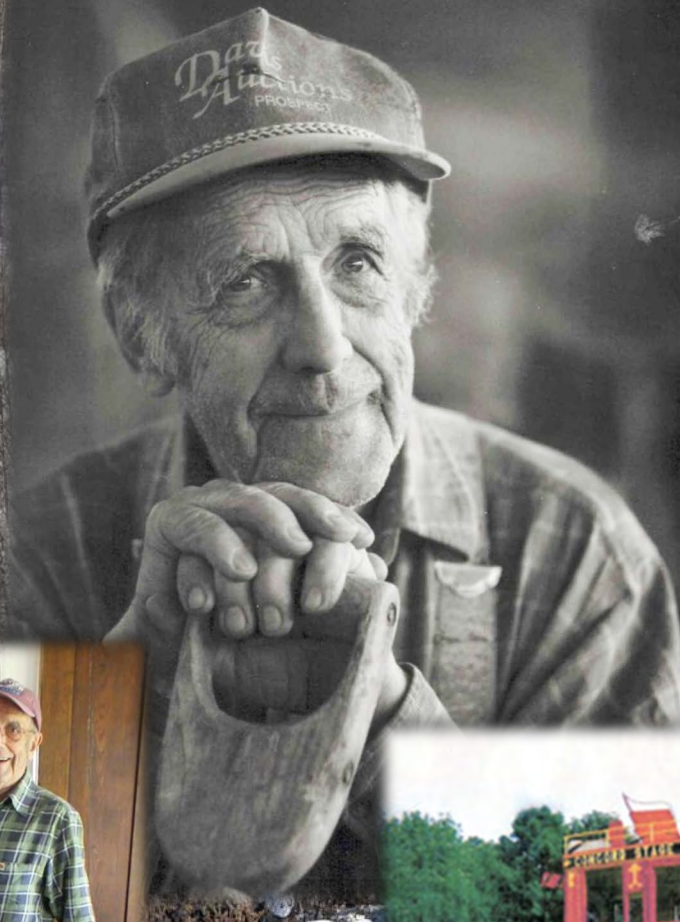


March 2021 VAE Year 68

Wheel Tracks



Fred Webster 1921– 2021

Turn to page 7 for more

The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR PRESIDENT,
DUANE LEACH

I hope everyone is doing well and making the best of the winter days.

In January we sent out a voting ballot for the 2021 budget and slate of officers. It was great to see 74 of them come back by email and regular mail. The results are, the budget passed 74 yes 0 no. The slate of officers were all yes so we will have the same officers we had last year. It was great to see all the little notes and even a donation. Thanks to everyone who voted.

The presidents restoration award winner is Ken Gypson and his 1951 Mercury, congratulations Ken and thank you to the other people that entered a car.

With spring just around the corner we are looking for people that would like to set up a driving tour near them. So we can at least get the cars out and see our great state from the roads less traveled, contact Mike Felix or me.

I'm hoping people are able to get their Covid 19 shot, this might help us get back to some kind of normal. A few lucky VAE members had a garage tour recently, the first one in more than a year. We helped put Bill and Jan Sanders cars back to bed in the newly rebuilt garage after the fire last year.

Spring Equinox is March 20th so lets start thinking about getting the old rides out. Please keep washing your hands and wearing your mask.

Duane



Vermont Auto Enthusiasts Membership Application

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

Please make payment payable to:
VAE Secretary, Christina McCaffrey
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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 1955 Rod Rice
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 1957 Walter Jones
 1958 Lloyd Davis
 1959 James Mc Glatlin
 Dale Lake
 1960 Bob Jones
 1961 Charles Arnholm
 1962 Robert Slade
 1963 Don Brown
 1964 Richard Evans
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 2016 Dan Noyes
 2017 Dave Stone
 2018 Dave Stone
 2019 Jan Sander
 2020 Duane Leach
 2021 Duane Leach

FROM YOUR EDITOR... GARY FISKE



I am doing something a little different this month and that is to feature a person instead of a vehicle.

Fred Webster touched my life in a great way and I would guess he did the same for many other VAE members, to say nothing about everyone else he met in his 99 years. I decided I should try to honor him even though I know, 100%, I will come up way short.

One of the times I visited him, I offered to purchase a 1907 International High Wheeler that he had. He told me it was not for sale, and that he never sold anything. In fun, I brought the subject up a couple of more times during the visit and he had the same reply. After that day, when ever he spotted me, he would yell, "its still not for sale".



IHC in Fred's barn.

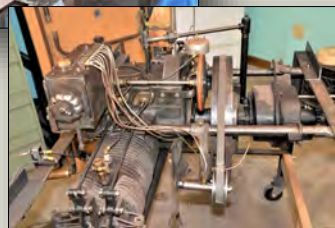


Below, the IHC's new body

My friend, **Dennis Dodd** ended up buying the vehicle and it is now on its way to a complete restoration.

Below, the newly restored engine

Even at his age, I was a bit shocked when I received the news of his death. He was one of those guys who were going to live forever. It was great knowing you Fred, you have taught me much about how to "do life", Thank You.



There are two items, from our club's past, we would like to locate. The 1st is our original **President's Restoration Award**. During that time, the award was handed back each year, so another name could be added and that person was able to have it in his home for a year. I have no idea what it looks like, but when no more names could be added, it was retired. Most likely the last trophy winner still has it. It would be great if the club could have it back.

The 2nd item is a stained glass rendition of our club logo. Harry Laughly created it and gave it to the club. I understand it is about 14 by 12 inches. Our president is offering maple syrup as a reward for their recovery.



Lloyd Davis sent a really interesting Washington Post survey of yearly neologisms for 2021. The definition of a neologism is "a new word that is coined especially by a person affected with schizophrenia (or people having fun), is meaningless except to the coiner, and is typically a combination of two existing words or a shortening or distortion of an existing word".....**Whew.**

I will be including a few of the "new words" with definitions, on page 6 for the next few months. Some of them are zingers and some...well, I am not sure they will get past our proof-reader, but I will try. **Stay tuned.**

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

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"The Softer Side"

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

"My Window Feeders".....from Judy

Last Fall I bought a new bird feeder.

I have quite a collection of feeders, bird seed and suet, in various stages of disrepair in the cellar and because I can't throw anything out, they are mounting up. A lot of them claimed to be squirrel proof. No such thing!

