



June 2021 VAE Year 68

Wheel Tracks



From what you see to the left...
To the "Buick Beauty" above....
With just two flicks of Bill Billado's fingers!
More on page seven

The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR PRESIDENT,
DUANE LEACH

Happy Summer to you,

Now that summer is here I'm excited that in July we should be able to have our first VAE club monthly meeting in 16 months. Look for details on page 14.

All the club committees have been doing a great job holding zoom meetings and getting there things done but its just not the same. Bob Chase and I have been very busy getting the car meet things back on track for our August meet. With that being said if we have any club members that would like to help with the nuts and bolts of putting the car meet on, there are many small moving parts to a big show, please call Bob Chase or Duane. Our show committee is not getting any younger, we could use your help.

Thanks to **Mike Felix** for lining up some Old-Car Tours to elderly resident facilities, the first one has already happened and the people who attended had a good time. Watch for others throughout the summer.

Thanks to **John Malinowski** for getting the Cars & Coffee events lined up again this year at University Mall in South Burlington. They are the third Saturday of the month from 7-9am all summer. A lot of fun for the early birds.

Please continue to wash your hands and wear your mask some light at the end of the tunnel is near.

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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 2018 Dave Stone
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 2020 Duane Leach
 2021 Duane Leach

FROM YOUR
 EDITOR...
 GARY FISKE



Good day to you,

I need to thank all of you who responded to the roster update & survey your VAE board sent to you. I can't wait to see our 2021 roster.
And.... you have sent some great ideas and suggestions. As for Wheel Tracks suggestions, one person responded by saying, "it is the only publication I get, that I read from cover to cover". Thank you for that.

These are some of your great WT suggestions.....

Mini-member profiles, more personal stories, more classifieds for non-antique-car related items, expanded car categories (hot-rods etc.), stories on off-beat collections. Wow! I can't wait to try some of these ideas.

I get five or six car club publications each month and they all have really good stuff I can find in no other place. One thing that makes me sad, however, is the near scolding of the members for not participating more. From not contributing to their news letters or not finding more new club members. One of the many reasons I love the VAE so much is there is never any of that with this club. Please, if you ever see something like this, tell us. The sky is the limit at the VAE and we thank you for being a member.
 That is exactly the way it should be.

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



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

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.

Make your \$55 check to VAE

Send your order to Duane with instructions on size and front name

**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)

"Spring Anxiety".....from Judy

It's that time of year again, when I feel overwhelmed with chores. This happens every year about this time. What few spring cleaning chores I feel I need to do in the house always have to wait until mud season is over.

Muddy boots and muddy dogs make it difficult to accomplish much in the house and I usually want to wait 'til I'm not running the wood stove 24/7. So, I put these housecleaning projects on the back burner and go back to my book. The problem with that is, once mud season is over, I wander outdoors and here is where I am overwhelmed. The yard is a mess, with leaves that never got taken care of, thanks to the oak trees that don't drop their leaves until I've put the rakes, etc., away and little branches that have come down when the wind blew.



Then there are the ruts from vehicles driving over soft spots and leaving a nice mess on the lawn. There is the remainder of the wood on the back porch that needs to be moved so I can put the furniture back on the porch,

but I can't do that until the wood wagon gets welded or the manure is removed from the back of the truck. Can't do that until the lawn dries up a bit more. The weather becomes a factor. We get four inches of snow and the wood stove is back in use. The snow then melts but the lawn, once again, is too wet to drive over. On a warm sunny day I'll start to notice all the things that need doing...another list to start.

The list goes on and on. Is the lawn mower ready for mowing? Does my little tiller start? Is the tire flat on my garden cart? Are my garden tools sharp?



Do I start bringing in the bird feeders (bears)? Snow tires taken off? Suddenly the spring housecleaning chores get crossed off the list. They can wait until next year. Again.

Then, one day I notice the colts foot along the road is in bloom and I start looking for the dutchman's breeches. A neighbor stops by and tells me that her daffodils are ready to bloom and I discover the trillium in bloom.

My wandering around outside often finds me in the old chair down in front of the barn where I'll sit while

organizing my thoughts. This is where I meet neighbors out walking and enjoying those early warm sunny days and everyone's dogs are out wading in the pond and puddles. If I can cross one thing off one of my lists, no matter how small, that makes my day. My spring season anxiety diminishes and everything starts looking a little better.



Clean gutters, reseed places that got dug up because of the snow plowing, rake stones that are on the lawn by the side of the road, repair things, paint things, replace things.

The mud on the couch from the dog's feet will dry and get vacuumed. No big deal.



Dave's Garage by Dave Sander

Guest W. Jones this month show you how to....

"Fix your old starter"



The starter motor is heavy, sturdy and unlikely to get much attention, but a faulty one will be a real headache. Often located in the depths of the engine bay, making it hard to access even in a workshop, it's not the sort of component that you want to be trying to remove and dismantle at the roadside. There are two types of starter motors: **inertia** and **pre-engaged**.



Inertia units are common to most 1960s (and earlier) classics, and work by spinning a Bendix gear that drives itself up the main shaft and engages with the ring gear.

If it doesn't engage, you'll hear a distinctive metallic grating sound - it cranks the ring gear around. As the engine fires, the excess speed forces the Bendix gear out and a spring returns it home.

Pre-engaged starters are more sophisticated, with a solenoid that pushes the Bendix to engage with the ring gear, before another solenoid supplies power to the starter and gets it to turn over. We're focusing on the inertia version here, but the procedure is largely similar for either variant. With a tear-down, a cleaning and inspection, plus a fresh set of bushings and brushes, your starter should be good to crank away for years to come.

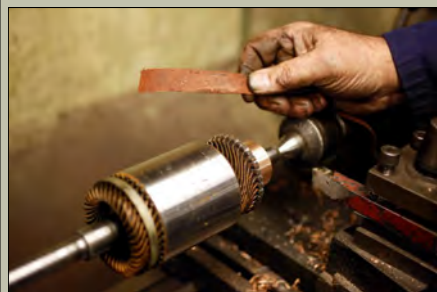
First take off the brush cover plate and pry the brush spring clips from their posts in the brush cage. Two brushes will be connected to the backplate and another pair to the coil windings. Undo the nuts from the electrical connection tower and make a note of any insulator collars for reassembly.

