

January 2021 VAE Year 68

# Wheel Tracks



Ken Gypson's Journey with His Mercury Creation

More on page 7

The Official Monthly Publication of the Vermont Automobile Enthusiasts





**FROM OUR PRESIDENT,  
DUANE LEACH**

The old cars are fast asleep in the north country. 2020 is now gone and it didn't leave me with any kind of great vision. In 2021 I'm hoping that we will be able to start doing some creative activities again.

When you renew your membership this year, since we are in the giving time of year, please consider giving your friend or neighbor, who has an interest, in the old car

hobby, a year's membership to the VAE. A great buy at only \$10, see details below.

In my spare time, I have been out working on snowmobile trails getting them ready for the season even that will look different this year. People will only be riding with family and avoiding large groups of people out on the trails and cooking in the woods. I'm hoping to spend lots of time on the trails this winter. My year as president has been a strange one, seems like it has zoomed by. Hope to see everyone soon, please don't forget to wash your hands and wear your mask.



**Vermont Auto Enthusiasts  
Membership Application**

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

Please make payment payable to:  
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For each year that you add to your VAE membership, you can add a gift membership for a friend or family for only \$10.  
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**Jan Sander-Chairwoman**

802-644-5487 [sander@pshift.com](mailto:sander@pshift.com)

**Duane Leach - President**

802-849-6174 [fordpu64@yahoo.com](mailto:fordpu64@yahoo.com)

**Gary Fiske- 1st. Vice**

802-933-7780 [gafiske@gmail.com](mailto:gafiske@gmail.com)

**Mike Felix— 2nd Vice**

845-656-7260 [felixmike3@gmail.com](mailto:felixmike3@gmail.com)

**Don Pierce- Treasurer**

802-879-3087 [dwp@melodyelectric.com](mailto:dwp@melodyelectric.com)

**PO Box 1064, Montpelier, VT. 05602**

**Charlie Thompson- Recording Secretary**

802-878-2536 [charlieandmarion@comcast.net](mailto:charlieandmarion@comcast.net)

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

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

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**Christina McCaffrey**

89 Ledge Road

Burlington VT 05401-4140

[VAEmembership@gmail.com](mailto:VAEmembership@gmail.com)

[marleyparis@aol.com](mailto:marleyparis@aol.com)

**The Vermont Antique and Classic Car Meet**

**Co-Chairs**

**Bob Chase** 802-253-4897

**Duane Leach** 802-849-6174

**Wheel Tracks Editor Gary Fiske**

802-933-7780

[gafiske@gmail.com](mailto:gafiske@gmail.com)

2503 Duffy Hill Road

Enosburg Falls, Vermont 05450

**Edi Fiske—Wheel Tracks proof-reader**

**Clark & Isabelle Wright- Burma Shave editors**

**Justin Perdue - Webmaster**

**Welcoming Committee**

**David Hillman**

[david.hillman@vtmednet.org](mailto:david.hillman@vtmednet.org)

**Wheel Tracks printer**

**Messenger Marketing, St. Albans, Vermont**

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 2012 Dave Sander  
 2013 Jim Sears  
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 2018 Dave Stone  
 2019 Jan Sander  
 2020 Duane Leach

FROM YOUR  
 EDITOR...  
 GARY FISKE



Happy Winter to you,

You should have already seen the letter, from the board, with your ballot to vote on our 2021 budget and officer line-up. The board also approved a membership promotion that, I hope, creates a few new members. We have lost around 30 members over the past few years, it would be great to see our membership numbers climbing again.

The promotion is a variation that you see with the national magazines, I hope it is a success. For every year that you add to your membership, you can add a gift membership for a friend or family for only \$10. A nice holiday gift or a great way to brighten someone's January days.

If you are renewing for 2021, save \$10 by renewing for 2 years for only \$50...then add only \$20 to make 2 people very happy with a VAE membership.

The same goes for you who are paid-up for 2021. Just add 1 or 2 years to your membership and you can also make 2 people very happy with a VAE membership gift. Just add that \$20 and you are golden.

This is a very nice way to keep this old gal of a car club healthy, she is 68 years old this year! This is a gift to her also!!!

*Welcome to Westfield, Vermont*

I have been told that I made a mistake in last month's Wheel Tracks. My sister-in-law has the perfect Jack Benny response to an accusation like that. WELL!

That, I think, is the very first mistake I have made this year and I would have had a clean slate if "that person" could have waited only a few days until 2021 to tell me.

Ok, Ok, so I got Westfield, Waitsfield and Westford a little mixed up. Gary Olney's Chevy that was featured last month was in Westfield. The barn it lived in for many years, the cosmetic company, the place that we went to pick the car up; all in Westfield.

I hope that makes someone happy in Derby Line!

We just received word that Janet Bonneau passed away recently. Janet and Rick owned Winooski Press where, for many years, our club has had much of our printing done for our car shows. Janet's big heart was on display a number of years ago when the VAE had had a big set-back, because of weather. She knew we were pinching our pennies, and offered to not charge us if the show was not a success. The show was a success that year, in two ways. One, financially and two, we met an angel that year.

## NOTICE.....

Our president, Duane Leach has asked for nominations and/or notifications of restorations that have been completed in 2020.

It is the President's job each year to pick a restoration for the Annual VAE Restoration Award.

The only rule it has to have been completed in 2020.