Occasionally, I would hang a feeder in a different location, forgetting about the possibility of three feet of snow. How many times have I gone into the woods in the summer to find a Christmas tree, forgetting about snow and then being unable to get to it the week before Christmas because of deep snow. Well.

A number of years ago, I found bird feeders that hitch to the windows with suction cups. I bought two and put them up on two kitchen windows. I love them. I can sit in my recliner and watch the birds a few feet from my chair. The cats enjoy them too. They do attract other critters besides birds though. Once in a while a bear or two wanders through the yard and checks them out. What a treat to be sitting two feet away from the window and watching a bear get to the seeds.

Probably like you, I get my fair share of squirrels too, both red and grey. I had wide window sills and the squirrels were able to jump up on them and then empty the feeders in jig time**. They are fun to watch too but what a nuisance they are. Then there are the chipmunks. So cute, but real pests. It seems like everyone was inundated with chipmunks a year or two ago. They were hundreds of them in the yard. They were living on the porch, getting into the cellar, the cat was bringing them live into the house. They were eating my flowers, or I should say, biting the flowers off at the stem and leaving the flowers on the ground or in the pot.



Picture above, from Judy's window
Below
A picture from the internet



Last summer I finally gave up and let them go at it. Then, for some reason, the population diminished greatly and I haven't seen one in quite a while.

Poor Squirrels!

Back to my bird feeders that were turning into squirrel feeders. Last fall, I had the siding on the kitchen replaced and also had the men replace the window sills. After fifty years of bear, squirrels and chipmunks clawing their way to the feeders, the sills were in pretty bad shape. I didn't think of it at the time, this was before the birds were visiting the feeders in earnest. The new sills are so narrow they can't get to the feeders. Now the cute little things have to settle for the seeds that get spilled onto the ground and for the crumbs under the suet feeder. Poor squirrels! I'm buying about half the amount of sunflower seeds than in years past.

A few weeks ago, I purchased a third feeder. As I am typing this, the chickadees, nuthatches, titmice and redpolls are having breakfast and the woodpeckers are busy eating suet. No sign of squirrels. I actually had a pileated woodpecker at the suet feeder a number of times. Soon I'll be looking for the rose breasted grosbeaks.

**Editor's note....."Jig Time" definition:

Extremely quickly; in a very short time. Derived from the Celtic music/dance known as a jig, which is typically triple-time.



Dave's Garage by Dave Sander



ONE HAND ON THE LEVER

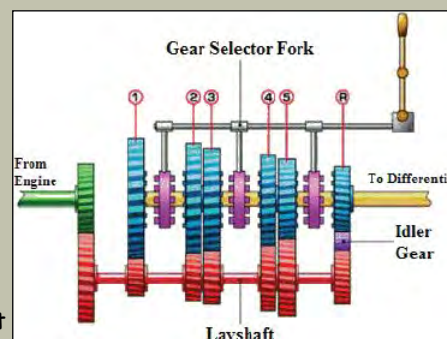
This month's question comes from Wendell Noble. Anyone who knows Wendell and Mary know they have a preference for manual transmissions. Wendell asked me if I knew why his owner's manual advises not to keep a hand on the gear shift lever while driving.

The answer is, yes, I know. The gear shift lever is connected to the shifting forks inside the transmission via a mechanical linkage. The shifting fork slides an engagement dog to lock the gears together when you shift. The engagement dog spins with the gears, the shifting fork remains stationary. When the operator rests his hand on the gear shift lever, some force is transmitted through the linkage to the shifting fork. This force creates friction between the shift fork and the engagement dog, causing wear.



Shift fork

Often, when a vehicle gets some age and use, the transmission linkage can develop a rattle. This can sometimes be silenced by holding the gearshift. This often is the genesis of a long lasting bad habit of resting a hand on the gearshift lever. To fix a rattle, the linkage can usually be repaired, either by tightening loose hardware, or replacing worn bushings.



"J" is for Julian!

From Chris Chartier

Georgano's *The Complete Encyclopedia of Motorcars 1885 to Present* has just three sentences summarizing this fascinating automobile manufactured in Syracuse, NY by the son of a wealthy



typewriter manufacturer and industrialist in Upstate New York, who invested early in the air-cooled technology of the H.H. Franklin Mfg. Co. in the same city.

Julian S. Brown, son of wealthy entrepreneur, Alexander T. Brown, was born in March of 1887. With the backing of a good education, coupled with his engineering talents, Julian S. Brown designed and marketed the "Jule Opposed Motor" in 1912. Hoping to sell his motor to a manufacturer of quality automobiles, he promoted his 6-cylinder motor which offered 100 hp while at 2200 rpm, and his ad copy touted it as "America's Most Expensive Engine." Though a very clean design, he couldn't find a market for the motor.

Much later, in 1922, Julian began his effort to manufacture a complete automobile. He set up his facilities in Syracuse, NY and gathered the resources needed to take on the task. Over the next three years, he and his team crafted a very unique and innovative product that he hoped would generate substantial interest and sales. The resulting 1925 Julian was a rear engined air cooled Sport Coupe whose 6-cylinder motor was not in the normal vertical position, but of a flat, radial design! And the 6-cylinder design was composed of two "pancakes" of three cylinders, one on top of the other!

The body work, though claimed to be designed by Brown, was fabricated by Fleetwood. The radical windshield treatment reminds me much more of the unique Holbrook design seen on Packards of the day, but I've found no documentation to confirm that conjecture. The \$60,000 spent on the prototype's build (over \$800,000 in 2020!) was a big impediment to the effort, and no immediate demand was found. The company declared bankruptcy sometime later.

Inheriting substantial assets upon the death of his father in 1929, and the passing of his mother in 1931, he was unable to successfully bring an automobile to market. Sadly, the infusion of wealth only served to complicate his life with many lawsuits and wives which "muddled the waters" for many decades. He did make a moderately successful electric motor for watercraft in his later years. He died in Daytona Beach, Florida in 1964. The only Julian is now in the National Automobile Museum in Reno, Nevada.

Editor's notes... A number of years ago, Chris had a *Wheel Tracks* column that followed the alphabet with a wonderful auto story each month. He has since taken the column with additional information and published a book called *"Six and a Score; Obscure American Autos A-Z"* by Ian MacLeod. It can be found online at www.blurb.com



Lloyd discovers 2021 Neologisms....

