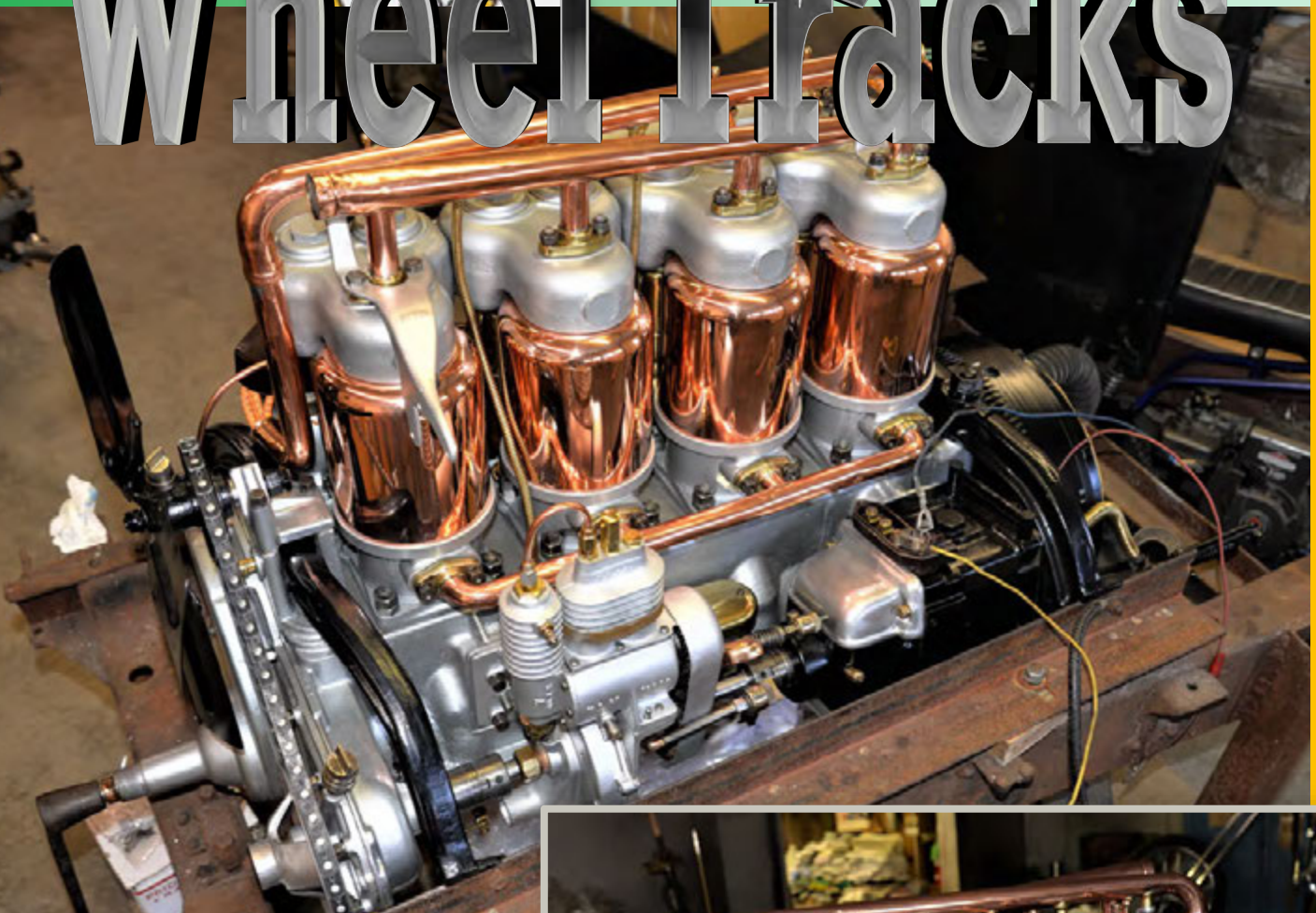


March 2020 Year 67 #3

Wheel Tracks

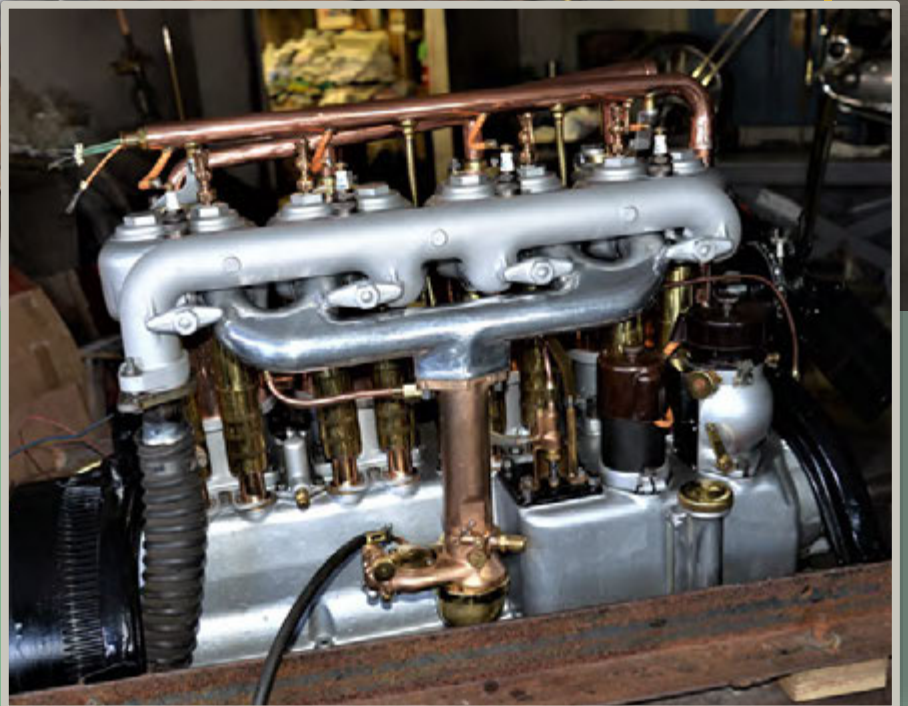


"It is way too nice to put
in my car,
I am going to make a
coffee table
out of it...."

