

December 2020 VAE Year 67

Wheel Tracks



This 1933
Master Eagle Phaeton
Chevrolet
now belongs to
Gary and Nancy Olney.

Some of us travel to the
other side of our nation in
search of our treasured
antique auto.

For the Olneys, the car
had been hiding in a barn
only 20 miles away, since
1954.

The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR PRESIDENT, DUANE LEACH

Hi Everyone,

I hope everyone is doing well. With the old car season coming to the end I'm hoping everyone has found some reason to take the old autos out for a ride. I have been doing some work on my father-in-law's 55 Ford wagon, getting a list of small stuff fixed like heat. Its only been on the list for 20 years. With all the shows being cancelled we did get a few good tours in, and Cars and Coffee was a big success getting people out

early in the morning .

Time does fly..... On the 2nd of November we had some snow, and that big orange state truck went by dumping lots of that nasty salt. Most of the Golden Wrench Awards from last year have finally been presented at the 16 high schools tech centers. That has been a challenge this year from handing them through windows to delivering them to the school administrations in the middle of the parking lot. Thanks to everyone involved, it was a real team effort.

Our Annual meeting is way different this year with election of officers and voting on the budget through the mail I'm hoping all goes well. One way or another we will get this all behind us.

Please don't forget to wash your hands and wear a mask.



Vermont Auto Enthusiasts Membership Application

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

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

Your Name _____

Your Address _____

Your Phone # _____

Your Email Address _____

What are your interests in old things? Circle some...or all!
Old cars, trucks, tractors, engines? Old maps & posters?
Models, antique tools, gas pumps or memorabilia? How about
antique clothing? All and much more fall into our member's in-
terests.

Do you have an old vehicle we can list on our website, under member
vehicle? You can find the list by going to vtauto.org, then to "About
VAE" and to member vehicles.

Our online application can be found at vtauto.org, then
"membership". We have some great fun in our club and because we
are a non-profit, we are able help our a communities in many ways.
Education is our main focus.

We would like to have you as a VAE member.



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

FROM YOUR EDITOR... GARY FISKE



Good Morning to you,

I can not believe the bad habits one can pick up, with a one month vacation from editing! One good example.....I am just now sitting down to start this issue **5 days late**.

Some of you have asked where I went on my "vacation". Sitting here at the PC, looking out from my window, I can see the 100 foot path in the lawn to my shop, that is where I went most every day. Talk about the many shop adventures, I would need many pages to cover them and I could probably get really boring.

One adventure, outside the shop, involved taking my '27 T Roadster to Keene, NH for my daughter, Marie, to drive for a few years. That is her with a big after-a-drive-with-no-mishaps smile. I am not sure why she is tightly hugging that bottle of hooch in her arms.



Another adventure was the happy end of a very long parts search for my '33 Franklin, thanks to **Ken Gypson**. I purchased the car 10 years ago with a funky steering problem that I thought I could easily fix. That did not happen and it was not for trying. This Ross steering box was super unique for about a 3 or 4 year period in the early 30s. Another small problem was the car itself. Other than the air-cooled, 100HP engine, and a few chrome pieces, my Olympic is, really, a 100% REO, as in a 1933 REO Flying Cloud Model S2. Ken found a gent in Troy, NY who found the new-old parts in a box....on a shelf....in the mid-West. Next Olympic adventure; it slips out of 2nd gear. The transmission is now sitting on my bench, looking very anxious at me. You see, I have never taken a transmission apart before and I am sure "it" has concerns about my abilities.

Some VAE members had a really nice outing a couple of weeks ago, thanks to our 2nd Vice, **Mike Felix**. He arranged visits to three senior homes in the Burlington area. I would say it was a 100% success, even with the cool



temperatures. A day that will be used as a template next summer for other VAE senior homes visits. We hope to have visits throughout the state.

Be ready to read more about our plans, as they develop. Seeing the lit-up faces and hearing their old-car stories made the day a huge reward for me.

Do you have a senior home in your area, that you would like to have a VAE visit? Send me the contact information and I will pass it on to Mike for his planning book.

**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
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 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)

"My Gypson Tours "from Judy

The other day I saw a photo of the car I rode in for the Gypson tour this year. It was BJ Gonet's 1931 Chrysler, a beautiful car. It was a lovely but cool day and Cousin Hal and I rode in the back with the top down for better visibility. I started out with my winter coat on and eventually put on my hat and gloves. Filling out the answers on the papers was a bit difficult but when I dropped the pencil for the umpteenth time, I ditched the paper and just enjoyed the scenery. By the time we arrived at our destination I was under one of the blankets that was kept in the back of the car.

I was reminded of past Gypson tours that we took, one in particular. We were to meet in Jeffersonville, so the Sanders probably had something to do with the planning. It was a cold, blustery, drizzly day and by the time we got to Jeffersonville in the 1929 Chevy I was frozen. Gael loved open cars and he never seemed to get chilled. Anyway, in drives Jim Sears, in his closed car. It didn't take me long to make arrangements to ride with Jim and I think Cousin Hal might have ridden with Gael. We eventually departed and Jim and I headed down the

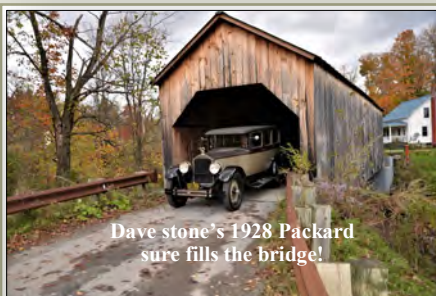


Fred (driving) and BJ Gonet, in front.
Cousin Hal and Judy Boardman,
in the back

road in a closed car with windshield wipers and heat.