Membership  
 Only \$30

\$50 for 2 years

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

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 out and mail it with  
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If you want your  
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 Wheel Tracks  
 earlier.... go to  
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 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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 public, and for the  
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## "The Softer Side"

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

### "LOST – FOUND - GIVE" .....from Nancy

**I do not know about you, but I 'hate' to lose something.**

I would rather drop it and see it run over by a bus (or in my case, an antique car would be more likely) and know its whereabouts and thus know what happened to it. The other is to give it away, I love giving things away. Gary had a grandmother that you had to watch what you said to her or you could go home with several items from her house. All you needed to say is, "oh grandma, that is so cute, I love it". It would be in your bag as you left. Much to the envy of the other relatives, I might add. Though I might say I have seen her generosity used for someone's benefit, too. But you can read that in my memoir someday.



It is of apples and is done with a technique called Tole Painting. I have had it for almost 50 years.

**I have searched everywhere** I could think of and asked countless numbers of people if they had seen it. I even searched the cupboards of the church in Waterbury, in their fellowship hall, because I know I have sometimes taken it there, with my contributions to the lunch, for 'show and tell'. I admit I 'kind of' accused my oldest son and his wife, Kate of having it under something in their garage. Like I should accuse anyone of having it under something in their garage (have you seen the Olney garage lately)?

When I was first married, I ran to the Grand Union and did not take my purse. I carried a \$10 bill in my hand. When I got to the register, it was gone. I retraced my steps but to no avail. There was one person, who I thought was keeping a close eye on me, and I always thought that I had dropped the money, and he picked it up, and was watching me to see my reaction when I realized I couldn't pay for the items I had picked up. Probably more likely he could see how cute I was (1972) and wanted my phone number. Never found out any of it! Was it the money or my looks -probably neither!

**I would rather drop it and see it run over by a bus (or in my case, an antique car would be more likely)**

Gary Fiske put an ad in Wheel Tracks a few times, thank you. I have gotten 'over' the ring and the \$10 but could not seem to let go of the pie basket and just

hope that someone was enjoying it as much as I.

The other day my son Josh put on Facebook that he was collecting winter coats and boots at his store in Orleans, Vt. You could bring them in and donate or if you needed some items, you could pick them out and take them home.

**I went into a closet** where I knew I had some extra coats. I found 1 jacket I had been looking for, 3 jackets to donate **and low and behold my PIE BASKET!!!!**

How did it get there? The Olneys have people that come in when we are away and move things around. That is the only explanation I have.

My suggestion to each of you (with 4 fingers pointing back at me) is to give things away. That way you will not lose them, damage them or have them become mice food. There will also be less for the folks who come in and move things around when you are gone! But the big PLUS, you get to see the smile on the receivers' face.

**I lost a ring when I was 8.** My mother had given it to me, and I was going to get my initials engraved on it but lost it before that could be done. About 3 years later, a neighbor girl and I were playing, and I noticed her hand. She had a ring that looked exactly like my lost one. When I mentioned it to her, she said, 'it probably is yours, I found it in my yard where we always played dress-up'. She gave it back to me but about a year later I was helping my mom throw brush over a bank and the ring came off - never to be seen again but I guess in this case I at least know where it is!!

This brings me to a lost item that you may know about, my pie basket. I could buy another, but the reason it means so much to me, is my dear friend of many, many, years did a painting on the lid.



## Dave's Garage *by Dave Sander*



### My stud welder/slide hammer

Happy New Year! Although 2021 will have many challenges, I truly hope we will all have a better year.

Absent any questions this month, I decided I would write a review for a very affordable and useful tool. I purchased a stud welder/slide hammer from Harbor Freight. This tool allows me to pull dents out, especially handy with blind dents, with no access from behind.

While very handy for blind access dents, it is also handy for dent repair that will require repaint anyway.



I tried this tool out to repair damage to my Outback after it hit a guard rail (I was not driving...). I was very impressed with how strong the weld from the studs is, and how easy it was to pull the metal back with the slide hammer. I am also overly impressed with the quality of the welder. The slide hammer is not extremely high quality, but it works. I would love to have a blow

molded case to hold this tool, but I guess that is too much to ask for at this price. I will probably buy a tool case from Harbor Freight to keep it in.

I moved the slide hammer from stud to stud, until the panel was where I wanted it to be, when I was satisfied, I snipped the studs off and ground the welds away with a flap disk on my angle grinder. A skim coat of body filler, followed by filler primer, epoxy sealer, base coat and clear coat and it was done.



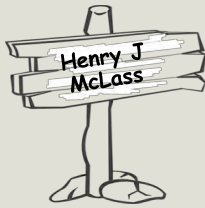
I was able to fix the bumper with two-part epoxy, flexible filler primer, base and clear. The best part of this tool is that it is an affordable \$100. I would consider that a bargain.



Wheel Tracks just received word that Donald G. Harrington, 94, of Endwell, New York and Colchester, Vermont, died Sunday, November 15. A life long car guy and Ford Model A buff. Don was present at many of our August car shows as a spectator and vendor.

Don was predeceased by his wife Anne and is survived by his two daughters and a son, along with nine grand and great-grandchildren, and some , and some Model As.





Used To be....

Wait till your father gets home.



The other day, my wife asked me to pass her lipstick but I accidentally passed her a glue stick. She still isn't speaking to me.

\*\*\*\*\*

There were three guys talking in the pub. Two of them are talking about the amount of control they have over their wives, while the third remains quiet.

