

July 2021 VAE Year 68

Wheel Tracks



Meet a few of the folks in the Auto Technology Program at Cold Hollow Career Center in Enosburg Falls

The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR PRESIDENT,
DUANE LEACH

Hello,
I'm hoping everyone is doing well and getting out and about after the last year of staying home. I have attended a few Vermont car shows this year and its been great seeing other club members out and about.

I'm excited, to say our first in-person monthly club meeting in more than a year, will happen July 17th (details on page 14).

A great big thank you to everyone involved in getting the golden wrench awards presented or delivered this year. Some were not presented in person this year due to schools covid 19 policy, but every student received their award. It's also exciting how much the schools look forward to us giving the awards and hearing the big plans some of the students have.

The car meet plans for the Waterbury show are moving forward nicely. We are looking for volunteers to help with different parts of the show. Its a great way to make lasting memories. If you have a few hours or a few days we will find you a project. There are many to a big show. Call Bob Chase or me

See you soon, *Duane*



Vermont Auto Enthusiasts Membership Application

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

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

Name _____

Address _____

Phone # _____

Email Address _____

Cars	Maps	Memorabilia
Trucks	Posters	Antique clothing
Tractors	Match-box models	Post cards
Hit & miss engines	Tools	
One-lunger engines	Gas pumps	

What old things are you interested in? Circle some or all!

Check out our member vehicle list on our web site, vtauto.org. You will find hundreds there and most likely a model of the very first car you drove.

An online application can also be found at vtauto.org. We have some great fun in our car club and because we are a non-profit, we are able to help our communities in many ways. Education is one of our main focuses.



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 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
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 1967 Bill Young
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 2018 Dave Stone
 2019 Jan Sander
 2020 Duane Leach
 2021 Duane Leach

FROM YOUR EDITOR... GARY FISKE



Written below, is a note I recently sent to the VAE board of Directors.

I think I expressed the personal difficulty in making this decision, but much more importantly, where does Wheel Tracks go from here? I can think of 5 or 6 options but my choice would be #3 below. That choice allows no big obligation for one person and a nice smooth future for this publication.

The board and my contact information is on page 2, please notify us if you have an interest in this very satisfying job.

Good evening VAE directors,

I need your help and direction.

I have decided I need to slow things down a bit and have decided to end my position as editor of Wheel Tracks. It was ten years this past January that I began, and I feel it is time to pass the job on to another person with brand new ideas. I really love to research and write, and with the new editor's OK, I would like to continue in that capacity for a column or two. I am thinking the October issue will be my last one. I usually take November off and the new editor can start with the December issue.

There are a number of ways to transition that I can think of.

1. Someone is found soon and works with me for the rest of the year in learning the ropes and deciding how they want Wheel Tracks to be.
2. If no one steps forward, I can start decreasing the page number to make it more appealing for someone to take on the editor position.
3. I personally would like to see two or three people take on the job as co-editors. Sharing the responsibilities into three pieces would be perfect and more doable, in my mind. Today's technology would make this option a very easy choice.

I am very proud of Wheel Tracks and what it has become these past 126 months. The members who write and proof their Wheel Tracks columns each month is the heart of this publication, I sincerely thank you for your dedication. I could not have done this without you.

So, with four more issues before November rolls around, I need the board's help and direction in securing this publication's future.

Respectfully,

Gary

PS, This is very difficult and sad to push the 'send' key.
 PS....See page 9, there is more.

**Membership
Only \$30**

\$50 for 2 years

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

Contact Us At...

vaeinfo@gmail.com

**Or
Our Website at
vtauto.org**

**"How to be
a member"**

***Go to vtauto.org**

***Click "Join VAE"**

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

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

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

Wheel Tracks

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





"The Softer Side"

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

"Life Changes".....from Nancy

For as long as I can remember, the previous generation or generations have had changes, that they were very vocal about, said changes not being right or not needed.

"Things had never been done that way and it makes no sense to change them now".

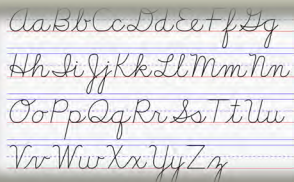


One of the 'biggies' was the automobile. Stories have been written about how much chaos they caused with the noise and how they would scare the horses and pedestrians. I am sure there was a learning curve that was or was not followed many times.

Many changes seem to appeal to the younger set, as a rule. Probably when you are young, everything is thought of as possible and all the fear that goes with change is not there. I, personally, have never cared for change but I have some definite ideas about what ones are good and ones that are not.

I remember several years ago, schools started changing to "open concept" classrooms. Several grades in one big room, partitioned off with bookcases, student cubbies and movable blackboards. At first, I thought, 'this is crazy' only to remember I was in a one room schoolhouse for 1 - 6 grades, one teacher and we did well. Several students went on to Jr High and High school and graduated top of the class.

Another change was bus pick up. In my time you had to live more than a mile from school to be able to ride the bus. My children had to walk to the main road (about 1/2 mile) and catch the bus. Now, the bus comes to each house on our street.



