

June 2020 Year 67 #6



Wheel Tracks



"The Right Power for the Bigger Jobs"

"Where-ever power is needed, the practical and careful man buys a McCormick-Deering 6HP engine to do his work."

"The 6HP engine has water-cooled cylinder head and belt pulley can be put on either side."

More about Gael's engine on page 7



The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR PRESIDENT, DUANE LEACH

Hi Everyone,

I hope everyone is surviving the stay at home and stay safe time with out going crazy.

The VAE has continued the need to cancel monthly meetings and trying to let people know if things get cancelled a month before the event. Watch for John Lavallee's emails for VAE news or on our web page.

The VAE Officers, Directors & show committee people have been busy with zoom meetings, the last couple months, trying to figure out if we will be able to have our 2020 "Vermont Antique & Classic Car Meet" in Waterbury. After many calls & emails with the state, we were told that the state was not issuing permits for events larger then a thousand people. **So, we have had to make the real hard decision to cancel the show for 2020.** We need to keep everyone safe so we can all be together in 2021. The planning for the 2021 show will start immediately.

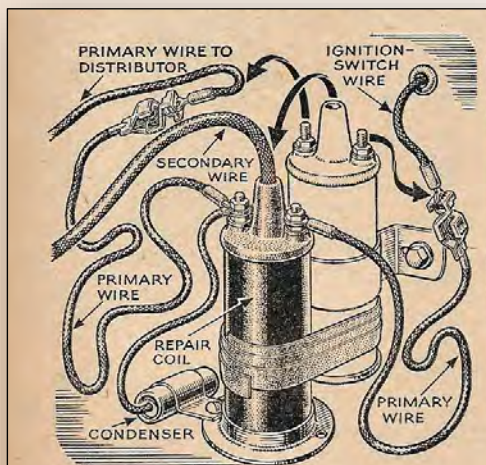
Please remember to put these dates on your calendar... The 2021 "Vermont Antique & Classic Car Meet" will be August 13th, 14th & 15th.

Even though many things are being cancelled, we have some plans for some social distancing club events, more info to come soon. Get your old ride out and take it for a ride around town to show people we are still alive and well.

Hope to see you soon, Duane



Tips from Fred's '52 Popuar Science



Save a Towing Bill. A bad coil or condenser accounts for many breakdowns. One veteran mechanic takes this spare coil and condenser unit on road calls, and he reports it often enables him to drive the car away. Carried in the car, such a unit may save any motorist a towing bill. Ground the condenser shell.



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 1958 Lloyd Davis
 1959 James Mc Glaflin
 Dale Lake
 1960 Bob Jones
 1961 Charles Arnholm
 1962 Robert Slade
 1963 Don Brown
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 1966 Wesley Pope
 1967 Bill Young
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 1991 Avery Hall
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 1996 Don Rayta
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 2004 Ray Tomlinson
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 2007 Andy Barnett
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 2009 Gene Fodor
 2010 Don Rayta
 2011 Wendell Noble
 2012 Dave Sander
 2013 Jim Sears
 2014 Robert Lalancette
 2015 Dan Noyes
 2016 Dan Noyes
 2017 Dave Stone
 2018 Dave Stone
 2019 Jan Sander
 2020 Duane Leach

FROM YOUR
 EDITOR...
 GARY FISKE



I hope everyone is well and have found nice ways to live while dealing with this up-side-down world we are in, at the moment. I needed to drive to Milton last week for some parts and realized I am still on the tank of gas from early February. I found myself driving much slower than usual, there were so many things I wanted to see.

The VAE Board has arranged to make some changes to our website, to keep people informed of our cancellations. Our webmaster, Justin Perdue, has added a yellow "Covid" banner across our pages with a button, that takes you to a special page, with our latest club news. Our job now is to see that the page stays current.


Again, I would say the most current announcements do come from John Lavallee when he uses our member email addresses to inform us.

I have to admit, life has become much more simple, since January. I am thinking when things go back to normal, that I just may not! There are parts and pieces of this 'stay-at-home thing that fits very well.

We had some real good news last week! Wheel Tracks has, again, won a "Golden Quill Award" this one for 2019.

Member write, **"Wheel Tracks is the only publication I get, that I read from cover to cover"**. I get that a lot from you and that is because of our many contributors and the great material they write.

I am told, by the golden Quill award judges, that one thing Wheel Tracks is missing is a Table of Contents. I have to admit, not having one, was a conscious decision I made long ago. My thinking....if you don't know what is next, then you will look at every page. I also have to admit, I have had a heck of a time finding an item in a long past issue. So....you will find a small "Table of Contents" at the bottom of this page. It will be here as long, you still do the cover-to-cover exercise.
I will be watching.



Page 4... "I can talk to the people at the end of the road now" from **Judy Boardman**.

Page 5... **Bob Gallagher's** first antique car.

Page 8... **Chris Barbieri's** "Remember When" the 1961 Toyota Toyopet hit the united States?

Page 10.... The Academy with **Wendell Noble**, 'Getting Your Bearing' with a **babbitt pig**.

Page 11... **Charlie Thompson's** "My First Car" with **Buzz Stone** and we got lucky. Buzz Stones 2nd car is on page 9!

Page13... WHEELTRACKS ten years ago.

**Membership
 Only \$30**

\$50 for 2 years

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

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 Our Website at
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 a member"**

***Go to vtauto.org**

***Click "Join VAE"**

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

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

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

Wheel Tracks
 is a monthly
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 electronically for the
 public, and for the
 VAE membership.
 The VAE is a 501c3
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"The Softer Side"

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

"I can talk to the people at the end of the road now"..... from Judy

A few days ago when I turned the calendar to a new page, I noticed something that I haven't seen in all my years of keeping a calendar. The page for May was blank. There was nothing written anywhere, with the one exception that there was a reminder to give my dog, Dixie, her heartworm and tick pills on the first of May. I promptly did this because the ticks are out in full force.