The tour took us all over the back roads of the neighboring towns crossing over many railroad tracks. Here again, Bill Sander must have had something to do with the route because a lot of questions were railroad related. Because I was trying to fill out the paperwork without much success, I happened to tell Jim about a dear friend of ours who lived in Underhill. Stan Hamlet was a true railroad buff. I then mentioned to Jim...if only I had a cell phone, I would call Stan for help. Jim

whips out his phone and for some strange reason I remembered Stan's telephone number. I dialed the number and much to my surprise, Stan answered. I proceeded to explain the situation to him and read him some of the questions. Well, he knew the answers to most of them and then told me much more about the railroad scene in that neck of the woods than I needed. He did go on a bit, the way old car guys can do with their conversations. I promptly filled in the blanks. Fast forward and you can imagine what happened next. Jim and I won the Gypson tour that year. **Thanks, Stan.**



Dave Stone's 1928 Packard
sure fills the bridge!

The Gypson Tour this year started at Wendell & Mary Noble's home in Milton and ended at Tom and Michelle Noble's Home in Fairfax. Their two homes are 22 miles from one another and somehow, they made member's old car travel 50.4 to get there while finding the answers to 27 quiz questions on the way.

The Gypson journey traveled North with a loop through Fairfield, including a covered bridge in East Fairfield, then South through Fletcher to Fairfax. We heard one vehicle was too tall to fit through the covered bridge and had to detour a bit. One quiz question at the 32.1 mile mark was "This is maple country but what are they tapping here?"

(Answer.... A field of huge solar panels was tapping the sun.)

This year's Gypson Tour was won by Buzz and Sandy Stone, congratulations.

The Gypson family has provided a trophy since the beginning of the tour, 32 years ago and you will be presented yours when this upside down world allows us.

A little VAE history from Ken Gypson:

This tour's first name was called the "Fall Foliage Rally" and started in 1956. It was won the first year by Rod and Emily Rice. In 1960 the name changed to "Gypson Trophy/Fall Foliage Tour". (Ken's dad, Ken Gypson, was a founding member of the VAE.) In 1969 the name changed again to "Fall Foliage Gypson Trophy Tour". From 1977 to 2002 it was simply called "The Gypson Tour". The 1988 Gypson Tour began in Vergennes and had 16 pages to the quiz...that is 144 questions! Aren't we lucky it is the year 2020?

In 2002, my Mom was sick and in Long-term care. My Dad requested the VAE Board change the name to "The Anne Gypson Tour", which it is presently called. In January, my Dad received a letter from board members, Jim Willett and Gael Boardman, agreeing to change the name. Mom passed in September 2006. Dad passed in August 2004.



Left is a picture of our new Tech-Tent sign.
A creation of Paul Ardell of Burlington.

The Tech-Tent began just a few years ago and has become a very popular display of various items from our automobile past.

One theme is
"How does it work?"

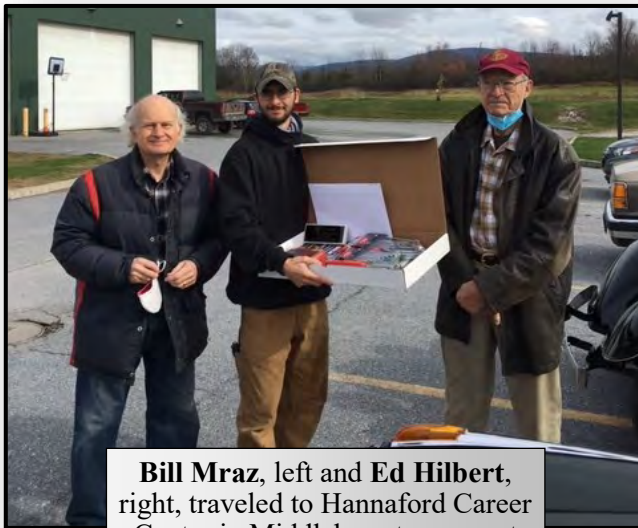
There is a demonstration of a transmission that we call normal and then there is the Model T transmission.

Other operating displays like an engine starter, head lights from the beginning to modern, and many others.
A new collection of auto horns from 1900 to 2020 and possibly a cut-away engine will be added at our next car show.

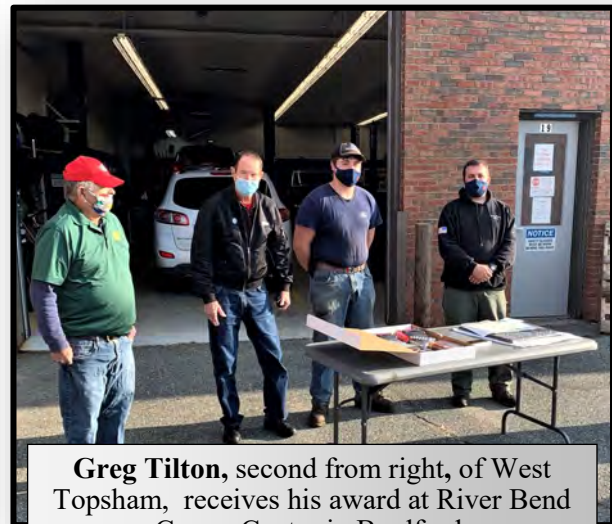
Many other ideas are in the works. If you are interested in building a "working display" for the Tech-Tent, please contact Wheel Tracks, we want to hear from you.

Education is our main focus, explaining old vehicle stuff is our goal.

The 2020 Golden Wrench Award



Bill Mraz, left and **Ed Hilbert**, right, traveled to Hannaford Career Center in Middlebury to present **Alex Mencil** his award.
Alex lives in Leicester



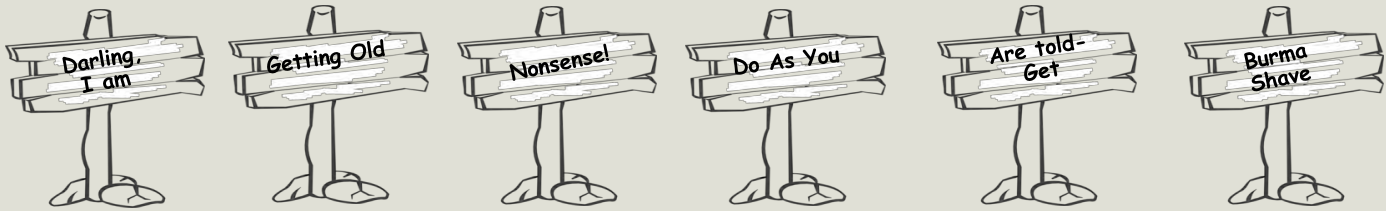
Greg Tilton, second from right, of West Topsham, receives his award at River Bend Career Center in Bradford.
From left, presenting the award are VAEers, **Carroll Bean** and **John Mahnker**.
Greg's teacher is **Carl Hildebrandt**, right.