One of the changes I really could not believe, when I first heard, was that cursive writing would no longer be taught in the schools.



I had kind of forgotten it until recently when I sent my 16-year-old grandson a card.

I had written him a quite lengthy note enclosed with \$20 and he called to thank me (and Grandpa). I asked what he thought of what I had written to him and he said 'have to wait and have my dad read it to me, I can't read cursive'!

Now I know this is a bad change, but I am not sure what I can do to change it. I would like to know the reason for the change. Is it because almost no one writes notes anymore? They email, tweet, Facebook, text and other methods that I do not know anything about. I understand that ways of communicating have changed but who would rather receive a tweet than going to your mailbox and finding a note, written in cursive, from a friend, giving you the news in their life. **I vote we go back to cursive.**

**Or printing and some times called Technical Writing.
One vote per person please.**





Garford Motor Truck Company (1915-1926) Elyria and Lima, Ohio

The Garford Company grew out of the Federal Manufacturing Company which had been making automobile components since 1903. Garford then widened their operations and began to supply the industry with complete chassis, most notably to Studebaker.

Garford began building its own cars and trucks under the Garford name from 1910, when Garford marketed their own cars while still under contract to Studebaker. Willys-Overland acquired the Garford passenger car business in 1912 and, from 1913, Garford continued as a commercial vehicle manufacturer only.

The first Garford truck produced in 1908 was a four-cylinder 5-ton capacity unit featuring chain drive, engine-under-the-seat configuration with a front panel used to display a "Garford" script on the outside and to carry instruments on the inside. Garford initially promoted its trucks by demonstrating the financial advantages of trucks compared with the horse. It was also keen to emphasize the quality of Garford trucks with all parts manufactured by Garford, rather than being an "assembled" truck. In 1912, Garford introduced its "engine alongside the driver" arrangement and a metal driver's cab with a curved dash with headlights sunk in the dash, both of which became Garford hallmarks into the 1920s.

By 1914, Garford was publishing sales catalogs with over 78 pages of illustrations of the full range of Garford trucks from 2-ton to 6-tons capacity. A new 1-1/2-ton worm drive model was introduced in 1915 with the engine placed under a hood but retaining the curved steel dash with its inset lights. Further models continued to be introduced and the range of Garford trucks extended from 3/4-ton to 10-ton capacity by 1916.

Garford trucks were widely used during the First World War and exported to several European countries. Garford also built about 1000 Liberty trucks in this period for the US Army. In all, Garford claimed to have built over 6,500 trucks for the US Government and its Allies.



An WWI army variant Garford-Putilov armoured car named "Gromoboi" pictured after repair in 1916. Extra armour has been added to protect the machine guns. Note the chains on the rear wheels to try and improve off-road ability.

After the War, Garford continued to develop its heavy duty trucks but also expanded its light duty range of trucks and introduced its "speed trucks" using pneumatic tires. In the mid-1920's the Garford line included buses and coaches. But, like other smaller truck producers, Garford found it increasingly difficult to compete with the larger truck building companies.

In 1927, Garford was bought by Relay Motors forming a conglomerate of smaller truck companies, which also included Commerce and Service trucks. The next new Garfords were six-cylinder trucks in the 1-ton to 4-ton range, which closely resembled Relay models. Garford truck production declined rapidly after the take-over and fell to just over a hundred units a year by 1929. Relay went into receivership in 1932 and was purchased by Consolidated Motors. Consolidated Motors attempted to make Garford profitable but failed to do so and it was all over for Garford by 1933.



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



The price will be \$55.
They are a blue Poplin Jacket, 65/35 poly/cotton shell.
Mesh body lining, polyester sleeve lining, Cadet collar
with drawcord and toggles elastic waistband.

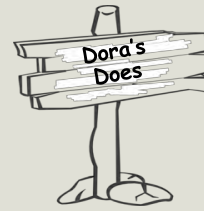
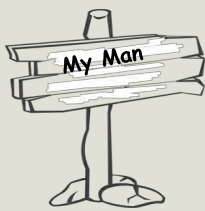
If you choose, you can replace your name, on the front,
with a smaller VAE logo or even your car name or make.
A choice of a 2nd name on the left front is available for an
additional \$5.00

Make your \$55 check to VAE

Send your order to Duane with instructions on size and
front name (s).

Chest sizes in inches...

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



Aussie Verbage....

Woop Woop....Middle of nowhere ("He lives in woop woop")

Swag...a single bed you can roll about



Three buddies die in a car crash and go to heaven for orientation. They are all asked...

"When you are in your casket and friends and family are mourning over you, what would you like to hear them say about you?"

The first guy says, "I would like to hear them say that I was a great doctor and family man."

The second guy says, "I would like to hear that I was a wonderful husband and school teacher who made a difference in our children of tomorrow."

The last guy replies, "I would like to hear them say....LOOK, HE'S MOVING!!!!

The doctor gave a man a thorough examination, found absolutely nothing physically wrong with him and then told him, "Listen, if you ever expect to cure your insomnia, you just have to stop taking your troubles to bed with you."

"I know," said the man, "but I can't."
"My wife refuses to sleep alone."