There were no appointments, no reminders of meetings, dates to have my weekly and monthly breakfasts with friends, no community dinners at the church, not even a dental appointment. No Meals on Wheels transport, no Bone Builders classes, nothing. This is what my world is all about lately. I don't have one of those phones, that everyone else has, where people text other people every five minutes. I've tried Zoom meetings without luck. Fortunately, most of my friends are older and we are still fine with e-mailing which has been happening a lot lately. Some include pictures which is great.

Now that the weather has finally decided to show signs of spring, neighbors have been out walking and I can visit at a distance with them, find out what's going on at their house, if anything. Someone rescued two miniature ponies, another spotted their first wildflower, someone else had her first encounter with a tick. The road crew working on the road and got the grader stuck, that was exciting!

When the snow is gone, I can use a back way (Class 4 road) to my house so now I can visit with neighbors on Lower English Settlement Road that I haven't seen since last fall. This is always a sure sign of spring. I now can find out all the gossip on that end of the road. A few friends make a point of calling someone every day to check in and visit for a few minutes. My elderly friends have found someone to pick up a few groceries for them, take care of the trash and recycle bin for them, and just check on them once in a while.

Once in a while someone sends me something in an e-mail that is timely...one such thing has several timely sentences. Here are a few that I found I could relate to and chuckled. **Commercials in 2030 will be like...** "Were you or someone you know overly exposed to hand sanitizers, Lysol or bleach, during the 2020 Corvid 19 pandemic? If so, you may be entitled to compensation".

There were others like....

"Not even a dental appointment."

*"If you thought toilet paper was crazy, wait until 300 million people all want a hair cut."

*"I've spent weeks hanging out with myself and I'm so sorry to every person I spend time with".

*"After listening to Linda, his human, for 4 weeks while in quarantine as she complained for hours on end, Sparky realized he was not cut out to be an emotional support dog".

*"Anyone else getting three weeks to a gallon?"

*"My husband and I decided we don't want to have children. We will be telling them tonight at dinner".

I have more but I might save them for the next time it's my turn to write the Softer Side, if things continue like this for three more months. Meanwhile, be lucky you live in such a great state, enjoy the spring, be thankful for good friends and neighbors and keep wearing your masks. They are colorful, aren't they?



Dave's Garage

by Dave Sander



Exhausted

When I pulled the Subaru in to take the winter tires off and wash the undercarriage I heard the unmistakable sound of a muffler leak. I was a bit surprised, as the car is only 5 years old.

I looked at the muffler, and it looked like it was in good shape, until I saw the weld

where the inlet pipe enters the front of the muffler. The weld was rusted through, but the muffler itself was fine. Replacement mufflers from Subaru are very expensive. Aftermarket mufflers only seem to last two or three years. I have had great difficulty having the "lifetime warranty" honored with premium aftermarket mufflers. Even quality aftermarket mufflers do not last as long as factory ones. Many mufflers are replaced due to rusted welds and flanges.



I have replaced rusted flanges and joints, and repaired rusty welds and had the muffler last longer, than a replacement aftermarket muffler would have lasted.

I just couldn't replace a muffler that was still in such good condition, so I cleaned up the area with the broken weld, and re-welded it. Now, let's see how long this repair lasts...



I'm Staying Home

Hello,
You asked about
projects, here
is one .

This 1948 Studebaker Commander Deluxe Regal was purchased last summer in the car corral at the car show for \$600. I am the new owner, Bob Gallagher, and I live just across the road from the Farr Field car show. A short tow home! I am also a new VAE member.

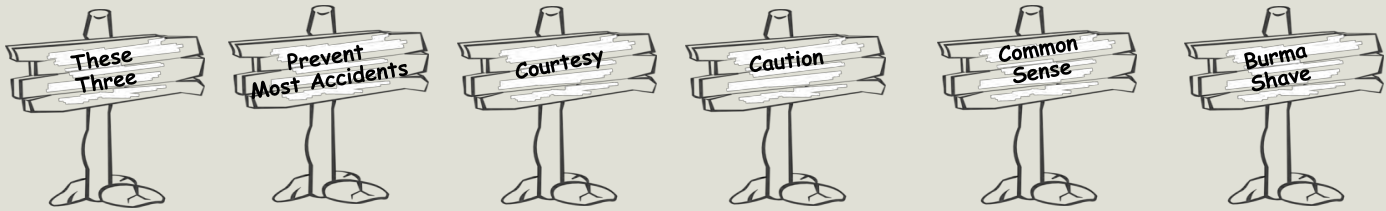
The car had been stored for many years in a Berlin barn and was heavily infested with mice and all their after-effects. Mothballs were added to the mix of smells. The complete interior including all seat covering and padding/cushioning, headliner, etc. was replaced.



The brake master cylinder was replaced, all brake lines, wheel cylinders rebuilt. New fuel lines, every wire was replaced, a task made easier by purchasing a main wiring harness, turn signals were added. The engine was stuck, but that was freed up, carb cleaned, ignition sorted, starter solenoid/starter made functional late last summer prior to all the above mentioned work, and the engine then started!!

The car is just about done now and has been driven to Waitsfield to fill up on non-ethanol fuel and the overdrive even works, which is a somewhat complicated system consisting of many electrical devices, centrifugal and kick down components, etc. The car is not a show car, it is a driver with brush painted touch up areas and an interior completely done by a retired carpenter, this is my first antique car ever.

From the Editor.....We hope to see your Studebaker at our next show Bob.



Used To be....

"We have a flat, get the bumper jack out of the trunk."