The VAE Golden Wrench Award began in 2012
and in that time 130 of Vermont's top students in 16 career centers have been chosen.

The students are picked by their teachers for their quality work in the automotive technology program.

The award consists of an award letter from the VAE and a marble trophy, and over \$600 of top quality Mac tools and a one year membership from the VAE.

Starting this year, a \$500 Scholarship has been included, when the students continue their education after high school.
Junior high school students are chosen for the award. It is our hope to convey the importance of education and hopefully help them focus on their career during their senior high school year.



Used To be....

Change into your play clothes when you get home from school.



This from a male VAE member....

A woman was caught stealing a can of peaches from the grocery store. In court, the judge asked how many peach slices in the can and was told six. The judge then sentenced her to 6 days in jail.

The husband raised his hand and asked if he could say something. He said, "you know judge, she also took two cans of peas."

Do you ever get up in the morning and look into the mirror, and think,
That can't be right.

Parent: What did you learn today?

Student: Apparently not enough, we have to go back again tomorrow.

When ever I am sad, you are there. Whenever I am having problems, you are always there. Whenever my life seems out of control you are always there.
Lets face it, you are bad luck.



Restoration 101.1

From Gary Fiske

Shimmying or some folks call the death wabble, can be fixed.



Last month we talked about Camber and Toe-in. Since then, I have been trying some things with caster on my car. I want to stop some crazy front end shimmying. I recently crossed a RR track on a bit of an angle and had to almost stop to get rid of the shimmy.

A quote from our **Fred Gonet** caught my ears when he said " **No car should ever need a shock absorber on the tie rods to stop a shimmy**". When I bought the car, that is exactly what was there. I had taken it off years ago, but was thinking about reinstalling it. This is what Dykes Encyclopedia, the Franklin Club web site and VAE member, Fred Gonet has to say on the subject.

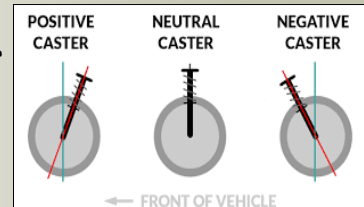
Also, please don't think I am some kind of expert in writing these few paragraphs. This is a learning experience for me also.

There are a number of things you should be checking, if you are hunting for the reason your car shimmies. You might find there is more than one reason. The **roundness of your front tires** is a good place to start and while you are at it, the roundness of your wheels. Are the **tire beads** fitting nicely into the wheel, or is there a part that can still be pushed in further? Your **steering box adjustments** and **the rods that connect it to your tires** should also be looked at closely. The drag link and the tie-rod should be able to twist but never be able to move back and forth. Do your **leaf springs still have that nice arch**, or have they flattened out with age? **Wheel bearings and king pins** should be next on your list. Then, of course there is **toe-in and camber**. This all seems a bit much but it is small potatoes, to keep you and your riders safe, in your old car.

Now for the "Biggy" and the most likely cause of your shimmy. Yes, I heard there was a dance called the shimmy in the teens and 20s. Maybe that is where my old car caught the shimmy virus!

"Caster" can cause the death-wabble, all by itself or with the help from some on the list above. **Positive caster** is what you want, but not too much or too little.

A shopping cart has negative caster, that is not what you want.



My '27 Dodge requires 2 degrees of positive caster. From what I read, just an extra 2 or 3 degrees will create a shimmy. The books I have read most suggest our old cars require 1 to 3 degrees of caster.

I have yet to figure out how to measure caster in my home shop, without those fancy devices the pros use. Maybe some of you can tell me.

From front page.....

The picture, right, is what a couple of VAEers found, the morning they volunteered to help move the old car to its new home in Derby Line.

The Chevy had been visiting this garage for only a short time, as its former residence was being sold. The Sandville family, who lives nearby, had agreed to care for the orphan vehicle until a new owner was found. The original family, who purchased it new in New York City, had passed away, the nephew, Mat, who inherited the car had also passed away and was now owned by his brother Klaus, who lives in Germany.

This must explain the Phaeton's sad face, in a strange home and an uncertain future.

The Chevrolet's original owner was **Roselle Brittain**. Roselle was a makeup artist, in the early television days, in New York City. She later started her own cosmetics company in the city and called it **Rozelle Cosmetics**. Driving the Chevrolet to northern Vermont on a vacation, she and her husband fell in love with Waitsfield, Vermont and ended up purchasing a property on the Loop Road. Not much later, they moved to Waitsfield, along with their business. Rozelle Cosmetics still exists today, at number 4260 Loop Road.

As mentioned, when the Brittains passed, the property, the business and the Chevy, was passed down to family members in Germany. The Chevy even visited our August car show when it was in Stowe, while nephew Mat owned the car.

Now, eighty seven years after Roselle purchased the Chevrolet Master Eagle Phaeton in NY City, Gary and Nancy Olney of Derby Line owns it. Like always in the North East Kingdom of Vermont, there is a bit of mystery. How did Gary Olney hear about the car being for sale? There were no advertisements, no auction or no VAE gossip to help him. You see, Gary has a bit of a reputation in the Kingdom. He is known to be a bit of a car buff, well, there are better words of description, but we want to be polite here.