Balderdash (n), A rapidly receding hairline.



An elderly lady died last month. Having never married, she requested no male pallbearers.

In her written instructions, she wrote, "They wouldn't take me out while I was alive, I don't want them to take me out when I'm dead."

A man said that husbands are like wine.
A woman said
"had I known that I would have kept mine
in the cellar."

A five year old boy got into trouble at pre-school recently. He had been circumcised the day before and he had called his mom because he was very sore.
His mom told him if he 'could stick it out till noon', that she would pick him up and drive him home.
So, he did.

A woman, cranky because her husband was late coming home again, decided to leave a note, saying, "I've had enough and have left you...don't bother coming after me".
Then she hid under the bed to see his reaction.

After a short while, the husband comes home and she could hear him in the kitchen before he comes into the bedroom. She could see him walk towards the dresser and pick up the note.

After a few minutes, he wrote something on it before picking up the phone and calling someone.

"She's finally gone...yeah I know, it is about time, I'm coming to see you, put on that sexy French nightie. I love you...can't wait to see you...we'll do all the naughty things you like."
He hung up, grabbed his keys, and left.

She heard the car drive off as she came out from under the bed, seething with rage and with tears in her eyes. She grabbed the note to see what he wrote.

"I can see your feet.

We're outta bread; be back in five minutes."

VAE Tech-Tent 101.1

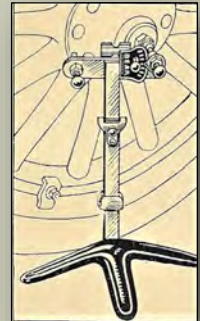
From Gary Fiske



The "Death Wobble" can be caused by mis-adjusted Caster.

"Which one worked", he asked.
"They all did", he replied.

Yup, we are back with the "caster" subject again. My friend, **Fred Gonet**, called and said he read the "string thing", three times and it still did not make sense. The "string thing" Fred is referring to, was published in the January Wheel Tracks. He spoke about the device he uses, called a **Bear Axle Gauge**. I have it pictured to the right. I found one for sale on Ebay, but it was scooped up before I could make a bid. It basically measures caster by moving the wheel 20 degrees (from center) to the right and then the same from center to the left. The gauge then gives you the caster amount. When you get one wheel done, you then go do the other (we are talking front wheels here...) I did find a Bear owners manual for Fred's Bear gauge, it has all kinds of neat information.



I made a visit to another top-mechanic friend, **John Reighley**, and quizzed him a bit. He did remember the "string thing" being used in the old days. He let me borrow his **Snap-On caster gauge**, it is pictured left. It basically works the same way the Bear gauge works. Both gauges are great pieces of ingenuity, compared to my ball of string with a line level hanging on it.

A couple of folks called to tell me they could not use the "string thing", because the fenders stick out too far. Answer: use longer bolts.

I finally got a chance to use the "string thing" to measure the caster on my Franklin. I came up with seven and a half degrees positive caster. Way too much when it is suppose to be one and a half degrees positive. I used John's Snap-on gauge and came up with the same, exact, number...WOW! If Fred was close by, it would be great to try the Bear unit. I can't wait for the snow to go, and see if my death wobble is gone.

In doing all this, I found two spindle thrust bearings with SQUARE rollers...yes they are suppose to be round. I made two phone calls to locate replacements and visited a bearing company, in person. Very nice folks helped me, but with all three, it was not five minutes before they informed me they could offer no help. I ended up at Eastern Industries in Burlington next. This time it was not 5-minutes. Two gentlemen spent a half hour, while I waited. They took turns going through catalogs and making phone calls. In the end, they found over 2000 sitting on a shelf in Ohio. Two are now on their way to Vermont.

From front page.....

Fred Webster was just a few days from a drive-by birthday party, he would have been 100 years old when he died on January 17th 2021. Most of his years he resided in the Coventry, VT farmhouse where he was born.

Fred leaves his wife Vivian and five sons and daughters, three of his children predeceased him. For many years, Fred taught vocational agriculture in high schools, mostly in Northern Vermont.

Fred's life was a mixture of hardship and humor, the humor always kept his glass half full. He loved throwing humor at his guests. While heading out the door one day with a guest, he grabbed his wife's shoes that were sitting by the door. Walking off the porch, the guest asked him why he had his wife's shoes in his hands. Fred explained by saying, "Well, did you see that little pile of money on the kitchen table? I know it will be there when I get back because she can't go anywhere without shoes". Next was Fred's great joy, watching his guest's face processing his comment.



Fred's college long distance running record held for many years after he graduated from UVM in the 1940's. Dancing and especially clogging was also a passion of his. In fact, he met his wife Vivian at a dance in Quebec, a match made in heaven, he would say.

His life made a small turn when he retired from teaching at 65 years old. He decided to start collecting antique farm equipment after seeing many pieces rotting in farm pastures. He was concerned the history would be lost if someone didn't do something, he decided it would be him. From Canada to Nebraska, he started bringing old farm machinery onto his Coventry hill farm, until the buildings were full. Then he and his son, Dan, started tearing down old structures wherever they could find them and hauling the material home. Soon, there was 80,000 square feet of storage, and the hunt for antique farm machinery continued. There are hay presses, tedders, mowers, plows, harrows and corn pickers, all horse drawn. Snow rollers, wagons, rakes, seeders, manure spreaders, cultivators, reapers and the list goes on and on. He has the buggy he used, to go to grade school and even the sleigh his father, Percy, used to court his Mom, Hazel. When he more or less filled every nook and cranny of his barns he started building full sized stagecoaches, 7 or 8 of them while in his nineties.

We will all miss Fred. We will all remember him and know by his example, that life does not end when we retire. In many ways, it is a bright, clean slate when we retire. Fred has proven this to us, beyond a doubt.

This feature article was recently published for the U.S. American Legion.....

Mr. Fred Webster, US Navy 1944-1945

Have you ever heard about an organization by the name of SACO, relative to WWII?

This 99-year-old gentleman pictured left was one of 2500 SACO Navy and Marine personnel during the war. He is Mr. Fred Webster and lives in the Northeast Kingdom. During a recent conversation he mentioned that he had been in the Navy during WWII. He said he had never been on a Navy ship except to get to China, and back, in 1944 and 1945. Asked what he did in China, he had very little for a reply, except to say, "just study these four letters, S-A-C-O". This from a man who loves to talk.

