

May 2020 Year 67 #5

Wheel Tracks

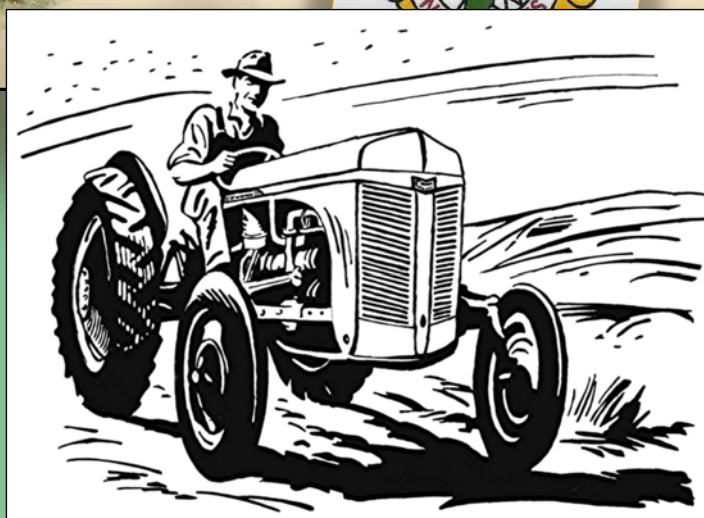


Ford N-Tractors 1939-1952

First there was the 9N, then the 2N
and finally the 8N.

Our history and the history of at
least one of the 350,000 N-tractors
made, have most likely crossed
paths at some time

More on page 7



The Official Monthly Publication of the Vermont Automobile Enthusiasts



**FROM OUR PRESIDENT,
DUANE LEACH**

Hi Everyone,
I'm one of the lucky essential workers who is still able to work 40 hours a week and then hibernate at home.
While we are all at home lets get our old rides ready to go when this COVID-19 is over.

I made my trip to South Carolina, the car show was canceled 4 days before it was scheduled to start.

I did get to spend time with my brother and go to the Wheels of yesteryear, one man's collection of cars and auto-related stuff, had a great trip.

A little follow-up on VAE cars at the Waterbury Show. **If we could get half the members to bring one car to the show it would increase the number of cars by 67 using 2018 numbers, that would be great since this is the only fundraiser the club has.**

With the COVID-19 going on we have had to cancel the last two monthly meets and a board meeting, plus the car show planning meetings, Education/Outreach meetings. We have been doing as much as we can with emails and phone calls. The planning for the Antique & Classic Car Meet in Waterbury is going forward and is on schedule. We are all trying to be safe so we can all be together later this year. Now we all know how our old cars feel when we leave them alone all Winter. Be safe, see you soon.

I'm Staying Home

From Ken Gipson....

A lot of people's routines have been disrupted or changed lately. Being retired (mostly, as I still deliver auto parts Mondays and Tuesdays.) my routine has changed somewhat. Normally one night a week the bluegrass gospel band I play in, gets together to practice. More if we have a gig coming up. (All have been cancelled.) So what fills my time?

I am an avid plastic model car builder and collector. I have over 3,000 on display. (Come to Hemming's cruise this July 10th and you may get to see them.) Up until COVID19, maybe one or two nights at most, were spent at the model work bench. Now it's four to five nights a week.

But, what about the one to one scale toys? With not seeing my boys or grandchildren I am going great guns on painting my '51 Mercury. I built this car over 30 years ago including chopping the top, slanting the door posts, installing a '55 DeSoto grill, rebuilding the flathead, and adapting a 5 speed overdrive tranny. By the time you read this (it's the last few days of March) I will have installed two BRAND NEW Stromberg 97's and it will be completely in primer. The Merc will be painted by late April and I can start to install the new interior stitched up by the former LeBaron Bonney foreperson. (That's a whole other story.)

So, with the extra time most of us have, get that VAE car ready this spring and bring it to Waterbury.



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 1956 Walter Jones
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 1958 Lloyd Davis
 1959 James Mc Gafflin
 Dale Lake
 1960 Bob Jones
 1961 Charles Arnholm
 1962 Robert Slade
 1963 Don Brown
 1964 Richard Evans
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 1966 Wesley Pope
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 1968 Leo Laferriere
 1969 Adrian West
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 1982 John F. Gray
 1983 Mike Hayden
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 1985 Dave Gonyon
 1986 Peter Crosby
 1987 Bonnie Groves
 1988 Tom MacLay
 1989 Tom McHugh
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 1994 Bill Fagan
 1995 Frank Mazur
 1996 Don Rayta
 1997 Bill Sander
 1998 Bill Erskine
 1999 Joe Paradis
 2000 Mary Mazur
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 2018 Dave Stone
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 2020 Duane Leach

FROM YOUR EDITOR... GARY FISKE



Wow, how the world can change in one little month! And the feeling of being dis-connected is one of many surprises that comes with staying home. I really like staying home and working in my shop, but the phone does not come close, to taking the place of stopping by for a visit.

One member told me about a conversation with **Don Lang**, the gent who owns "Lang's Model T Auto Parts" business. Don said they have not seen this level of business in many years. I guess that tells us what many of us are doing.

I have asked members for a sentence or two, and maybe a picture, of how they are staying busy. I have received some amazing replies. I have added the items, where there is room, throughout this issue.