The preacher's subject this Sunday was about forgiving your enemies.

After a long sermon, he asked how many were willing to forgive their enemies. About half raised their hands. Not satisfied, he lectured on for another twenty minutes and asked again.

About eighty percent raised their hands.

Still determined, the preacher continued until there was only one elderly lady who did not raise her hand.

The preacher asked, "Mrs. Jones, are you not willing to forgive your enemies?"

"I don't have any," she replied.

"Mrs. Jones, that is very unusual.
How old are you?"

"Ninety-three," she replied.

"Mrs. Jones, please come down front and tell the congregation how a person can live to ninety-three and not have an enemy in the world."

The little sweetheart of a lady teetered down the aisle, then very slowly turned and said,
"It's easy, I just outlived the sons of bitches."



VAE Tech-Tent 101.1

From Gary Fiske

"Auto top material"

Back in the day, when you rode down the road, all you could see was the horses' butt. The material on the buggy that kept you dry when it rained, was simple cloth that might have been treated in some way. Some used a raincoat material called 'mackintosh' that was developed in the early 1800s. Waterproofing was accomplished by cementing two thicknesses of cloth or canvas with a coal-tar naphtha solution between.

As automobiles made their way onto the roads in the early 1900s, manufacturers became much better, keeping you dry. Three-ply cloth was often used, where two layers of cloth with a rubberized film layer in between. This was basically a machintosh process being used.



Another type of top material was the 'surface-coated two ply' type. This allowed a "grained" pattern to be incorporated in the rubber to make it look a bit like leather. This type of top is much lighter and easier to maneuver when putting the top up or down. If the cloth material is well chosen, the top is as strong as any other. Some call the type 'single texture' material.



Another choice would be the 'surface coated, four-ply' type. The outside layer is an embossed surface coating. Next is a sheeting material like a bed sheet, undyed and with a fairly open weave. The third layer is an intervening rubber film then finally, a dyed interior surface cloth. This was the most popular because of durability, but improvements in the two-ply construction replaced most all use of the four-ply method. The name for this type is

called 'Double Texture', in the trade.

A forth type that was developed is called 'double-coated fabric' where both sides of the fabric is coated. This type is used very little except on 4-wheel drive sport utility vehicles and for truck tarpaulins.

Remember driving down the highway and all you could hear was wind noise? No radio or conversation unless the volume was full blast. That is why there has been only one convertible in my driving history, except for an open antique car or two.

They say the modern convertibles are quiet, but I wonder if that is part of the sale pitch....

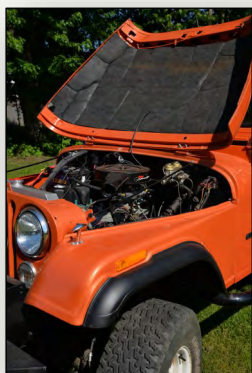
From front page.....



Baxter Weed, pictured 2nd from left, is the instructor in the Auto Technology Program at Cold Hollow Career Center in Enosburg Falls. Pictured with him are four students of the 14 in his junior level class (he has an additional 13 students in his senior class).

From the left... Preston Snyder, Baxter, Jacob Hulbert (the winner of the 2021 Golden Wrench Award), Matt Kirkpatrick and Devon Badger.

Cold Hollow Career Center serves the high schools from Richford and Enosburg in the supervisory district of the five towns of Bakersfield, Montgomery, Berkshire, Richford and Enosburg. This relatively small center, along with Automotive Technology, also has programs in Agricultural Science, Business Leadership, Construction Technology, Digital Media, Diversified Ag, Forestry and a Medical Program.



The two vehicles in the above picture (and on the front page) are projects in Baxter's classes. The "Covid Year" presented lots of challenges for him but his students were able to complete much of the school year's requirement with remote work at home and modified classes at the center. He created how-to videos for his students to view from home and even sent brake drums to the students homes to be worked on. The can-do atmosphere in his class is really

something to witness.

The 1976 Jeep CJ5 is a long-term project they have had in the program over the past 8 or 9 years. The vehicle was "loaned" to the program by another teacher with the understanding it would take a long time. Baxter says "maybe not this long". The normal arrangement, when the program works on community vehicles, is for the owner to pay for all material with no charge for labor.

Baxter says many students have worked on this vehicle over the years, it has been good to have a project like that on hand, that way if a student has time there is always something to do. It was in very rough shape when they started, the body was rotten, the engine smoked, there were no brakes, and lots of electrical problems with a ratty interior. The owner grew up learning to drive with this Jeep and was willing to slowly repair it.

Here is the work/repair list the students have accomplished on the Jeep over the years.....

Rebuilt the engine, stripped frame and sent it out for sand-blasting and paint, replaced clutch, new fuel and brake lines, replaced the whole body except the grill shell, hood and

windshield frame, customized bumpers, rebuilt the winch, rebuilt the 3-speed transmission and customized the front disc brake setup using Geo Tracker front rotors and calipers. **The list goes on** to adding a custom stereo with subwoofer, LED fog lights, seat upholstery and repair, lots of wiring repair and diagnosis, steering box, 4" lift kit, new soft top and doors, side steps, Holley Sniper EFI system and electric fuel pump, Mojave heater box and wiring, aluminum radiator, drum brake rebuild, front and rear axle reseal and Engine tune-up.