So, the "study" began..... SACO stands for Sino-American Special Technical Cooperative Organization created in 1942 and a treaty signed by China and the U.S. was signed the same year. The beginning purpose for the treaty was to have accurate weather forecasts for U.S. operations in the Pacific. If we knew the weather in China, we would have an idea what weather would be happening in the Pacific, for our operations against Japan.

A bit of history..... In 1942, China had been in a civil war for over 30 years. Chiang Kai-shek's Nationalist Army against Mao Tse-tung's Communist army. The Japanese had very little opposition from this un-industrialized country that had very little remaining energy or resources to put up much of a fight. The Japanese Army basically had no problem occupying the eastern one-third of China, and some say, would have taken over the complete country, if they had not brought the United States into the war by bombing Pearl Harbor in 1941.

The SACO treaty was signed with the nationalists government and at its height, these "weather stations (camps) covered over 1700 miles of the China coast, all behind the Japanese's lines. These 2500 Americans were totally immersed with the Chinese Nationalist Army and had a highly respected reputation. They were sometimes called the "**Rice Paddy Navy**" and if more honor was needed, they were also called the "**What-the-Hell Gang**".

It was not long, after the weather stations were in place and successfully operating, that other tasks were added to the "Rice Paddy Navy". Scouting Japanese activity, demolition squads, advising and training Chinese soldiers, rescuing downed American flyers and intercepting enemy radio traffic soon became part of their operations. A few Americans scattered among the Chinese Army along the China coast from North Korea to Vietnam. Mr. Fred Webster was one of these Americans.



Edi Fiske

The Roadside Diner



All-Time Favorite Cookies

- | | |
|--|--|
| *2 cups quick or old-fashioned rolled oats | *2 eggs, room temperature |
| *2 cups all-purpose flour | *1 1/2 cups of one of the following..... |
| *1 tsp baking soda | **chopped candied fruit (fruit cake mix) |
| *1 tsp salt | **dried mixed fruit cake bits |
| *1 tsp cinnamon | **dried apricots, chopped and mixed with a sprinkle of flour |
| *1 cup butter or margarine, room temperature | *1/2 cup nuts |
| *1 cup firmly packed brown sugar | *1 cup chopped raisins |
| *1 tsp vanilla | |

Pre-heat oven to 350 degrees and lightly grease 2 cookie sheets. Stir together oats, flour, soda, salt and cinnamon. Set aside.

Cream butter, sugar and vanilla together, and beat until light.

Add eggs, one at a time, beating after each. Gradually add oat mixture, combining well.

Add fruits and nuts by hand. Drop by teaspoonfuls

on to prepared cookie sheets and bake 9 to 10 minutes.

Do not overbake, they will firm up as they cool. Makes about 5 1/2 dozen.



"Remember When".... with Chris Barbieri



The year was 1959 and motor scooters were gaining in popularity.

For many folks they filled the transportation gap between a bicycle, a motorcycle or even the family car. They were smaller and lighter than most motorcycles yet were motorized, and needed to be DOT licensed in most states.

Many scooter choices were available in the 50's and early 60's. In the US one of the most popular brands was Cushman, made in Lincoln, Nebraska. Italian made Vespa and Lambretta were also popular choices. Germany, Japan and other countries were making scooters as well.

In 1901 Everett and Clinton Cushman founded the Cushman Motor Works, building 2 cycle gasoline motors, and later 4-cycle units for fishing and pleasure boats. The company grew and in 1936 began producing Cushman Motor Scooters. Their scooters and motors were used by all branches of the armed forces in World War II. The company was purchased by Outboard Machine Corp. in 1957, and later closed for good by then owner Textron in 2002.

This 1959 Cushman ad pictured right is from the Motor Trend Magazine. While eye catching and informational it does go a little beyond reality. Zooming along with a



Fedora still in place and a no fluttering tie? That aside Cushman scooters were well built, economical and a fun ride.

There were 2 scooters in my life. The first was a well used Lambretta I purchased while in high school for \$25. The only way it would start was to run it down the road and pop the clutch. Otherwise it ran great. In college I stepped up to a used West German built Zundapp Bella. It was a smooth and classy ride on large 12" wheels. It also got great mileage and made many trips between Long Island and Vermont. Remember When ?



VAE Gossip from GCF



Wendell Noble just stepped back in time, a bit (pictured left). The only problem, you can not do your duty in the structure, because the air compressor is in the way. We had a 2-holer with a Ward's catalog, while growing up. A little ruff in the winter, it was just the way it was.

Ron Tofani sent these 1930s pictures to the right. It is Belanger's Gas Station near Norwich University in Northfield, VT. Mr Belanger was Ron's wife's uncle.

Speaking (writing) about family connections, your editor has found he is distantly related to the **Mahnker family** in Wells River, VT and to the **Thompson family** in Colchester, VT, all VAEers. He has been busy researching inheritance laws, estate values and birth

certificates since he heard the news. The connection is through the Poronto family name sometimes spelled Parenteau.

A casual question to **John Mahanker** was asked about a 1950s article written about a Poronto trip to California and back on a motorcycle. John was asked how he knew the machine was a BMW, and he answered that HE had probably written the article. It's a very small world out there.

We don't want to cause any more shock, so we will not mention names here.

Wheel Tracks recently had a phone call telling us a good VAE friend had died. We called immediately and the good friend answered! Misinformation is not good for the heart. His big question to us..... "What would have happened if his wife had answered the phone?"



What do you think about this 1934

Pontiac Coupe to the left? Our pages are black and white, which does not allow you to see the 2-tone lime green paint. I know one VAEer who could tell Wheel Tracks exactly where the car has been garaged. Lloyd Davis would say California, because of the wide-white on the tires, and he is almost right. My friend Ron Dow from Eastern Australia just picked it up from the local docks, and yes, he bought it from a gent in California. It is mid-summer at Ron's now, even though there is never any snow on the ground, he loves to tell me how sorry he is, when I send him a "snowy" Vermont picture. Aussies think they are sooo-cool.

There was an article in Wheel Tracks a number of years ago, telling the story of Henry Ford buying hundreds of acres in the Amazon rain-forest, to plant rubber trees in 1928. His utopian community was called Fordlandia and lasted 17 years before he gave up and went home to the US.