The words of engine owner,
Bill Fagan,
after seeing Fred Gonet's
beautiful work.

Fred's business is
G&G Restoration of Proctorsville,
Vermont. Many years are needed
to reach this level of restoration
ability and Fred has them.

Read more on page 7



The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR PRESIDENT,
DUANE LEACH

Well the ground hog didn't see his shadow, so that means the mild winter will come to an end sooner and the sleeping beauty's can come out earlier. The bad part ,it has not been a great winter for my sport of snowmobiling .

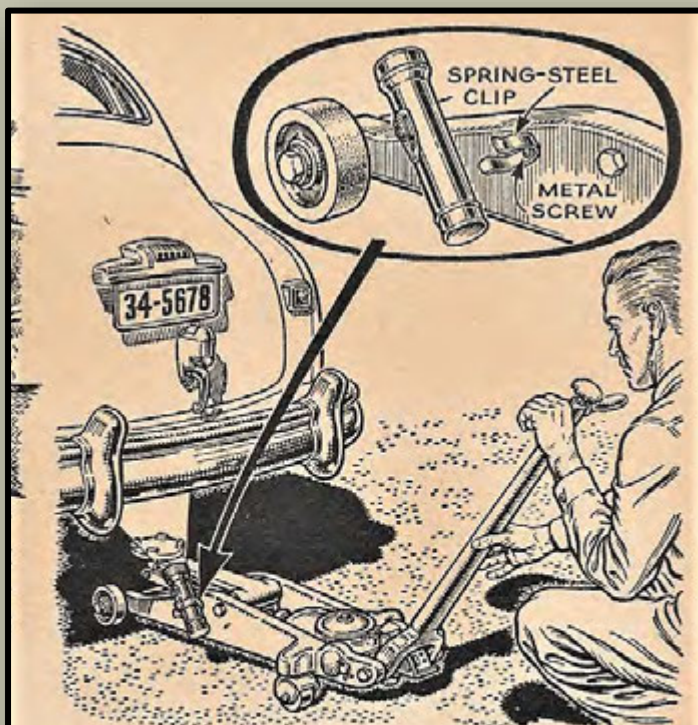
The education/Outreach committee is busy working on this Golden Wrench Awards and hands on education exhibits.

The monthly meets have all been planned for the year, please try to attend them as a lot of time goes into lining them up. Thanks to all the volunteers for doing this . We have a good variety this year .

The Waterbury show planning continues ,and has added an exciting new class this year ,sport utility vehicles. The show is always looking for volunteers.

I will be attending the "Run To The Sun" car show in Myrtle Beach, SC in March with thousands of cars and visiting my brother who now lives there most of the year.

This from Fred Gonet's
1952 Popular Science
"Car Owner's Manual"



Flashlight Helps Spot the Jack. A flashlight clipped to the side of a shop jack like this will help locate the jack under a car, especially when light is bad. The clip can be screwed to the jack frame or tack-welded in place.



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FROM YOUR EDITOR... GARY FISKE



Here goes, sixteen pages!!

I am just beginning to put this March issue together. I was a little worried, for a while, about not having enough material but thanks to a lot of you VAEers, **the material is rolling in!** Thank you all for your great work.

I drove to Vergennes this morning, following a tip from Dave Welch, and the VAE has hit a jackpot. The buildings of a former antique business was sold and the new owner had no use for the car books that had been left behind. I need to inventory, to know the number, but my pickup is full, of Chilton manuals and I would not be surprised to find every "Automobile Quarterly" ever printed. The few quarterlies that I have looked at, I don't believe, have never been cracked open! The Quarterly began in 1962 with the last volume (#52) was published in 2012. A publisher in Indiana presently own the rights and there are doubts if any more are to be printed.

I can't wait for the day we will have our library. The idea of a VAE library has been around for a long time. Presently the Education/ Outreach committee is trying to fan the flames and are thinking of a **VAE Mobile Library** that would be housed in, maybe, a 12 or 14 foot trailer. The idea being, the trailer could join our gatherings and be more accessible to members. The thinking is to have a portion of the trailer contents available for sale and the rest, a permanent club collection. Who knows where this could all go? Another idea that has been around for a long time, is a **"VAE Club House"**....as in an old corner auto gas station. We can all dream, right? If any of you have interest in these 'dreams', add your 2-cents to the conversation, you just might have the perfect combination of ideas.



One thing, however, is true and is happening at this moment. As time passes and car enthusiasts passed on, a lot of great material ends up in the trash bin because folks just don't know what to do with it all. That is where yesterday's find was heading, in the next month or two. I remember when I purchased my first antique car. I had zero information on the vehicle and I spent months collecting anything that came close.

I do not agree when people claim, buying an antique or classic vehicle is mostly "an under water exercise", that is, you had better have fun because you will lose money. I know of many collectors who, by making wise decisions, have even beat the stock market with their collections. I am happy if I can protect my initial investment and basically call anything I do to a vehicle after the purchase, as the fun part. I am not wasting my hard earned funds and this just happens to be one of the most interesting things I have ever done.

I wish I knew more about other types of collections. Wouldn't it be great if there was a VAE member out there, who could teach us about collecting, say, license plates and the registration paperwork that goes with it. Wouldn't a Wheel Tracks column, or two, on that subject be interesting? How about signage, or colorful posters. I know the stock market can be beat while having lots of fun collecting.
I will be watching for your fine Wheel Tracks proposals.