The top member-story that raised my spirits was a member's spoof that fits the craziness perfectly. When asked what he was doing, he said he spends his days under the bed and comes out only for food. Asked what he does under there all day long, he replied that he simply lies there and hugs his bundle of toilet paper. Isn't that the life?

Another member replies with this.....

**Coronavirus: Stay in doors, eat, sleep, clean myself --
OMG, I've become a housecat!!**

10 pm. Ho Hum,
time to change from my daytime pajamas

to my nighttime pajamas.

We are continuing to evaluate canceling monthly events as their dates get closer. It is not official at this point (4/7/20), but I believe our gathering at the Franklin County Airport will be cancelled. That was one event I was looking forward to. An airplane fly-in and an antique car show, how great is that!

It is my job this year, as 1st. Vice, to arrange the monthly events for the year. The members who have stepped up to do them, have put some amazing events together. Next year's 1st Vice, **Mike Felix**, might just decide to pick up these cancelled events for 2021, so they will not be lost.

This virus is not going to go away soon, please be smart and stay safe.

My garage has also been very busy, I can't believe the things that have gotten done, since I cannot go galivanting around the country side. That knock in my '27 Dodge sedan engine has been found and fixed, along with the little dribble from the head gasket. Something that has been bothering me for some time now. The '27 Dodge cabriolet has been waiting its turn, patiently, for four years now. Today, it has finally found its way into the shop. I had a bit of a surprise when I got into the details. It is not only a cabriolet but a cabriolet roadster. I thought the ugly window post was going to be a permanent irritation. **I wonder what great things would have happened to Dodge if Chrysler had not bought them out in 1928?** Sorry, but it had to be said.....

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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)

The Upside..... from Nancy

There probably isn't one of us who hasn't said, "I wish I could do this or that but just don't have the time". Well, now, chances are you do - have the time.

I have heard people say that they would like to make their own bread, make a quilt, or just finish those projects that you started ages ago. You know, back when you had more time, whenever that was!

Some will have more time than others. Those of you who are still going into work everyday or working from home to keep things, out there, running - Bless You.

For those of us who are just sheltering in place with no children to home school and no job, we have an opportunity to get those extra projects done.

What have you wanted to do that you felt you never had the time for i.e... clean closets, wash windows (a friend of mine was washing her walls) that particular activity isn't on my bucket list but may be yours. I am sure everyone has a different list but if you are having trouble coming up with one, let me help you.

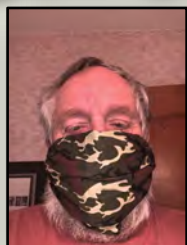


Make pasta, make a quilt, hook a rug, frame your pictures and posters, organize your 'stuff', make bread, read books and magazines that have accumulated, write letters, notes and cards, learn a language, write a family history for your children and grandchildren, paint a room, clean your oven, make calls to others that you haven't talked to in a while or to those alone and just 'check' on them, make a book of favorite family recipes, plan the first big get together for when we are safe and released from home confinement We will see an end to this (hopefully sooner than later). These are only a few suggestions, I'm sure you all could add many more to the list.

Look at this time as an opportunity to do something you have wanted to do or just to 'catch up' and maybe for some of us just to slow down.

One thing I know, if you have a dog, they are thrilled you are home and in hopes of an extra walk or two. Cats, they are probably just annoyed that the routine has changed. Until we can all get together again, stay safe and in good health.

I'm Staying Home



Our president, **Duane Leach**, is not staying home. He is working his normal job at the printing company. Part of his dress, however, has been changed.



Our secretary, **Christina McCaffrey**, is also not saying home.

She is an operating room nurse at University of Vermont Medical Center.

She said the hospital is very different with no visitors in the building.



How I am spending my time at home?

One of our garages was destroyed in a fire on March 20. Lost part of the building but only two cars.



Dave's Garage

by Dave Sander



I have always had a fear of fires.

When the cars go in to the garage for the winter, I have always believed they should be drivable and ready to be driven out quickly if there is a fire. I leave battery tenders on lead acid batteries (but not gel cell batteries, they have no static discharge) and always disconnect the batteries to

prevent an electrical fire. I always make sure the snow is removed from the garage doors, so there is a quick easy exit.

Unfortunately, the events of two weeks ago taught me some things about garage fire safety. I will share what I learned.

First, the fire department did a fantastic job, and saved a great deal of the contents of the building. Only two cars were totally destroyed. The firemen tried to drive the cars out of the building when they responded. As luck would have it, the cars at the doors were cars with push button or foot pedal starters. Firemen are too young to understand this. They pulled the battery tenders, connected the batteries and turned the key... obviously the cars did not start.

I have always been creative in fitting cars in to the garage to maximize space. This usually means jacking a car on a floor jack and sliding it into positions that allow one or two more cars to be squeezed in. I will not do that again. I learned the cars should have a straight shot at the door in the event they need to be evacuated from the building quickly.

Fire blankets saved the cars. The fire was very hot, melting glass and PVC piping in the building, yet there was only minimal damage to 12 cars just inches away from the fire. When the firemen realized they couldn't drive the cars out, they threw fire blankets over them.

This fire was hot. All the cars were driven in to the garage, only two were drivable after the fire (both Saab's B.T.W.). All the cars received heat, smoke and water damage, and also were damaged by falling ceiling lights and sheetrock.