Something Henry Ford did leave behind in Brazil was his contribution to the car culture of the country. Ford has been manufacturing vehicles in Brazil since 1919. At one time there were three plants building cars and trucks. In 2020 alone, 140,000 Fords were sold in Brazil. On January 12th, 2021, Ford laid off the last 4800 workers and closed its last plant in Sao Bernardo do Campo.

A recent news item had a very interesting story out of the Netherlands. For years they have promoted a "doughnut system" for building better communities and have been an example to many countries that want to do the same. If you do a little research on the subject, you will find it very interesting.

The article includes the many difficulties that Covid 19 has caused in the Netherlands and in that part of the story a **Milton Friedman** quote was mentioned that we in the VAE can "Take to the Bank". No, that is not the quote, this is.....

"When Crisis occurs, the actions that are taken depend on the ideas that are lying around."

Our VAE has had to deal with the Covid crisis just as each of us have. Certainly, it is almost a year now, that our club has been in crisis, waiting for that big day when everything is back to normal.

The big question is how do we deal with it all today? In our 68 years, since 1953, we have many great ideas lying around. Maybe we should take a little inventory, some of those ideas might fit perfectly in 2021.



Wheel Tracks Academy



The Hotter The Better

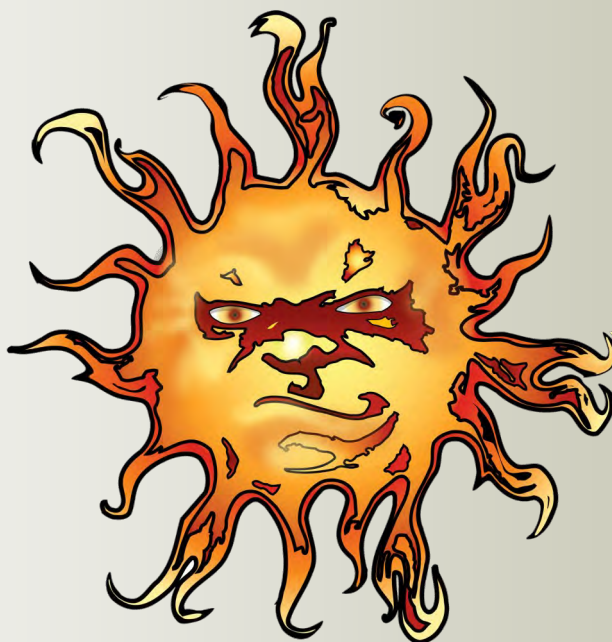
from Wendell Noble

A short while ago,
a friend asked me why her car's fuel
economy was worse in winter
than in summer.

My answer was more casual than analytic. I suggested that there were certainly a number of reasons. Fuel is formulated differently for cold weather, winter tires have higher rolling resistance than summer tires and our driving habits are different in cold slippery conditions.

While those are real contributors to greater fuel consumption, I failed to include the 400 lb. gorilla in the room. In the interest of scientific accuracy, I looked it up. 400 lbs. is about the right range for a fully grown silverback gorilla.

In the present case, the gorilla is thermodynamics. The quick version is that an internal combustion engine operates more efficiently at higher temperatures. It converts the heat of burning fuel into work. Any heat that escapes to the environment isn't producing work. A gaseous fuel-air mixture at the outside temperature is drawn into the combustion chamber and then ignited. This gas, which suddenly becomes hot, expands and does work by pushing the piston downward. The metal cylinder walls are good heat conductors and will absorb some of this heat and conduct it away, cooling the hot gas somewhat. **The hotter the cylinder walls are, the less heat they will remove from the gas and the more work can be done by the engine.** As a pertinent aside, there actually is a type of engine that takes heat from the sidewalls to heat the gas and convert it into work. This is called a Sterling engine. I'm not aware of it being practically applied but it works and demonstrates the principle.



Most of our cars have liquid cooled engines which circulate a coolant, usually water, between the cylinder walls and a radiator to cool the engine. This is not done to improve efficiency but to keep the engine from getting so hot that it destroys itself. In order to be effective at cooling, the coolant had to stay below its boiling point. Our old cars had radiators that used water as a coolant, and were vented to the atmosphere, so the temperature had to be kept well below 212° F. More modern vehicles have pressurized cooling systems that allow a higher temperature without boiling. The boiling point of water increases about 3° F for every 1 PSI of pressure increase. A common radiator pressure cap today allows the pressure to

increase by about 15 PSI, so the temperature can safely increase by 45° F, getting to 257° F.

This is good, provided the heat loss to the outside environment is low enough to allow the engine to get nearly that warm. Modern engines also have thermostats to restrict coolant flow to the radiator until a desired temperature around 200° F is reached. Some more expensive early cars had thermostatically controlled louvers to restrict air flow through the radiator in cold weather as a means of keeping the engine temperature elevated for efficient operation. Today you will see commercial vehicles operating in winter with removable fabric radiator covers. This is done for the same reason. **If you want to brag about your car's fuel efficiency, wait until summer.**



"My First Car Stories"

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



My First Car from Bill Fagan

It was late in the Summer of 1968, and my friend Wimple, and I were out running the roads in his VW Bug.

I located a box and rear fenders in Williston that had been made into a trailer. A few minor parts from Fred Page of Page's Model A in Haverhill, NH., and I was on my way. I drove the truck going to UVM and afterwards when I was first married.

We were bombing through Wolcott, when across the road from Buck's Furniture, my eye caught an old truck languishing in the field. We pulled a "U"ie and I jumped out to discover that it was indeed a 1930 Model A Pickup. It had no box or rear fenders, but otherwise appeared intact. Opening the hood, I pushed down on the fan belt, turned the fan, and she turned over.



Well, how bad could it be? Next to the field was an old run down house that was serving as an antique (junk) shop. I could see a single light dangling from the ceiling, so I knocked on the door. An old man answered and told us to come in. Well, the place was a hoarder's paradise! There were so many "antiques" packed to the ceiling that we could hardly get through the door. We made a feeble attempt to look around before I asked him about the truck, which of course he said was "running when he parked it".

He wanted \$300, I offered him \$250 and we shook on it. He said his name was "T-Bone". I thought, gee that's an odd name. Well, come to find out, the story was every time he had a couple of bucks in his pocket, he would go to the diner in Hardwick and order a nice T-Bone for himself and thereby, acquired the name.