Remove the two long bolts on the rear of the starter and both cover plates and casing should come away from the armature, which will be secured to the front plate. Be sure to mark with a prick punch for reassembly. Take it apart carefully and make a note of the number and location of any shims, thrust washers or nylon collars that come out with the shaft.

Compress the Bendix spring using grips and pry out the retaining circlip and locating pin. The assembly should slide off, but may have a Woodruff key that can fall out. Note the order of assembly for later. The armature should now be removable through the front plate. Thoroughly clean off any grease.

Inspect the condition of the insulation on the coil windings, which should be intact and free from moisture or corrosion. A specialist can re-varnish the windings if needed. The pole shoes around the coil should be clean and rust-free, and can be bead-blasted, but take care not to damage the windings.

If there's any movement between the armature shaft and the bushings, then the latter need to be replaced. Carefully drive out the old bushings with a socket that's roughly the same size. Soak the new ones in oil for 24 hours before gently pressing them in with a vice. Ensure that the shaft spins freely in the new bushings.

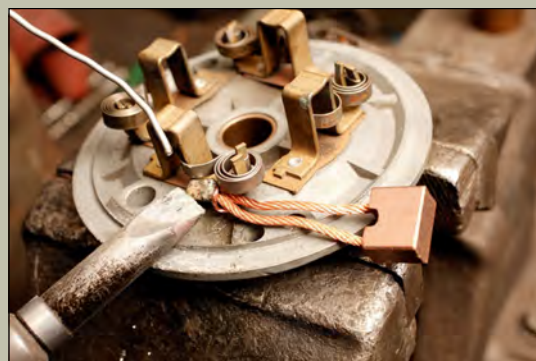


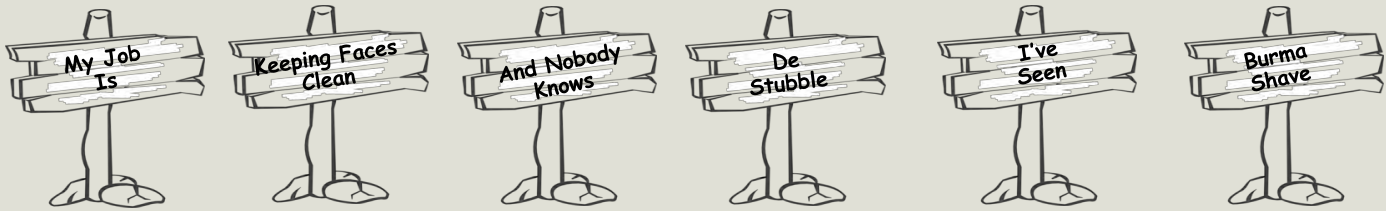
Using emery paper, clean the surface of both the winding 'pack' (the shiny steel area towards the center of image left) and the commutator ring (to the right). Spinning them in a lathe is best, but be careful not to take off more than light surface corrosion. Clear the end casings of any grease or oil.

Brushes often have a maximum wear mark, typically about 1/3 inch deep. They need to be unsoldered from the terminal post, with the brushes often paired. They're identical, but 'earth' brushes usually go on the end casing and don't need to be insulated, while the 'field' coil brushes are on the main casing.

brushes usually go on the end casing and don't need to be insulated, while the 'field' coil brushes are on the main casing.

Carefully inspect the Bendix gear. It's a wearable item (made from mild steel, unlike the hardened flywheel ring gear), but the teeth should all be intact. You can clean worn edges on a grinder, but replacement is best.





Aussie Verbage....

**Choc-A-Bloc.....Full
Dunny.....Toilet**

**Rack Off.....A nice way to tell a person to get lost.
Piss Off.....A not so nice way to say "get lost".**



Don't swear at other drivers.

Eddie was driving down the road and met a car coming the other way. Although there was room to pass easily, Eddie forced the oncoming car to slow down and wound

down his window and shouted 'Pig'.

The other driver looked in his rear view mirror and swore at Eddie. Then his car hit the pig.

Murphy's wife borrowed his car and parked in the supermarket car park.

Just as she came out laden with shopping, she saw a young lad break into the car, hot wire it and drive off. Naturally she reported the matter to the police. 'What did he look like?', the sergeant asked.

'I don't know she replied, but I got the license plate'.

The village trustees could not afford a speed camera, so they put up a sign saying:

Slow down Old People's Home.

It had no effect. At the next meeting they decided to play on the paternal instincts and put up a sign: **Danger Children at Play.**

The result was no different. Then the chairman had a brain-wave and suggested they try a sign with:

Nudist Colony.

As a result cars and trucks begin to crawl through the village.

Homer Anderson was driving his old car down the freeway when his cell phone rang.

Answering, he heard his wife's voice urgently warning him,

'Homer, I just heard on the news that there's a car going the wrong way on the I5. Please be careful!'

'Holy crap, 'said Andrew, 'Its not just one car. Its hundreds of them!'

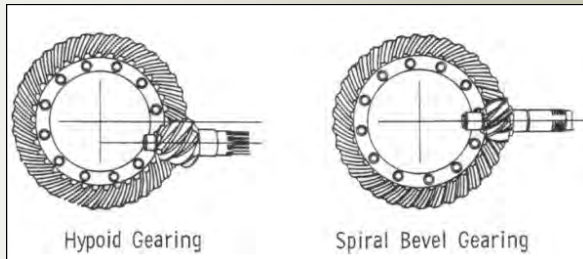


VAE Tech-Tent 101.1

Guest this month,
Gene Wescott

"1926: Packard Pioneers the Hypoid Final Drive"

In 1926, the Packard Motor Car Company introduced the hypoid drive axle to the Motor City.