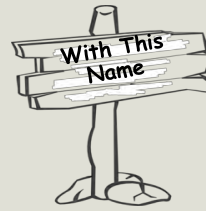
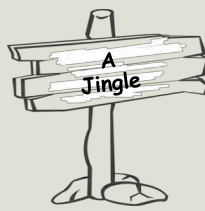
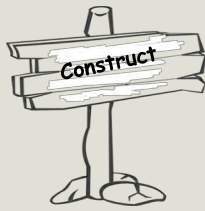
Oddly enough, the garage doors opened by themselves, somehow, the heat caused the door openers to short out and open the doors.

So, what have I learned? First, I will ensure the cars by the exit doors are either newer, automatic cars or at least key start. I will leave an instruction note on the dashboard on how to start the cars.

Second, cars will be parked with quick and easy access to a straight path out the door. No more jig saw parked cars packed tightly in the building.

I will continue to do what I have always done, disconnect the batteries, and keep fire extinguishers in all the vehicles. I will also not leave gas cans or flammable objects in the garage. I will avoid using extension cords and not leave items plugged in to wall sockets unless they are being used. As bad as this fire was, it could have been much worse.





Used To be....

"I can't go over 30MPH for the first 500 miles, I am breaking my new car in."



A woman runs into a doctor's office and says "DOCTOR! DOCTOR! You have to help me! Everywhere I touch on my body it hurts!" The doctor replied, "Show me."

So the woman poked her ankle and screamed of pain. Then she poked her knee and yelled OW. She poked her forehead and screamed again.

She was about to continue when the doctor said, "That's enough, let me think this over." He thought for about a minute and said "I think I know what your problem is. You broke your finger."

Two kids talking:

Polly: "Does your grandmother read the Bible?"

Elaine: "Sure does. Day and night."

Polly: "But why does she read it so much?"

Elaine: "I guess she's cramming for her finals."

A young lady meets up with a friend as she's picking up her car from the mechanic.

"Everything ok with your car now?"

"Yes, thank goodness," she replies.

"Weren't you worried the mechanic might try to rip you off?"

"Yeah, but he didn't. I was so relieved when he told me all I needed was blinker fluid!"

One day a guy was driving with his 4-year-old daughter in the van and honked his car horn by mistake.

She immediately turned and looked at him with an expectant look on her face.

Seeing her look at him he said,

"I did that by accident."

She replied, "Oh, yes, I know that, daddy."

He replied, "How did you know?"

The girl said, "Because you didn't say 'ASSHOLE!' afterwards!"



" Why do you need to tap the magnet while re-magnetizing

And a few related items?"

From Gary Fiske

You are not allowed to do any mind-wondering and if I see your eyes glaze over during this deep journey into electronics, I will send you to the office.

This picture to the right is of an atom. Everything is made from them, your car fenders, your shoes, even your trousers and in most cases they are very happy little buggers.

The center things are called protons and those things flying around the proton are called electrons. I just noticed you looking at the ceiling, now, please pay attention.

The electrons basically like it very well where they are, They have a negative charge, and is opposite from the proton, which has a positive charge, they are very attracted to one another.

It was a while ago when we learned how to force electrons away from their partner protons and make them shoot down a wire. Electrons are the things that make a light bulb glow or that motor on the washing machine turn. All they want to do while shooting along the wire close to the speed of light, is to get back to the proton. A little like husbands and wives, who get along well. They just want to be together.

So now, what makes a permanent magnet work? Well, its all about those electrons flying around their partner protons. In most cases they are flying in all kinds of directions. You can, however, force them to fly around in the same direction, by using a magnetizer.



It is very difficult to do this using the atoms in a piece of wood or leather, that is why you can not make your shoes come to you in the morning. In a piece of steel, it is easy. Sometimes the electrons don't really want to comply, while magnetizing a piece of steel, so little taps with a brass hammer helps them line-up, in an orderly fashion. If you use a steel hammer, it confuses them, you need to use brass.

That is why, in many cases, if you drop a magnet, it will lose its magnetism. The jolt from the force allows the electrons to go back to their disorderly ways. A permanent magnet in a magneto can lose its magnetism just by the vibrations of an automobile.

Another kind of magnet is an electro-magnet, which might be used in your horn relay or starter solenoid. They are magnetic only when electrons are running through them, on their way back to their partner proton.

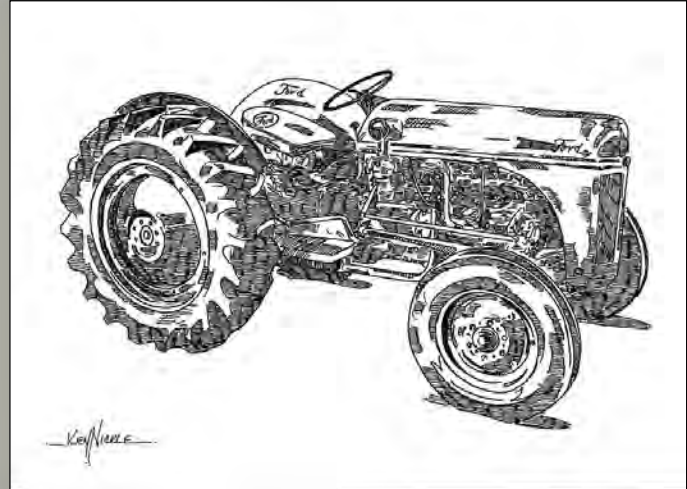
From front page.....