Membership Only \$30

\$50 for 2 years

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

Contact Us At...

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"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)

Flowers from Anne

I love flowers! I am addicted to gardening! There. I've admitted it for all the world to know. It's my #1 passion (well, besides Donald and Millie, hubby and cat respectively, though some days I'm not sure who outranks whom). So this time of year my mind starts wandering.....

I'll let you all in on a little secret. I purchase most of my annuals and perennials at Claussen's in Colchester. I love that garden center. Because my passion/obsession can get to be a little expensive, I've found a great way to save 20%+. I'll explain how -- though please don't tell anyone else! Claussen's a number of times a year has a 20% off gift card sale, so I go in and, let's say, buy a \$50 gift card, and it only costs me \$40. Bingo! Then when spring and summer roll around, just about every week, they have a different perennial Special of the Week: Buy one perennial and get the second free! Well, you don't have to twist my arm. So I'll go in and buy maybe two perennial Montauk Daisy* plants (my new favorite) but only have to pay for one -- with my gift card, of course. Boy, I'm way ahead now. Then of course Claussen's has "annual" specials, i.e., buy four geraniums, get two free; buy one pack of marigolds, get a second $\frac{1}{2}$ price.

Now I digress: Late last fall I finished putting my flower beds to winter sleep, pruned and trimmed bushes, cleaned out bird houses, and generally put the outside to rights for the long winter. I've made it through Thanksgiving, Christmas, New Year's, a trip out west with my hubby for a month, and now I am planning my first foray, into the gardens, once the shovel can make its way into the thawed ground.

I have big plans this year. I've already removed five very ugly bushes that were along the front porch. I still have seven left to go. First I will dig two circles around each bush with my favorite Christmas present from last year, my sawtooth shovel, and then I'll hop on my trusty outdoor toy, John Deere, hook up a big, heavy, long chain with giant hooks, snake them around each of those dang bushes, gun the JD, and not-so-gently riiip!! those suckers out of the ground one by one. To feel those roots give up the ghost is very satisfying -- "he-he."

After that I'll be placing two layers of edging stones along the 24-foot length of the porch, backfilling with good soil and compost, and then, my most favorite part of all, heading to Claussen's where I'll purchase a dozen perennials that will be spread over the length of my newest garden. I won't be using any filler plants or ground cover plants; just mulch. Oh, how I can't wait to get my hands in good old Mother Earth!

Gardening is my obsession, my passion, my joy, my happiness. What's yours? What brings you much happiness in the spring time?

**Montauk Daisies, pictured right, are a herbaceous perennial flower that forms a mounded clump. In this area, they bloom late summer to frost. While other flowers have died off, these gorgeous plants are in full bloom, and on sunny days you can find the last of the bees collecting nectar and pollen.*





"Free" Inspections

Many new car dealers offer "free state inspections" for life when you purchase a vehicle from them.

Why would car dealerships offer this? The answer is to get you into the service department after the sale of the vehicle. If you were to have the dealership perform scheduled maintenance and repairs, they would make money selling you these services. I have experienced several situations where the dealership uses the "free inspection" to pressure the consumer into consenting to repairs and services that are either not needed or should be covered by the new car warranty.

I have friends and co-workers who have shared stories of dealerships pressuring them in to performing services, or expensive repairs that may not be necessary. Recently, I brought a one-year old vehicle with 8,000 miles to the dealership for a "free" State inspection. The brake pads and/or calipers had seized, causing the inside of the rotors to not contact the inner brake pads. The dealership flunked the car but said for just less than \$500 they could free up the calipers and pads and turn the rotors. I asked why a one-year old vehicle with barely 8,000 miles would need this work, and why it would not be covered by warranty. They stated the warranty only covers parts that need to be replaced, and they would not be replacing any parts. I asked for the keys back and brought the vehicle to an independent shop. The independent shop also flunked it for the same reason, in addition to finding worn out bushings in the rear suspension. They quoted a price of \$850 to make the one-year old vehicle, with barely 8,000 miles covered by the factory warranty inspectable. The original dealer then sent out a bill for \$45 for the "free" inspection. Apparently, if the vehicle fails the "free" inspection, and you opt not to pay them to fix it, they charge you \$45 for the failed inspection. Remember, If the dealership performs a warranty repair, they bill the manufacturer a flat shop rate. The rate a consumer pays for the same repair is significantly more than the flat-rate the manufacturer pays. The dealership would make more money convincing the consumer to pay to make the repair vs. the manufacturer. Why do dealerships do this? Because it works, and they make a lot of money with this business model.

My advice is this:

IF you choose to exercise the "free inspection", read your owner's manual and warranty carefully before you go to the appointment. IF the dealer recommends any services that are not mentioned in the schedule of maintenance table at the back of the owner's manual, do not consent to the services. If they push back, point out the factory recommended service schedule in the back of the owner's manual. If they say service is necessary for an inspection, read the warranty carefully, and point out to them what is covered, and what is not. Remember, dealerships have the "free inspection" to make money on service. Be careful, and do not fall for high pressure tactics to have the dealership perform services that are not necessary.



Cutting winter ice was usually done with a saw like the photo shows on the left.

Marvin Ball sent Wheel Tracks a photo of a method using a motorcycle to do the job.

He does not remember where the photo came from, hopefully we are looking at an ingenious Vermonter here.

We have all heard how farmers would all get together to cut ice in the winter to keep their milk cool before being trucked to the creamery.

Sawdust from a local sawmill was used in piling the ice in the icehouse, to keep the blocks from sticking together.

The sawdust also insulated the icehouse from summer heat.





Used To be....

My Sunday Shoes are at the repair shop getting re-soled



This is your great-grandma and great grandpa," I told my grandson as I handed him a photo of my parents.