Before Packard, the standard of the industry was the spiral bevel gearset, as shown above. This ring-and-pinion configuration is nearly ancient in origin and relatively simple to produce, but it does have some drawbacks, including classic gear whine and limited tooth contact area. The centerline of the pinon (driving) gear is directly on the centerline of the ring (driven) gear.

In 1925, the Gleason Gear Works of Rochester, New York came up with a rather similar looking—but in fact very different—type of gearset it named hypoid. (The term is short for hypocycloidal curve, which is the actual shape of the gear teeth.) These teeth are longer and more fully engaged, so they can carry more torque. The gear centerlines do not intersect. Rather, the pinion is offset from the ring gear centerline a significant distance, called hypoid offset or hypoid distance. Hypoid is significantly quieter than spiral bevel, since the gear contact is a mixture of rolling and sliding. In that regard the hypoid gearset has been described as a sort of cross between a spiral bevel and a worm gear, and the greater pressure loading between the teeth required improved, high-pressure gear lubricants.

The rest of the auto industry did eventually accept the hypoid gearset, but not for another decade. The other automakers did not choose hypoid for its greater strength and reliability, or for its quieter operation, but because the offset pinion permitted a lower driveshaft—and thus a lower passenger floor and a lower roofline, the hot styling trend of the time.

Chrysler adopted hypoid in 1935, followed by Cadillac and Buick in 1937, while Ford stubbornly clung to its old spiral-bevel V8 driveline until 1949.

From front page.....

Well, maybe not just 2-flicks of Bill's fingers....

Bill Billado's Buick project really started, some 40 to 45 years ago. Dale Lake was a VAE member from the early 50s. He lived in the house he was born in, on a mountain road in Ripton, not far from Middlebury, VT. Over the years, Mr. Lake had accumulated a good number of old vehicles in and around his barns, across the road from his home. One of those vehicles was Bill's 1931 Series 91 Buick (sitting outside). Dale Lake's VAE titles back then was "Mr. Buick".

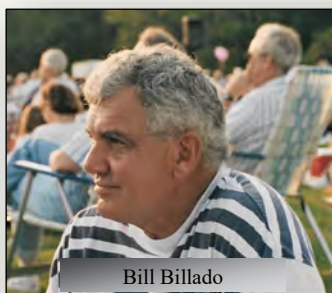
In a 2003 Wheel Tracks column, Gail Boardman writes about Dale Lake and quotes Bill Billado.....

"As time passed, things changed in Dale's remote neighborhood. Folks from "down-country" started buying up parcels of the beautiful acreage and when in sufficient numbers, they decided that they were not impressed with Mr. Lake's hobby interest, so the battle began. As you can surmise, Dale was not the victor in this legal scrap."

The story goes on to describe a VAE gathering where Mr. Lake made a "tearful plea for the membership to 'come and get 'em' before the crusher deadline arrives. Bill described the summer where every single weekend, good and bad weather, the gang was at Dale's place, competing and negotiating for his "Old Iron". The gang included Bill, Tom Beebe, Larry Johnson, Doug Kelly, Roy Martin, Kip Matthews, Tom McHugh, Rod Rice, Gardner Spencer, Ray Unsworth, Al Ward, Ed Welch, Clark Wright, and probably others. Gail's column describes a side benefit for the "gang" that summer was Dale Lake's story telling and tips on caring for old vehicles. Mr. Lake always drove old vehicles, some that might not be pretty to look at, but they were all in tip-top mechanical condition. Bill said Dale Lake's property was cleared of "old Iron" when the gang was finished. Gail Boardman's 2003 Wheel Tracks column was written after Mr. Lake's passing.

The next period of the Buick's history was Bill Billado's description of its ride north, from Ripton. Tom McHugh had purchased the Buick from Dale and a few of his friends had helped him load the many parts and pieces of the Buick onto a trailer. Bill writes.....

"It was so fragile that it was necessary to tie the rotted wood body to the chassis with rope before setting out on the trip north on the back roads (fewer cops) to Burlington. The car made it all the way to Charlotte (just north of Mt. Philo) when the web of rope called it quits. All hell had broken loose with 4 doors and the rest of the body panels spilling out all over the road. The crew consisting of myself, Tom, Tom's brother Joe, Clark Wright and Kip Matthews managed to re-load the pieces, haphazardly, back on to the chassis and we then re-tied the whole mess. We decided at that juncture to take the car to my place in Shelburne (without wife's approval). The chassis was dragged into the woods and the body pieces were then transported to Tom's place. The car then did a Rip Van Winkle number until many years later."



Bill Billado

Bill says, to this day, some great memories come back every time he passes that area near Mt. Philo, the day the Buick was spread onto the roadway.

After many years with part of the car at Tom McHugh's house and the rest in Bill's woods, Tom asked Bill if he would like to take ownership of the Buick. That is when the restoration phase began.

General Motors in the Port Elizabeth plant in South Africa had reconfigured one Series 91 Buick into a "dual-cowl phaeton in 1930 and that is what Bill decided he would like to do to his '31. The only difference is theirs was based on the 6-cylinder engine and Bill's is based on the newer 1931 straight-8 model.

"Standard Catalog of American Cars 1805-1942"

There were 7,853 Series 91 Buicks built in 1931. They weigh 4340 pounds and cost \$4340 (over seven times the cost of a Model A Ford).

- | | |
|------------------------------|---------------------------------|
| *In-line 8-cylinders | *Main bearing-5 |
| *Overhead valves | *Mechanical valve lifters |
| *Cast iron block | *Marvel Carburetor |
| *3.31x 5 bore & stroke | 3F/1R sliding gear transmission |
| *344.8 CID | *Rear-end ratio |
| *Compression ratio- 4.5 to 1 | *Double dry-plate clutch |
| *104 HP @ 2800RPM | |

The Shafer 8 Buick in 1931 qualified in the Indy 500 and came in 12th place.



He drew one eighth scale drawings of his dual-cowl idea to see what it would look like, then began the project. Fourteen inches was added to the frame and the body was shortened by 1/4 of an inch to accommodate the "close couple" rear seat area. He said there were too many great businesses involved to list, that helped him create the Buick that we see today, but one key business was the **Auto Shoppe in South Burlington.**

The level of detail in this automobile is amazing, and we doubt there is not a detail or measurement that Bill can not give you from memory today.