After a while one of the first two turns to the third and says, "Well, what about you, what sort of control do you have over your wife?"

The third fellow says "I'll tell you. Just the other night my wife came to me on her hands and knees."

The first two guys were amazed. "What happened then?" they asked. "She said, 'get out from under the bed and fight like a man'."

\*\*\*\*\*

A newly wed couple were talking.

Husband: "How many boyfriends did you have before marrying me?"

When his wife wasn't answering, he said: "Don't want to tell?"

Wife: "I'm still counting!!"



"Oh no, you *do not* walk away when I'm talking to you!"

## VAE Tech-Tent 101.1

From Gary Fiske



I asked, last month, if anyone could tell me exactly how to measure caster, without all that fancy equipment the big shops have.

It was pretty quiet for most of the month, and then a short conversation with a amateur car-nut friend started to put some light on the project.

### He said he did not have a clue!

And then about 15 minutes into our car-nut tail-telling, he happened to mention something his grandfather had done to his cars. The g-father used a string with a line-level attached but as a kid, he never knew what the ole guy was doing. A small light came on and with the help of Mr. Internet, I found, what I think the old gent was up to.

Here goes. I have not tried it yet, but doesn't it sound reasonable to you?

**Pretend** these 2 brake drums, right, are attached to you car, one in front and one in back.

You have put jack stands under the two axles on the driver's side and removed the wheels.

You then attach the string to a stud on the front drum and the other end of the string to a stud on the rear drum, and attach a line level to the string.

**This is the cool part.** Turn the rear drum until the string passes over the center of the hub. Then do the same on the front. You might have to do this a couple of times to be sure the 'stretched' string is centered, exactly over the hub centers of both drums. Next, take a look at your line-level. The whole task now is to level that string by raising or lowering the "rear" axle. **Then you go to the passenger side and do the same thing.** I didn't say this was easy.

**So, what do you have now?** You have a car that is exactly level. You also have a car that is properly sitting, with all of its weight on the 2 axles.



If you are old-school, you can go to a drawer in your shop and get your 360 level. New-school, get your smart phone out. The whole task next is to find if your king-pin has that magic 1 to 2 degrees of positive caster. The front axles on many cars are flat on the bottom or top and that is where you place your level. You might even be able to find a flat area next to the king-pin that matches.

Remember, positive caster, is the opposite of a hospital gurney. There is a good pic in last month's Wheel Tracks.

Need to add 2 degrees of positive caster? Simply loosen your front spring bolts and insert a full length shim in from the back, then tighten and measure with your level to see how close you are. Does this all make sense or have I skipped something?



From front page.....



## My '51 Mercury

From Ken Gypson

The old car hobby has many facets, maybe too many. Grandpa was into Maxwells, early Buicks and Pierce Arrows.

Dad was into British sport cars, open wheel race cars (midgets and sprint cars) and Franklins and Packards. Me? I'm into all of the above plus vintage stock cars and traditional Kustoms.

The 49-51 Mercurys are the holy grail of traditional Kustoms. (Yes, with a "K" as coined by George Barris.)

I bought mine in 1988 for \$3,500. It was already a mild Kustom. Nosed, decked and shaved. (Nosed - hood ornaments removed, decked - trunk emblems removed, shaved - all other non-essential trim and latches

removed.) It had a modified '51 Merc grill that I immediately replaced with a shortened '55 DeSoto grill. Door handles were removed and replaced with '57 Plymouth trunk locks. I also "frenched" the head lights (no outside trim rings). Shortly thereafter the stock flathead went south. In the course of a rebuild the flathead was bored 40 over, given dual Stromberg 97 carbs, a Chevy 283 distributor and a one wire alternator upgraded to 12 volt negative ground.

While the engine was out for machine work, I got the crazy idea to chop the top. I had no idea the task I created for myself. I took a perfectly good car and whacked it 5 and a half inches!

With such a radical lowering I had to get a donor '50 Merc for the rear window. The '51 window has a 90 degree corner and would have been 2" below the fender line. The '50 is rounded and worked perfectly.

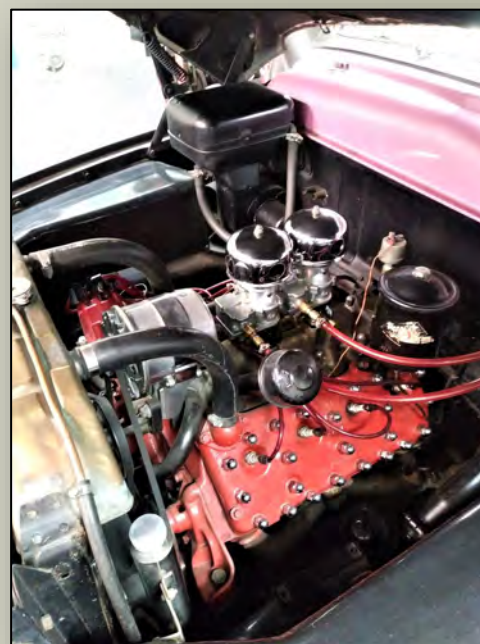
I also slanted the door posts and removed the drip moldings over the rear quarter windows, and installed a '49 Merc dashboard with brand new VDO gauges. I drove the Merc in enamel and lacquer primer until 2018. During this time I also installed a MSD electronic distributor and adapted a Chevy S-10 5 speed overdrive tranny to the flathead.