When the gent in Germany wanted to find the value and desirability of the car, he asked his friend, Jim McIntyer, of the Kingdom, for advice. Like everyone in the VAE, if we were asked that question, yup...Mr. Gary Olney would come to mind! So, Gary's life long love for old cars paid off for him when Klaus asked him for advice. "Kingdom Communications" also helped.

Now for the star of this show....The 1933 Chevrolet Master Eagle Series CA.

There were only 543 Phaetons built that year and the only year the name master Eagle was used, according to the Standard Catalog of American Cars. The high-end Chevy built in 1932 was called the "Confederate" and in 1934, called the



"Master Series DA". There were two less expensive models in 1933 called the Mercury and the Standard. The company built 486,280 cars in 1933, and kept them in the number one in the US.

The Eagle introduced new styling that year with its vee-shaped radiator, rear slanting hood door louvers, skirted fenders and the beaver tail back panel. The Fisher body was called the air-stream and had a no-draft ventilation system. The Eagle mascot stood proudly on the radiator.

The engine is a six cylinder Ohv, 65HP with a carter carburetor. It had a 3-speed synchromesh transmission.

When Gary first heard about the car, it was said to be a 1934. **The advice he was getting was to "run the other way"!** The Master Chevys from '34 to 1938 had the **"new Knee-action front suspension"** and they were trouble. According to publications from that period, many Masters were converted back to the standard I-beam and the Knee-action was ditched.

When Gary found his Chevy and it turned out to be a 1933, and it was **"all-ahead full"....that is a Navy term to go top speed using all propellers. And he did.**





Edi Fiske

The Roadside Diner

Remarkable Fudge



- | | |
|---------------------------------|------------------------|
| *4 cups sugar | *1 -7 ounce jar |
| *2 5-ounce cans evaporated milk | marshmallow creme |
| *1 cup butter or margarine | *1 cup chopped walnuts |
| *1-12 ounce package (2 cups) | *1 teaspoon vanilla |
| semisweet chocolate pieces | |

Butter the sides of a heavy 3-quart saucepan. In it combine sugar, evaporated milk and butter. Cook and stir over medium high heat till mixture comes to boiling. Cook over medium heat to 236 degrees (soft ball stage) about 12 minutes, stirring frequently (mixture should boil gently over entire surface). Remove from heat.

Add remaining ingredients. Stir till chocolate is melted. Turn into a buttered 13x9x2 inch pan. Score while warm, cut when firm. Chill if necessary. Makes about 3 1/2 pounds.

"Remember When".... with Chris Barbieri

Today's testing of a new product often uses sophisticated technology sometimes combined with consumer focus groups and consumer sampling.

But it wasn't always that way.

There was a time when product testing was mostly hands on, straight forward, and sometimes even crude by today's standards.

Take fire hydrants for example.
Fire hydrants ?

We hardly notice them unless we're checking their distance from a parking opportunity or connected to a fire truck. They can also be an interesting example of 1930's product testing.

This advertisement caught my eye because of the vintage truck smashing into a fire hydrant. It turned out to be product testing for the Kennedy Safetop Fire Hydrant, a product of The Kennedy Valve Manufacturing Co. Elmira, N.Y. The ad appeared in the June 1935 Journal of the New England Waterworks Association. This was their basic, no frills method of testing their Safetop hydrant.

A heavy truck, make unknown, smashes head on into Kennedy's Safetop hydrant to prove the hydrant's patented Safety Breakable Section will snap cleanly apart in hard soil or

xvi

ADVERTISEMENTS.

A collision test that proved the strength of the Kennedy SAFETOP Fire Hydrant



A FEW months ago, a group of water works superintendents and engineers met at Holcomb, N. Y., to witness the results of a collision impact against a Kennedy SAFETOP Fire Hydrant.

In numerous similar tests, the heavy vehicle crashing into the SAFETOP Hydrant snapped the patented Safety Breakable Section cleanly apart.

In this instance, however, the hydrant had been installed only a short time, and the earth around it was not tamped down solid enough to hold the hydrant firmly. When the heavy truck crashed into the hydrant, the impact merely pushed the hydrant over in the soft soil.

This test, in which the Safety Breakable Section did *not* break, demonstrated conclusively that the Kennedy SAFETOP Fire Hydrant is amply strong to resist a severe impact. Other tests and accidental collisions, where impacts which *no* hydrant could withstand broke the Safety Breakable Section, have proven with equal conclusiveness that the patented Kennedy SAFETOP construction protects occupants of colliding vehicles from serious personal injury, prevents flooding, and permits placing the hydrant back into service by one man, within half an hour, without excavation, and at a total cost of less than \$10.00 for both replacement parts and labor.

Write for full information

The Kennedy Valve Mfg. Co., Elmira, N. Y.
Branches and Representatives in Principal Cities

KENNEDY SAFETOP FIRE HYDRANT





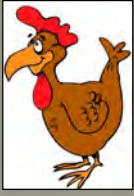

bend over in soft soil protecting the truck's occupants from serious personal injury.

In addition the Kennedy Safetop also claims to "prevent flooding and permits placing the hydrant back into service by one man within half an hour and at a total cost of less than \$10" !

No high tech testing for the Kennedy's engineers, just crashing trucks into their hydrants.

The ad initially drew my attention with the 1930's truck slamming into the hydrant. In the process I learned a lot about fire hydrants but still don't know the make of the truck used in this mid 30's product testing ad.

Can any VAEers identify the make of the truck? It appears to have front brakes and a windshield wiper...but no air bag! The driver is holding himself back, using the steering wheel.



Some gossip came to Wheel Tracks about a club member who must have been approaching his limit of u-tube videos. He watched a video of someone "tickling" his chicken and the report that we got, the chicken would laugh! So what did the member do? He proceeded to his own chicken coop and grabbed his pet chicken, Goldie. The report we received was he also made his chicken laugh.

The very next day, Wheel Tracks received this email from Charlie Thompson....

Tickle a carburetor??