In the Winter, my wife would drive her VW Bug to work, one hand on the wheel and one on the ice scraper inside. In the morning, I would dump hot water in the truck radiator, to help that 6V battery turn her over easier and drain it when I got to work. I was working outside for Pizzagalli Construction at the time.

At the end of the day I would heat up a bucket of water with a rosebud torch and dump it in the truck radiator for the ride home. Drain, and repeat again next morning. After that winter of nearly freezing to death, I sold it to some guy from Quebec for \$1800 and bought a used Chevy pickup with a heater! Oh to be young and foolish again!

Does Your Car have a Name?

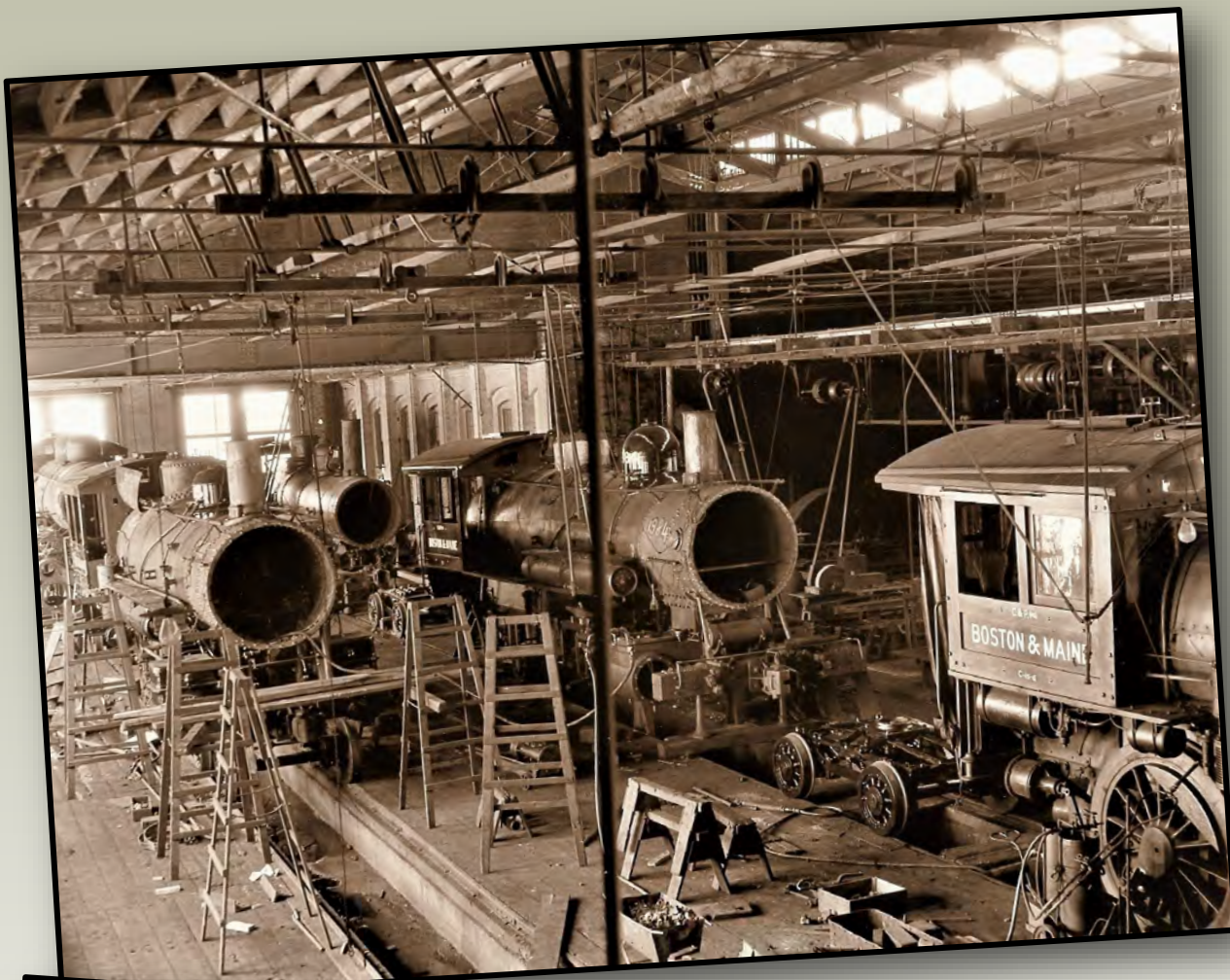
From Kim Parker of North Stonington, Connecticut:

When I graduated from high school in 1969 my parents gave me a 1963 Plymouth Valiant. They had it painted and reupholstered in my favorite blue and replaced the accelerator and dimmer switch with footprints (very In among the surfer dudes!). What a car! His name? **Prince!**

In the Navy, my first tour of duty was Bermuda. Cars were at a premium, so my transportation for 18 months was a 50cc Peugeot moped. Not much to look at and she took that weird gas/oil mix, but she got me through rain, hurricane and gloom of night. Her name? **Winnie!**

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





From the
Ken Barber Collection.