The shop car is a 2007 Toyota Camry. Baxter needed to have an in-house project during the "Covid Year" where his students could work individually and he said this worked out great. The "project" was to add a turbo to this little 4-cylinder engine and a few things for general appearance. Adding a TURBO must have raised the excitement level for the students, even for those



times

during remote learning at home!

Here is the Toyota work list.....

Installing an Ebay turbocharger kit, added custom turbo piping and intercooler with straight-pipe electric exhaust cutout (donated from former student), front air splitter, modified stock bumper, added fender flares and 18" wheels and tires (donated by instructor (wheels) and a former student (tires). They also modified the fuel system, added new seat covers with some interior work, added a tach/gauge cluster and strobe lights, plus the cool rear wing.

The class hopes to "dyno-test" the Toyota during their next school year to see the results of their turbo project.



The Roadside Diner

Creamy Potato Salad



Edi Fiske

- | | |
|--|--|
| *6 medium potatoes | *2 tsps celery seed |
| *1 cup thinly sliced celery | *2 tsps vinegar |
| *1/2 cup finely chopped onion | *2 tsps prepared mustard |
| *1/3 cup chopped sweet pickle | *1 1/2 tsps salt |
| *1 1/4 cups mayonnaise
or salad dressing, | *2 hard cooked eggs,
coarsely chopped |
| *2 tsps sugar | |

In a covered sauce pan cook potatoes in boiling salted water for 25 to 30 minutes or till tender, drain well. Peel and cube potatoes. Transfer to a large bowl. Add celery, onion and sweet pickle. Combine mayonnaise or salad dressing, sugar, celery seed, vinegar, prepared mustard and salt. Add mayonnaise mixture to potatoes. Toss lightly to coat potato mixture. Carefully fold in the chopped eggs. Cover and chill thoroughly.
Makes 8 servings



"Remember When".... with Chris Barbieri



**Remember When it was summer,
and the living was easy ?
It was even easier if you were lucky enough
to be a "discriminating traveler"
on a HARVEYCAR MOTOR CRUISE.
This unique touring option was offered
by the Santa Fe - Harvey Company Courier
Service and promised
"Carefree enjoyment of the Southwest
frontier wonderland".**

What a cool way of taking a vacation ! Beats going from destination to destination bouncing along in a crowded tour bus. Harvey Car Motor Cruisers were available for a day, week or month and trained couriers, hostesses as well as guides accompanied every car. It could have been a bit crowded as each car was limited to four guests. Specially equipped cars were used but no mention of what that meant.

A quick google could find no reference to the Santa Fe - Harvey Co. However, a Mr. Fred Harvey, a man known for a keen sense of hospitality, purchased a Santa Fe building owned by Atchison, Topeka & the Santa Fe RR and quickly turned it into an upscale hotel.

It became the home of the "Harvey Girls" named for their exceptional waitstaff service. So popular were the Harvey Girls that a movie named "The Harvey Girls" was a big hit, winning an Oscar for best song.

It seems more than plausible that Mr. Harvey, with his keen sense of hospitality, established the Santa Fe Harvey Co. to create the HARVEYCAR MOTOR CRUISES.



I could find little detail on the Cruises themselves. They were only advertised in 1928 and 1929 and seem to disappear after that. A clever idea on the surface for sure.

Glancing at the ad, my first reaction was "How cool to use antique cars for vacation transportation package". Then I realized what I was looking at was an ad for the tours from the June 1929 edition of National Geographic magazine. They were new cars then...
Remember When ?

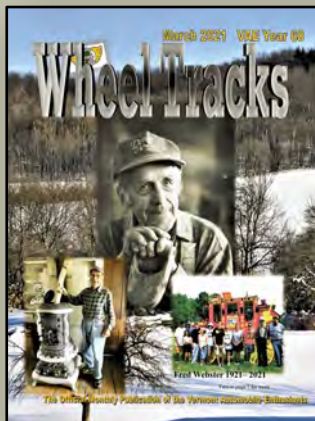


Do you remember the gossip last month about the diesel-engined Lincoln that was delivered to two young brothers who are students and learning about diesels?

We had a report, the two brothers had the engine running within days and driving the old car around town.

And all this time, we thought only us "old folk" could make history like that!!!

Congratulations '2-brothers'.



An Addition To the Page-3 Editorial From Your Editor Gary Fiske

For years now, VAE members and even non-members who read Wheel Tracks....all very well intentioned, have told me their vision for the future of this publication. They start by saying how much they enjoy reading Wheel Tracks and it is one of the few publications they read from cover to cover. Some even tell me they read it two or three times so "they will not miss anything". Then, they tell me what will happen when I decide to retire from the editor position. They describe how other similar publications end up either going to just 2 or 3 pages and in some cases going away completely. All of those conversations were scary to me, and still are. After all these years Wheel Tracks has become a huge part

of my life. I want this publication to have a good secure future.