Editor's note.... The B&W picture of the body, on the front page, was taken during a visit to the Auto Shoppe in June of 2011. It was a bit of a shock when I walked into Bill's garage for this story. I knew I was going to see something very nice but the reality was unbelievable! I hope the rest of the club will see this beautiful Buick, in real-life, someday.



The Roadside Diner

Spaghetti-cheese Pie



Edi Fiske

- | | |
|--|----------------------------|
| *18-ounce package spaghetti. | *1/2 cup chopped onion |
| *3 4-ounce package shredded sharp cheddar cheese (3 cups). | *3 eggs |
| *1/2 pound bacon slices, cut in pieces. | *1 cup milk |
| *1/4 pound mushrooms, sliced. | *2 teaspoons salt |
| | *1 teaspoon Worcestershire |

About 50 minutes before serving, prepare spaghetti and drain. In a kettle, toss spaghetti with 2 cups of cheese. Meanwhile, preheat oven to 350 degrees. Grease 10-inch pie plate. In large skillet over medium heat, fry bacon until crisp. Push bacon to one side and spoon off all but 1 tablespoon drippings. Add mushroom slices and onion; cook, stirring occasionally, until vegetables are browned; mix with bacon. Arrange spaghetti in pie plate; sprinkle with bacon mixture. In medium bowl, with hand beater, beat eggs with milk, salt and Worcestershire; stir in remaining cheese; pour over spaghetti. Bake 25 minutes or until set. Remove from oven and let stand 15 minutes. Serve six.



"Remember When".... with Chris Barbieri



Happy Father's Day !

"Dear Old Dad" sings in the Barber Shop quartet . Give "OLD TIMERS"! They're perfect for FATHER'S DAY Gifts!" So proclaimed Hudson Miniatures of So. Scranton, Pa. in June of 1956. Hudson Miniature "Old Timers" came in kit form - **"each perfectly detailed and completely pre-fabricated"**

Each kit included die-cast plastic parts, cast wheels, lights, horn, radiators, and easy to follow directions claimed Hudson Miniatures.

The ad lists 15 Brass Era makes of cars with three illustrated. but many more models were available. Prices started at \$1.95 for the Olds and topped out at \$3.95 for the Stutz Bearcat. "See them at your hobby, toy, or department store or purchase directly from the Scranton Hobby Center. Be sure to "add 25 cents for postage and handling." [**Some things never change !**]

It appears that Revell manufactured the "Old Timers" kits for the Scranton Hobby Center and many other retailers. A British Expatriate named **John Gowland** designed the kit cars and licensed the rights to Revell for manufacture. A quick look at eBay shows prices for original kits including the box asking \$25 to \$125. Non boxed parts only for much less.

Remember when, as kids, we passed the time working on model car kits like the "OLD Timers"? Some were smaller and less complicated. Others were just too complicated but no doubt time well spent. Building kit cars was often the road to the full size collector car passion many of us enjoy today .

At the time the "Old Timers" collection was distributed by the Scranton Hobby Center which appears to still be in business today.

The ad "Old Timers"

"Which of the 15 models will you give to your Dad?"

Give "OLD TIMERS"
They're Perfect for FATHER'S DAY Gifts!

How thrilled he will be with these authentic, fascinating 1/25 scale models of these favorite antique autos! What fun he will have assembling these nostalgic miniatures! And, what pride he will have in showing them to friends—or decorating his desk or den with them!

We show only a few of the 15 famous vintage cars of yesteryear in our collection — each perfectly detailed and completely pre-fabricated. Comes with die-cast plastic parts, cast wheels, lights, horns, radiators, and easy-to-follow instructions. Which of the 15 models will you give to your Dad?

1909 STANLEY STEAMER \$2.95	1911 Buick	\$1.95
1911 MAXWELL \$2.50	1903 "A" Ford	2.50
	1905 "T" Ford	2.55
	1903 Cadillac	2.50
	1900 Packard	2.50
	1903 Rambler	2.50
	1910 Internat. Harvester	2.95
	1913 Mercer	3.95
	1906 "Old 16" Locomobile	3.95
	1914 Stutz Bearcat	3.95
	1902 Franklin	2.50

SEE them at your hobby, toy, or department store, or write to us
Add 25c for postage and handling; no C.O.D.'s, please.

Hudson Miniatures' "OLD TIMERS"
SCRANTON HOBBY CENTER, Dept. 28, Scranton 10, Pa.



Ain't this the neatest car you have ever seen?
Come on, really?

I found the picture when a gent from Australia sent it to Wheel Tracks. I asked another car-collecting Aussie friend if he had ever seen it in his travels and what did he suppose was done to make this car.
My friend had never seen it and made a comment like...

"Who knows what was done. Aussies are famous for cutting a foot or two off one end, or the other, then driving it for the next hundred years!"

I made contact with the former owner who had restored the car many years ago and he claimed it was never cut, diced or otherwise reconfigured.
Then VAEer **Lloyd Davis** put all my unique visions to rest and said the car came out of the factory this way.
It is a 1919 Franklin 4-passenger roadster, a little different from the 2-passenger roadster. There was space between the front seats to climb into the back.



I am working on a '23 Franklin that someone had cut the back half of the body off. I am having fun rebuilding the engine and basically tearing everything apart to see how it works. **Bill Erskine** was cleaning house on one of his very un-usual days and gave me the tub to a Franklin (things only go into Bills barn....never out). So, when I saw this car in the picture, all I could think of is cutting and dicing a bit, to make an unusual vehicle, just like they do down-under. I think I still will, but I need to get the car back together first.

This nice lady pictured left is sitting on Charlie Thompson's Whippet bumper. We met her during our visit at Whitney Hill Homestead. Her name is **Judy Smith** and loves living in Williston Village. Mike Felix put our second elderly residential facility tour together on the 24th of April, it was a big success. Charlie had been doing work on the Whippet engine and as you can see, with pieces missing, he was still able to "motorize" to Williston. We hope you like your picture Judy, as we promised, a copy of this issue will be mailed to you when we get them in from the printer.