For years, to get my Whippet to start, I have had to push the carburetor float down with a paperclip inserted through the vent hole in the float bowl cap, thus "flooding" the carburetor. (Often gas squirts out the hole and I have said the car won't start unless my fingers smell like gasoline!) I never knew this was an officially approved process until I read about it in the 1927 edition of Everyman's Guide to Motor Efficiency by H.W. Slauson and Howard Greene. On Page 112, after talking about choking a carburetor, it says "The same result is obtained by the carburetor primer, or "tickler," which commonly is a little button which, when pressed down, pushes the float into the gasoline in the float chamber, raising the level above the normal point and causing gasoline to run out of the nozzle."

Who would-ah thought? (the member who owns Goldie will stay anonymous for his protection)

This is a newspaper article from New Zealand that Ed Hilbert found.....

Thief tastes bitter failure. Auckland: The offender has yet to be found but the punishment admirably fitted the crime, police believe. An elderly couple camping on the East Coast were awakened by a noise outside. Thinking nothing of it, they went back to sleep. The next morning it was apparent a potential petrol thief had tried to take the couple's fuel. On the ground, by one of the mobile home's tanks, was a pool of vomit and a syphon hose. Also lying on the ground, was not the cap from the fuel tank, but the cap from the mobile home's sewage holding tank.



A friend of Tom Denenberg has asked for help in identifying the make of this automobile pictured left.

There are a number of guesses on our list so far, as members viewed the picture before it arrived at the Wheel Tracks offices, they could not help themselves.

The writing at the bottom says the lady is "on her way to work", but if you look sharply, you can see a rope tied to her front bumper, hmm.

Can you help?

This interesting note came to the VAE for help and advice:

I'm hoping you can point me in the right direction.

My mother in law just moved to Vermont from

Maryland, and brought up her 1930 Model A Ford. Her husband (since deceased) built the car from original parts years ago. She is now trying to register it in VT so it can occasionally be taken out on the road. When she had gone to the DMV, they wanted to know where she got the car, and didn't seem to accept that it had been built and not purchased as a whole product. Is this a situation you have heard of/had to deal with, and do you have any advice that might help her/us navigate this situation?

This reply is from Wendell Noble:

I saw your note describing a difficulty registering a car in Vermont. You should not have this problem. As long as you can show proof of ownership and a credible VIN they should issue a registration. Street rod guys register cars they have assembled from parts. I have registered a 1930 Chrysler that I assembled from parts. I had to use the engine serial number as a VIN and registered it as an antique and had no problem. The girl simply asked if I would come by and give her a ride in it sometime. If the office you are dealing with refuses to register it, go to a different one. If that fails I would suggest asking your local legislative representative to chat with the motor vehicles commissioner on your behalf. I have done that on another issue and got immediate favorable attention.

Wheel Tracks Academy



"Water Brakes" From Wendell noble

Hydraulic "Juice" brakes were patented
by
Malcolm Loughhead in 1917.

Today they are the pervasive method for automobiles of all makes. The principle seems simple enough. A pedal on the floor pushes a piston in the master cylinder to force fluid to a slave cylinder at each wheel which either pushes the brake shoes against brake drums or squeezes brake pads against rotor disks to stop the wheel motion.

The car owner has some choice as to what type of brake fluid is used. The most common one is designated as DOT 3 which is a glycol formulation. It's cheap, works well, has a high boiling point, and doesn't freeze at low temperatures.

The down side is that it does absorb water which results in rust pits in the cylinders and ultimately brake failure due to fluid loss. Another annoyance is that it is very effective at removing automotive paint. **Don't spill it.**

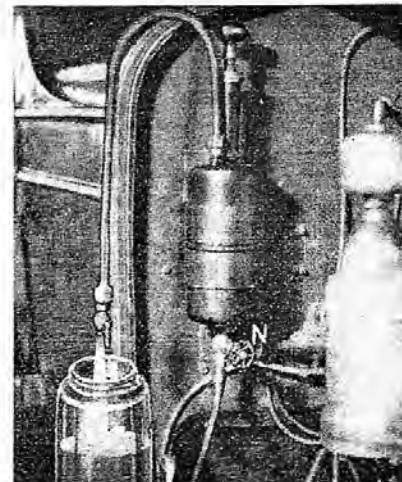
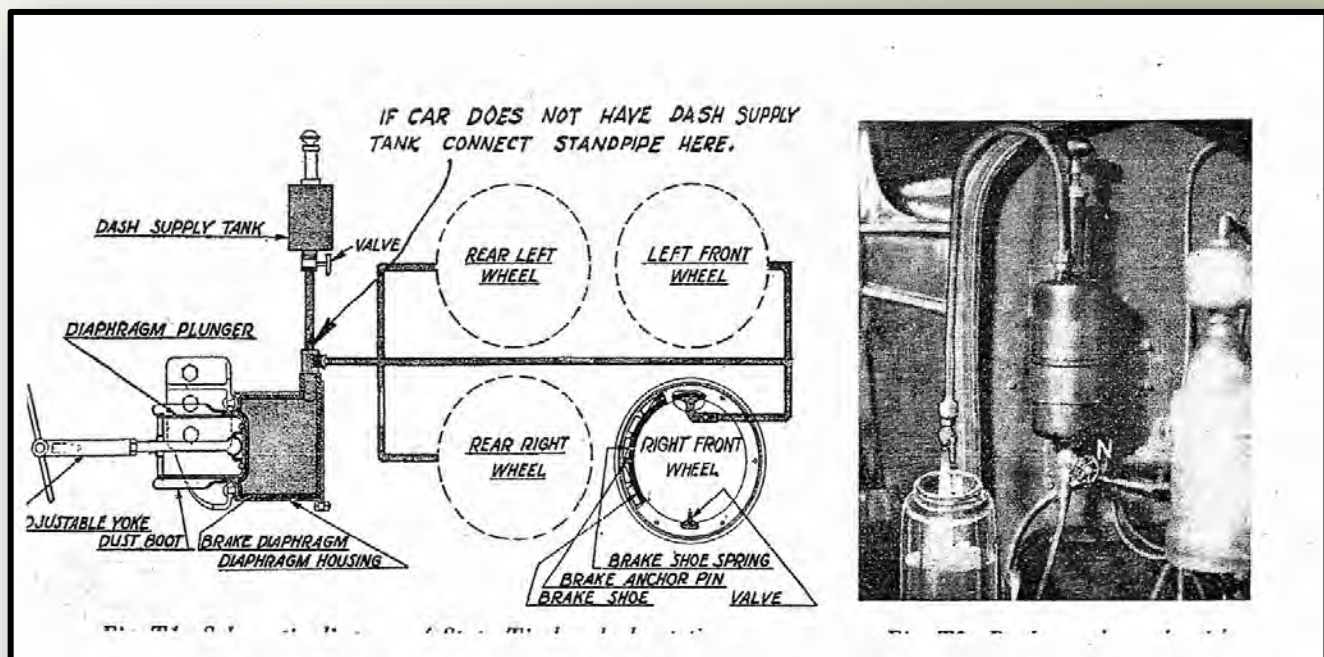
Not all car makers used this system for the earliest applications. Through most of the '20s, all big Stutz cars were equipped with Timken Hydrostatic Brakes. They were hydraulic, but used water for a fluid in summer months and a half water half alcohol solution in winter.