"Do you think I look like them?"

He shook his head. "Not yet."

News reporters visit a hen about a shockingly huge egg she laid recently. "This is amazing," they tell the hen, "a two pound egg, that's unheard of!"

Do you have any goals for the future?"

"Yes, I'm really aiming for a four pounder!" says the hen proudly.

"And you, sir, congratulations," the reporters approach the rooster, "what are your goals for the future?"

The rooster replies darkly, "To beat up that darn ostrich!"

Two farmers are walking down a road when suddenly they're passed by a headless biker.

Weird, but - well.

They continue down the road. After a while they are passed by a headless bicyclist.

Hmm.

They walk on for a bit when one says to the other, "Joe, how about you put the scythe on your other shoulder?"

I asked God for a bike, but I know God doesn't work that way. So I stole a bike and asked for forgiveness.

"If you think women are the weaker sex, try pulling the blanket back to your side."



Wheel Tracks Academy

What's Your Clearance?

From Wendell Noble

When an internal combustion engine fails catastrophically and destructively, it's usually the end of a sequence that started with a bearing failure. The crankshaft should rotate smoothly in a set of main bearings, driving the pistons up and down by a connecting rod whose end rotates smoothly in a set of rod bearings. Conventionally these bearings are structured with a layer of soft metal alloy (babbitt), that can slide with a minimum of friction on the journal (the round shaft) surface, and is held in place by the bearing cap. Between the bearing and the journal there should also be a layer of lubricant. In order for all this to work there must be a gap or clearance of some amount between the journal and the bearing. If this clearance is too small, the bearing will not be completely lubricated and friction heat will damage both the bearing and the journal. If there is too much clearance, there is a loss of lubricating oil pressure and the two surfaces will slam against each other (rap) and mechanically damage both surfaces.

This gives rise to two questions. How much clearance is just right? and how do you measure it? The answer to the first question is usually in the range between 0.0005" and 0.003" of an inch, depending on the kind of bearing and the application. The answer to the second question is a longer story. For newly machined surfaces, both the journal and the bearing surface are perfectly round. In that case the journal diameter and the bearing bore diameter, can be measured by micrometer and the difference between the two is the clearance. Once an engine has been used long enough that there is bearing wear, the bearing bore becomes slightly larger and egg shaped and clearance can't be so easily measured. This is particularly a problem if the bearing is poured babbitt and the mechanic wants to compensate for the wear, by removing shims from the joining

surface, of the cap decrease clearance.

One reference I found suggests that you just rap the side of the rod cap with an 8 oz. hammer and if it moves laterally, there is enough clearance.

There's got to be a better way and in 1948 it became available in the US.

Please turn to page 10, for the rest of the story



From front page.....

According to "The American Cars" standard catalog, Cadillac's engine numbers ranged from 91005 to 99999 in 1914. Does this mean Cadillac made 8,994 of these pieces of art that year? Bill Fagan's engine number is 99618.

The engine is an in-line, Vertical L-head engine with cast iron cylinders and copper water jackets. Displacement is 366 cu. inches and produces 40 to 50 brake HP. The publication also notes that 1914 was the last 4-cylinder engine that Cadillac produced in the next 67 years. The company went to the 70 HP V-8 in 1915.



This engine was started and ran for the first time in 65 years just recently. If you want to see a video of this grand day, you can find it on our VAE website, vtauto.org. There will be a button for the "1914 engine video" plus all you have to do is type in <https://vtauto.org/1914-cadillac-engine>

The sound is unbelievable!

Bill Fagan's plan is to take the car to Fred Gonet's Proctorsville shop in March to have the engine installed. Here is Bill's "barn find" story...

A friend of mine in NH has the exact same Phaeton, being the rarer Sport model 4 passenger body, as opposed to the larger 5 passenger body with 2 jump seats in the back.

The story is, my friend was working with the Boy Scouts on a Soap Box Derby with another guy, got to talking about old cars and the guy said his father died and left him a very low mileage '14 Cadillac. It was in the barn and had not run since the mid '50's when they tried to start it and burned up the rear main bearing. The father had bought the car in the late '30's from the original owner in Maine and drove it all through the '40's until the early '50's when he got involved in Sports Cars, so the Caddy was parked in the barn and there it languished until 2006 when my friend struck a deal for it and some parts.

On a Brass Era Frostbite Tour in Mass. a few days later, my friend told me he had just run across this "barn find" '14 Caddy, and was I interested? Needless to say I was and drove to his place in NH the day after the tour and made the deal. Because the car sat in the barn with a damp floor, the fenders, splash aprons and wheel rims were quite rusty and had to be repainted. The body and upholstery are original and in excellent condition. I've gone through the running gear and the frame, painted them and the wheels and Nickel plated all the bright work.

Ten years ago I had pulled the engine, dismantled it and cleaned all the parts and painted where needed. After this 10 year hiatus, I brought everything to Fred and he started to work his magic, as I tried to remember what I had and had not done! The heads had to be removed from the jugs with a special high torque tool my friend made up and Fred modified. New valves and guides had to be made down in Mass. and the heads re-machined. Fred pulled the copper jackets off the jugs, pounded out the dents and buffed them. Its a very delicate operation. 100 years of rust and sediment gets trapped in there and is the cause for these copper clad jugs to overheat, a notorious Cadillac problem.

Most owners are too nervous to try and pull the copper jackets off. Fred made up a jig to hold the iron ring that holds the copper jackets in place. The ring has to be heated up with a torch and slid down over the copper jacket. You have only one chance to get it right before it cools and contracts around the base of the copper. You will inevitably damage the copper jacket trying to get it back off if you mess up! I had gotten new Arias Aluminum Pistons made 10 years ago, but got side tracked on other projects, so everything had come to a stand still. At this juncture, I am waiting for new tires and tubes back ordered from Coker, then I can get the car to Fred and hopefully get it on the road this Summer.