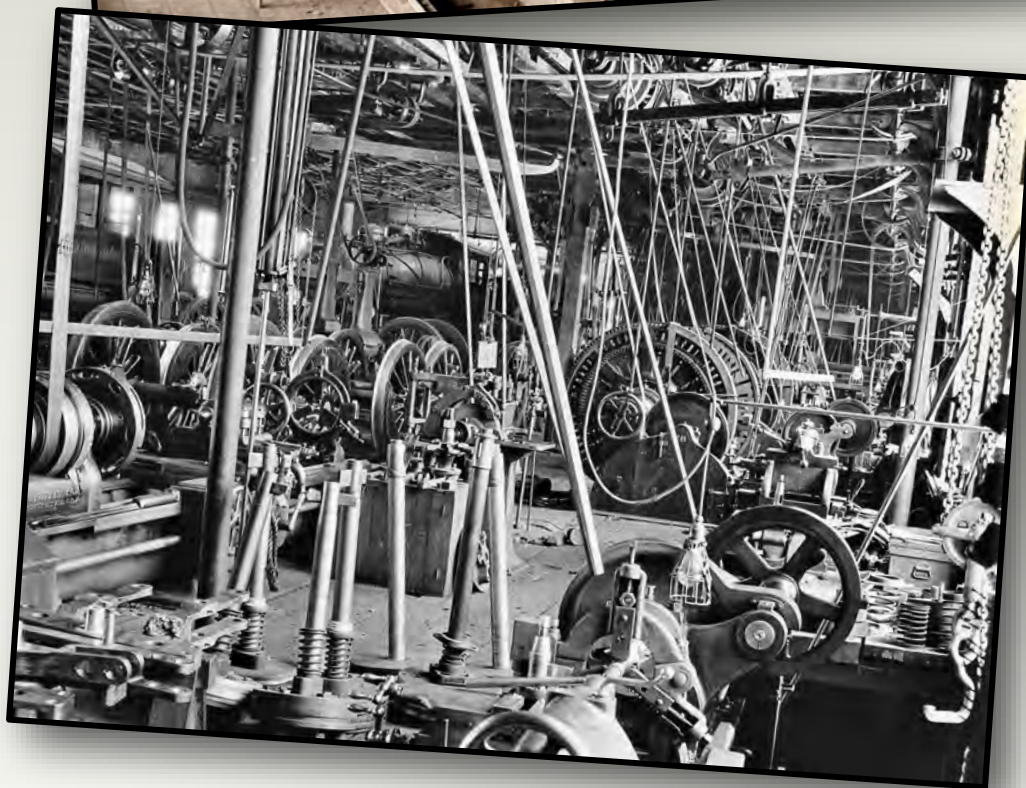
Lyndonville, Vermont, where the entire "Ville" was reborn in the 1860s as a planned railroad company village, with housing for workers, and workshops for train repair and maintenance.

These photos are from the railroad shop in the "North End" of the village in 1916.

There was 1077 miles of rail track in Vermont, in 1922.

Over 115 Railroad companies used Vermont rails from 1860 to 1920.

Many were owned by Vermonters and traveled through Lyndonville, using their facilities.





Letters TO THE Editor

Dear Wheel Tracks,

January 16, **Wendell Noble, Duane Leach, Brian & Jason Warren**, along with David, & minimal assistance from me, moved the vehicles back into the garage. We got the go ahead from the insurance company & the State Fire Marshall earlier that week. The fire happened on March 21. It was a long 10 months that everything sat outside in the meadow. We managed to get them back under cover just as the first serious snow of the season began falling. Bill, David, & I are extremely grateful to Duane, Wendell, Brian, & Jason for their help!

Regards, Jan Sander



Hi Wheel Tracks,

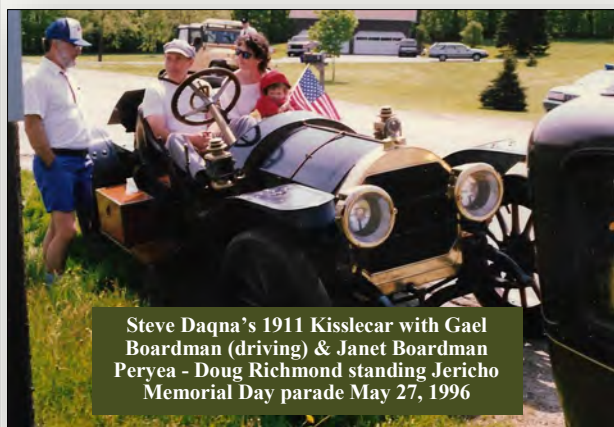
Here are photos of some very big cars, the title is "How Long is your Garage?" I think some of these cars are missing the "dingle balls" hanging from the headliners and perhaps some light silver ghost flames for the complete package! The ole days of big blocks and four barrels---and 18-25 cent gas....

Guy Stone

Editor's notes.... Guy sent 15 pictures of these beauties dressed with con-i-kits and all that went with them. If you want to see the other 14, ask the editor and he will send you an email.

Dear Wheel Tracks,

I saw where you called out my name in Wheel Tracks, so I thought I had better answer. What your * (asterisk in the 1915 VT registration book) means, is that that person is a member of the Automobile Club of Vermont. So naturally, your next question is, why does the State of Vermont care who might be a member of the ACV? In fact, they don't care. But if you notice, down on the bottom of the cover, it says your listing was printed by Capital City Press in Montpelier. And lo and behold, Capital City Press also printed a similar listing for the ACV, who did care who were members. And Capital City Press, being thrifty, used the same type to print both books, so the '*' shows up in the state book. The introduction to the two books is different, but the main body is identical, printed off the same type. The ACV book does not have the listing that the state does by town, just the straight number listing. I only have the 1915 ACV listing, not the state version, but have both for 1916, and it is the same. The state list has the *, and both were printed by Capital City Press. And the 1916 state version, also, does not have the listing by town. The next one I have is a 1919 state listing, with no *. I don't know what years had ACV lists - the 1915 and 1916 are the only ones I have seen.



Steve Daqna's 1911 Kisslecar with Gael Boardman (driving) & Janet Boardman Peryea - Doug Richmond standing Jericho Memorial Day parade May 27, 1996

On another topic, just recently, I was going through some pictures and found a couple from Jericho's Memorial Day parade in 1996. I knew it was Gael sitting in the car, but knew nothing more, so I sent a note to Judy, who told me that the car had belonged to Steve Dana. I was amazed just a few days later to see it show up in Wheel Tracks. So this is a bit more about its past, but I know nothing about where it might be now.

And while I am at it, I have also attached a photo (right) of my 1935 Buick that you mentioned in Wheel Tracks a month or two ago. You put in a

representative photo, but here is the real thing. A friend borrowed it to use in the wedding of a friend of his, and as the paint job was not all that great on the car, I let him decorate it with orange water paint. It mostly washed off after, but you could always find traces of the orange in crevices.

I have actually not finished reading Wheel Tracks yet, but these are all of the comments for now.

Gary Irish





VAE Trivia from Don Tenerowicz

*This appeared in the January 19, 1911 edition
of Leslie's Illustrated Weekly.....*



Many of 300,000 subscribers to Leslie's Weekly own automobiles and use them for pleasure or as an adjunct to their business. We will be glad to assist those of our readers, who own automobiles and those who contemplate purchasing one, and therefore we have established an automobile bureau and will be pleased to have you ask such questions, pertaining to automobile matter, as will be of help to you in running or selecting your car. Leslie's Weekly Automobile Bureau is fully equipped to answer questions and will do so free of charge. All we ask is that you give us evidence, that you possess a car, or intend to purchase one in the near future.