It was time to refresh the Merc. I was also determined to finally get an interior done up for it.

All those years it had late Chrysler seats and NO other interior. My friend, Dave, and I took the '51 Merc interior seats and panels from a local junk yard to Labaron Bonney 2 days before they closed their doors. The shop manager took the seats home with her and did a great job in her home shop.

Dave and I stripped the car and did whatever minor body work was needed to paint it. We flush mounted the skirts and had a body shop friend shoot the car in SEM Products Hot Rod Black. It took 3 months to put back together and install the beautiful black and red Naugahyde interior.



I now have at least 6 times the amount of money into the Merc than what I paid for it! And, I only got to drive it one day before the snow came!





Edi Fiske

# The Roadside Diner

## Tourtiere

This Pork Pie is a traditional French Canadian holiday dish .



- |   |                            |
|---|----------------------------|
| *3 lbs. ground pork                       | *1 tsp cinnamon.           |
| *6 slices bread, crust removed, and cubed | *1/2 tsp ground cloves     |
| *3/4 cup or more chopped onion            | *Salt and pepper, to taste |
|   | *2 double pie crusts       |

This makes two 9-inch pies. At least one day before serving, cook meat in kettle with water until the meat loses its pink color. Break up any lumps. Add bread, spices and onion. Simmer about 1 1/2 hours, stirring often, (You may wish to start with less cinnamon and cloves, taste during the simmering and add as you go along.) Refrigerate over night. Next day remove what you can of the hardened pork fat, divide between 2 lined pie plates, cover with crust ,sealing rims well. Make several vents in top crust. Pies may be frozen at this point after being well wrapped in foil. Thaw before baking. Bake in a 450 degree oven about 45 minutes, or until nice and brown. Let stand before trying to cut. Serve warm. Serves 12-14.

## "Remember When".... with Chris Barbieri



**Remember when there was a never-ending quest to set a new land speed record for a motor vehicle? In those bygone days, frequent location choices were Daytona Beach, Florida and the Salt Lake flats in Utah.**

One of those attempted runs was made on March 29, 1927, on the beach at Daytona, FL. The goal was to break 200 MPH and set a new land speed record. The custom-built vehicle

build a racecar and drive it over 200 mph. Locals in England thought he had lost his mind.

Regardless of conventional wisdom Seagrave came through with a new record of 203.79 MPH, besting the previous record of 179 MPH. Seagrave went on to become Britain's top motor racing driver of his era.



pictured was designed by John Samuel Irving, built by the Sunbeam Motor Car Co., and known as "The Mystery Sunbeam". It was powered by two aircraft engines with a combined 1000 HP also produced by Sunbeam.

Also pictured is the driver of the Mystery Sunbeam, Major Henry Seagrave, a WW I veteran and race car driver. Following his discharge, Seagrave announced that he would

As for the Sunbeam Mystery car that carried Major Seagrave to 203 MPH, it is reported to be currently housed at the Greater Manchester [ England ] Police Museum.

Today, if you have the inclination and money, you can choose from domestic and imported makes that will go from zero to 60 in a very few seconds and rev up 200mph without breaking a sweat. Is 300 MPH in our future?





This from David Hagberg Sterling, MA/ Rockingham, VT from last month's question of the make of the auto pictured left ....  
On page 9 of the December 2020 Wheel tracks, the car pictured is a Whippet.

I believe it's a 1930, but they are pretty similar to a '29. It's one or the other, but I would lean toward '30. Whippet was built by Willys Motors, and was their price leader. The roadster would have been their lowest price body style. This car was a direct competitor to Ford, Essex, Plymouth and Chevrolet.

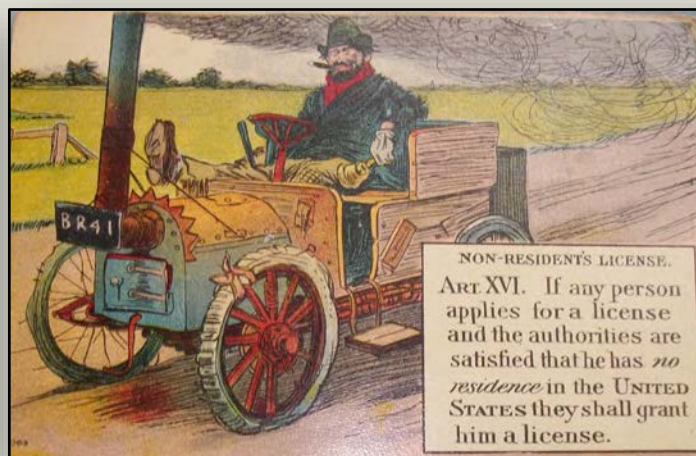
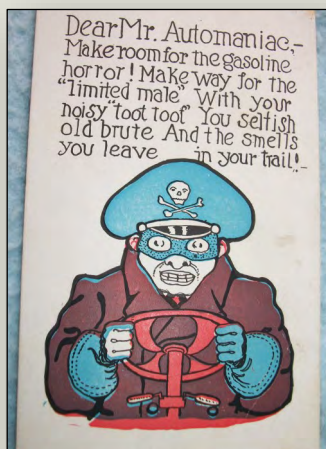
**Wendell Noble's guess...** My guess is a '27 Chevy, but it's not a well founded one (guess). The headlight shape looks like Chevy. The short hood suggests 4 cylinder engine which would be pre 1928. Wood spoke wheels were a less common than disks but an option.