Fred Gonet told about the other items that he needed to do, to get the engine 'sorted'. Part of the engine was together but he needed to be sure all tolerances were correct, so everything was dis-assembled. Once the copper jackets were removed, he used heat to anneal the metal and then hammered out the dents, then smoothed and polished them to what you see in the pictures.

The old coil was unusable so he re-engineered a motorcycle coil to fit into the factory assembly.

New plug wire ends were built to factory specs, the distributor was completely gone-through, all lower end bearings were re-shimmed and the timing was setup. Interestingly, the oil pan is built with two compartments but only one has a drain plug for removing the old oil. With Fred's "modern touch" the '14 engine now has two drain plugs and also oil-level plugs installed for both compartments.

Surprising to many is the size of the cone-clutch. It can be seen in the picture to the left. The disc that you can see has an angled edge (cone shape) with a matching disc/cone outside of it. As the two cones are pressed together, the material in-between allows smooth vehicle movement. Originally leather was used, in this case a Kevlar material is used.



Some, have heard how drivers of these old cars have felt a weird jump while driving down the highway. When they look back "there is a snake in the middle of the road!"

The "snake" is the leather material that was kicked out by an unhappy automobile.



Edi Fiske

The Roadside Diner

Maple Upside Down Cake



3 tbs butter	1/4 cup milk
1 cup maple sugar	1 tsp lemon extract
1 cup pineapple sections (drained)	1 cup flour
3 eggs ,separated	1/2 tsp salt
1 cup sugar	1 1/2 teaspoons baking powder

Melt butter in bottom of 8 inch round cake pan. Mix in maple sugar and arrange pineapple sections to cover in bottom of pan.

Make cake mixture, mixing beaten egg yolks with sugar, add milk and flavoring.

Add flour, salt, and baking powder, mixed and sifted together.

Fold in stiffly beaten egg whites, and pour this batter over mixture in cake pan.

Bake 45 minutes at 350 degrees.

Invert on large plate and serve with whipped cream.

"Remember When" from Chris Barbieri

Remember when white wall tires were almost mandatory if you wanted to add a little prestige to cars from the low price three or one of the independents ?

During the hay days of the 50's and 60's, whitewalls were optional on every new car that left the factory. They really dressed up a vehicle's appearance and without them most cars just looked rather drab.



My Dad wasn't a car guy and didn't give a hoot about whitewalls. After a succession of hand me down Dodges and Plymouths he was ready to buy our first new car, a base level Plymouth. With a three kid and pooch household, finances were tight. I was in grade school and most of my friends parents were driving Pontiacs, Mercury's, and DeSotos with whitewalls. Dad was going for the stripped base model 2 door Plymouth sans whitewalls and any other option. My pleading for whitewalls fell on deaf ears.

Convert Any Black Tire to Rubber WHITE SIDEWALLS
Made From Genuine Butyl Rubber
Guaranteed To Maintain Whiteness.

Fits All Tires on All Cars.

Not painted on, not cemented on, but a Permanent White Rubber Disc with molded lip that fits between bead of tire and wheel rim. Hugs the tire wall and stays put under all weather conditions. Has the appearance of regular whitewall tires. Can be removed and re-used on different tires. Fits all cars—tubeless or tube tires. Sold in sets of 4.

No. 62112—590-15 to 710-15,	set . . .	\$10.95
No. 62113—600-16 to 650-16,	set . . .	\$10.95
No. 62114—760-15 to 820-15,	set . . .	\$11.95

That's when I discovered **port-a-walls**, a generic name for fake whitewalls. Ads such as this one were found in many car dress-up catalogues and magazines.

I was hooked. Only \$10.95 for a full set of four. It took a while, but between my allowance and mowing lawns I saved \$10.95. A week later my order to fit the new Plymouth's 6.75 x 15 tires arrived. I wasn't of driving age so Dad drove the Plymouth and me to Tony's garage, his regular repair and tire guy. Tony installed the port-a-walls and off we went. What a difference! The Plymouth looked cool and dressed up. We were moving on up!

The ad seemed honest but tricky. There was no guarantee how long they would last, only stay white. The Plymouth was used mostly on weekends and holiday trips. After 3 weekends one port-a-wall was slipping out from under the wheel bead. Tony tried again but within 3 months one of my precious port-a walls was splitting, one was coming out of the bead and two were still ok.

It was back to Tony's to remove all four port-a-walls. Life went on with factory blackwalls. Lesson learned. I should have saved up enough to get real whitewalls from the factory.



VAE Gossip from GCF



Wheel Tracks received this neat photo from Charlie Thompson. Do you think the photo is real or maybe "fake news" and they are standing in the living room? It says.....

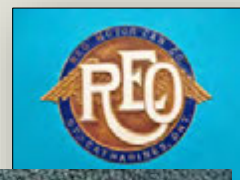
Hi Gary,

If desperate for some WT fill, here's a photo of Pierre (Pepin) and me on the top of the slopes at the Bolton Ski Area last Wednesday. Pep's idea for a WT photo. We spent a couple hours and didn't break anything. We actually skied down the hill as well.

I had a bit of a "fact disagreement" with someone last week. They found the REO emblem on the radiator of my new/old car and told me it is a Canadian built car. His reasoning was because the wings are swept down instead of up. My emblem's wings are, in fact, swept down, but instead of St. Catharines, Ont., mine has Lansing, Michigan on it. The REO history book notes that REO open their sister plant in St. Catharines in

1910, and also started using the REO emblem for the first time that year. Each plant had their own location on the emblems as the cars left the plant. 1910 was the only year REO used the down-swept wings, as some in the company believed it looked depressing. From 1911 on, the up-swept wings were used.