An Irish priest and a Rabbi get into a car accident. They both get out of their cars and stumble over to the side of the road. The Rabbi looks at the smashed cars and says, "Oy vey! What a wreck, what a wreck!"

The priest asks him, "Are you all right, Rabbi?"

The Rabbi responds, "Just a little shaken."

The priest pulls a flask of whiskey from his coat and says, "Here, drink some of this. It will calm your nerves." The Rabbi takes a swig and shakes his head ruefully, still looking at the cars. They are severely damaged. "Oh, but this will be sooo expensive!" he says.

"Yeah, well, it's just money, rabbi. Have another swig; in fact you can drink the whole bottle if you like."

The rabbi nods and drinks most of the bottle, never taking his eyes off the broken cars. Then he turns to the priest and says, "What are we going to tell the police?"

"Well," the priest says, "I don't know what you're going to be telling them. But I'll be telling them I wasn't the one drinking."

What's the difference between a car insurance company and a Mafia don?

A car insurance company can tell you how many people will die this year,
The Mafia Don can do the same,
including their names.

Fresh from Buzz Stone's files....

The world is full of willing people. Some are willing to work, and the rest are willing to let them.

Two old codgers are sitting in the comfort of their T.V. Room at home watching the baseball game, with no fans at the ballpark. They are enjoying their beer and chips, and one turns to the other and says, "They shouldn't play games with no fans there—it's not the same without paying nine dollars for a beer!"

Dr. Barnard, At Your Service.

From Gary Fiske

Can you imagine what Dr. Christiaan Barnard most have felt when he performed the world's first human to human heart transplant back in 1967?

Well, this does not come close but Dr. Barnard was on my mind when I walked from the back field to the shop last week with a starter/generator in my hands!

Wendell Noble and I agreed to restore a 1969 Harley Davidson golf cart for the club, a while back. The project has gone on too long, but thankfully we are close to finishing. The final touches were completed and the gas tank was filled with the required gas and oil mixture. All that had to be done was turn the ignition switch on, pull the choke, and hit the started.

Nothing happened....what a downer!

After finding the problem was probably the starter/generator, there were two choices. Go find a replacement on the internet or check out the old derelict Harley in the back field. I dragged it here a couple of years ago from the Northeast Kingdom where it had laid in the woods for over ten years, by then, sunk to its frame in the ground.

It was now sunk to its frame in my back field.



The sweetest sound was made when a battery pack was attached to the F2 connector! Even though 25% of the pulley was rusted off, and the round belt was ragged, just barely holding together the S/G turned like new after all those years. The engine was also turning over, like a champ!

Like I said, I walked to the barn, with the treasure in my hands, thinking about that great doctor. I should also add, I have made a 2nd trip for a F/R switch and a 3rd trip for the carb. I am now thinking about the "Groundhog Day" movie.

Continued from front page.....

Dave Carpenter writes.....

I believe it was the 2006 Shelburne Vt car show where I first met Gael. I was involved setting up a display of my Galloway engine belted to a Papec Silage blower. I had no idea who this gentleman was that ventured into the display but we introduced ourselves to each other and struck up a conversation. He seemed quite mesmerized by the displays our club was beginning to get operational. As words unfolded, he mentioned he had a few of these engines. Of course as with any hobbyist my ears then really "perked up" with the prospect of a new find. As memory serves me, he did not know what or how many he had or at least that was what he was leading me to believe.



Eventually, the fateful question was asked by Gael Boardman.

"Would you be interested in getting a couple of them running?"

Somehow my nature of: shoot first ask later, did not kick in. The more rational Dave, answered Gael, "maybe but I would like to see what they are and what you have in mind." He answered with if you get one running then I will give you the other as payment. That inner voice said: how could I go wrong? To this day, I am still amazed I stuck with my first response that I would need to see the engines before making a commitment.

Again, memory is fuzzy but I remember that it took until November for me to get to Underhill for my first preview. As many of you know, visiting Gael and his collection was not a quick venture. Maybe it was a teachable moment, that it is not about the trip but the journey. I was beginning to understand Gael's love for so much of our past through his diverse collection. I viewed his air-cooled Same tractor, Army Truck, WW2 bulldozer, memorabilia of all sorts, and a Chevy Coupe with overheating issues which was really perplexing him. Each piece Gael seemed to know where it came from, and what it had done, how long he had owned it, and a justification of it.

Eventually, we got to the two engines he had in mind he wanted me to work on. Both were larger than anything I had or laid a wrench to. One was a McCormick Deering 6 HP (pictured above). I knew that, as I owned the smaller 1 ½ and 3 HP models. The other I was unsure of, other than it had a Fairbanks Morse tag. Both pieces were very complete and original engines from the local area according to Gael. It sure seemed like a sweetheart deal. Again, it happened, reason over excitement. My response, Gael let me think about it and I will call you.

Needless to say, I soon called back and said sure I will get both going and Gael you decide which one you keep. It was not until the following summer that I made the second Underhill trip to retrieve both engines. My thinking that the loading process would be simple, quick and somewhat effortless, proved to be flawed as no tractor or other powerful machine Gael possessed was used. I soon realized Gael has ancestors dating back to the pyramids as we moved both engines onto my trailer using pipe as rollers and a come-a-long all the while he was saying: work like the Egyptians.

I decided to work on both engines simultaneously but really concentrate on the McCormick as it appeared the quicker of the two since the Fairbanks had a serious issue with rust.