**Gary Olney....** He is going through pictures in the Catalog of American Cars alphabetically. He's up to the letter "C" so far. (It's been a while now Gary, you must be to the Gs or even the Qs by now!)

**Ernie Clerihew....** I can't be of any help on this one since the only cars I'm familiar with in that late '20s / early '30 era are Fords and this lady is not driving one of those.

**Gary Fiske....** My guess goes to a '27, '28 or '29 Overland, my top guess is a 1929. The 19 vert hood vents, the over-hang above the windshield, the double front bumper with a third piece in the middle, the shallow headlight bowls and the brakes on all four wheels. The final thing that got my attention were the artillery wheels, they always had heavier duty spokes than many of the others.

Can anyone help us out of our misery?.....Please.



VAEer Paul Baresel Sends these two post card images, left, from his collection.

Long time VAEers Marvin and Ellie Ball sends the below picture from their oil-can collection.



For reference, Wheel Track found this oil can, left, listed in "Antique Price Guide" as being worth \$522.50.  
The airplane motor oil can list for \$1760.



This postcard, right, is selling on Ebay for \$70.00





# Wheel Tracks Academy

## "Mercury-Bath Regulator"

from Wendell Noble

**Imagine being an automotive engineer early in the 20th century.**

Gasoline engine powered cars used electricity to provide ignition for the engine, operate accessories like lights and horns and even an electric motor to start the engine. A battery provided the electric current directly and a generator driven by the engine could provide current to keep the battery charged.

Since mercury is an excellent electrical conductor, the further the coil is immersed in the mercury, the more of the coil windings are short circuited and the lower the resistance.

Some engineering was needed to figure out how to match the output of the generator to the rate electricity was being taken from the battery by the car's accessories. The rate electricity is being used varies greatly, depending on driving conditions, weather and time of day. The rate of output from the generator can be controlled by changing the current provided to its' field windings. So, what's a good way to vary this charging rate in direct response to the level of charge in the battery?

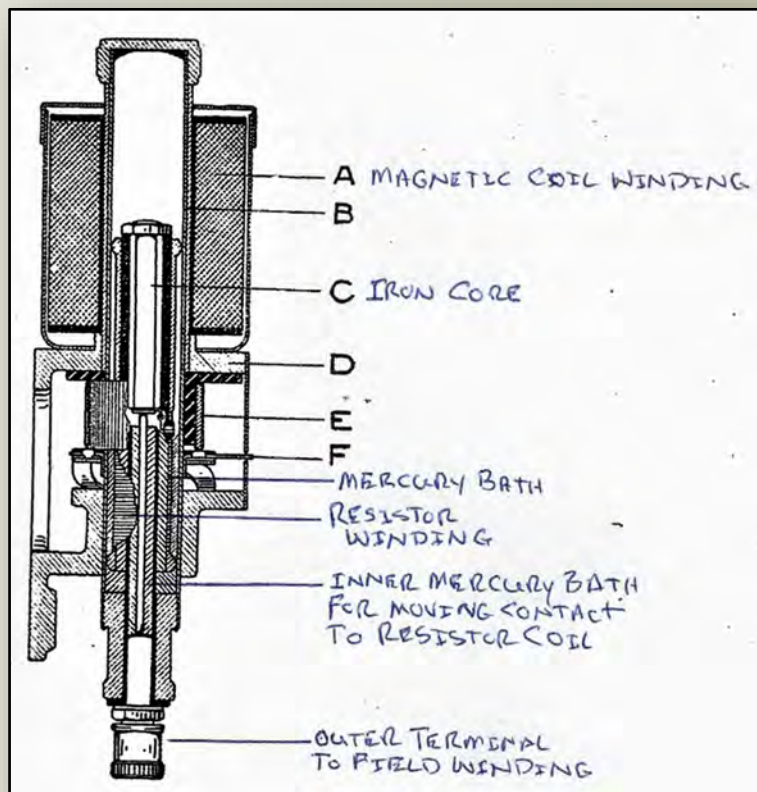
An interesting early solution for this need has been brought to our attention by Fred Gonet. It was called the **Delco Mercury-Bath Voltage Regulator** and used in 1913-14 Cadillacs. The electrical current to the generator field winding was controlled by a variable resistor in series with it. This variable resistor was a coil of wire partially submerged in a bath of mercury. Since mercury is an excellent electrical conductor, the further the coil is immersed in the mercury, the more of the coil windings are short circuited and the lower the resistance. The coil is wound around an insulated iron core.

It can be withdrawn from the mercury bath by the magnetic effect of an outer coil winding, forming an electro magnet. Its' current is provided by the battery and proportional to the charge level of the battery.

When the battery charge level is low, the current in this electromagnet is low, the magnetic field is low and the resistance drops lower into the mercury bath. This results in a lower resistance in series with the generator field winding and thus a higher output current to the battery.

As the battery charge level goes up, the resistor coil is drawn back up out of the bath and the charging current reduces.

I guess the only fundamental draw back to this system is that it won't work with the car upside down. There must be some other considerations because this system was soon replaced by the electro-mechanical voltage regulators we are more familiar with and were prevalent up until generators were replaced by alternators in the '60s.