In the next issue we will start a "Motorists Column" in which we ask you to make use of this column in putting inquiries to your fellow-readers, as well as the bureau. Please use the attached coupon.

Frank Leslie's Illustrated Newspaper, later renamed Leslie's Weekly, was an American illustrated literary and news magazine founded in 1855 and published until 1922. It was one of several magazines started by publisher and illustrator Frank Leslie.

Throughout its existence, the weekly provided illustrations and reports—first with wood engravings and daguerreotypes, later with more advanced forms of photography—of wars from John Brown's raid at Harpers Ferry and the Civil War until the Spanish-American War and the First World War.



The May 1940 Readers Digest had a condensed article from The Kiwanis Magazine: "Youth Meets Motorcar In School"

Back in 1936, the AAA endorsed a national campaign for schools to teach drivers. By 1938, 200 high schools had adopted actual driving instruction on the road as part of the curriculum. By 1940, increasing to 600 high schools. Lane Tech in Chicago had up to 30 dummy cars in the classroom with clutch, gas, speeds forward and reverse that flashed lights for each student. Ahead of it's time, a motion picture taken through the windshield of a car driven in Chicago as the class maneuvers the controls to simulate actual driving.

In later years, taking Driver Education in High School was a right of passage, the freedom that came with having your driver's license. Next step was having your own vehicle. Now, 80 years later the High School Driving Courses seem to all have been eliminated with the modern curriculums.

Next up.....

Coming VAE Events for 2021

Notice from the
1st & 2nd Vice

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



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



Have you checked out the list of member vehicles on our website?
An amazing list of 2000 vehicles, that can be sorted any way you like.



Wheel Tracks Classifieds



Free to all Enthusiasts

For Sale..... Dual ignition distributor system.

Leece-Neville unit in very good original condition. Could be used to replace a 2-spark magneto. Similar in design to the dual Delco system. Asking \$250. Fred Gonet 802-226-7844



March Bumper Sticker...

My
Opinions
Are Awesome

For Sale.... 1930s coke cooler. 30 long 34 high, 26 wide. No compressor but comes with 2 cases of coke bottles. \$225.00.



I also have a Double oil tank with pumps. No wheels-no logo. Pumps have glass tubes. \$175. Call Ellie at 802-425-3529

For Sale.... Set of Mustang Cobra SVT prestige sales catalogs

1993-2003 Cobra except no 2002; 10 in total. Excellent condition and very deluxe. All 10 for \$90 plus shipping.

Also have F150 SVT Lightning, SVT Contour, SVT Focus.

Also... Set of Rolls Royce sales catalogs

2004-2014 various Phantom, Ghost, Coupe, Wraith, Concepts. Most are hardcover books, some with 100+ pages.

10 hard-cover books for \$250 (sell at \$35 to \$100 each on eBay).

Call or e-mail for details. John at jemerson@middlebury.edu or 802-388-7826



For Sale.... Early Spring cleaning, I need the room.

***One really heavy safe.** Works fine, have a former safe repair friend to set new combination for you. 2-foot wide & deep, 33 inches high.

***Many parts for 1985 El Camino.** Will fit other Chevy models from that period. Doors, a fender, glass, interior and exterior trim pieces. Call Gary Fiske 802-933-7780



FREE for NOTHING ...

While cleaning out my bookcase I found several books to share. These are 'FREE for NOTHING' which includes shipping by USPS media mail. No Deposit -No Return. Select a title or two and I'll send them to you. You can find descriptions for most of the titles online or contact me. Jim Sears packardsu8@netscape.net (802) 598-1663

Driving to Detroit, Lesley Hasleton, 1998

Great Cars, Bill Boddy, 1984

Power Behind the Wheel, Walter J. Boyne, 1988

Wheels In Motion, Gerald Perschbacher, 1996

Mercedes, George Bishop 1982

The Perfect Vehicle, Melissa Holbrook Pierson, 1997

Small Wonder, Walter Henry Nelson 1970

For Sale.... I have a collection of WWII books, maps and literature from my brother's estate that I never inventoried or arrived at a dollar value. As a first step, if anyone is a WWII memorabilia collector, I could either inventory (might take awhile) or organize for viewing in Ellington CT 06029. Contact Don @ 860-872-9013, dtenerow@earthlink.net

There is also a collection of 1940 Chevrolet literature from my brother's estate. Call if interested



For Sale.... I have model A Ford parts to sell:

*10 Wheels ('28 - '29) plus old but low mileage tires

*2 Radiators ('28 - '29)

*1 Radiator ('30 - '31)

*Bumpers

*Front and rear fiberglass fenders

*Various engine parts eg. waterpump, fan blades, manifolds etc.

Wendell Noble (802) 893-2232;

wnoble@myfairpoint.net



For Sale.... Complete dealer installed Frigiking AC system plus manual just removed from a '66 Volvo Amazon \$100.

Also...A pair of tubular running boards off a 2005 Toyota

Tundra extra cab , good condition \$65

Warren Fageley 802-897-5054 or yelegaf2@shoreham.net

For Sale... *Rockne speedometer part number 598C good shape no crack in glass-\$35.00

*Rockne six, model 75, 114 inch wheel base chassis

parts and body parts, 1932, good shape \$25.00

*Rockne model 65, specifications and adjustment manual, excellent shape-\$30.00

*Rockne oil pressure gauge-no crack in glass and flare fittings good- p/n 69823Z9-\$35.00

Call Paul Baresel @ 207-727-5855

ROCKNE

Announcement....

Sometime in the next Wheel Tracks issue, or two, there will be a neat story about the resurrection of a **1906 Orient Buckboard engine**, pictured right.

There might even be a video, on our website, of it running for the 1st time in many years.



VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

marleyparis@aol.com



A Ford T-10 Tin Lizzy

Found for sale in our last Waterbury Car Corral.

Price offered on the windshield, \$3500



March 2021

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

**Our
President's
Winter Ride!**

**A 1990
Alpine-II
Model 533
Ski-doo.**

**It has 2 rubber
tracks, with one
ski in front with
2-speeds
forward and
reverse.**