From Wikipedia.....

The Ford N-series tractors were a line of farm tractors produced by Ford between 1939 and 1952, spanning the 9N, 2N, and 8N models.

The 9N was the first American-made production-model tractor to incorporate Harry Ferguson's three-point hitch system, a design still used on most modern tractors today. It was released in October 1939. The 2N, introduced in 1942, was the 9N with some improved details. The 8N, which debuted in July 1947, was a largely new machine featuring more power and an improved transmission.

By some measures the 8N became the most popular farm tractor of all time in North America. Over 530,000 units of 8N were sold worldwide.



When the idea of doing a story on the iconic Ford N tractors came to Wheel Tracks, the idea seemed great and the task seemed easy. Who does not have one of these tractors parked in their barn or retired to the stone wall, out back? We could find only two N-tractors, are they that scarce?

Two N-tractors were found in our roster and one more revealed itself from the Wheel Tracks request in the April issue, which has resulted in two short stories. With our stay-at-home rules, the front page came from published pictures, Our photographer could not travel.

A coincidence did happen! On Wheel Tracks dead-line day, when our man with a camera had to make a trip to the village. There on a deserted main street, was a live 8N. A gent from Hinesburg had just purchased it in Montgomery and was heading home. The poor little Ford, pictured right, seemed to struggle under the weight of its over-sized bucket burden. Hopefully, it was heading for a nice new life, in the big city!



Al and Judy Faust, of Winterport, Maine are long time VAE members and started coming to our August show 40 years ago. They, along with some neighbors and friends, in their old cars, make their way to the Vermont show every year.



One of the two N-tractors in our roster is Al's, a 1948, 8N Ford. Al said it is a "working tractor", not pretty but ready to go anytime day and night. Its main job is unusual, it is used mainly to mow orchards of Chestnut trees. Al is the chapter president of the "**Maine American Chestnut Foundation**" and that is why he purchased his 8N about 12 years ago from an Uncle Henry's classified ad. The tractor has had a few repairs over the years, a change from 6 volts to 12 and an engine rebuild. Al has used a brush-hog in the orchards in the past and this year will be changing to flail-chopper, in the hopes of better getting through the narrow rows without causing damage to the trees. The picture left, found on the net, is a Chestnut orchard in Maine, that Al and his Ford might be mowing this summer. The foundation sells seedlings and is the go-to group for advice on how to start your own Chestnut orchard. Just type www.acf.org/me into your computer, and see the great work the Maine chapter is doing.

The second Ford N tractor was found in Eden, Vermont. Ken Kelly has a 1952 8N that he purchased in Barre. It worked for him for 39 years until he semi-retired it 2 years ago. It raked, tilled, cut hay with its cutter bar, scraped with its back blade and brush-hogged faithfully over the years. Ken said he could think of only one task his 8N was not quite up to and that was bailing hay, but it tried. The bailer was just too heavy.

Another tractor has taken over the duties of the 8N but Ken believes only one turn of the engine with the starter, and it would be ready to go back to work, any time.





Edi Fiske

The Roadside Diner

Oatmeal Bread



- | | |
|---|------------------------------|
| *3 packages active dry yeast | *1 tbls salt |
| *1/2 cup warm water | *3/4 cup maple syrup |
| *2 cups of rolled oats or a combination of rolled oats and oat bran | *1/2 cup margarine |
| *4 cups boiling water | *1 tsp instant coffee |
| | *1 cup whole wheat flour |
| | *4 cups, more or less, white |

Stir yeast into warm water until dissolved and let stand until mixture is foamy. Meanwhile, preheat oven to 350 degrees. Combine rolled oats (or combination), boiling water, salt, maple syrup, margarine, and instant coffee in a large bowl and cool to lukewarm. Add yeast mixture to oat mixture and stir to combine. Add flour, 1 cup at a time, until dough is stiff. Turn out on a floured surface and knead for 8 to 10 minutes, or until dough is smooth and elastic. Cover and let rise in a warm place. Punch down, turn out on floured surface again, and knead lightly. Form 2 loaves and place in greased pans. Let rise to top of pans and then bake for 30 to 35 minutes---until loaves are golden brown and sound hollow when tapped. Cool on racks. Makes 2 loaves.

"Remember When".... from Chris Barbieri

Remember when cars and pickup trucks came with a full compliment of gauges ?

Sure they all had a speedometer, that was a given. In addition you had four gauges all loaded with valuable information about how things are going, under the hood. Any one of the four could, if ignored, be presenting the driver with data that might bring his or her ride to a screeching halt.

The gas gauge was probably the most observed. When the needle lands on empty that's it. Most new cars and trucks sold today still sport a gas gauge. Next is the temperature gauge, purveyor of information about the coolant circulating through the engine and radiator. If it starts rising from a normal position it's time to act fast.

Then there's the ammeter, the gauge which reports on how the generator/alternator and the battery are getting along. If overcharging or undercharging problems are in store.