## "My First Car Stories"

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



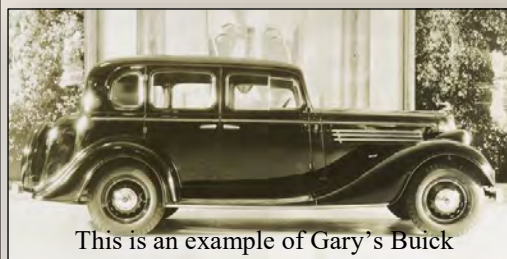
### My First Car...from Gary Irish

The first car I ever had that I actually drove on the road was a 1935 Buick 41, 4-door sedan.

I had a 1931 Ford pickup that was my high school graduation present, but it was years later before I ever got it roadworthy.

I called it the **Celestia Triphena** Buick. Celestia came from some ancestor of a friend of mine, whose family often helped name my cars back then, and Triphena was the name of a member of the Brown family, the first settlers in the town of Jericho. I bought the Buick on June 30, 1970 from Dick Tenney. He ran an antique shop in Charlotte for many years.

We got it home, registered and on the road so that we could drive it to the Fourth of July celebration in Burlington. After the fireworks, as we started home, the lights went out. By taking apart the fuse holder and touching the ends of the wire together, we were able to get to my sister's apartment on Loomis Street in Burlington, where we left it for the night. The next day, we got it home, and tried as best we could to fix what we thought was wrong that had caused the short.



This is an example of Gary's Buick

The last weekend in July we took off for the **Fiddlers Contest in Craftsbury Common**. All went well on the way up, until we got started up the hill between the Lower Village and Craftsbury Common, whereupon the car stalled and would not run. Someone with a pickup truck came along and offered to tow us up to the top of the hill, once on the level, the car ran ok.

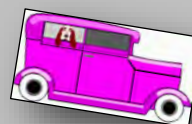
We got to the fiddlers contest, and lo and behold, who comes out on stage but the guy who had towed us. It turned out to be Dick Gordon from Middlebury, a well-known local fiddler. The car had a bad fuel pump and would just pump enough fuel for the car to run on the level, but not enough to get up the hill. It did get us home from Craftsbury. However, on the trip home, we did once again start losing lights, although not all of them, just one at a time. We still had one headlight so we could see the road. After that adventure, we completely re-wired the car, making our own wiring harness, which eliminated the electrical problems.

It had a big straight eight in it and would go up the interstate at 65 mph with no problem, but it had mechanical brakes, and there was always a problem stopping it. Coming down the hill on Colchester Ave. in Burlington, it was nip and tuck whether or not I could stop for the red light at the bottom of the hill. After I scared myself a few times, it was time to sell it.

This is not the story of the first car I drove, which would have been a 1954 Chevy that was my father's. I got to use it now and then. It had a habit of not starting when it was hot, which led to some interesting adventures, but that is another story. **Celestia Triphena is my story of the first car that I owned and actually drove.**

## Does Your Car have a Name?

I would like to know what it is. Contact me, contact info above. Thanks, Charlie Thompson



### Gene Wescott:

We named our 1941 Packard 120 "**The Duchess**" because she looks like a stately old person. We've had her for over 30 years.

### Jack Bitter:

I have named my 1950 power wagon **Bertha** which I think is fitting if you can picture a lady called Bertha.

**Harry Laughey:** You will hear about **Old Red** in "My First Car" story in a future Wheel Tracks. Old Red is a 1955 Buick Special hard top Riviera which we enjoyed in our Morrisville to Waterbury tour last summer.

## Letters TO THE Editor

Dear Wheel Tracks,  
With some discussion about Gael Boardman's '31 Chevrolet Roadster, I remembered recently that I had a picture of him and the Chevy.  
Best to you, **John Parker**  
VAE Flatlander Representative

**From the Editor...** Thank you John. Gael is very much missed, flatlander or not. His Chevy is being "sorted" at this moment in **Wendell Noble's shop. Fred Gonet** and Wendell have been babying the car back to good road health. Fred's tuning skills have made a purr in the engine that makes us all envious. A spare transmission in Gael's barn has been the donor of a couple of gears and now 'sounds' like new. There has been a mysterious noise chase that is keeping the guys on the ball. One small noise led to a bearing in the pumpkin area, which was covering up a smaller noise, that is now fixed in the tranny. I think there were others also. I think someone "above" is orchestrating it all.



**Dear Wheel Tracks,**

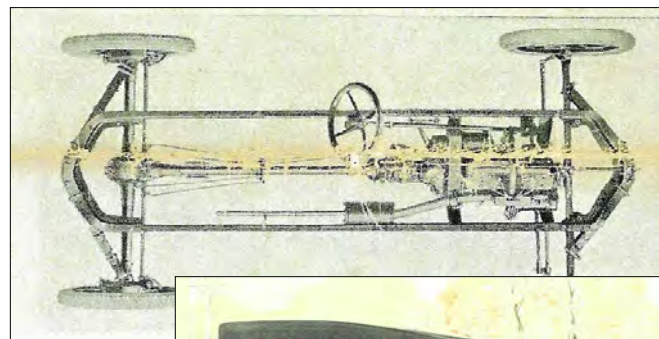
I know that someday, from reading past issues, you would like to do a feature story on an Overland automobile. I also know there is a big curiosity about the front suspension and how the Overland company had it tied into the car's frame assembly, differently than all the other auto brands. You are having a hard time finding an Overland in the VAE club. As it happens, Overland was my first car, maybe someday I can write about it.