My employment journey had taken me to be an instructor/aid role at Hannaford Career Center in Middlebury. The perfect situation, a great place to work, students to help and teach basic engine operation and the detail needed to restore an 80 year old piece and the use of tools I do not possess. Although to complete the engine still required a bit of work, in reality a lot of work. Tasks included; complete disassembly of all components, magneto rebuild, gas tank replaced, igniter refurbished, rings unstuck from the piston, valves and seats refaced plus the springs replaced, fuel pump and lines replaced, mixer rebuilt and the governor repaired. As most of you know, projects tend to take on a life and direction of their own. I decided this project should not just be a "just get it running" one but, a complete restoration including repainting and a period correct horse drawn cart to mount and move the engine on.

Finally in the spring of 2012, Gael got a call from me asking if he would enjoy being at Hannaford for startup day. I think you all know the answer and the smile Gael had when he heard the engine run for the first time since he owned it. Later that spring, the engine returned home to Underhill where it still resides.

Thanks Gael.

The IHC/McCormick Deering Type M gasoline engine was debuted in 1917 and built until 1937. All M engines were throttle governed and both low tension ignitor and high tension spark plug ignition systems were used. A unique feature of these engines was a completely enclosed, but dry crankcase. The crankshaft main bearings and rod were still greased by mechanical grease cups and the cylinder oiled by a drip oiler. All timing gears were inside, while the remaining parts, including the cam, were outside the crankcase. No oil was stored inside the engine.

"Right Power for the Bigger Jobs" was IHC's motto.

It furnishes plenty of power for the hay baler, feed grinder, corn sheller, buzz saw, cane mill, deep well pump and other hard work.



Edi Fiske

The Roadside Diner

New England Clam Chowder



- | | |
|-----------------------------------|-------------------------------|
| *1 pint shucked clams, chopped or | *1/2 cup chopped onion |
| 2 6 1/2 ounce cans minced clams | *2 1/2 cups milk |
| *4 ounces salt pork, diced, or 2 | *1 cup light cream |
| slices bacon, cut up | *3 tbs all-purpose flour |
| *4 medium potatoes, peeled and | *1/2 tsp Worcestershire sauce |
| diced | |

Drain clams, reserving liquid. Add enough water to reserved liquid to measure 2 cups liquid, set aside. In a large saucepan fry salt pork or bacon until crisp, remove bits of pork or bacon and set aside. Add reserved liquid, potatoes and onions to fat in saucepan. Cook, covered about 15 minutes or until potatoes are tender. Stir in clams, 2 cups of milk, and the light cream. Stir in remaining 1/2 cup into flour, stir into chowder. Cook and stir until bubbly. Cook one minute more. Add Worcestershire, 3/4 tsp salt and dash of pepper. Sprinkle pork or bacon atop.

"Remember When".... from Chris Barbieri

REMEMBER WHEN.....

The year 1961 was a watershed year for imported cars trying to tap into the US market.. According to the '61 Popular Mechanics Magazine there were 59 different makes from England, Italy, France and even Israel with their sights on the largest vehicle market in the world.

They had their eyes on another target also, that being Volkswagen. The first VW arrived in the USA in 1949 when only two sales were made. By 1955 Volkswagen of America was organized and by 1960 100,000 Beetles found American buyers. Minus VW, the other 58 makes included names that are still with us today like Fiat, Mercedes, Volvo, Jaguar, and Rolls Royce.



In it's third and final year the Toyopet 4 door sedan from Japan's Toyota's Motor Co. was yanked because of poor sales. Poor sales or not, it was Toyota's well equipped, value priced beginning of the best selling 4 door sedan of all time. It was a good looking, well built, reliable, sedan that was maybe just a bit ahead of it's time as an import. Could the Toyota folks ever dream the '61 Toyopet they dropped would, 60 years later, help set the stage for the worlds leading motor vehicle producer. Remember when ?

Notice.....

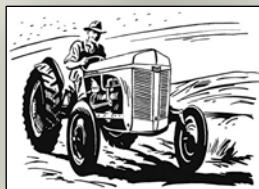
Lets distinguish our old vehicles by adding the VAE logo to the windshield.

It's also much easier for our Wheel Tracks photographers to find member cars while at the car shows.

Need one, email me at gafiske@gmail.com and I will send one to you.



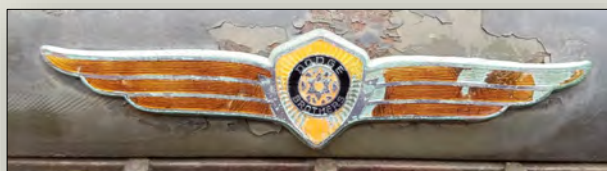
VAE Gossip from GCF



Oops...We made our first mistake, and after many years mistakelessness, we finally did it! The picture to the left was on last month's Wheel Tracks front page, billed as an N-Series Ford tractor. Well, it is not a Ford, but instead, it is a Ferguson TE20 (we hope we have that right). The big give-away, Ferguson has those horizontal radiator slots and Ford's is vertical, (we hope that is correct, also).

Here is a little Wikipedia on Ferguson.....

The **Ferguson TE20** is an agricultural tractor designed by Harry Ferguson of Coventry, in England. By far his most successful design, it was manufactured from 1946 until 1956, and was commonly known as the Little Gray Fergie. It marked a major advance in tractor design, distinguished by light weight, small size, maneuverability and versatility. The TE20 popularized Harry Ferguson's invention of the hydraulic three-point hitch system around the world, and the system quickly became an international standard for tractors of all makes and sizes that has remained to this day. The tractor played a large part in introducing widespread mechanized agriculture. In many parts of the world the TE20 was the first tractor to be affordable to the average farmer and was small and light enough to replace the draft horse and manual labor. In order to get volume production with lower costs, following a demonstration of his tractor before Henry Ford Senior in October 1938, Ferguson made a gentlemen's agreement or also referred to as the handshake agreement with Ford to produce the Ferguson tractor in Detroit starting in mid-1939. About 300,000 of these tractors, known as 'Ford Fergusons', were produced up to June 1947. Added to the 518,000 Fergusons made in Coventry, over 818,000 Fergusons were manufactured.