The late '50's and early 60's saw a movement toward replacing the oil pressure and ammeter gauges which was quickly dubbed "idiot lights". Manufacturers claimed they would alert the driver more quickly if there was a problem. In reality they were a cost cutting move and by the time the idiot light flashed it was usually too late. This was the beginning of the end of the 4 gauges instrument panel..



Larry W. Baker's 1965 Sport Fury • J.P. Joans for allpar.com



It also coincided with the introduction of the tachometer on virtually all new cars. I suspect that, to this day, many drivers don't understand it's function. Some years ago my great aunt was pulled over on I-89 for driving too slowly. She thought the tachometer on her new car was the speedometer !

In most cases today in order to get a full compliment of gauges you'd need to buy a sports car or well equipped pickup.

Two years ago we purchased a new Subaru Forrester. It has no gauges. There is a bar graphic that serves for gas and two screens that are difficult to navigate even when not driving

Remember when you had an oil pressure gauge in the instrument cluster ?



Fred's new T

This 1914 Ford Model T Touring, pictured left, has finally gotten into the hands of someone who has been 'pinning' over it for years. Fred Gonet spotted this T while on an old car tour years ago and finally, it is in his garage.

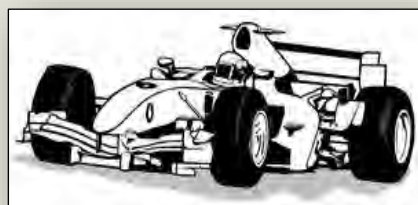
He tells where the possible beginning of his model T attraction began. He was born in Long Island but as a youth, he spent as much time in Vermont as possible. During his trips North, he would go through Cambridge, New York where he would stop and get pop corn from a very special vehicle, a 1925 TT Ford Pop Corn truck. The Ford now sits at the Saratoga Museum.



The pop corn truck

It was purchased new by a family who sold pop corn from it for 65 years, even driving the truck from their home base in New England to Florida in the winter to follow the fair circuit there.

We wonder who is getting all of Fred's attention now. We feel sorry for his '08 Locomobile that might be taking a back-seat and his poor wife, BJ.



A recent story has brought many readers back to reality with this virus that has knocked us down a rung or two. The story proves we will be OK and even in better shape when Covid-19 is only a memory.

The Formula 1 racing circuit has shut down, idling many high-tech engineers and the centers they work out of. Four weeks ago, the Mercedes-AMG race team asked for approval to manufacture breathing devices that helps patients suffering with the coronavirus and received the OK. After two more weeks of testing their device and getting approval, this race team has started manufacturing 1,000 of these devices per day!

After approval, the team started with a normal CPAP machine that is used for people with sleep apnea. The machine basically creates air pressure to keep the patient's air-way open so they can have a normal night's sleep. The race team took one apart, copied and improved it in a matter of days. One huge improvement, is a way to add oxygen when using the device.

This device can not take the place of a ventilator, but can help patients who have breathing problems, recovering while being sick with the virus. The miracle here, is that it took only about four weeks between "idea" and building 1,000 weekly!!!

Great innovated news like this lifts our spirits and gives us hope for the future.



Dear Wheel Tracks... My name is Warren Fageley and I've been a VAE member for around 5 years. I saw the article in the latest Wheel Tracks looking for Ford N series tractor owners and figured I'd chime in. I've owned a 1951 8N for about 15 years and over time have had it rebuilt and it's been given a fresh

coat of paint. I've got about 5 acres that I brush hog with it and that's as much use as it gets to do each year. I've also have an old Dearborn cordwood saw and dirt scoop. Unfortunately I don't have any digital photos to send and my computer skills are quite limited. The tractor stays stored away in the stable usually until May. I'm assuming that you are aware of the quarterly N- newsletter that is put out from Corinth, Vt.



Thank you Warren, No, I did not know about the N-news, and it is published in Vermont! Your email just made it before I hit the send button to the printer. I am sure you have N-stories if we had time for a conversation.

To the Editor.... Sadly I read in the recent Wheel Tracks edition the passing of Fred Cook. I first met Fred 30 years ago working the VAE Essex show. Fred was very involved with both the Essex and the Stowe shows, never refusing, to take on assignments to help our club. He served as its president in 2001. I'll always remember his smiling face, warm greetings working the shows and being old car enthusiasts. Though he's been absent from recent VAE activities you can be sure Fred remained a proud VAE member in absentia. Rest in peace Fred.

Frank Mazur
VAE President 1995

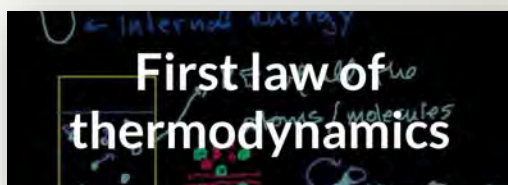


Wheel Tracks Academy

It's The Law! from Wendell Noble

When you drive your car down the road, there are a lot of laws you should obey. If you are like me, you probably obey most of them most of the time.

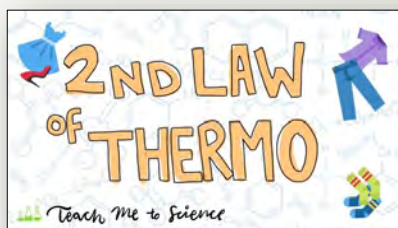
There are two laws you have to obey all the time. Those are the first and second laws of thermodynamics.



