

May 2021 VAE Year 68

Wheel Tracks



A new addition in the family of
Angle and Jeff Vos.
One of 1552
Belvedere II Convertibles
now lives in St. Albans, Vermont.

More on page 7



The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR PRESIDENT,
DUANE LEACH

I'm hoping everyone is well and have been able to get out and enjoy some of the beautiful spring days we have been having.

I'm assuming many of us have had time to start up one of our old rides and take it for a spin, to let people know, the old car hobby is alive and well.

After a long winter and all the unknowns with the covid 19 we finally have some great news to share. The state of Vermont has told us we can go ahead with our August show plans. Thanks to Bob Chase for all the phone calls to the state, we all know what fun that is. By the time you read this, the show registration packets should be in the mail.

The education and outreach committee has been hard at work getting ready to give out the **Golden Wrench Awards** at all the high school tech centers in the state. It is a big task and with most of the schools in the state in some kind of lock down, it will be a challenge, like last year, to deliver them. With many helping hands we will get it done.

Club car tours and Cars & Coffee will be starting soon please come out and enjoy them. Please don't forget to wash your hands and wear your mask.

See you soon,

Duane



**Vermont Auto Enthusiasts
Membership Application**

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

Please make payment payable to:
VAE Secretary, Christina 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.



VAE Officers & Directors

Jan Sander-Chairwoman

802-644-5487 sander@pshift.com

Duane Leach - President

802-849-6174 dmlleachs@gmail.com

1241 Main Street, Fairfax, VT 05454

Gary Fiske— 1st. Vice

802-933-7780 gafiske@gmail.com

Mike Felix— 2nd Vice

845-656-7260 felixmike3@gmail.com

Don Pierce- Treasurer

802-879-3087 dwp@melodyelectric.com

PO Box 1064, Montpelier, VT. 05602

Charlie Thompson- Recording Secretary

802-878-2536 charlieandmarion@comcast.net

Tom McHugh 802-862-1733...Term ends 12/31/2020

Judy Boardman 802-899-2260...Term ends

12/31/2020

Dave Sander 802-434-8418... Term ends 12/31/2021

Education/ Outreach Committee

Ed Hilbert— Chair

Tom McHugh V-Chair

Wendell Noble— Sec.

Gary Olney

John Malinowski

Gary Fiske

Charlie Thompson

Don Pierce

Nancy Olney

Membership Secretary (Ex-Officio)

Christina McCaffrey

89 Ledge Road

Burlington VT 05401-4140

VAEmembership@gmail.com

marleyparis@aol.com

The Vermont Antique and Classic Car Meet

Co-Chairs

Bob Chase 802-253-4897

Duane Leach 802-849-6174

Wheel Tracks Editor Gary Fiske

802-933-7780

gafiske@gmail.com

2503 Duffy Hill Road

Enosburg Falls, Vermont 05450

Edi Fiske—Wheel Tracks proof-reader

Clark & Isabelle Wright- Burma Shave editors

Justin Perdue - Webmaster

Welcoming Committee

David Hillman

david.hillman@vtmednet.org

Wheel Tracks printer

Messenger Marketing, St. Albans, Vermont

Past VAE Presidents...

1953 Ken Gypson
 1954 Rod Rice
 1955 Rod Rice
 1956 Walter Jones
 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
 1965 Willis Spaulding
 1966 Wesley Pope
 1967 Bill Young
 1968 Leo Laferriere
 1969 Adrian West
 1970 Chuck Haynes
 1971 Lloyd Davis
 1972 Wayne Martin
 1973 Larry Johnson
 1974 Tom McHugh
 1975 Rod Dolliver
 1976 Bob Gioria
 1977 Alden Chapman
 1978 Richard Turner
 1979 Genevieve Morgan
 1980 Al Ward
 1981 Russ Snow
 1982 John F. Gray
 1983 Mike Hayden
 1984 Bob Groves
 1985 Dave Gonyon
 1986 Peter Crosby
 1987 Bonnie Groves
 1988 Tom MacLay
 1989 Tom McHugh
 1990 Bill Dexter
 1991 Avery Hall
 1992 Jan Sander
 1993 Bob Jones
 1994 Bill Fagan
 1995 Frank Mazur
 1996 Don Rayta
 1997 Bill Sander
 1998 Bill Erskine
 1999 Joe Paradis
 2000 Mary Mazur
 2001 Fred Cook
 2002 James Willett
 2003 Gael Boardman
 2004 Ray Tomlinson
 2005 Conception Conti
 2006 Bob Chase
 2007 Andy Barnett
 2008 Nancy Willett
 2009 Gene Fodor
 2010 Don Rayta
 2011 Wendell Noble
 2012 Dave Sander
 2013 Jim Sears
 2014 Robert Lalancette
 2015 Dan Noyes
 2016 Dan Noyes
 2017 Dave Stone
 2018 Dave Stone
 2019 Jan Sander
 2020 Duane Leach
 2021 Duane Leach

FROM YOUR
 EDITOR...
 GARY FISKE



Happy Spring 2021
 to all of you.