The VAE Education/Outreach Committee has been notified by the Skills USA officials of the competition categories for 2020, that we might be interested in sponsoring. They are Automotive Refinishing Technology, Automotive Service Technology, Collision Repair Technology, Diesel Equipment Technology, Motorcycle Service Technology and Welding. There are nearly 80 categories the Vermont high school students compete in, from medical all the way to forestry. As you might already know, the VAE sponsors four of the competitions. There are two levels of competition, for the high school students, where if they win at the Vermont level, they are then qualified to go to the "nationals" in Kentucky. The VAE found that many of these very capable Vermont winners did not have the financial means to compete in the nationals, thus the reason the VAE has offered to help. Our committee will be meeting later this month to decide the categories we will be sponsoring this year.



As a side note, the committee is just starting the work for the "2020 Golden Wrench Awards". By the end of this school year in June, there will be 16 third-year high school students receiving this award. This has been a very successful VAE program, we are in our 9th year working with the 16 career centers here in Vermont.

The Veterans BBQ was recently completed. It is now stored in an Enosburg garage, waiting for warmer months. The Enosburg American Legion now have something attention-getting for their summer BBQs. As mentioned earlier, it was found a half chicken needs about 30 square inches to cook properly. This BBQ can do 120 half-chickens. The BBQ bed height is even adjustable so hamburgers can be cooked with ease. You might just see the BBQ in a VAE parade if we can arrange to borrow it from the legion.

The Orient Buckboard that was featured last month, needs a bit more attention than anticipated. A new piston needs to be found and a number of shims and bushings need to be installed to take up for wear. RPM of Georgia, VT. was able to bore out the cracked exhaust valve seat and press in a new one. RPM is a very modern facility and specializes in building race engines, but owner, Rick Paya, had to resort to a box of tools he had not used in many years. The modern tools would not work on the 1905 engine (pictured right).

Dennis Dodd has received word to continue he restoration work, so there is still a chance we will hear the Orient running is 2020.



Continued from page 6

Wheel Tracks Academy

What's Your Clearance?
From Wendell Noble

A British firm ingeniously invented "Plastigage." Plastigage is a very thin rod of plastic material that looks like very fine colored spaghetti, perhaps *Vermicelli #1.

To use it, the bearing cap is removed and a short piece of the rod is laid on the bearing parallel to the axis of rotation. (The picture to the right shows the Plastigage placed on the journal, which works just as well) The cap is then reinstalled and the bolts tightened to the specified torque.

This crushes the rod and widens it. The smaller the clearance, the wider it becomes. The cap is then removed again to reveal the widened rod and the width is compared to a scale to determine the amount of clearance. The accompanying photo shows an example. In this case, I conclude that the clearance is slightly over 0.0015".

Plastigauge is available for different clearance ranges with corresponding color codes. I used the green rod which is for 0.001" to 0.003". Red covers 0.002" to 0.006" and blue from 0.004" to 0.006". How can you beat that? It comes in three colors and it's cheaper and better than an 8 oz. hammer.



This is where the VAE will be gathering
on May 25th for the
Wings & Wheel Event

The Franklin County State Airport in Highgate, Vermont

EAA Stands for "Experimental Aircraft Association and chapter 613, is located at the Franklin County Airport. This organization is the spark behind the "Ray Aviation Scholarships" enabling Vermont high school students to learn how to fly and also how to become an aviation mechanic.

We hope to meet some of the six students who have received this scholarship and are presently in training. They are **Emma Laber** of Lake Region Union High School (Newport), **Jasper Henderson** from the Lamoille Union High School (Newport), **Mara Stephens** from Montpelier High School, **Samantha Whipple** of, Lake Region High School (Newport), **Silas Scheckel** from U-32 High School in Calais and **Thomas Benoit** from the Enosburg Falls High School.

Two of the major leaders in the program are George Coy and Beth White, they plan is to have some of these students demonstrating their pre-flight plane inspection for us to see.



This photo is from Ken Barber's collection.
The photo has this hand written note... "1st. Car, Irasburg 1910"
Wheel Tracks asked Gary Irish if he could add some information for us
by using the VT number plate. Gary's reply.....

The 1910 VT #1626 was registered to Charles R. Winget from Albany, VT, and was on a 20 hp Buckeye. So if it was the first car in Irasburg, he must have driven it over from Albany! Apparently the Buckeye Mfg. Co. of Anderson, Ind. was operated largely by John Lambert, and from the 1880's had been making buggy parts, got into gasoline engines, and then automobiles. They made the Buckeye gasoline buggy, as well as the Lambert, and had subsidiaries that made other vehicles and other things.

30 Years Ago



Christiane Skinner's Editorial..... Last month, Steve, Nelson and I went to the monthly meeting that was held at the Flynn Theater in Burlington. It was a wonderful afternoon that included a tour of the theater and an old movie shown on Lloyd Davis' old projector. I don't know which was older: the movies or Lloyd's projector. We met many new people and enjoyed ourselves tremendously. There will always be a fascination in watching an old black and white movie with Laurel and Hardy while listening to that distinct noise of the projector. I think we drive antique cars for the same reason, it is different, it is from a time past by and nothing can match the sound of these old engines. How I wish we could have driven the Nash that afternoon to complete the picture.

It makes me wonder, though....What will the club do in 50 years??? We will probably drive a 1980 Chevy Chevette or other antiques to Burlington, and meet to watch old Clint Eastwood or Steve McQueen's movies, with car chases and all this on video shown on a TV screen. YUCK! Give me those old car scenes with Laurel and Hardy anytime and get those old projectors in motion...but please....don't forget the popcorn (not made in the microwave, though).
See you at the Bijou.....