Dave Stone sent this Dodge Brothers emblem picture and asked what it might go on. We thought we had the right answer....but we did not. We have the right answer now, from Rodger Dodger in the Dodge Club. Give WT your guesses and the right answer will be in the July Wheel Tracks. **Question....what did it go on and what year?**

"Buzz Stone's 2nd Car"

In about two weeks the Mustang arrived. Perhaps two weeks later we drove south to Schweinfurt.

A larger town, with good shopping, and we were looking for German china, and crystal ware. As we parked on the cobblestone street at our chosen store, a German stepped out of his Capri (German Ford model) and asked if we were interested in selling our Mustang. He loved it, and offered me \$5,000.00 USD. This car is maybe 2 months in our name, maybe 500 miles on it. I stupidly declined the offer. He was persistent, but we walked away. After our successful shopping venture we headed back to Wildflecken, talking about the request to buy our new car. I would have doubled my money and I could have bought a Porsche 911-T for \$7500.00 brand new!!!

I did get to drive a 911, that one of the replacement medics had bought just before we returned to the States in May of 1971. We went out on the Autobahn, I took the wheel and since the car was not yet "broken in", the owner told me not to look at the speedometer, just keep the RPM on the tach under 5,000. I did just that. When you are sitting in that car, your butt is about 10 inches off the ground. I was about to shift into fifth gear, and he said, **"are you sure you want to do that? Look at the speedometer!"**. We were doing 135 mph, it felt like 60 mph. Oh boy, do I like those autobahns, beautiful highways.....no speed limit in those days. What an experience!! Now, I know how bad a mistake I had made in not accepting that guys offer in Schweinfurt. Oh well, ten years later I had my 1972 Corvette in Vermont, but never got to enjoy 135 mph in that bad boy. But it cornered well!!!!

We had bought a VW Squareback after our first year in Germany. The Mustang did not lend itself well to ski racks, boots, poles, and a little guy in the back seat. We did a lot of skiing in Europe. Berchtesgarden, Zugspitze, St. Johanne, Fieberbrunn, Kitzbuhel, and Kirchdorf. Did a little racing at Zugspitze.

Our daughter, Jennifer, was born in Wuerzburg in May of 1970. We were able to get our orders amended to gain one more Winter of skiing in Germany and Austria, and came back to the States in May of 1971. We were allowed shipment of two cars back to the States..... everything arrived well. We must finish by saying that that little 1967 six cylinder, auto tranny, A/C Mustang served us well all the while in Germany, including a 15 day drive with David through Switzerland and the Alps. Sadly, we traded about a year later.....another big mistake..... and David was NOT very happy about that. A 1973 Camaro was the replacement vehicle, and he wasn't happy about the replacement of that vehicle either. Yes, David developed a love for cars way back when he was two and three years old, and carries on today. He has a couple of Mustangs restored, and a conversion car in process. **We love Mustangs!**





Wheel Tracks Academy

"Getting Your Bearings" from Wendell Noble

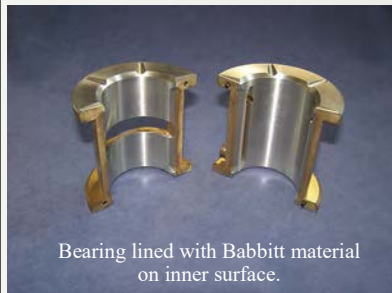
Friction: Without it you couldn't walk across the room or pick up your can of beer. Life would be pretty tough.

In your car's engine though, it's a real drag. Understanding the detailed mechanism of friction between two metal surfaces is actually very complicated. Metals of concern to us consist of many small crystalline grains bonded together. To minimize friction between two surfaces as much as possible, the surfaces are machined to be as smooth as possible. However, even if a metal surface appears to be mirror smooth, at a microscopic level the grain structure still results in very small peaks and valleys. At that microscopic level surfaces will abrade each other when one slides over the other. The best way to reduce friction further, is to keep the surfaces from touching altogether, by maintaining a film of lubricant between them. This is the case for the bearing surfaces of the engine block and connecting rods with the rotating crank shaft journals.

The goal of minimizing friction in these situations is helped by the selection of a metal alloy for the bearing surfaces that must slide on the journal. In 1839, Isaac Babbitt of Taunton, Ma., patented an alloy for this purpose, which now bears his name. Babbitt metal actually refers to a family of alloys, but the most commonly used one is 91% tin, 4.5% copper and 4.5% antimony. In structure, it consists of copper-antimony grains in a matrix of tin. In operation, the tin can soften or melt and flow slightly at the surface. This leaves the grains to support the bearing load and lubricating oil can more easily pass between them. In the earliest use, the babbitt metal was "cast in place" using molds formed around the bearing halves. Once the metal solidified, the molds were removed and the assembled bearing was reamed to match the journal diameter. Frequently shims or spacers were placed between the mating surfaces of the bearing halves before reaming. This made it possible to compensate for bearing wear after prolonged use by removing shims.



Pigs and bars of Grade #2 Babbitt



Bearing lined with Babbitt material on inner surface.

More modern engines replace the "Cast-in-Place" babbitt with replaceable insert bearings. They consist of a layer of babbitt on a hard metal (eg. steel) shell. Worn bearings can be replaced by simply taking out the old bearing shells and inserting new ones. They are also available in under-sizes to fit the reduced journal size of a reground crank shaft. The earliest change over to insert bearings that I can find was 1953 for Chevrolet. While the manual transmission models still had cast babbitt bearings, the automatic transmission engines were fitted with insert bearings. All subsequent models have been fitted with insert bearings.