The first law of thermodynamics you very likely know, whether you realize it or not. You might know it as the law of conservation of energy. Energy takes many different forms: electrical, heat, chemical, light, work, potential and kinetic energy are forms pertinent to everyday life.



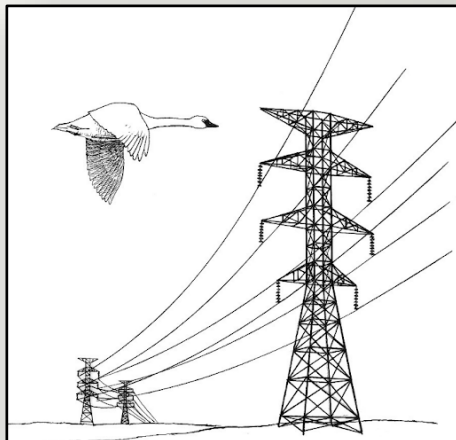
Your car is a thermodynamic system that converts energy from one form to another to ultimately get you where you want to go. The chemical energy stored in the fuel is converted to heat which is then converted to work and finally to kinetic energy as you hurtle down the road. A little electrical energy is also syphoned off to power lights and other gadgets. The first law says that what we get out must equal what goes in, no more and no less. If the book-keeping is done right, we can account for every drop of fuel that is burned, either as useful work and electrical energy or as wasted heat dumped into the atmosphere.



The second law is not so familiar and certainly not obvious to most people. It explains why some of the energy that is released by burning the fuel, can't be put to use but must be just discarded as heat. No matter how much we reduce friction loss with better lubrication and streamlining, we still will need to discard heat through the radiator.

One way of stating this law is that no thermodynamic process is reversible. Obviously, you can't un-ring a bell and you can't refill your gas tank by pushing the car backward. Heat only flows in one direction, from a hot surface to a colder one. The result of any process that changes energy from one form to another is a net increase in disorder.

Consider a tank of compressed air. There is order in that we know all of the air molecules are inside the tank. We can get work from the air by releasing it through a pneumatic tool. When we are done, there is disorder, in that the air molecules are now scattered all over. The work required to put the air back in the tank, would be more than that, done by the pneumatic tool. It requires work to create order. I may have created order when I did a nice job of restoring a car to like-new condition from a disorderly pile of parts but my shop is now a disorderly mess.



This is something to consider when we transition to electric cars for environmental reasons. What processes are needed to create, transmit and store the electrical energy that will power the cars? The more steps that are needed, the greater the loss of energy efficiency that will result. The entire universe is a system whose disorder increases as a result of all the processes that are going on within it.

Wow! This has theological as well as cosmological implications. Who created all the order in the first place so that we can benefit by undoing it?

Charlie Thompson's "My First Car Stories"

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



My First Car by David Martin as told to Charlie.

As a youth, I lived beside my Grandfather's store in South Corinth, Vermont, originally Russel's Store. I rode the bus a lot and many times noticed the nose of an old green pickup sticking out of a shed that we passed. I talked to my Dad and we bought it for \$10.00 as I recall. I now owned a 1936 Ford pickup. Dad and I pushed it out of the shed and, as it was all downhill, coasted it home. The engine was frozen, and I repeatedly popped the clutch in an unsuccessful attempt to get it to turn over. It almost made it all the way into our drive.

I decided to take the engine apart to get it unstuck. I poured kerosene into the cylinders and tapped each one each day with a wooden block as I didn't want to break the rings or anything else. It finally broke loose.



This is not Dave's truck,
but is an example
Of the great looking pickup.

I reassembled it and, having no money, used the old parts including even the old head gasket. With a gas can on the fender, Dad towed it with the tractor until it finally started. With the addition of a new fuel pump it ran well. I didn't have my license yet, so my family members drove it. Of course, in those days, even without a license, a fellow could drive around the local roads. After I got my license, I drove it to school. The pickup stayed in my family a long time and was driven many miles.

I finally sold it to Halpon Merrill, Jr. from Ipswich, MA. While on his honeymoon, he saw the truck with my for-sale sign on it and spent their honeymoon money to buy it. Either she was very sweet and understanding or it may have been a short marriage. I wonder if he still has either one, pickup or wife.

I had an even earlier car, a 1931 Pontiac that belonged to my friend. Its front end was all worn out; you could turn the steering wheel two inches with no response from the wheels.

My friend drove it too fast and rolled it into a brook in a ditch. I was with him that day when the car, and us, came to a stop on its side. My friend stomped and kicked the door trying to get it open. I told him if the crash hadn't killed me, he would, if he kept it up. My friend's mother made him sell it and I bought it for \$5.00. My Dad and I got it out of the ditch and had it running but it was never registered or on the road.

I have looked for a '36 Ford pickup, that I could restore, for quite a while now, with no luck. If someone reading this knows of one for sale, I would be interested. My number is 802-584-4007.



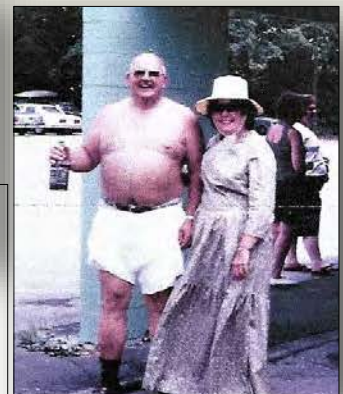
Gary Onley is not staying at home, he is spending 14 days quarantined in the family camp. Why? Well, he did not stay home!

