VAE Events for 2018

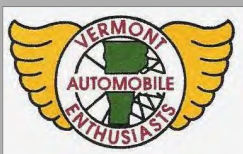
December 2, Sunday - 1:00 PM

The VAE Holiday Party will be at Martell's at the Red Fox, 87 Edwards Rd, Jeffersonville, VT 05464.

Edwards Rd is a left turn off of RT 108 South, about 3 miles south of Jeffersonville village and about 1 mile before Smugglers' Notch Resort. The road through the Notch to Stowe will probably be closed for the winter, so anyone coming from the Stowe side will need to come through Jeffersonville. There will be a gift exchange for those who wish to participate. Please keep the value of the gift in the \$10 - \$20 range.

Please RSVP to Jan Sander at [sander@pshift.com](mailto:sander@pshift.com) or 802-644-5487 by November 25.

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



# Wheel Tracks Classifieds



Free to all Enthusiasts

**For Sale....** 1 tube of water pump grease \$1.00, 1 Qt 600wt gear oil \$1.00, 4 new spark plugs, #386 \$10.00, Wills St. Claire car jack \$100.00, 15 ton Simplex jack #217-A \$300.00. Plus many other items. Marvin Ball, call 802-425-3529



**For Sale....** 1948 Ford Super Deluxe Coupe. This Car is a barn find from El Paso, Texas area and is in dry storage. The body inside and outside is solid, straight and clean with no rust or bondo. The frame and running gear are the same. Original 239 cu. inch flat head engine, transmission and rear end are in vehicle. Part of interior is stripped and glass is missing . \$5500.USD OBO Please call 802-849-6330 for more info.



**For Sale....** Farmall C, 1948. Runs fine, includes a PTO driven hydraulic pump and front loader bucket. \$1500.00 Call Dave Welch at 802-877-2207

**For sale.....** 1931 Ford Model A, Tudor sedan, rebuilt motor. Also 1966 Mustang, 302 with auto, mid west car. more info call 802.598.2842

**For Sale.....** 1974 Jeep Cherokee. 2-door station wagon, 3 speed STD, optional 4-wheel drive, power steering, 258 CID straight 6 engine, drum brakes, roadrunner horn, GVW 5600. Must see to appreciate. 802 658-4230. Ask for Heidi

**December  
Bumper Sticker...**

**Did you  
run out of  
blinker fluid??**

**Do you need a VAE name tag?  
(\$9.00)**

**Contact Christina**  
christina.mccaffrey@vtmednet.org  
\*\*\*\*\*

**How about a VAE banner for your car?  
Call Wendell Noble to order one.**  
**802-893-2232**  
\*\*\*\*\*

**Need a VAE window sticker? \$1 each, 6 for \$5.**  
**Call 802-933-7780 or email gafiske@gmail.com.**

**For Sale....** 1965 Plymouth Valiant 200 sedan. Like new condition in and out. Original 273 V-8 with Torque Flight automatic transmission. Power steering, electronic ignition, 14" whitewalls with flawless correct '65 wheel covers. Mint blue interior and white exterior, chrome perfect. Started life at a Mississippi dealership and has been in the south all it's life until I purchased 3 years ago. Drive anywhere. Have folder full of all receipts and window sticker, etc. Fully documented from day one and always garaged. \$8,500 obo.

- **Four 14" wheels** and wheel covers from my uncle's 1970 Dodge Charger. Wheels and covers in excellent condition Fits many 1960's and 70's B body Mopars. Sell as a complete set \$150. obo

- **"The Complete Book of Corvette"** by Richard Langworth , published in 1987. Four-color throughout, 320 pages and in new condition. \$25.

- **1976 and 1978 Chrysler, Plymouth and Dodge shop manuals**, each two volumes and covers all models. Both in excellent condition, \$25 each or \$45 both.

- **Antique Norwegian ice sled.** Over 7ft. long. Could be used or would make a great conversation piece and display item. Folds up for easy transportation. \$150 obo

- **Antique Arcade** cast 1927 Buick sedan. 8" long and very nice condition. \$800 obo.

Chris Barbieri 802-223-3104 or 802-249-0272 [cell] or cgeeb99@gmail.com



Pictured right is Ken Gypson (left), awarding Ed Hilbert for winning the 2018 Gypson Tour. This is Ed's second time winning the award, and will be his job next year hosting the event.

**The 2018 Gypson Tour started at Farr Field in Waterbury and wound through the country side.**





**VERMONT AUTOMOBILE ENTHUSIASTS**

Please Send Dues or Address Changes to:

**Christina McCaffrey**

**89 Ledge Road**

**Burlington, VT 05401-4140**

*christina.mccaffrey@vtmednet.org*



The winner of the 2018  
"President's Restoration Award"  
Wendell and Mary Noble's 1930 Chrysler



**December 2018**

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

**Hershey  
2018  
From Charlie  
Thompson**



At Hershey late Friday afternoon, I met Pierre (Pepin) who had found a Farmall Cub tractor with a really nice red, white, and blue paint job that he would buy if we could rent a trailer to get it home. A bit of an internet search and a phone call got us a trailer reserved from a dealer close by in Hershey. With an early start planned for Saturday morning we decided we had better pick up the rental and load the tractor Friday evening. With this arranged, Pierre closed the deal and had the seller deliver the Cub to our area. The seller started the Cub to back it off his trailer, but it wouldn't start, so load onto ours. With the help of lots of my WOKR club folks, we pushed the Cub up the ramps. The Cub just barely fit on the trailer deck with half of each tire riding up on the inside edges of the deck. With the Cub tied down and our gear and wind-dried tent loaded, we settled for the night on our cots set up in the big white WOKR club tent. More rain overnight and early Saturday morning made our decision to load Friday evening a good one. At 6:15 Saturday morning, we were on our way in the rain back to Colchester. (Great thumb placement Charlie!, thank you.)