In the meantime, here is some material about the Overland automobile. You can see from the pictures (right) that the Overland has something different going on with the frame. They tied the springs on a 45-degree angle with the frame. A number of modifications had to be made to take care of the 'dynamic' results, of the change while driving down the road.

Overland called them "**Triplex Springs**" and claimed the car would give the same comfortable ride the big cars give without the big price.

Sincerely,  
**Lloyd Davis**

**From the editor....** maybe this will "flush out" a VAE owned Overland with the Triplex Springs, so we can get a close-up look. I know how the Whippet and Willys owners like to brag up their cars. Another big curiosity....why aren't they talking about Overland?



**Wheel Tracks,**  
This tool (left) came in a box that I have, it looks like a specialty tool of some sort. Maybe someone could help me identify it. I would like to use it as it was meant to be used.  
Thanks,  
**Fred Gonet**

**Overland**  
\$495.



## "The Night Bonnie & Clyde came to My Hometown"

From John Mahnker

To Start, with some calling my  
'32 Ford, a Bonnie and Clyde car.  
Close, only mine is a 2-door, while Clyde  
drove a 4-door.  
Also, his was stolen, mine was not.

In fact, he was so impressed with the Ford that he wrote a personal letter to Henry Ford thanking him for building a car with such power and speed for fast getaways.

Oklahoma had a reputation for outlaws, not only Bonnie and Clyde, but others such as Jesse James, Ray Hamilton, Pretty Boy Floyd, Billy the kid, Belle Star and The Dalton Gang. I asked my Grandmother why that was and she explained that they came before Oklahoma was a state (no law). When Oklahoma achieved statehood, the outlaws just stayed, as every place else was also a state by that time.

I was born in **Hartshorne, Oklahoma** in 1930 which was my maternal Grandparent's town. While still young, we moved to my Grandparent Mahnker's town of **Atoka**. About 1936, I met a neighborhood boy named **Russell Moore**. Remember that name. We became playmates and good friends as we



grew older. He lived with his mother and Aunt. They told me that his father, who was a deputy sheriff, was shot at work. Nothing more was ever said about that.

When I was around ten, we moved back to Hartshorne and some years later, to Vermont. In the 60s, an Aunt sent me a 460 page book, "**The History of Atoka County**" which had some familiar names and several mentions of the Mahnkers. Also included, was a story that was published in the Atoka County Times by an eyewitness to a shooting at a street dance in 1932.

The witness was a musician in the band, who saw from the stage, when Clyde Barrow and Ray Hamilton come on the scene. About the same time, two sheriffs showed up, probably by coincidence. The shooting started and one sheriffs was badly wounded while the other, by the name of Gene Moore, lay dead. The outlaws then got into their car and sped away still shooting while the people scattered.

So, after many years, I learned the whole story from a history book. My best friend's father was shot by Clyde Borrow, as related by this witness. Bonnie was not mentioned, but I would bet she was not far away.

In the end, Ray Hamilton was captured and executed in Texas. Bonnie and Clyde were killed in a hail of police bullets, on a country road, in Louisiana, while driving a Ford.

## "DIRT ROADS" found by a VAEer while sorting old paperwork.

He says.... "As we tour the scenic backroads of Vermont in our vintage cars, we should take time to consider what is special about them. I don't know its' authorship, but the following essay expresses my sentiments well."

### "DIRT ROADS"

What's mainly wrong with society today is that too many dirt roads have been paved. There's not a problem in America today, crime, drugs, education, divorce and delinquency that wouldn't be remedied, if we just had more dirt roads, because dirt roads give character.

People who live on dirt roads learn early on that life is a bumpy ride. That it can jar you right down to your teeth sometimes, but it's worth it, if at the end is home, a loving spouse, happy kids and a dog. We wouldn't have nearly the problems with our educational system if our kids got their exercise walking a dirt road with other kids, from whom they learn to get along. There was less crime in the streets before they were paved.

Criminals didn't walk two dusty miles to rob or rape, if they knew they'd be welcomed by 5 barking dogs and a double barrel shotgun. And there were no drive-by shootings. Our values were better when our roads were worse!



People did not worship their cars more than their kids, and motorists were more courteous; they didn't tailgate by riding the bumper of the guy in front who would choke you with dust and busts your windshield with rocks. Dirt roads taught patience.

Dirt roads were environmentally friendly; you didn't hop in your car for a quart of milk. You walked to the barn for your milk. For your mail, you walked to the mailbox. What if it rained and the dirt road got washed out? That was the best part, then you stayed home and had some family time, roasted some marshmallows and popped popcorn and pony rides on Daddy's shoulders and learned how to make prettier quilts than anybody.

At the end of dirt roads, you soon learned that bad words tasted like soap.

Most paved roads lead to trouble, dirt roads more likely lead to a fishing creek or a swimming hole. At the end of a dirt road, the only time we locked our car was in August, because if we didn't, some neighbor would fill it with zucchini.

At the end of a dirt road, there was always extra spring-time income, from when city dudes would get stuck, you'd have to hitch up the team and pull them out. Usually you got a dollar... always you got a new friend...at the end of a dirt road.

## VAE Trivia from Don Tenerowicz

Most likely the majority of auto enthusiasts are aware of the, 24-hour long, Le Mans race along with the references to the Mulsanne straight.