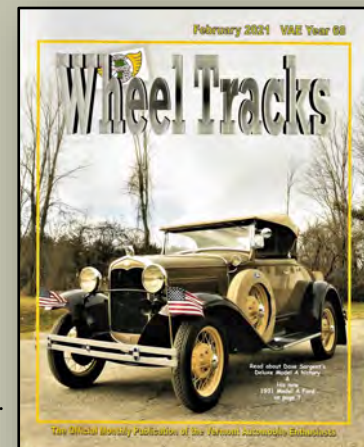
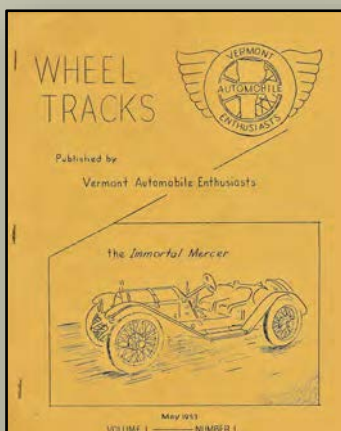
I also hear how hard it is to find people to write and the huge difficulty of getting material for a newsletter. NOT TRUE. Those dozen, or so, VAE members who have been writing Wheel Tracks columns, for years, are not writing because of my charms, they are writing because they like to. Otherwise they would have quit long ago. As for material, there might be one month, in a year, that I have to go looking for fillers to complete our 16 pages. Most months I have to push member articles for later issues because I do not have the room.

Wheel Tracks (or Wheeltracks) has been in existence since 1953. This is my idea for continuing this publication and making it even stronger and more diversified than it is now.....

There are 16 pages to the Wheel Tracks publication. So, we cut it into four sections, 4 pages each and we have four co-editors. Each of the four people are responsible for those 4 pages only...a piece of cake.

Each person will have a computer with the MS Publisher software, a copy/printer/scanner and three editor/friends to work with. We go to the VAE Board for what ever expense for set-up there might be. There might be a small learning curve for the software and I can help you there, until you are comfortable.

When you have finished your four pages; complete, proofed and ready for printing, you email it to our printer who will put the four together, print it and mail it to our 500 addresses. I promise, those typos, mis-spellings and missed deadlines will not bother you after a few months. What four pages would you like to do? Call me.





Wheel Tracks Academy



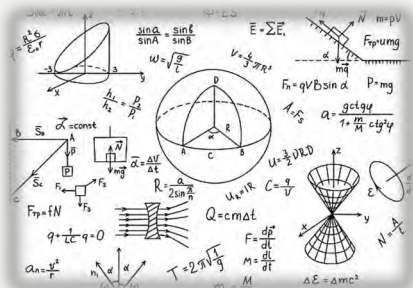
Mechanics?

From Wendell Noble

We all have become well acquainted with numerous automobile mechanics. They are the guys who actually know more than we do about fixing a car.

Then there are the barn yard mechanics and some of us who consider ourselves to be accomplished shade tree mechanics.

So, what about quantum mechanics? Are they able to fix anything? To put it as concisely as I can, in my own words, quantum mechanics is the physical theory that allows us to understand the behavior and characteristics of very small things, like atoms and subatomic particles. Although we don't have much opportunity to directly observe quantum mechanics at work, it matters to us because the big things we can observe are made up of a lot of the really small ones we can't observe.



Our present understanding of this area is only about as old as my old cars.

The prominent names in devising this theory, like Einstein, Dirac, Fermi, Schrodinger and Heisenberg, are people who have passed on in my lifetime. The term "quantum" arises from the recognition that energy does not originate as a continuous flow, but rather as a series of discrete packets of energy, or quanta.



Albert Einstein (March 14, 1879 – April 18, 1955)

For example, a beam of light is actually a stream of electromagnetic wave packets called photons. An electron orbiting around the nucleus of an atom can only have certain allowed energies. An electron can absorb energy by jumping to a higher energy allowed orbit or lose energy by emitting a photon of light and dropping to a lower energy allowed orbit.

When some journalist breathlessly refers to a large change in something as a quantum leap I'm somewhere between annoyed and amused. A quantum leap is the smallest step possible.

So what does all of this have to do with cars? Not much, unless you look real hard. It explains why the lights work and why the color of light from an incandescent bulb goes from red to white as the voltage is increased and it gets hotter. It explains why a single LED gives off only one color of light.

It explains how we are able to measure the temperature of a single spot on the engine with an electronic infrared thermometer.

All the computerized hokus pokus in a modern car is possible because the quantum mechanical

phenomena in a semiconductor are put to use to create miniscule electronic circuits. These circuits can monitor all the engines vital signs and adjust the spark timing, valve timing and fuel injection rate so that the engine is running at peak performance, or at least in compliance with environmental laws. If everything isn't just right, it can blink out an indecipherable code telling the real mechanic a bunch of things that might be at fault but probably aren't.

You and your automobile mechanic can thank quantum mechanics for all that. Now, have you heard of statistical mechanics? They aren't the eggheaded guys who work for insurance companies. That's something else entirely. We'll talk about that another time.