The next VAE gathering will be at Markowskis Garage (RPM) in Vergennes.



Letters TO THE Editor

Hi, Gary,
I enjoyed the article about the Orient in the latest Wheel Tracks, and was interested that it came with a 1908 Mass. dealer plate. So I was in touch with a fellow license plate



collector in Mass., who was able to tell me that the plate was indeed issued to the Waltham Manufacturing Co. So, it would have been used by the company that built the car. In fact, he has a sister plate in his collection (photo attached). Just as now, at that time dealers were assigned numbers, and each plate they were issued was distinguished by a letter suffix. But what seems odd to me is that a 1906 car has with it a 1908 plate. Was the car unsold for 2 years, before it was delivered? Or maybe sold locally in Waltham, then came back to the factory as a used car, and re-sold in 1908? And if the article meant that it went to Antigonish in 1908, why with a dealer plate? One would think that in that era, over that distance, that it would have been shipped by train, thus not needing to be registered. But if indeed it was driven to Nova Scotia, why, once it got there, was the dealer plate not returned for further use by the manufacturer? All around, an interesting story, generating lots of interesting questions. But still great to hear that the Orient may be back on the road before too long!

Regards, Gary Irish

Good Morning Wheel Tracks,

I am one of the owners at Adams Farm Market in Williston, VT. We are hosting a new event every Tuesday night 5pm-8pm this summer from May 26th- Aug 25th called Truckin' Tuesdays! There will be Food Trucks, music and even our local library's bookmobile! We would love to invite a few of your Antique Truck owners to participate and stop by as featured guests! We will have media coverage and promote aggressively on social media. This could be a great way to get residents from Chittenden county to take the short drive to Waterbury for the Antique Car Show in August! We look forward to hearing from you!

Kim Antonioli, Adams Farm Market

To the Wheel Tracks editor,

Our Wheel Tracks magazine has been the recipient of several well-deserved awards over the years. This past October, Wheel Tracks again received recognition for the quality and diversity of its contents. The Old Cars magazine, October 24th issue, carried a very nice article in their "Club Clips" column. The article, titled "Vermont club checks all the boxes in monthly magazine", praised Wheel Tracks for "covering a wide range of worthy topics in 12 pages or less."

Gerald Perschbacher is the reviewer and he did a commendable job of getting the flavor of the VAE through the years, and in recognizing the quality and value of Wheel Tracks to our membership. He noted that Gary Fiske is the editor of our fine journal and then proceeded to comment on several articles in the August 2019 Wheel Tracks issue. He started with the VAE's long history and especially our successful annual car shows and activities. He included a quote and short story from President Jan Sander. Also noted were Dave Sander's good technical columns and an article on maintaining hydraulic brake systems by Wendell Noble. He even liked the classified ad section for its interesting variety.

In concluding his appraisal of our monthly magazine, Perschbacher said, "Reading Wheel Tracks is like hearing good ideas and special insights from good friends."

I think we can all agree with Mr. Perschbacher on his praise for Wheel Tracks, for Gary, and for all who contribute to our great little VAE magazine. Gary, job well done - as always!

Ed Hilbert, Education/Outreach Chair

Dear Wheel Tracks,

Our member might be interested in watching this interesting video on the internet. It is **The story of the 1932 Ford V-8 engine.**

Just put this address into your computer search block, <https://www.youtube.com/watch?v=3RB3z1er9Sw>

Regards, Bill Billado

Hi Gary,

I know many of you go to the Hershey show in October. You might be interested in knowing there was once an air strip there, so you could fly onto the show grounds.

The Hershey Airpark was a public general aviation airport that served Hershey, Pennsylvania from 1944 until 1981.

It was constructed in 1944 as part of their hotel and entertainment complex. Hershey was described in the 1962 as having a single turf runway, and the operator was listed as Hershey Flying Service. A June 23, 1964 aerial photo depicted Hershey Airpark as having a total of six hangars along the east end of the runway.

In 1969 the airports only runway was paved over as entered into service later that year as an asphalt runway.

The airport was closed for aircraft service in 1981. However it was bought by Hershey park which considered reopening it multiple times in the 1990s and early 2000s. The park maintained the airport until 2016 when the field was abandoned and the remains of the main terminal building and hangars were demolished.

Thanks, Don Tenerowicz



Charlie Thompson's "My First Car Stories"

Contact me if I can get your "First Car Story" for Wheel Tracks...802-878-2536

My first car from Jim Austin!

I just got my driver's license in 1948. Yes, I am old. Of course I wanted a car but, my finances were low as I was still in high school and only worked part time.

I had the good fortune to be a friend of **Harry Olney**, he was the father of **Gary, Glen and Rita**. Harry had just started to collect antique cars. At that time his boys were too young to help him with acquisition of the old cars.

Knowing that Harry wanted to buy cars, I was always checking barns and talking to people, to see if they knew where there may be an old car stashed away in an old garage or barn. Finally, one day I heard about an old model T Ford that a gentleman wanted to sell and I pictured it as mine. Of course, money would be my problem. Also, seeing the three pedals and not knowing what they did, might be another problem. At this time in life you know more than most everyone, or so you thought, so of course, I should be able to figure it out.

Now, I had to figure out how to pay for it. Maybe I could try to get him to sell for a smaller price. Well, there was one way to find out, so I asked him what he had to get for the car. He said ten dollars! I never expected it would sell for so little. It was a **1917 Model T Ford roadster pickup**. It had a removable trunk and the original pickup body that bolted on in place of the trunk. Now I was excited. I decided I would buy it, so the day I went up to Perkinsville to pick it up, I even got more excited. He said, **"Your a nice young boy, I decided to charge you only five dollars for the car."**

I, of course, needed help getting it home so I solicited help from my classmate and good friend Don Miller. Don was very mechanically inclined, so now I had two experts that could try to get it to run. There was no battery, but I was told it could run on the magneto. We figured out what the pedals were for and proceeded to try to start it. We put gas in the tank, towed it up a long hill, and then jumped in to travel down the long hill. We tried every pedal, even the emergency brake, which if all the way forward becomes high gear as we travel down the hill hoping it would run.