Shops with the experience and equipment to restore babbitt bearings are getting harder to find. Many of those that remain are devoted entirely to vintage automotive work. However, "cast-in-place" babbitt bearings are still used in many heavy machinery applications so the infrastructure to support it must remain. It's hard to think of any other advancement in engine bearing technology since Babbitt, that is worthy of bearing the inventor's name. However, they sure are doing something right. A modern car engine will likely outlast the car itself and never need any attention to the bearings. My guess is that advancements in lubricating oil technology play a significant role, but we can't single anyone out for credit for that.

A Babbitt material recipe from the 1866 Scientific American.....

- One pound copper
- One pound of regulus of antimony - a silvery-white, brittle, metallic chemical element of crystalline structure, found only in combination; used in alloys with other metals to harden them and increase their resistance to chemical action.
- Ten pounds of tin.

Instructions: Melt the copper first, then the antimony, then the tin, strewing charcoal powder over the crucible to prevent it from burning away. Cast it in bars. It should not be kept hot on the fire any longer than absolutely essential. Wash the box to be tinned with alcohol, then sprinkle powdered sal ammoniac on it, hold it over the fire until the same fuses, then plunge it in metal tin. All parts not to be tinned must be washed with clay. Muriate of zinc, i.e., zinc cut with muriatic acid, may be employed instead of the ammoniac, where it can be obtained. When the box is tinned it will take the babbitt, but it must be pretty hot before babbitt is poured in.

Charlie Thompson's "My First Car Stories"

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

This from Guy (Buzz) Stone.....

My first car was a 1960 Blue Ford Falcon purchased as a used five year old car in 1965. In the grand scheme of life in those days, we were late "first car owners".

Why?? I grew up in South Burlington. I was a "Townie", attending U.V.M. from home. I used my Mother's car, first a pea green VW Beetle, later, a Purple and White 1957 Rambler Custom Cross Country Station Wagon, with chrome roof rack. I chagrined Mom one day. I went to the Victory Auto Store in Burlington and bought four brushed aluminum moon disc wheel covers for what was to become known as "**The Purple Passion Wagon**".



Anyway, Sandy and I got married in September of 1963, ten days before I was to start professional school in Boston. Yup, we got married with \$450.00 to our name. I had just finished college at U.V.M., and Sandy was a Nurse, having graduated from Mary Fletcher School of Nursing the year before. I was working at Al's French Fries during the summers, and part time throughout the school year, while at UVM. However, now married, we lived in a second floor, one room "studio" apartment on Charles Street, Beacon Hill area of Boston. While I was attending classes at Tufts, near China Town, across Boston Gardens, and near the "Red Light District", Washington Street, walking distance, Sandy was working at Mass. General Hospital, just beyond the Suffolk County Jail. There

was NO place to have a car, and we did not need one.....for daily requirements. We used Greyhound and Vermont Transit for travel to Vermont, or to UVM football games in the Fall. Ayup, bused it to see UVM's last football game against A.I.C... ..and they have been undefeated ever since!!! For my last two years in school, we moved out to Watertown Square. Now we had space to be able to consider an automobile.....our first. Sandy was now an instructor in the Nursing School at New England Baptist Hospital. On a trip to Vermont, we purchased a five year old Ford Falcon. A tough buy for me, my family was GM all the way. Sandy's family was Ford and Packard.....Ford it was, for \$400.00. The Falcon was good to us. Only one glitch comes to mind. A cold wintry, windy trip from Vermont to Boston, and the engine started to "miss". We stopped at a service station in White River Junction. After listening and looking, the verdict was moisture in the distributor cap and spark plug harness. Dried everything out, and off we went.....no problems.



Easter time, 1967, I got my military orders, I had volunteered, as the Viet Nam War was going full bore and my deferments had run their course. So, into the Army, we were going. Son, David was born in August. Sandy's brother, David, was in Germany, and headed to Viet Nam in September, and we were going to Germany in early October. On a Friday, before heading to Vermont for a long weekend, I took the Falcon to a Sears Service Center for overdue maintenance, and brake job. Job completed, I picked up Sandra, from work, and off we went.

In those days the Interstate was not completed between White River and Barre-Montpelier, but that was a nice way to finish the drive. Well, not so fast Charlie. Going up the long French Hill section of I-89 into Richmond, Frieda Falcon started laboring, and just as we approached the crest of that hill, we had slowed to a "I 'gota' pull off stage. As we came to a stop, the right front of the car dropped, smoke, smell !!! The car was towed to the Sears Service Center on Shelburne Road, in South Burlington. In the morning, Saturday, Sears had checked it out, they agreed that most probably the wheel bearings on that wheel had not been properly "packed". The bearings were melted, the spindle destroyed. Sears accepted responsibility, repaired Frieda, and we were off to Boston, Monday.

A few weeks later, our future now "solid", we drove up to Vermont, and went to Al Warren Ford on Williston Road in S. Burlington and purchased a 1967 new Ford Mustang, Vinyl top, British Racing Green, 6 cylinder, auto. transmission.....not the high performance Mustang we all know and love, but the most fuel efficient Mustang on the road!!!! We had it shipped to our new home in Germany.

Turn to page 9 for the Stone's second car story.



Letters TO THE Editor

Dear Wheel Tracks,

"Safe" Collector Car Storage.

I'm sure our collective VAE heart goes out to Dave Sander, losing his garage and 2 of his cars (as reported in the May issue of W.T.) to a fire. I'm also sure it made each of us assess our own car storage situations. I have 6 old cars (1914 Ford T, 1957 Morris Minor, 1960 Hillman Minx, 1960 Bugeye Sprite, 1963 Austin Mini, 1963 Jaguar Mk 2) in 2 different buildings. Like Dave, these cars are squeezed into the available space. Some do not have batteries. Some are in a state of repair and cannot be moved right away. If faced with having to move each one out quickly, it couldn't be done. Ideally, for fire protection, each car should be immediately drivable and probably stored in it's own garage, with it's own exit door. I don't think many of us could arrange that.