Pictured below might be called the "wrecking crew", but not. Judy Boardman's '83 Mark XII turbo-diesel Lincoln Continental needed to leave its home of many years in this Under Hill barn. The back tires had broken through the rotted floor and a bleak future was instore. Judy found a family in Barre whose two sons were studying diesel mechanics, and this BMW engine was going to be their teacher.

Many high-end cars from that period left the factory with diesel engines because of the 1979 oil crisis. This Lincoln was one of them. This Lincoln and many other "diesel-added" brands were not much of a hit, unusual but a factory after-thought and not terribly popular.

The "wrecking crew" from left to right was Gary Fiske, Wendell Noble and Fred Gonet. There were times when, to civilians, it might have look a little chaotic, but we had everything under control...every step of the way.

It is too bad the photographer did not get a picture of folks making the rear jump up and down as it scrapped onto the trailer. You see, it is a very low car and the full amount of air might not have been in the tires. As I said, under control ...every step of the way.





Wheel Tracks Academy



We Got a Brake

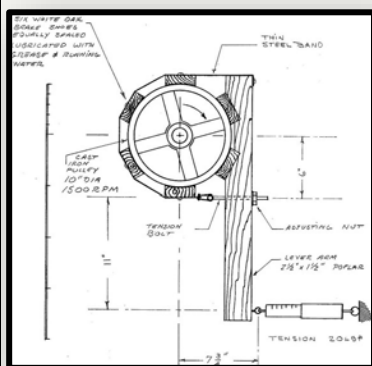
From Wendell Noble

Last month Gary Fiske provided an interesting, informative and inspiring discussion of the meaning of brake horsepower, BHP.

**Horsepower is indeed a unit of power.
Power is the rate of doing work.
If you lift a weight, you are doing work.
The faster you lift the weight, the more power
you are exerting.
Lifting one lb. one ft. is one ft. lb. of work.
If it takes you one second to do it,
you've exerted one ft. lb./sec. of power.**

Got it?

One horsepower is 550 ft. lb./sec. There are other units of power. The Watt is a familiar one. That's what you see on a light bulb and what you see on your electric utility bill. 1,000 watts (one kwatt) is equal to 1.3 horsepower.



Horsepower is usually the unit used to specify the rate of work done by an engine. This ties in to Gary's discussion of brake horsepower. It is called that because of the method used to measure it on the rotating output shaft of an engine. The brake refers to the **Prony brake** invented in 1821 by **Gaspard de Prony**, aka Baron Gaspard Clair Francois Marie Riche de Prony. He was French.

The Prony brake is an ingeniously simple method to measure the power output of an engine, whatever the units of measure that are applied. As the name implies, the Prony brake is a brake mechanism that wraps around a brake drum driven by the engine. The brake shoes were simple wooden blocks. A lever extending out tangentially from the band was used to tighten the brake shoes against the drum. A spring scale or weights could be used to gauge the amount of force applied to the lever. With the engine running at any specific RPM, the force on the lever would be increased until the engine speed decreased or stopped all together.

Since the lever was tangential to the rotating drum, the force on the lever multiplied by the distance of the lever end, to the center of the shaft, was the torque being exerted by the engine.

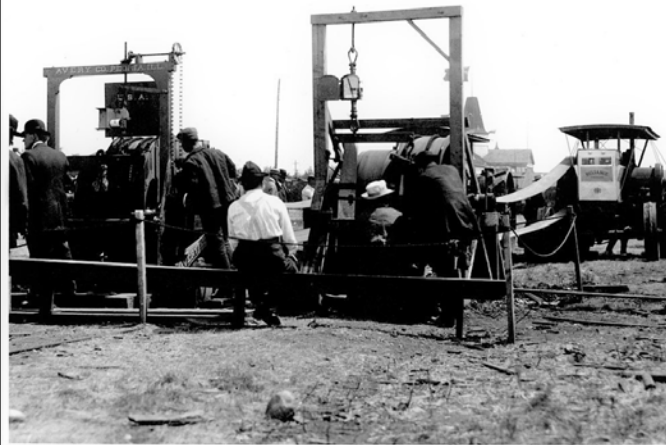
The power output of the engine was then determined as the torque multiplied by the engine RPM, in ft. lb./min. One BHP is 33,000 ft. lb./min or 550 ft. lb./sec.

The torque an internal combustion engine can apply depends on engine speed and therefor, so does the horsepower. For bragging rights, we generally want to know it's maximum horsepower ability. That's why you frequently see it defined at the specific RPM at which it occurs.

That's the simple physics of it. Things get more confusing and complicated when you start to account for different definitions and conventions due to different applications and systems of units. English vs metric, internal combustion vs electric vs steam; the British have a taxable horsepower definition based simply on engine displacement. Let's not even go there.

Editor's notes...."Tubalcain" is the name of a blacksmith from the Bible. Tubalcain is also the name Lyle Peterson uses in his hundreds of videos on Youtube. Lyle is a machinist and a shop teacher. His videos, over the years, has been my main source of information when I get into trouble with my lathe or mill. Lyle has a wonderful video of a simple Prony Brake that he made to measure the horse power on his old Fairbanks Morse engine.

Below, a picture from 1910 Winnipeg, Canada. Prony Brake dynamometers are being used to measure horse power in this steam tractor contest.





"My First Car Stories"

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



My First Car by Carroll Bean (as told to Charlie)

My first car was a 1953 Chevrolet, two-door hardtop, 6 Cylinder standard shift. It was brown with a white or cream top. My Dad bought it for me, but I had to earn it by working on our farm in South Corinth. We bought it from Grafton Motors in Woodsville for \$112. It ran well, but every time I took it to our local service station for inspection, I was told it needed new kingpins. And back then, inspections were required every 6 months! Like most joints on the car, the kingpins had grease fittings. I kept the kingpins well greased but still they required replacement for every inspection. It turned out that what was allowing the movement when the mechanic pried up on the tire was the bad wheel bearings. He apparently never checked to see if the looseness was fixed by the new kingpins or checked to ensure that worn kingpins were really the problem. I really liked that Chevy, but the kingpin expense finally

caused me to trade it in.