Our lives are a bit brighter than last year at this time. The "brightness" really happened last week when the state said they are willing to issue permits to us for our August Show in Waterbury. **It will happen on the 13th, the 14th and the 15th of August.**

Ain't that great news!!!

The start of the 3-month countdown has just begun for the many VAE members who work to make this huge event happen. Hundreds of flea market vendors are just getting word the show will happen and they have begun collecting all of their wares. I know of one who makes three trips from New Hampshire, he has so much.

The show car owners have just been given the green flag.....YES! Can you imagine the back-log of vehicles that will be for sale in our Car Corral this year? If you never have, you should call Duane Leach or Bob Chase to add your name to their show-helpers-list. You will be creating many wonderful memories and adventures.

In all of these wonderful news, I would ask one thing of you. Covid has not gone away, we still need to be vigilant. Today is April 6th and as I write this, the state of Vermont announced today that we are now a RED state after many months of being green. We all have something to do with getting us back to green. We have had many surprises the past 12 months, lets protect ourselves the next 3 months so our August show can happen with no surprises.



**Chest sizes
 in inches...**

XS=32-34
 S=35-37
 M=38-40
 L=41-43
 XL=44-46
 2XL=47-49
 3XL=50-53
 4XL=54-57
 5XL=58-60
 6XL=61-63

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

The price will be \$55.
 They are a blue Poplin Jacket, 65/35 poly/cotton shell. Mesh body lining, polyester sleeve lining, Cadet collar with drawcord and toggles Elastic waistband.

If you choose, you can replace your name, on the front, with a smaller VAE logo or even your car name or make.

Just send a \$55 check to Duane with instructions on size and front name choice. His contact info is on page 2.

**Membership
 Only \$30**

\$50 for 2 years

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

Contact Us At...

vaeinfo@gmail.com

**Or
 Our Website at
 vtauto.org**

**"How to be
 a member"**

***Go to vtauto.org**

***Click "Join VAE"**

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

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

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

Wheel Tracks

is a monthly
 newsletter published
 in print and
 electronically for the
 public, and for the
 VAE membership.
 The VAE is a 501c3
 a not-for-profit Inc.





"The Softer Side"

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

"THIS AND THAT".....from Anne

**It's May - yeah!
"April showers bring May flowers" and,
hopefully, a lot of old "normal" for all of us.**

Did you know that phrase, according to George Latimer Apperson's "Dictionary of Proverbs," can be traced back to an 1886 saying "March winds and April showers bring forth May flowers"?

But if you do a little more sleuthing, some say the phrase originated in the United Kingdom or Ireland where the month of April, as we know, lends itself to rainy, cool weather which pushes back the arrival of the many spring flowers we so look forward to seeing.

Then, even more digging reveals that a poet named Thomas Tusser in the 1500s wrote "Sweet April showers do spring May flowers," about looking on the bright side of things at life in general. And haven't we all earned that bright side of life now?!

Life in general this past year brought us the "COVID 19," a take-off of the "Freshman 15," synonymous with a person's first year of college weight gain. Well, it seems to be true if you read WebMD, which polled 1,000 people, and their very unscientific results showed people who ended up working from home were way too close to the cupboards and all those tasty snacks inside.

Those same people, in order to comply with restrictions, stopped going to the gym, ordered takeout at an unprecedented rate but also used their kitchens for its intended purpose: making/cooking three meals a day as compared to the on-the-go lifestyle of a quick or nothing breakfast and lunch.

Many have taken their gym memberships for granted as a way of keeping the weight off, but if we went back to the "olden days" of expending energy, we could come up with a list of things in our everyday lives that helped us keep moving more, such as.....



We don't get up to answer the phone in the kitchen because everyone has their cell phones locked to the palm of their hands. How about when we go out to pick up that pizza, we push the button to the garage door instead of manually raising and lowering it. And if you want to change the channel on the boob tube? Just keep that remote handy so you don't have to get out of your **Barcalounger** (for you young people, that's a brand of a really comfy recliner).