He and Vin Cassidy decided to head for Oklahoma and the Chickasha show before the virus really got going. The show was cancelled before they arrived but they still made some scheduled deliveries and visited some old cars in the mid-west. When last contacted, Gary was in day-12 with no illnesses, only 2 more days to go before he can go back home.



We are not sure about Les Skinner! He always looks like he is having too much fun but that is not the thing that bothers most of us the most about this guy. He always seems to have the inside track on having a good time. Lately, with all the time on his hands, Les is recovering old photos of himself at past parties he attended.

Right is Les as one of the Andrew Sisters (in dress) and we are not sure about his fun outfit, way to the right. **Nice socks Les, but a diaper?**



I'm Staying Home



Letters TO THE Editor



1979 Stowe Show

Dear Wheel Tracks,

In February you asked where are all those cars and extra rigs gone? The answer is easy. I have a 2000 roster, it has 35 pages (vs 22 on the 2019 roster) which is 20 years ago. Everyone had 5 to 10, or more, rigs. My list back then was 10 rigs, I am now down to two "keepers".

To answer some of your questions on the Stowe 1979 car show. Yes, I was there. That is not me in the photo. Half the flea market was a swamp. The car grounds was half rolling hills and half swamp.

In the '70s, I started working with Tom McHugh and Tom Maclay. Bill Young was president in '67, about the time I joined the VAE.

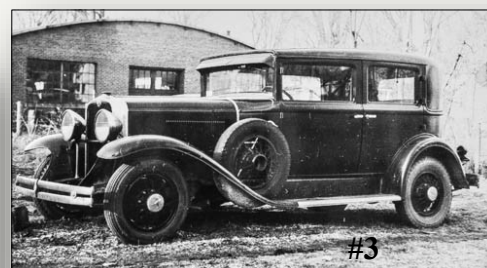
Thanks,
Marvin Ball



#1



#2



#3

Dear Wheel Tracks,

My name is **Don Adams**, a friend and winter time neighbor of **Frank and Mary Mazur**

who shared a copy of Wheel Tracks with me. My dad, **Lester Adams**, and I were among the first members of the Vermont Auto Enthusiasts in the 1950s. I showed my scrapbook of photos to Frank and he suggested I send them to you for possible use in Wheel Tracks. Feel free to use them any way you would like.

Number 1 is a 1904 Cadillac undergoing restoration at Charlie Arnholm's shop, Barre-Montpelier Road. **Number 2** is Paul Dutton's 1911 Ford T Torpedo Roadster. **Number 3** is a 1929 Viking parked roadside for sale, I think near Waterbury. (These are just three of 22 photos that were sent. Thank you Don.)

To the Editor,

Happy to see the March Wheel Tracks back to 16 pages. Thanks to you and all the contributors.

In reference to Chris Barbieri's "Remember When" story about Port-a-Wall fake whitewalls, I can really remember them as I not only put a set on my 1940 Pontiac, I later sold and installed them at my Shell service station. Chris mentioned that they would slip out from under the tire bead and that was because the tires were not so tight against the rim. Other problems were a tear-off when rubbing against a curb. Also, wheels were usually rusty in those days and streaks of rust ran out over the portawalls.

There was another cheaper solution. You could buy a pint of rubberized whitewall paint at the Western Auto Store and paint your tires with a brush. Just turn the wheel and hold the brush steady, and apply any width white stripe that you desired. Need a touch-up? Just open your paint can and cover the blemish or redo the whole job once a month to keep it fresh.

On a side note, I returned to my home state of Oklahoma during those days and learned of a different way to dress up tires. Service station operators in McAllester would mix up some kind of ingredients and make a silver colored that made a nice 1/2 inch stripe on a spinning tire. This was always done after a car wash was completed. The service station competition was tough in this town of 16,000 people and each operator would strive to have the brightest stripes and never reveal their recipe, even to their employees.

A note about the VT gas and steam engine clubs. The name of the Ely one is Connecticut River Antique Collectors Klub, or CRACK. Their annual show is late August. Last year it was the 24th and 25th. The field is right by US Route 5 in Ely. I go there every day on my bank courier run so I can check on when the exhibitors are beginning to set up. It was a lot larger until interrupted by Hurricane Irene and participation has dwindled since. They have the old engines running and performing on power water pumps, saw rigs, cement mixer and other equipment. Sometimes, even of an ice cream freezer. The giant Bessemer engine is permanently on exhibit. Food is available and the chili is always worth the trip.

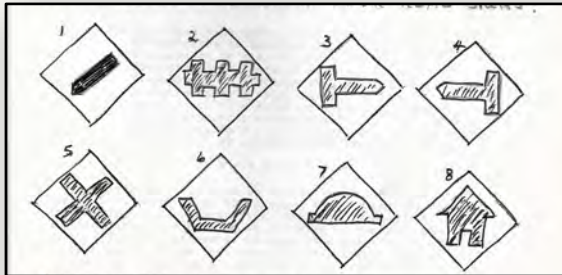
Admission is free but they do accept donations.