The October 2020 edition of Motor Sport magazine, published in the UK and available in the US, has a 17 page LeMans Special article: "Magic of the Mulsanne". The Le Mans 24 Hours started in 1923. Mulsanne is located in north west France with a population of 5,238.

An iconic photo, right, receiving a great deal of press was Mark Webber's Mercedes-Benz CLR LM-GTP becoming airborne during practice for the 1999 Le Mans, one of the captions being "When things go wrong on the Mulsanne they go wrong big time".



The Mulsanne Straight is just over three and a half miles of public road with a pair of chicanes (an artificial narrowing or turn on a road) added in 1990 limiting speeds and providing an extra challenge.

Between the cities of Le Mans and Tours and requiring both a left and right turn.

The French call "Mulsanne straight", *Ligne droite des Humaudieres*.

With multiple classes all running at the same time the top speed difference approaches 70 mph, making overtaking a risk, the faster driver hoping the slower car is aware of the eye blinking pass to occur, "overtaking wasn't simple".

In a similar manner, the drivers of the slower cars had to be aware of the very fast approaching cars at top speed. Prior to the addition of the chicanes the record top speed on the Straight was 251.6 mph. Reduced to 227 mph, with the chicanes.

The Mulsanne hump in the picture was reduced in severity ahead of the 2001 race.

Prior to spectator restrictions in 2020, the attendance approached 300,000. The race having been initially delayed in 2020 from late May or early June to mid September, was held in darkness for an additional 3 hours and 40 min, a new experience for amateur drivers.

Corvette ended their continuous participation since 2000 due to the pandemic. The ACO, Automobile Club de l'Ouest, based in France is committed to adapting to the 2021 requirements for continuing the Le Mans race.

## Notice from the 1st & 2nd Vice

The two VAEers in charge of lining up club events for 2021, have a dilemma. Normally, by now, the complete coming year's event have been scheduled. We have no idea when the virus "ALL CLEAR" will be announced. We do have plans for tours, throughout Vermont, that will be announced in the coming months. Stay tuned.

Next up.....

## Coming VAE Events for 2020



Because of Covid 19, our annual meeting and the holiday gatherings have been cancelled.

We wish you all good health with the knowledge that the virus will end.

Please count our blessings and think about the great things that have happened in the year 2020.

There are many, if we think about it.

Watch for John Lavalley's email messages for VAE news, reminders and the latest events,  
And Our website [VTAUTO.ORG](http://VTAUTO.ORG)

From your VAE Board of Directors



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



## January Bumper Sticker...

**I brake for....  
Oh shit,  
No Brakes!**

gallon tank. Will be available when my new, larger one, arrives.  
\$900.00, call Gary Fiske 802-933-7780

**For Sale....** Shop compressor, good working condition, plug it in and ready to go. About 20 CFM. A dual pump compressor, two 220 volt motors with electronic start control. High quality thick -walled 80



## **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. \$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: 280SLC** Instrument cluster, tail lights, doors, exterior trim, seat frames, seat belts, wheel covers, and much more. Asking \$250. Jim 802-482-2698



**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....** one brand new in the box Dashboard Cover for a 1980's Chevy Blazer or pick up truck .Asking \$140. Also I have a used, in good condition, tailgate glass for the Blazer. \$75

Call Hank Baer 892 272 6933

**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.... 1995 Dodge Roadtrek Camper,** automatic transmission. Transmission replaced at 79,200 miles,159,704 mileage, class3



trailer hitch, 2nd opener since October 1999,all maintenance records since bought, never run in snow, no rust, garaged in winter. Asking \$16,000 or best offer Call 802-827-4490



**VERMONT AUTOMOBILE ENTHUSIASTS**

Please Send Dues or Address Changes to:

**Christina McCaffrey**

**89 Ledge Road**

**Burlington, VT 05401-4140**

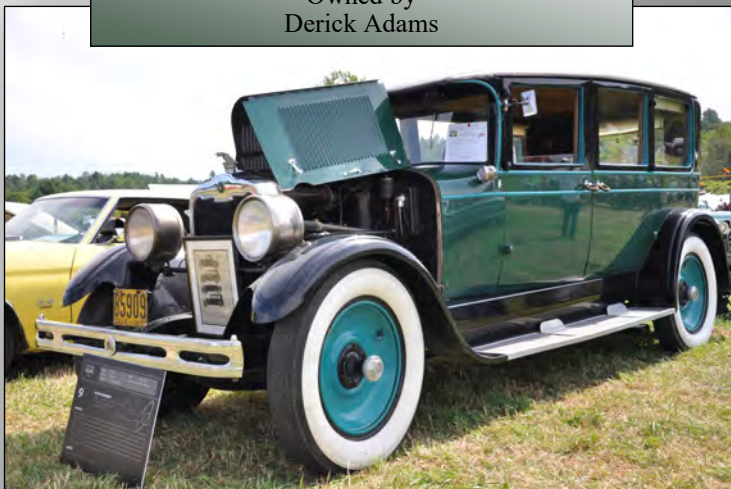
**marleyparis@aol.com**

From Clarenceville Quebec

A 1927 Peerless 8-69

Owned by

Derick Adams



**January 2021**

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



**From the 2020 VAE Gypson Tour**

Upper left-CW.....

Jim Sears' 1975 Olds Delta 88

Pat Moore & his beautiful 1999 Corvette

Mike Felix & his '37 Dodge Pickup.

Lee and Geri Carpenter and their '57 Packard Clipper