"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



I have run out of "My First Car" stories!
So how about "My Second Car"?
From Charlie Thompson.

My first car, that '49 Plymouth, lasted about a year before it got permanently parked on my Dad's place in Bradford.



This is an example of Charlie's Saab 93 found online

That spring support was just stamped into the sheet metal which is why it rotted away.

Conveniently, across a neighbor's field and over a stone wall into another field was a collection of junk Saabs, out of sight of any building or road. A half hour with a cold chisel and hammer and I had a circle of sheet metal with the spring support in the middle. With application of some pop rivets, my Saab was sitting level again. Also, my white Saab gained a red door to replace the badly rusted one.

The Saab had very tight and responsive steering which allowed me to steer quite well with my knee, frequently freeing both my arms to cope (that's spelled with a "c" not a "gr") with the young lady riding with me.

Anyway, like the Plymouth, the Saab lasted about a year when the engine seized up under the interstate overpass north of Richmond. Someone told me recently that the center bearing on those 3 cylinder engines were no-

torious for seizing up. I don't remember how I moved it, but my Saab ended up - you guessed it - parked on my Dad's place in Bradford.

So, in 1965, I got my second car, a 1958 Saab. It was on the back lot at Shearer Chevrolet, probably destined for the junk yard, and cost me \$75.

The support for the top of the coil spring on the left rear had rusted out and let the spring push into the body, leaving the Saab drooping badly on that side.

But it ran fine! It had a 3-cylinder two cycle engine and front wheel drive. I had to mix the oil with the gas, much like some of our lawn mowers. (Later models, still two cycle, had a separate oil tank and automatically mixed in the oil.)

Come on folks, there must be some more
"First Car" stories out there.

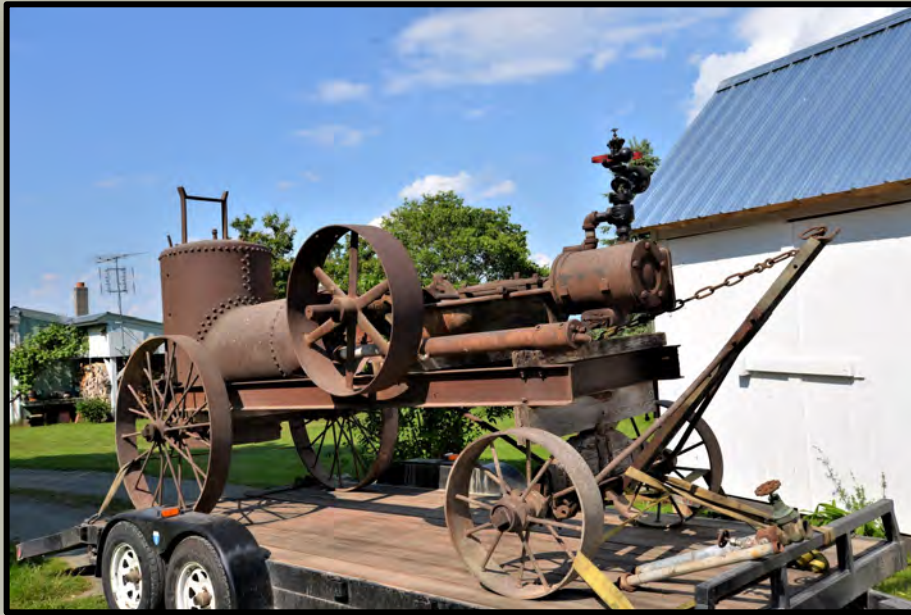
If you are reluctant to write one, call me (802-878-2536)
with the story and I will do the writing.
Or you may find yourself reading about my THIRD car!

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

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

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

Please contact **Steven Carpenter** (judging coordinator) at 802-343-3673 or stevenc1974@outlook.com or
Mark Bennett (chief judge) at 802-343- 8700 or mbennettphd@gmail.com to sign up to judge.



This T.M. Nagle steam engine and boiler was built by Erie City Iron Works (in PA) sometime in the late 1800s or early 1900s. There is much research to be done yet, but we do know its first home was in Enosburg Falls, Vermont. The Kendell Company in the "Falls" had a factory that produced a number of "healing liniments" for horses and humans and they wanted to electrify their building. A brick addition was added to the rear of their factory and this steam engine was moved in, soon turning a generator, producing electricity. The extra electricity was sold to a few homes nearby and the owners realized this could generate another line of income, so, they purchased a larger steam engine and the one pictured above became the "back-up".

The Kendell Company closed their doors in 1957 and later a local furniture store owner purchased the property and its contents. This is when the Vermont Automobile Enthusiasts...or a future member, became involved with this steam engine. Raymond Dolan, the furniture gent, decided to have an auction, we are guessing, sometime in the 1960s. Gene Towne was a farmer in Milton and known for having very little resistance to the allure of an auction, he was also a VAE member. He ended up purchasing this steam engine from the auction with the plan of getting it running someday. He re-piped the boiler and mounted it, and the engine onto a steel-wheeled wagon, as seen in the picture.