A building fire is scary. If you're on the scene of your property going up in smoke, I'd say that panic would set in. 50 years ago a neighbor of mine had a fatal heart attack trying to save some horses from his burning barn. What to do? Keep your property and collector car insurance up-to-date. Be smart about fuel storage and inspect electrical wiring, connections and switching (cars and buildings). Correct any problems. Keep a fire extinguisher in each car and building. Be careful out there. If we knew exactly when an accident would befall us, we'd call it an appointment.

Ernie Clerihew

Dear Wheel Tracks,

Can you arrange to remove the recent ad for the metal lathe currently on the Wheel Tracks classified page? It didn't take long for a happy backyard enthusiast/VAE member to snap that up, and I'm happy someone will put it to use after its decades-long holiday in my barn. Please put this cable hoist in the next classifieds, it also needs a home.

Thank you, **Andy Crane**

To Wheel Tracks,

I have another Ford 8N story and a picture. Mine is a 1948

According to my dad, this particular 8N that we have now is not one from the original dairy farm fleet my grandfather had. This one came back from a job on Rt. 242 in Montgomery around 1967, part of payment for the work my grandfather did for the landowner. It was rough, but ran, and basically that's the way he used it for the next 30 years. I remember seeing a plow, harrow, mower, and roller attached to it when I was a kid, **plus the large cloud of burning oil that followed it around.** There was even a time when he had a PTO to belt adapter on the tractor that was powering a piece of sawmill equipment!

In the mid-nineties my brother did a much needed engine overhaul, and we began to use it mostly for mowing. I made a set of wider front rims in the early 2000's, so I could use a wider tire that wouldn't rip up the lawn as much and did a rear axle seal and brake service on it. A few years ago, I got sick of the play in the steering box and decided to investigate that. Along with the steering box repair it got a new head gasket, steering wheel, various oil seals, front axle pivot rebuild, new gas tank, new grill, coolant gauge, radiator/shroud, lots of body filler and sanding, and paint! Typical story of a quick job turning into something much larger.

It spends its time pulling a Ford 60" finish mower around a couple of acres and walking paths on a weekly basis. I like driving it around knowing that it was made in 1948 and it's still out there working! There are a few of the implements left; a plow, back blade, landscape harrow, and the PTO belt drive.

Thanks, **Baxter Weed**

(from the editor....Baxter is the Auto Tech Program instructor at Cold Hollow Career Center in Enosburg Falls.)



10 Years Ago



Christine Skinner was Wheel Tracks Editor, it had 14 pages that month. **Mary Mazur** was president. WHEELTRACKS was still "one word".

A pancake breakfast was hosted by the Barre-Montpelier Airport for the VAE and the public. Our old cars were joined by antique aircraft, a teddy bear drop from airplanes, static displays, fly-by's, helicopters, remote control aircraft, parachute jumps and hot air balloons.

The "Now & Then Vehicles Club" had their 20th annual car show & flea market in Westminster.

Avery Hall was the chair of the 22nd "Annual Shelburne Classic Auto Festival". The weather was great for the 300 show car and 45 tractors that came. **Tom McHugh** chaired the flea market and it was reported as growing. Avery reported the president, **Mary Mazur**, seemed to be "everywhere at once", seeing to the details and doing it with a smile.

Our treasurer then was **Les Skinner** and he reported, that month, a total of \$47,644.93 in the bank.

The VAE website committee was close to launching our first website on vtauto.org.

A 1928 Franklin was being sold by **Doug Hall** for \$7500. The car came from the AK Miller auction.

There was an article about a woman vs and a man getting an "Oil Change".

The woman stopped at Jiffy Lube, waited 15 minutes while having a cup of coffee and spent \$21.00

The man went through 43 steps to change the oil and cost him \$1337.00. His job included going to the parts store for oil and filters and picking up enough beer on the way home to see him through the job. He dumped the oil in the back yard, was arrested and paid \$1000 for bail and \$200 to get his car from the impound yard. Many of the 43 steps simply listed....Beer.

I'm Staying Home



From
**Charlie
Thompson,**

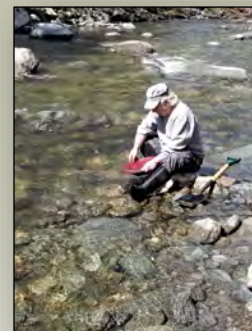
I trimmed out
a bunch of
overgrown
lilac bushes,
took 4 weeks

worth of trash and recycling to the
drop-off in Williston, and then
loaded and took the lilac brush to
the drop-off.

Marion and I put together a 1000
piece puzzle. And, of course, I led
a couple VAE ZOOM
meetings. Seems that naps often
happen even though they are not
scheduled. And "Rosie", the
Whippet continues to get some
attention even though there is no
where to go.

From **Don Tenerowicz**

Cleaning and then polishing the engine, etc.
on the Cobra replica. When really needing an
uplift, listening to the sound of the Cobra's
unrestricted side pipes. Nothing like an
American V-8, with a full race cam (an old
term) attempting to idle in between engine
cycles.



From **Gary Fiske**

My shop is a lifesaver, but I needed a
break. A friend and I were able to keep
our distance while panning for gold in
Wade & Jay Brooks, where we came up
empty after four hours of panning.

We finally found some near Troy (no
claim jumpers, so no more about
location).