Unlike the Loughhead (Lockheed) system, there are no moving parts to leak fluid. Pressing on the brake pedal pushes a rubber-fabric diaphragm against a reservoir of water. This pushes the water out through pipes to all four wheels evenly.

At each wheel there is a narrow flat circular bladder. The bladder is held in place by being encased on two sides and the inside diameter, leaving the outside diameter face to expand.

There are six brake shoe segments around the outside diameter held in place by anchor pins. Pushing the brake pedal forces the fluid to expand the bladder against the six brake shoe segments forcing them to drag against the brake drum.

This is a very different concept. The more I think about it, the better I like it. Wonder why it didn't catch on? However, I don't think I want to have to find new rubber bladders for all four wheels.



Charlie Thompson's "My First Car Stories"

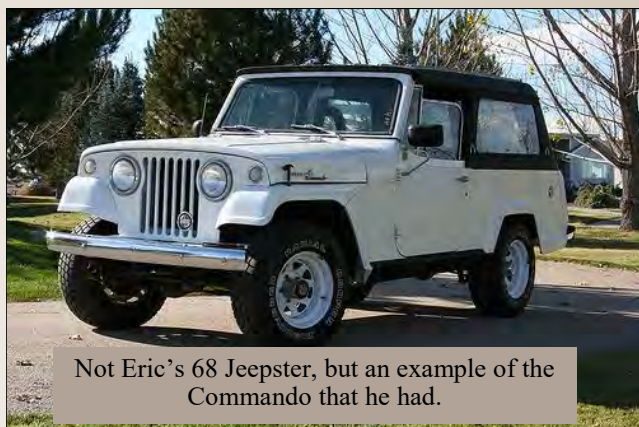
I am on the look-out for "First Car Stories"
Call me...802-878-2536

My First Car...from Eric T. Osgood

My first car was not a car; it was a 4WD 1968 Jeepster Commando, standard 3-speed on the floor, and I believe a V6 engine.

I learned to drive a standard in this Jeepster, a vehicle that was 8 years old. I was not kind to the vehicle, nor had much money to spend on it. I had a lot of fun, back country driving this Jeepster, climbing mountains, driving up trails and old stagecoach roads. Always challenging her to see where she could go and not get stuck.

I never broke any speed records with this vehicle; however, I did get a ticket for failing to stop at a stop sign. It was midnight, and I had just gotten out of work from the Bradford Veneer and Panel Mill. At this time of night the sidewalks in Bradford are rolled up with not a sole around except for a lonely State Trooper hiding in the bushes somewhere. This \$200 ticket was a lot for a kid making \$1.80 an hour working part time, to say nothing of a 10 day suspension because I was a "junior" license holder. At the time if you received any moving violation you would forfeit your license for 10 days.



Not Eric's 68 Jeepster, but an example of the Commando that he had.

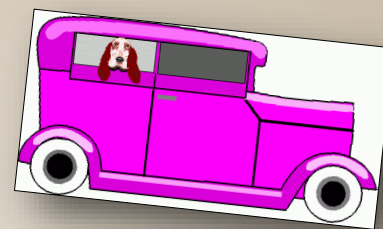
An 8-year-old 1968 vehicle, driving in Vermont, can experience lots of rust and other issues. A kid making a buck eighty an hour could not afford to keep up with these expenses, and that was me. When I traded the Jeepster, daylight was visible under one side of the drivers bucket seat. I had placed a piece of plywood over the hole to keep me from falling through to the highway. The clutch was gone, probably from my learning to drive a standard. I would have to start the vehicle in first gear using the battery, lurching forward until the engine took over. Shifting gears required me to do without a clutch, synchronizing the transmission and engine....a learned art that helps with a non-synchronized 1929 Buick. In the winter I would leave it in 4WD as I only had brakes in the right front wheel.

I traded for a 1971 Ford Torino, with A/C, the lap of luxury!
Eric T. Osgood



Does Your Car have a Name?

Call or email me, I would like to know what it is.
802-878-2536 or charlieandmarion@comcast.net
Thanks, Charlie Thompson



From Chris Barbieri:

I have had names for many of the cars I've owned over the years. Here are the names of the current fleet:

- *1963 Valiant 200 station wagon..... "Funky" because she just is funky!
- *1964 Valiant convertible..... "Big Red" because everything on the car is red. All the inside and all of the outside.
- *1965 Barracuda Formula S..... "The Tony Randall Blue Streak Special" This name requires an explanation. In my college fraternity one of my frat brothers had a '62 Plymouth 2 door hardtop with the same metallic dark blue of my '65 Barracuda. I don't recall why he named it "The Tony Randall Blue Streak "Special" but thought it was unique and decided to keep it in mind for the future. The Barracuda arrived 10 years ago and The Tony Randall Blue Streak Special was it!
- *1966 Barracuda..... "Dole" because she is yellow as a pineapple.
- *1967 Barracuda Convertible..... "Ruby" for her very beautiful metallic Ruby paint



Letters TO THE Editor

Dear Editor,

In the September 2020 issue in Wheel Tracks we were asked for some history of the AUHV (**Automobilists of the Upper Hudson Valley**, not upper Hudson Valley Car Club as printed in that issue) and the VAE.