We had the Chevy when we got married in 1961. In it we headed to Montreal for our honeymoon. The trip was cut short when we crossed the border and discovered that everything, including road signs, were in French. And asking directions from someone speaking French was not going to help. So back home we came.



This is not Carroll's car, but a good example.

(As a sad ending to the Chevy's life, Charlie's brother Paul had bought the car and it was left at his Dad's place in Bradford. Charlie's sister was given the home place when she moved there to care for their Dad. I commented to Charlie one time that I wished I still had the Chevy. He said he could tell me where it was. While a new septic system was being installed, his sister had the excavator dig a hole and bury the car! Do you suppose it could even be dug up and salvaged?)

Does Your Car Have a Name?



Petunia

about the quaintest thing I encountered was the village's only fire truck, a 1916 REO affectionately named "Petunia".

Not everyone knew it was a REO, but everyone knew her name.

I saw Petunia fight a few chimney fires and an apartment blaze, which it extinguished, saving the entire building. As a teen, I got to ride on the back step to grass burning details with hand operated Indian Pumps. The only person I ever, EVER, saw driving was the local bank manager, Sam Hutchins. The school janitor, Sam Stanley, always rode in the passenger seat and cranked the siren. There were no doors or windshield. The old REO was heavily loaded and we on the back step had to drop off and push up steeper hills. (Talk about quaint.)

When I moved from Southern Oklahoma to Wells River, VT in the early 40s,

Call or email me.
I would like to hear about the name you call your vehicle. Charlie

"Old Petunia Comes Home"

by John Mahnker

(reprinted and shortened from the December 2001 Wheel Tracks)

In 1946, the village purchased a new Chevy fire truck and Petunia was sold to a Ryegate farmer, Hassell Nelson and was in our minds, gone forever. Nelson stored Petunia in an outbuilding and in 1973 sold her to Burlington's Doctor Steve Payne. Doctor Payne drove her in parades for ten years and last registering her in 1984. From that time until this year, she languished in an old garage in St. Johnsbury.

Although Dr. Payne had many offers to sell Petunia, some as far away as California, he generously decided to donate her back to her original owners, the Wells River Fire Dept. Somewhere along the way, the two long nozzles mounted on the rear of the truck had disappeared. One of the people who had hoped to purchase Petunia was the famous Boston Pops conductor, Arthur Fiedler. Although his offer was refused, Mr. Fiedler provided two original long nozzles from his collection to make the old REO complete again.

November 3, 2001, a contingent of the WRFD, with our current modern fire truck and a flatbed for transportation, escorted Petunia back to the Wells River fire station, where she first served in 1916. A reception was held with speeches and refreshments and much media coverage.

By the way, the 1946 Chevy that replaced Petunia was promptly named "Rosebud", but that's another story.



The June Wheel Tracks of 2013 Featured John Lavallee's 1928 Chrysler Model 72 Roadster.

John's Chrysler was an old movie car. Having been driven by Bob Hope, Jimmy Stewart, George Jessel, Vera Miles, Darren McGavin and a host of other movie stars, it was owned by Warner Brothers studios. Movies included were "The Spirit of St Louis", and "The Story of Mayor Jimmy Walker" in the late 50's.

Our three Softer siders were Mary Noble, Doris Bailey and Nancy Olney that month. Mary wrote....

"I tentatively decided not to go on about my hang-up with the loss of adverbs these days,

like I once went on about the lack of manual transmissions. This is the "Softer Side" after all. BUT, how many times a day do I see a sign saying "Eat local". What's with that? What's local? Is it something to eat? What's it taste like?"

Marnita Leach was our great recipe person then. Her June recipe was **"Sweet & Sour Meatloaf"** (still makes my mouth water).

Isabelle and Clark Wright's Burma Shave was..."At Crossroads, Don't just, Trust to luck, The other car, May be a truck, Burma Shave. One of the jokes was...." Wife: What are you doing, Husband: Nothing, Wife: Nothing- You've been reading our marriage certificate for an hour!, Husband: I was looking for the expiration date.

Milton's 250th Anniversary was to include a 95 mile tour arranged by Jim Cary and Wendell Noble. It was to be a circle from Milton to Swanton, through Sheldon and Fairfield, South to Colchester and back to Milton.

Dave Sander's Dave's Garage had a huge page titled **"Why I Like Saabs"**. We think the love affair is still going on!



A really neat "no-name" Gossip tid-bit was published that month...back when gossip was king!
Can anyone guess who the VAEer was?
Here it is.....

"I heard the other day, that a semi-famous VAE member and Whippet owner completed a successful valve seat grinding project. In fact I heard the beautiful sound of the finished engine as it passed me in a parking lot the other day. A sweet sound to an old car guy. There was a slight problem getting it started when the project was finished. I understand, for some reason, the horn would toot at very odd times. After much research it was found the horn wiring was included when the ignition wiring was put back together. The horn kind-of didn't know what to do when the ignition switch was turned on.....so it tooted a lot."

A 2nd piece of gossip was.....

Remember how Groucho Marx held his cigar just like a barker at the county fair? Well, keep this image in mind as I tell you this tale that could all be true except for maybe a few parts....
I was wandering around an area near Burlington with a VAE friend when we passed a guy holding a cigar just like Groucho. He wanted us to stop so we did. He told how he had this great deal and that we should consider taking him up on it. He had a 1913 International Harvester High Wheeler Auto Wagon that he would sell for a reasonable price. Well, for years I have been fascinated by these vehicles. This gent seemed sincere so we followed him to his barn and I ended up taking him up on his offer. He assured me that I would have no problem putting the pile...yes pile, back together, because he could see that I was quite smart. My VAE friend was being very quiet for some reason. So the tale ends with a very large pile of parts in my barn and I wonder if he really meant it when he said I am 'smart' because I question him every time I walk near the pile of parts.