Fast forward to 2003 when a VAE member from Underhill became interested in the steam engine. Gene had apparently lost interest in it and had "parked" the steel-wheeled wagon in the woods behind his house. Gael Boardman had been interested in the engine and started "negotiating" to purchase it from Gene. The tradition was to TRADE something and leave your cash in your wallet. Gael told me, in the Fall of 2013 that he had been trying to buy the engine from Gene for ten years and that he was hoping to soon close the deal. Gael's wife, Judy, recalls the contraption just showed up one day, and soon after that, a line of 10 or 12 single-cylinder engines could be seen along the wall of Gene Towne's garage. To this day, one-cylinder engines, is legal tender in the VAE.

Jumping forward in time to the present, we have sadly lost both Gene Towne and Gael Boardman, Gene on October 24th, 2013 and Gael, June 26th, 2019. Judy Boardman, Gael's wife, agreed to reuniting the steam engine with Enosburg Falls and after a number of discussions, the engine entered Enosburg on a trailer last week (June 3, 2021). The Enosburg Legion Post 42 has taken possession with a plan to find a permanent location for its display. Pictured right are three veterans loading, what we think is about 7000 pounds...it is all there!

The four vets involved in the move....Dean Scott, Cliff Vorse, Mark McDermott and Gary Fiske. This is written by Gary Fiske.





Letters TO THE Editor

This is in response from Wheel Tracks to Bill Billado, asking if his June Buick feature was accurate and had we "messed up" any details.....

Dear Wheel Tracks,

The article was nicely done and the cover photo is terrific ! The only minor detail that you "messed up" was stating that we had the use of a trailer. Back in those days virtually nobody around here had access to such a luxury. We were dragging the car with a "stiff hitch", which as you know can be problematic on an old, "stiff" vehicle. Thanks again for featuring my car in Wheel Tracks.

Bill

Dear Wheel Tracks,

I've been in Phoenix AZ the last couple of months for work. Trying to get the chips made for all those new cars and trucks filling abandoned parking lots.

Driving back from the capital building, I saw this wonderful piece of lawn art (pictured right). Of course it's a Buick. Interesting plaque in the front. Thanks again for the outstanding work you do on Wheel Tracks!

Brian Warren Editor's note..... The plaque, I think, reads "Brick", but is the 'B' a 'P'?



Wheel Tracks Classifieds "extras"

For Sale.... 1930 Model A Ford, 2-Door Sedan, the early 30s eye-brow fenders type. The car has had a body-off restoration, it is original and runs great. We have been on many adventures these past 35 to 40, and can do the same for its next owner. Call Bruce Huff 802-233-5504 or 802-864-3940.



For Sale.... Early grease rig. 20-hy 1/2 turn not snap on. portable on wheels grease driving. \$100:00.

**5 gallon gulf oil can. \$35:00

**Model A parts. Starters water pumps generator horns speedometers one radiator one engine 1928 one rear end

Large assortment of small parts. summer bargain. \$900:00 firm.

**Also still have the jack stands, lower price, \$50.

Marvin Ball. 801-425-3529

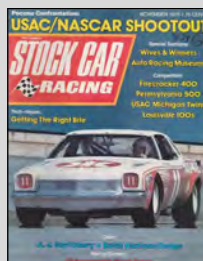
Editors notes.... Marvin wants to sell the truck pictured right but we have lost the details. Call him.



Free!..... 55 Issues of Stock Car Racing magazine dated 1978 through 1985. Also seven issues of Cars and Parts magazine dated 1971 - 1972 along with 32 issues of Cars and Parts dated 2000 to 2003.

Six flat auto side glass windows. Five teens to 20's and one 30's - 40's

Call 802-223-3104 or e mail at cgeeb99@gmail.com Call 802-223-3104 or email at cgeeb99@gmail.com



For Sale.... My 1921 Chevy car that I made into a truck. Model 490

Chevy c-cab with a

1917 4-cylinder

engine... runs good.

Body has age wrinkles

here and there, drives

down the road, no

problem. \$3500.

Ken Cota 4422 route

2 South Alburgh

8027963773 or

ken@fairpoint.net





VAE Trivia from Don Tenerowicz

Remember when Ford, Chrysler and GM were called the "Big 3". MoPar was used by Chrysler, being the abbreviation for Motor Parts.

At the 1964 World's Fair in Flushing Meadows in Queens, New York City, the Ford Mustang made its grand entrance. Vehicles would be identified by design elements, such as six taillights for the Chevrolet Impala. Model names included numeric designations, Oldsmobile originally had 442 for the 4 barrel carb, 4 speed floor mounted shift and the ever popular dual exhaust.



Songs played an essential element in the identification of brands

such as Don Mclean's American Pie: Bye, Bye, Miss America Pie. Drove my Chevy to the levee but the levee was dry. Another popular song being "409" written by Wilson, Love and Usher, (Beach Boys), Chevy's 409 CI 'big block'.