The AUHV was founded in October 1953. Two founding members as the meeting were none other than my dad, **Kenneth F. Gypson** and our good friend **Lloyd P. Davis**. The VAE was founded (actually conceived) on January 4th, 1953 when my mother, **Anne Gypson**, had dad's car buddies over for his birthday and suggested they start a car club....yup, and Lloyd was there! I was also there, but I was only 4 years old at the time. I have to assume this may have been the early connection between the two clubs.

My research has turned up three events that the two clubs participated in jointly.

1. The Bennington Car Show.
2. A joint meeting in Stanford, Vermont on October 12, 1953.
3. The International Tour, along with the Vintage Automobile Club of Montreal in 1957. The tour started in Castleton Corners and ended in Rutland.

The AUHV's Club publication is called, "**The Automobilists**".

By the way, notice that neither club name references antique or vintage automobiles. Both clubs are still alive and well today.

Thank you,
Ken Gypson

Dear John Lavallee,

Hello John, I am the owner of "Old Red" and I have wondered if the interesting life story of Red and some photos would be something you may be interested in using in our Wheel Tracks Magazine?

I am a club member and a lifelong writer, (now a Screenwriter), and could put together an article for your use. I'll attach a teaser photo and offer the following synopsis:

Old Red is my first car. I bought "him" in 1967 to go to school with. I street and track raced Red during the summer of 67, and sold him to a friend to buy a newer race car in 1968. My friend was not mechanically inclined and Red sat unused and findly was rolled over and down a bank, into his family's junk yard. I would visit Red in the woods often over the 32 years he spent patiently waiting for me to rescue him, eventually bringing him home 20 years ago, for a retro (back to 1967) restoration.

Thank you for any and all consideration, Harry

I have photos of Red in the junkyard and many restoration photos as well as many current photos.

Harry Laughy

Editor's notes.....Hi Harry, I hope you received my note saying YES to your offer. I am publishing your note to John, just in case. Now you have 300 members saying YES! We can not wait.

Dear Wheel Tracks,

Hi,

My wife and I just purchased a 1999 Corvette Coupe. We'd like to join but wanted to know if there's a minimum vehicle age requirement or any other sort of restrictions.

Much obliged!

Pat Moore

Ludlow, VT

From the editor.....Pat, I am including your note in this issue. Your question touches on a subject that often comes up. You would not even need a vehicle to become a member of the VAE. Some of us have taken care of that by collecting too many ourselves.

Thank you, your wife, Penny, and your Corvette for becoming members of the VAE.

Hi, Gary,

After seeing the ad for Prestone anti-freeze in the latest Wheeltracks, I had to drop you a note with a couple of pictures. The first is of a couple of those anti-freeze cans, and a bit of a tale that goes with them. Many years ago, my wife and I made a trip to the **Jericho dump** (that tells you how long ago it was, as it has been a while since dumps transitioned to land fills!). While there we noticed a pile of these

cans. She said that I should pick them up and save them, but I couldn't believe that they were actually old. I had thought perhaps some reproduction. But I did give in and picked up a few of them. Of course she was right, and they were really old. I should have listened to her and saved them all, but I believe I do have three.

While I was taking the picture, I thought I would also send you a picture of a couple of their competitors. Firestone and Lord Baltimore. Both of those are a bit the worse for wear, but better than nothing. **Gary Irish**



The Glidden tour of 1953.
Photo taken in South Burlington on the former Waubanakee Golf Course.
 Photo compliments of Ken Gypson



The Glidden Tours, also known as the National Reliability Runs, were promotional events held during the automotive Brass Era by the American Automobile Association (AAA) and organized by the group's chairman, Augustus Post.

The original Glidden Tours were held from 1904 until 1913. They were named after Charles J. Glidden, a financier and automobile enthusiast

In 1906, the Glidden Tours were the first motor race to use a chequered flag to indicate the end of the race. Sidney Walden divided the courses into sections; the time check at the end of each section was performed by race officials called "checkers." These checkers used chequered flags to identify themselves.

At the turn of the century automobile travel was difficult as the road systems around the world were generally not well suited for the horseless carriage.

To bring more awareness and sponsorship to the event, the AAA announced that the tour would be a "reliability and endurance" tour, a type of road rally. This attracted automobile manufacturers who competed to test their vehicles and use the events for advertising.

The tours were grueling events, cars broke down, were damaged by accidents, and encountered nearly impassable roads. Drivers and teams did repairs on the run and helped out other drivers having difficulties.

The tours went several hundred miles in the US and occasionally into Canada with time limits between check points and a point scoring system to determine a winner of each event. The time limits caused some problems with the inhabitants of where the tour traveled through as autos scared horses, caused personal and property damage and sometimes appeared to not care.

The Glidden Tours were revived in 1946 by the Veteran Motor Car Club of America (VMCCA) and have continued since with antique cars traveling pre-marked routes and stopping in local towns to show off their vehicles, many people dress in period costume.



Wheel Tracks was notified that on July 24th, 2020, **Robert "Bob" Bahre** died at his home in Paris Hill, Maine. Bob was 93 years old.

From the Paris News..... Bob Bahre and his wife Sandy didn't have much when they started out, except a passion for racing. In 1963, they took their midget race car from their home in Connecticut to a struggling track in Oxford, Maine. That trip changed the direction of their lives.

"Bob and I always did things together," says Sandy. "We went to the races together, so if he wanted to rent it or buy it, it was fine by me. I ran the ticket office and kept the points for the racers."