Gold sells for \$1400 per ounce. At the
end of the day, I might have found
\$2.00 worth, I had wet feet from the
holes in my boots and a wet butt from
sitting on mossy stones. But, it sure was
fun!

VAE Trivia from Don Tenerowicz

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 it's 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. Later on the designation referred to the 400 CI engine. The last Oldsmobile was produced on Thursday April 29, 2004 which at the time was the oldest automotive brand. Innovation occurred with the Ford Fairlane Skyliner from 1957 to 1959. Fair Lane being the name of Henry and Clara Ford's estate in Dearborn MI.



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.



Coming VAE Events for 2020

Next up.....

June 19th & 20th.... Newport/Brownington Museum Tour.

You can choose to meet-up at Newport on Friday for club activities and stay over night for the tour on Saturday. Or.....join us Saturday where the annual antique engine event will be happening at the museum. More details will follow. Gary & Nancy Olney will be our hosts.

Cancelled

July 10th, Friday.

Ken Gypson has invited us back to the Bennington area for a Hemmings gathering and a low key tour. More details later.

August 7th, 8th & 9th....

The 63rd Annual Vermont Antique & Classic Car Meet in Waterbury. New this year, A larger NEAR race-car (New England Antique Racers) gathering and a new show class, SUVs. Bob Chase & Duane Leach.

Cancelled

September 19th.....

Lets see what this Cars & Coffee group are all about! Vermont Cars & Coffee extended and a Burlington Tour. Plus other plans forming. John Malinowski and Charlie Thompson.

October.... The Gypson Tour

November....The VAE Annual Meeting

December.....The VAE Holiday Party.
Charlie Thompson

VAE Board meetings... , July 1st. 6PM, October 7th. 6PM

The place is Cambridge Elementary School in Jeffersonville village. April & October will be in a classroom, July will be in a corner of the gym as the school will not be open.

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

VTAUTO.ORG

Wheel Tracks Classifieds

Free to all Enthusiasts



Wanted.... I AM LOOKING FOR A 1931 SEDAN MODEL 55 B TUDOR IF POSSIBLE DOES ANY MEMBER HAVE ONE TO SELL???? Contact Howard Lindley yvoone@verizon.net

For Sale... 1950 Pontiac 4dr. Fast-back. 95% restored, re-chromed bumper, new upholstery & paint. Converted to 12 volts. Best offer over \$8500 . Theresa Drake 802-334-6079



For Sale.....Mercedes Benz Parts: From 280SLC. Instrument cluster, tail lights, doors, exterior trim, seat frames, seat belts, and much more. Asking \$550. Jim packardsu8@netscape.net call or text 802-598-1663



For Sale....The essential accessory for the owner of a '56 Lincoln Continental Mark II. Ford's Lincoln division produced "Continental Echoes", by the fabled Hungarian pianist George Feyer. These 10" Vox LPs weren't sold, but were complimentary teasers for prospective buyers of the Mark II: America's most expensive production model. Yours now, in very good condition, for ten bucks. The record, not the car. **Call anytime! 933-2479.**

Wanted.... An 18-foot closed car trailer in good condition. Gary Fiske, call 802-933-7780

For Sale.....Barnfind! (Found it in my barn)

C4 automatic transmission from 1968 Ford Torino. Rebuilt in 1978 and removed not many miles later in 1978 after the car was wrecked. Could fit many Fords starting from 1964. \$150.00
Steve Skinner 802-249-1008
(Leave Message or Text)
snsminimansion@gmail.com

**June
Bumper Sticker...**

**My Friends Are
All Crazy Too**

For Sale.....General Grabbers Artics. 245/70 R 17 #4 on rims \$550.00
802 244 8375 - good66year@gmail.com

Wanted..... Ford 501 Sickle Bar Mower 3 point hitch 7ft.
Respond to Don Rayta 802-644-2776

June Barn-find
Vin- 1MRBP98L4EY723900



For Sale..... Some call this car "ultra-rare" because only 2500 were built. A 1984 2-door Lincoln coupe with a 2.4L factory installed BMW turbocharged diesel engine. We believe it is in #3 condition which has a price book value of \$4455, Asking price, \$1500. A Gael Boardman keepsake, call 802-899-2260

For Sale..... Lots of 1968 VW Karmann Ghia parts, I want the space back. Engine, seats, all glass, on and on. Needs a good home, it will not break your bank.

Also for sale, 3/4HP Campbell Hausfeld airless paint sprayer. New, never used (I think I paid over \$400). Bought it to paint the barn, got lazy and hired it done. \$100, call 802-933-7780 or email gafiske@gmail.com



Great news... Nancy Olney has allowed husband Gary, back in the house. Nancy has had much practice feeding stray cats from the front stoop, so has had little problem feeding Gary the past few weeks. He had returned from a 3500 hundred mile trip into the Midwest with side-kick, **Vin Cassidy**. Gary found that he ducked the virus in his travels while quarantining at the family camp. We understand Vin might not have been so lucky, as he has been ill, even though he tested negative for the virus. We hope you are doing well Vin.

Nancy acted like she was only joking about throwing the garden hose out the house window for Gary's showers, **but we wonder.**

I'm Staying Home

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



**Stephen Brown from Dannemora, New York
Owns this beautiful
1989 Studebaker Avanti**



June 2020

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



CLASS: 9 CAR# 157
YEAR: 1925 MAKE: Franklin CYLINDERS: 6
MODEL: 16-0
62nd Annual Vermont
Antique & Classic Car Meet
August 8-11, 2019
OWNER: John Gallagher
CITY: Moretown STATE/PROVINCE: VT
OWNER COMMENTS:

There is nothing like a car show for catching up with
old friends and meeting new ones.
Here, John Gallagher from Moretown, shows off
his '25 Franklin Touring Car.
Life is great.... at a car show!