Ike Turner and his Kings of Rhythm walked into a tiny studio in Memphis owned by one Sam Phillips in 1951 and recorded a song called "Rocket 88", a paean to the fastest American car on the road at the time, the Oldsmobile Rocket 88. Launched in 1949, the Rocket 88 was powered by a high-compression, overhead valve, 5.0-liter V-8 that developed 135 horsepower, considerably more than a contemporary Ford flathead, and 253 lb-ft of torque.

Next up.....

Coming VAE Events for 2021

July 17th, Saturday...We start at Cars & Coffee.... This will be our "first" VAE gathering in 17 months.

The day will begin at University Mall and Cars & Coffee. The Cars and Coffee event usually meet from 7AM to 9AM. We will be extending our time to 10AM for our members who will be attending the days gathering. We know some of you need your sleep....

At 10AM, we will be leaving the mall for a short tour. We will be giving you a choice of either touring straight to our destination or joining some of us on a short detour to visit an elderly housing residence in Winooski, and then on to our final destination.

Our final destination will be the Ethan Allen Homestead near Burlington's Old North End for a picnic.

****There are no fees to get in the park. Look for the "VAE" sign with the arrow pointing to our location.**

****Our location has a covered pavilion with picnic tables, so don't worry about too much sun.**

****Bring your picnic lunch & chairs. VAE will supply soda and water along with all the BBQed hot dogs you can eat!**

****The Homestead grounds have hiking and biking trails. You can fish in the Winooski river. You can view the interior of Ethan Allen's restored house (or schedule a tour at ethanallenhomestead.org).**

Come join us for our first gathering in a long time. We are sure there is lots to catch-up on and our member-old-vehicles to see what changes have been made, this past year.

There will also be a business meeting.

Your 2nd & 1st Vice's are available for questions.....

Mike Felix & Gary Fiske. Contact info can be found in our roster and in Wheel Tracks.

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

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

Wheel Tracks Classifieds



Free to all Enthusiasts

For Sale.....

Powder coating oven on roller stand. Inside, 17in W/21in H/13 in D. Works fine. \$50
Gary Fiske,
gafiske@gmail.com



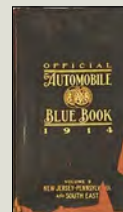
July Bumper Sticker...

**I Am
Retired,
Go Around
Me**

For Sale....

You need six-volt light bulbs?
I got lots of them, too many! Very
deep discounted.

Wanted.... 1914 Blue Book, call me.
Fred Gonet, 802-226-7844



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

For Sale.... Model A pickup,
\$12,000.



1930 Ford
Model A Tudor,
\$12,000.



1937 Ford pickup hot-rod.
Great shape. Call.



1930 Model A 4 Door
Sedan (Not pictured)
\$2,000. James Leithead, Derby, Vermont
jandselectrical@comcast.net

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



For Sale... Chevrolet
sales brochures 1932,
1940, 1946-1984 many
models. Some Cor-
vette. I'm downsizing collection. Call or e-mail
for details and prices. John
at jemerson@middlebury.edu or 802-388-7826



For Sale.... My 1921 Chevy car that I made into
a truck. Model 490 Chevy c-cab with a 1917
4-cylinder engine... runs good. Body has age
wrinkles here and there, drives down the road, no
problem. \$3500.
Ken Cota 4422 route 2 South Alburgh
8027963773 or ken@fairpoint.net

For Sale.... Cleaning house. I have many Ford Model A parts, stop by, look,
make an offer.
Radiators, bumpers, front and rear fenders, many engine parts, fan blades,
manifolds.
Wendell Noble, 802-893-2232

For Sale.... Electric wheel balancing machine, electronic strobe. spines wheel
on car, includes some weights. \$40.

****Also** pneumatic bead breaker tire changing
machine. \$40.

****For your flea market, (cheap, as lot).** Speedome-
ters and parts there of, Philco car radio, vacuum
wiper motors, 2 bumpers (20s), ignition items, non
brass carburetors, starters& generators (30s),
assorted mufflers (nos), etc

****1947 Hudson Super 8, usable upholstery ,paint,
straight and complete. Ran very good when stored a
few years ago. \$5750.**

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



For Sale 16 years of Road & Track mag-
azines

6 years of 1996-2002, nearly all issues in-
cluded: \$120.00 or \$30.00 per year lot
1 year of 2006, 6 issues, \$15.00 for these 6
issues

6 years of 2007-2013, nearly all issues in-
cluded: \$120.00 or \$30.00 per year

3 years of 2016-2018, most issues included: \$60.00 for this 3 year lot.

Prefer to sell collection as a whole for \$300.00, will consider selling by year lots
Contact: don@studioperdue.com



For Sale.... 1914 Model T Touring, Mostly
original. Motor rebuild by Roger King of CT,
2005 with less than 3000 miles since rebuild.
Transmission also rebuilt with Kevlar bands.
Asking \$19,500.00
Call with questions. Dave Mailly 508-393-5666



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



**1971 MG-GT
Owner....Eric Archambault
Granby, Quebec**



July 2021

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



**This 1968 VW Karmann Ghia is now "serving" it's country
at the American Legion Post 42 in Enosburg Falls, Vermont.
Seen here on the 30th of May during the Vermont Rolling Thunder festivities.**