VAE Trivia from Don Tenerowicz



2020 has been a "different" year.
Hopefully, Wheel Tracks has kept us connected to some extent

Please shoot us a sentence or two on what is going on in your life,
we would like to hear from you.

Asking for an Invitation....

Wheel Tracks is looking for an invitation
to you home shop.

We would like to visit 3 or 4 during 2021. A few pictures, a few shop stories, how long have you had your shop, your favorite tools and your future shop set-up plans. It will be fun. Please call or email to make visit plans.

Next up.....

Coming VAE Events for 2020



Because of Covid 19, our annual meeting and the holiday gathering have been cancelled.
We wish you all good health with the knowledge that the virus will end.
Please count our blessing and think about the great things that have happened in the year 2020.
There are many, if we think about it.

From your VAE Board of Directors

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



Have you checked out the list of member vehicles on our website?
An amazing list 2000, that can be sorted any way you like.

We are looking for help in keeping the list current and correct.
If you are willing, please contact Wheel Tracks



Wheel Tracks Classifieds



Free to all Enthusiasts

For Sale..... 1948 Studebaker Commander Royal Deluxe. Total brake job & new gas lines, wiring harness from Studebaker West made to specs. New interior & all season tires. I'm asking \$8,000 Robert Gallagher, 802-223-1969



December Bumper Sticker...

**Senior at the Wheel.
Back to hell off**



For Sale.... 1924 Hudson Essex convertible touring car. I am asking \$15,000

Also a 1929 Ford Coupe (reproduction) rumble seat convertible. Also in excellent condition. My asking price is, \$1200. Roland Pepin 802-279-1029 Montpelier



For Sale... 1927 Model T fire department hose truck with accessories. Restoration started to where body removed and stored. Complete chassis together. Also another chassis in pieces with a complete engine. \$6000 for all. Call Roy 802- 862-6374.

For Sale.... Set of Vermont license plates, 1948-1966, great shape. Series number is(3461)missing plates 1951. Also 1963. \$550.00
Set of 26 New York plates from 1916-1950s.not \$225.00
Set of 12 Vermont plates singles.#1 098 . From 1937 - 1956. \$425.00
1930s coke cooler. 30 long 34 high, 26 wide. No compressor but comes with 2 cases of coke bottles.\$ 225.00g
Call Ellie at 802-425-3529



For Sale.... Mercedes Benz Parts: From 280SLC

Instrument cluster, tail lights, doors, exterior trim, seat frames, seat belts, wheel covers, and much more.
Asking \$250. Jim 802-482-2698



Wanted.... Kendall Oil antique signage, related items. Will Dodge PO Box 11 Fair Haven VT 04743, 802-345-5529 or "vtfuryman@aol.com"



For Sale.... 1951A Oldsmobile Rocket 88, V8, 4-door sedan



with Hydra-Matic transmission. Not running. Square. Very little rust. Stored indoors for the past 25 years. All original, but missing one rear triangle window. Comes with many parts and an additional used engine with 75,000 miles. \$8,000 Henry Hamilton - vermont.sculling@gmail.com Craftsbury Common VT



For Sale..... 1940 Buick Super Series 50 Sedan.

Completely original, was chauffeur driven for former owners and is in great shape. New tires, brakes, tune-up, radiator, water pump and more. Running, registered and inspected.

Please call for more details. \$8500. 802-476-6097



For Sale.... 1930 Model A Ford pickup. Restored

recently. Runs perfectly with engine rebored, new pistons, rings and valves. Body is as good as it looks. New bed, top and upholstery. Asking \$11,000. Wendell Noble, 802 893 2232.

For Sale... Tires, set of four matched BF Goodrich Silvertown size 6.95-14 tubeless bias 4 ply 5/8". Whitewalls. Like new used only 200 miles. Cost \$190 ea. Buy the set of four - \$350 .

1957 VW Beetle Sedan and Convertible Instruction Manual.

Printed in Germany Aug. 1957. Good condition \$25.

1946 Divco Model UM Instruction Book 62 pages, \$25.

1948 Divco Model UM and UMB Service Parts list 54 pages, \$50

About 100 Sales Brochures from 1970's through 2005. Mostly Mopar brands but also some Ford, GM and import models. All very good to excellent. Sell by the piece or the whole works.

1970 Dodge Coronet and Charger Factory Service Manual. 750 pages, Excellent condition \$30.

In Search of Excellence, 124 pages 4 color, size 9" x 12", as new \$5

Fifty Years of Motor Trend, published 1999,-180 pages four color, size 10" x 10" as new \$10

Chilton's MG Repair & Tune Up Guide, published 1969 and covers MGB, MGC, MG Midget, MG 110, Austin America, Sprite (Mk. IV/Midget Mk. III) 126 pages, good condition. \$10

Motor's Auto Repair Manual 1957 edition, excellent like new condition, 1030 pages and covers all makes from 1949 through 1957. \$30.

1949 - 1950 Dodge passenger car Shop Manual. Second Edition and covers Models D-29, D-30, D-33 and D-34. Good condition. \$35.

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



Mazda Miata with

manual transmission. Years 1994 - 2008, no rust repair project, reasonably priced call or text Steven at 802-923-6408.



For Sale.... More barn finds found in my barn.

*1989 Volvo 240 4 door sedan \$700

*1968 Mustang right front fender

with headlight assembly \$175

*1967 Firebird Hood, front valance, trunk lid, and tail light housings \$300

*1967 Firebird front ash tray assy., speedometer trim, and a box of interior trim parts \$85

*1967 Firebird rear seat, and rear arm rests with ash trays \$250

Take a look, make an offer.

Steve Skinner Call or text 802-249-1008 snsminimansion@gmail.com

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



These folks have the secret of how to
enjoy a VAE Car Show!
The red T-bird's plate says "NICE 63.
The '39 Deluxe Ford on the left is owned by
Lou Briscoe of Norwalk, Conn.



December 2020

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



Here, spectators watch the 2020 Gypson Tour Driving by....