Be Well, **John Mahnker**

50 Years Ago



The Editor Speaks..... As those of you who attended recent meetings already know, the editor duties have changed hands. A hearty round of applause is due our former staff for five beautiful issues of a revitalized WHEELTRACKS, and we find it a tall order to live up to. **Clark Wright** and **Bill Billado** are generously continuing to give aid and assistance in material, experience labor, advice and art work.



How well do you know your road signs.....from 1910?

1. Approaching a steep descent
2. Railroad Crossing
3. A branch road to the right
4. A branch road to the left
5. Approaching a cross road
6. Approaching a ditch or abrupt depression
7. Approaching a hummock (hill or ice on the road)
8. Approaching a city or village

Wayne Martin has a steering wheel for a 33-36 standard Chevy for \$15.00 and new, "mint" front fenders for a 1928 to 31 Graham, \$46 for one or \$75 for the pair.

News bits..... Lloyd Davis is on an antique car scouting trip across the US. We hope he has good hunting and comes up Franklin rare!

Treasurer's Report..... Balance on hand, \$825.65. Expenses, \$90.24.

I'm Staying Home



What did I do during the COVID-19?

1. Made about 7 gallons of maple syrup. May not sound like much to a commercial producer, but 7 gallons in my back-yard operation involves about 10 days of collecting wood by cutting up old shipping skids, collecting sap from 50 buckets, boiling all day (photo 1), filtering, and storing in canning jars.
 2. Grinding valve seats (photo 2).
 3. Doing taxes.
 4. Tutoring Physics, which involves relearning stuff I studied 55 years ago and learning how to use Zoom to communicate with students.
 5. Reading.
 6. Meow! (*Charlie is the one who claims he has turned into a housecat, page 3*)
- Charlie Thompson**



Mr. Buzz Stone spends his day watching for the mailman.

Want to guess the room he is watching from?

VAE Trivia from Don Tenerowicz



A YouTube channel that explores and features automobile salvage yards across the country. The project is both a service and entertainment.

"Bring 'Em Back To Life". A series of video productions that focuses on the salvage yards, their proprietors and the interesting vehicles they hold. Recalling the memories of all those vehicles that we can relate to.

There is a long web address that you can type in to find the videos but there is an easier way.

Just type in **bring em back to life videos** and they will all come up for you to choose from. Enjoy.



Coming VAE Events for 2020

Next up.....

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!

Cancelled

So, lets all of us in the VAE be there with our old cars and call it **WINGS & WHEELS!** There will be food venders, 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... , July 1st. 6PM, October 7th. 6PM

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

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

I'm Staying Home

Don Pierce is insulating his garage to keep his Model A warm in the winter.



Wheel Tracks Classifieds

Free to all Enthusiasts



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



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

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



No Charge.....In the interest of putting it to better use, it's free to the person who needs one. **Call anytime! 933-2479.**

A nice 3" Union Mfg geared scroll chuck (#253, from 1911) a very nice screw cutting top slide from Wade Tool Company (about 1925), a rack of 25 collets, a 1/2 horse GE electric motor and mount, and a handful of miscellaneous aluminum (or maybe magnesium...who knows) blanks.

May Bumper Sticker...

Corona free man seeks corona free woman with toilet paper. Send photo of toilet paper.



For Sale..... 1986 Land Rover Defender Model 90, in very good condition. 4cyl. Diesel engine, no frame or body rust. Lots of new parts, runs perfect, ready for the road. Asking \$16,500 Hank Baer 802-272-6933



For Sale..... 1948 F-6 Ford truck. No rack, cab is good, V8 engine, 4-speed with 2-speed rear – end. 6 original tires. \$1200.00 firm.

For Sale.... Set of 4-15 inch white side walls. Make offer. Marvin Ball, 802-425-3529

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

For Sale..... Original Book of interest to antique car enthusiasts! Obscure makes, made in USA, complete with photos. Local author. . See this site: <https://www.blurb.com/b/9330002-six-and-a-score-obscure-american-autos-a-z>



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

For Sale.....

- Four 14" wheels and wheel covers from my uncle's 1970 Dodge Charger. Wheels and covers in excellent condition. Fit many 1960's and 70's B body Mopars. Sell as a complete set \$195.
- **Eight 13" 5 lug wheels**, fit all 1960 through '70's Plymouth Valiant, Barracuda and Dodge Dart. \$15 each or \$50 for a set of four. Have some 13" period wheel covers as well.
- **1976 and 1978 Chrysler, Plymouth and Dodge shop manuals**, each set is two volumes and covers all models. Both in excellent condition, \$30 each or \$50 both.
- **Big collection of 1970's through 1990's of mostly Mopar sales brochures.** Also some other makes including Jaguar. Sell by the piece, I may have what you need. Or buy the entire collection.

Chris Barbieri 802-223-3104
cgeeb99@gmail.com

Wanted..... I would like to set up a ham radio and be part of the **American Radio Relay League**. I am starting from scratch.

If you have any ham equipment you would like to sell, please call me at 802-933-2982.

Roger so far..... Over That

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



Dan Henry of Richford, Vermont owns this beautiful
1971 Chevrolet Nova.



May 2020

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



Here's a picture of my stay-at-home activity. When I'm working on the wood pile or one of my cars, I think about what to put in Wheel Tracks Academy. I'm fending off the corona virus with a good corona cigar. That's how I keep other people at least 6 feet away.