It did not run the first time so we pulled it back up the hill and traveled back down still trying everything. After several try's it finally started, now how do I stop it. Of course, take it out of high gear and push the right pedal which is the brake. Success!

I got new tires and drove it through my high school years. I was proud, when I picked up Penny for a date in the Model T. I am not sure if she was pleased or not, but she certainly got use to having old cars as our family grew. She was a good sport. I don't know if she married me, for me, or the cars but we were married 63 years. We went together seven years before we got married.

We had that car for a number of years before I sold it to Penny's brother George who lives in Arizona. He still has the Model T and has totally restored it. On my 50th high school class reunion from Springfield, George shipped the car back so Penny and I could drive it in the alumni parade. This is Penny and I pictured.

This is the story of my first car and my only love, Penny.

Jim Austin



VAE Trivia from Don Tenerowicz

Car Trivia might be thought of as events of the past, but now one for the future using NFC: Near Field Communication



The CarKey, Apple's designation function will enable users to lock, unlock and start vehicles via NFC. The users would simply have to hold their smartphone up to the NFC reader and it would automatically work without having to use other ID methods. Besides allowing owners to access their car without a physical key, it will enable them to give access to friends and family.

CarKey is a direct result of the Car Connectivity Consortium. The group which has over a 100 auto manufacturing members.

The Consortium is also working on a 3.0 specification which will use Bluetooth Low Energy and Ultra-Wideband technology. This promises to make digital keys far more user friendly, as people will no longer have to pull out their smartphone, and hold it next to the door handle. Instead, they can simply leave it in their pocket or purse.



Coming VAE Events for 2020

Next up.....

March 14th, Saturday @ 10AM.

The Auto Shoppe is located at 6 Gregory Drive, in South Burlington.

The Auto Shoppe is the premier antique and classic car restoration shop in the New England area restoring antique cars, classic cars, muscle cars, sports cars, exotics and building restomods.

Bill Billado will be arranging the VAE gathering. Brian and Cory at the Auto Shoppe will give a one hour "tour" of the shop and at around 11:00 AM the VAE may conduct their business meeting followed by a pizza lunch provided by The Auto Shoppe. The VAE will provide beverages. Wrap up time will be noon. Questions, call Bill at 802-985-2405

April 25th at 10AM Mark Rougier's Paint shop at 2997 Broad Street, Port Henry, NY.

A restoration of the MG-TC and a demonstration of the epoxy painting is on the agenda. Details will follow for lunch back in Vt. Questions can go to Richard Mclay at 802-658-6064

May 30th, rain-date June 6th..... Wings & Wheels at Highgate Airport.

A Fly-in is when pilots fly their planes, old and new, in from all points of the area, for the same reasons we gather with our old cars.....For the fun of it!

So, lets all of us in the VAE be there with our old cars and call it **WINGS & WHEELS!** There will be food vendors, great conversation and a lot to see.

Questions, call Gary Fiske (802-933-7780) or Hal Boardman (802-309-2506).

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.

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.

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...

April 1st 6PM, 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 Lavallee's email messages for VAE reminders and the latest events

Wheel Tracks Classifieds

Free to all Enthusiasts



For Sale.... Metal Chevrolet Signs. One sided, purchased at Hershey in the mid 1970's, VG condition, \$175/ea
Don at 860-872-9013 or dtenerow@earthlink.net

Wanted.... 4 Hood Latches for late 20s to early 30s Chevrolet.
Fred Spencer 802-496-2426

**March
Bumper Sticker...**



**Energy efficient
vehicle, runs on
oats and grass.
Caution:
Do not step on
exhaust.**



For Sale... 1940 Buick Super Series 50 Sedan. Completely original. No rot anywhere! Never smoked in. Was used as chauffeur-driven transportation for its wealthy owners. New tires, brakes, tune-up, radiator, water pump and more. Original interior is in excellent condition, even the glove box and trunk lights still work! Running, registered and inspected through October 2020. Excellent condition. \$8500.00 Call 802-476-6097.

For Sale...

* 8 Valves, in original box labeled RICH King Quality Valves, V958, .33" stem dia., 1.4" head dia., 5.42" stem length. Make an offer.



* Gas cap with chain attached so you can't leave it at the pump. Would fit 2" filler pipe. Make an offer.

* Distributor cap for 6 cyl., would fit a 2.5" ID body. Make an offer.
Charlie Thompson 807-878-2536.



For Sale....1940 Lincoln Zephyr Club Coupe. Number 3 condition. Completely stock w/ V12. Runs great. New brakes, fuel pump and rebuilt carb. NY state inspected. Needs only minor things done. Asking \$25,000 Ken Gypson kengypson@yahoo.com 518 423 7565 (can text)

Wanted.... An 18-foot closed car trailer in good condition.
Call 802-933-7780

A 1918 Franklin, Series 9
visits Washington state in
1920.

Pacific Highway through a
Washington red cedar stump,
20 feet in diameter.

The red cedar tree succumbed
to a fire in 1893, and in 1916 it
was trimmed to giant stump
height and the automobile
tunnel was carved through.

This photo taken in 1920 does
not show the "roof" built on
the tree, just above the
picture boundary.



VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140



This gent could be a spy for some out-of-town car show outfit...or someone we know.
Any guesses?



March 2020

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



The February scene outside our Wheel Tracks
editorial offices in Enosburg, Vermont.