We were into the 2nd year of presenting the VAE Golden Wrench Award. The award started the year before with the idea of awarding a student from one Vermont career center with a full set of tools. We would then take turns each year for all 16 Vermont career centers. We witnessed the great excitement that was created, in our first presentation, when we visited the Enosburg Cold Hollow Center and realized a 16-year rotation would be just too long. It was this year (2013) that we awarded 16 Junior students, each from one of Vermont's career centers, with a beautiful set of nice Mac tools. We hit the perfect arrangement that year. We are in the 10th year of the VAE Golden Wrench Award today and it is still a club highlight for our little car club every Spring.

The classifieds that year had Arlen Roth selling her 1966 Buick Riviera for \$15,000. Rod Dolliver's '31 Model A Roadster was also for sale at \$25K.

The final page was a VAE group singing for their supper...so the caption says. Ray Tonlinson was leading the melody with his 'Get-tar'.

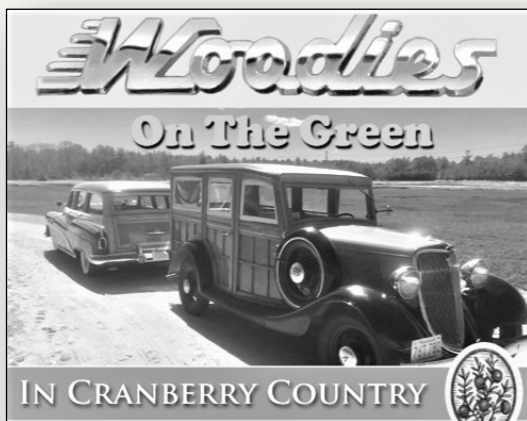
Letters TO THE Editor

Dear Wheel Tracks,

My grandkids from Bellows Falls counted all my model cars recently. 3679!! All on display. BTW, A friend in the local Early Ford V-8 club gave this Franklin sign to me this week. 1/8th inch thick card board w metal grommets to hang it. Cool huh?

Ken Gypson

Editor's notes.... Yipes Ken, doesn't Nancy have ANY control over you? That is quite a model car collection.



Good morning Wheel Tracks!

I wasn't sure if VAE might want to include postings of car shows in other parts of New England. The Woodie in the picture is my 1934 Ford that I had in VAE shows for years before I moved to Cape Cod. This show is a real small scale gem in the middle of cranberry country. There is great music, food and cars.

John Irving

Sponsored by the National Woodie Club, this gathering is at 158 Tihonet Road in Wareham, Mass. On Sunday, September 19th. (Rain date September 26). More info, ask David Buckman at 617-538-1864



Wheel Tracks Classifieds "extras"

For Sale.... Two 60-gallon compressor tanks. One has a pin hole, the other is fine. \$25
Gary Fiske gafiske@gmail.com



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... 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



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.

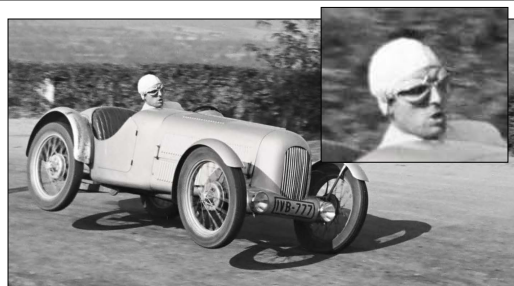
Ken Cota 4422 route 2 South Alburgh 8027963773 or





VAE Trivia from Don Tenerowicz

1937...have a close look at the expression on this man's face, right. It's the look of someone suddenly becoming aware of what can go wrong.



1970....the Targa Florio in Sicily was the last of the great road races. Over the 44.6 mile public roads course, racers blast through several small towns jammed with fans. Jo Siffert and Brian Redman won the 1970 running in this Porsche 908/03. The next year Redmond crashed on a remote section and suffered 2nd-degree burns. Spectators tried to keep him cool by fanning him while they waited 45 minutes for medical help. The race was removed from the calendar after 1973

2020... When an unconscious Ryan Newman slid across the finish line of the 2020 Daytona 500, he did so on a roof supported in part by the "Newman Bar". The veteran racer had lobbied for the addition to the roll cage in 2013. Leading the last lap, Newman got turned sideways, slammed the wall, flipped upside down, and then was clobbered in the driver's side by another car, sending him pinwheeling. Newman missed only three races.



Next up.....

Coming VAE Events for 2021

July 17th will be our first "monthly member gathering" in eighteen months.....

We are waiting return phone calls for our final destination. John Lavallee will make the announcement when we have it lined up.

The day will begin at the Cars & Coffee gathering, at the University Mall which gathers between 7&9AM. We have extended our time at University Mall, for the, non-early risers, to 10AM.

We will leave the Mall at 10AM for a 7 to 10 mile Burlington area tour and finish the day with a visit to a neat place (yet to be determined). An 'outdoor' picnic is planned so, please bring your picnic baskets with lots of goodies and any seating you would like. BBQed hot dogs and buns, and drinks will be provided.

Lets make the 1st gathering, in a long time, special by coming and enjoying the day!

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 Lavallee'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.....

Hay Loader, 70 years old.
Lawn art or maybe it could
be fixed.\$225.00
Marvin Ball 802-425-3529



June Bumper Sticker...

**Jesus Loves You,
Everyone else
thinks you're an
Asshole**

**For Sale.... Flea market goodies not offered
for sale before:** 30's Packard parts,
mechanical and body & 25 Studebaker parts.
Hudson, 1947 Super 8 with 24,000 miles,
stored many years in my barn, useable
upholstery and paint, straight and complete.
\$6000. Call **Roy Martin** 802 862 6374.

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.... My Dad is in a nursing home and I need to sell these Model A's to pay for his care.



1930 Model A Pick-up.
\$12,000

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



1937 Ford Pick-up Hot
Rod.

1930 Model A 4 Door Sedan (Not pictured)
\$2,000.

James Leithead, Derby, Vermont
jandselectrical@comcast.net

For Sale.... Chevrolet sales brochures.

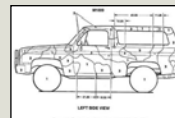
Chevrolet sales brochures 1932, 1940, 1946-1984 many
models. Some Corvette. I'm downsizing collection. Call or
e-mail for details and prices.
John at jemerson@middlebury.edu or 802-388-7826



For Sale.... 1923 "T" with hose carrier body under
restoration and a truckload of T parts including 1925
engine/ transmission. Asking \$4000.
R Martin 802- 862- 6374 or roymart@comcast.net.

For Sale.... Parting-out a 1985 M1009 military Blazer. Lots of good parts still available.

Hood, Grill and related parts, R&L light bezel, Front bumper,
Dash bezel, Parking lights, Front light harness and more, too
much to list. Call for info 802-272-6933 Hank Baer



For Sale...Package deal only.
\$55:00
Marvin Ball
801-425-3529



Free!..... Seven issues of
Cars and Parts magazine
dated 1971 - 1972 along with
32 issues of Cars and Parts
dated 2000 to 2003.
call 802-223-3104 or e mail at
cgeeb99@gmail.com



For Sale 16 years of Road & Track magazines

6 years of 1996-2002, nearly all issues
included: \$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
included: \$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.... Coke machine with two cases of
coke. \$165:00 firm, 35lbs of 2.75 inch nails.8
notches on them.\$35:00, Canada 3.5 spike
nails..16B size. \$35:00
Also, Ford transmission 4 speed power take-off
X-army truck \$75:00.
Ellie Ball, 802-425-3529

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



My friend is looking for a '69 Chevy SS. Do you have one you want to sell?
Contact me so I can give him a kick to finally get one.
Gary Fiske, gafiske@ gmail.com

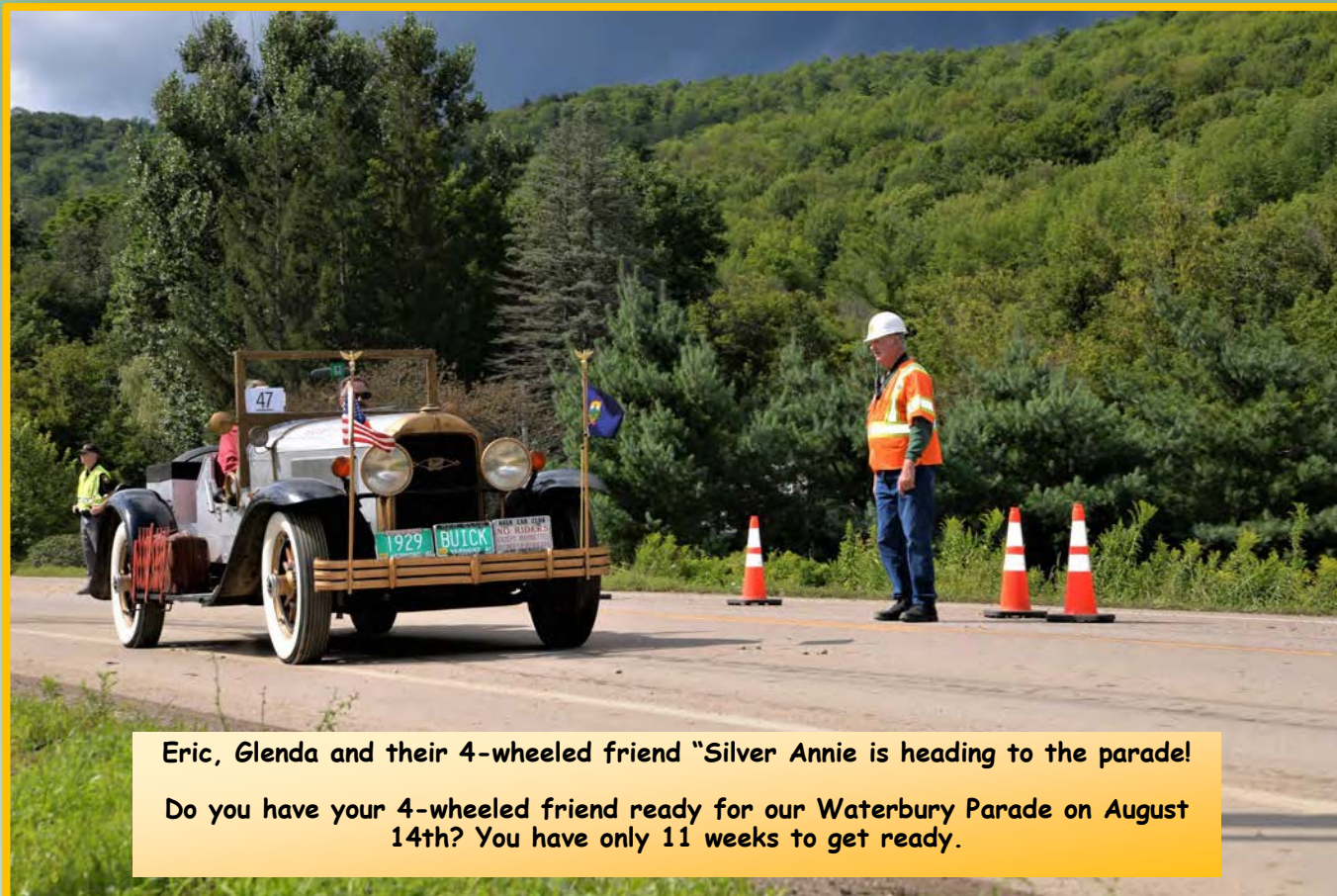


**1957 Citroen 2-CV
Rob Bast, Hinesberg, Vermont**



June 2021

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



Eric, Glenda and their 4-wheeled friend "Silver Annie is heading to the parade!

Do you have your 4-wheeled friend ready for our Waterbury Parade on August 14th? You have only 11 weeks to get ready.