Need ice in that tall glass of lemonade? Just slip the glass under the spout of the ice maker on your fridge door. You don't even have to push the lever; that sensor does all the work. No more getting the ice cube tray out, cracking the tray, and then having to refill it with water and then taking it back to the freezer.

A bicycle ride? Those eBikes will set you back \$1200+, but you won't break a sweat.

Does that lawn need mowing? Just hop on your John Deere and it's done!

And one more for good measure: Raking up your leaves or sweeping the grass off your driveway just got easier with the **Dewalt DCBL722P1 20V MAX XR Lithium-Ion Brushless Handheld Cordless Blower Kit** because Santa Claus came through this past Christmas. I am so looking forward to using it any day now!

Are you one of the COVID 19 gainers? I'm proud to say I lost weight this past year. So, what direction will you take?



Dave's Garage by Dave Sander



Rebuilding Brake Calipers

Years ago I would routinely rebuild brake calipers.

Caliper rebuild kits seemed to approach the cost of purchasing a rebuilt caliper. For decades I would routinely purchase rebuilt calipers and exchange my old caliper as a core.

Over the past few years, I have had rebuilt calipers fail, and I have been less than impressed with the quality of the rebuilds. I have noticed an increase in quality in the past year, but I have also noticed a large price increase with this increase in quality.

With rebuild kits easily and inexpensively available on line, I have gone back to rebuilding my own calipers. Rockauto has both rebuild kits and new pistons for very reasonable prices. This has become more necessary with a drastic reduction in availability of rebuilt calipers. Most of my Saab calipers are no longer available, either as a rebuilt or a new unit.

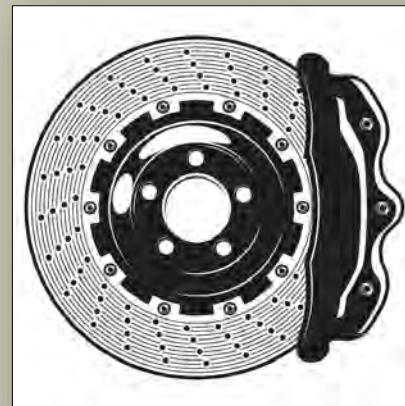
To rebuild a caliper, I remove it, clean it, wire brush it, remove the piston and let it soak in a bucket of "Evap-O-Rust" for a day or so. If the piston is frozen, often I can coax it out by pumping the brake pedal. To remove a frozen piston on a caliper that is off the vehicle I have used a grease gun threaded in to the hose hole on the caliper.

Once the caliper is clean and rust free, I paint it. For a bare cast iron look, I use a lacquer paint called "Cast Blast." It looks just like bare cast iron, but it won't rust.

I have been very lucky with the condition of the bore. It has been years since I have had a bore that was so rusty it wouldn't clean up with a cylinder hone.

Once the caliper is painted and honed, it is time to reassemble it. If the piston is scratched or rusty, it must be replaced. I use a thin smear of red brake hydraulic grease on the piston and the seal to prevent damage to the new seal. Sometimes the dust boot can be a bit tricky to install. Most often they are either held in place with a metal ring, or by the piston itself. If held in place with the piston, it needs to be installed before the piston is installed.

The piston should slide in easily. I have a handy tool to push the piston in. I lube the slides and the pins with synthetic caliper lube. Always replace the rubber hose, and use a little never seize on the bleeder screw and the hose threads.



From Paul Baresel.....

How many of us have had a problem with an early (1920's) ignition switch with missing/broken-off key, broken tumbler, or missing parts.



I am working on a 1925 Gardner touring car and found the tumbler was damaged from the previous owner forcing the wrong key into the tumbler. Fortunately, I have a 1924 Gardner parts car and removed the ignition switch. The switch appears not to be damaged, and quickly discovered that I need a number key to operate the tumbler.



The tumbler to insert the key into on the 1924 Gardner is larger than a Model T Ford one. Also, the ignition key that came with the Gardner is a different cut key.

I finally came to a solution to have an operating ignition switch. The ignition parts in the 1924 switch are similar to a Model T Ford switch. I had a modern Model T Ford switch that requires no numbered ignition key. It is a "universal key".

I was surprised to learn that the parts of the 1924 switch were similar in size to the modern switch, quickly grabbed my sharp tin snips, and carefully trimmed out what I needed for a replacement switch.

I had to make some minor modifications to fit in the original hole, and the switch works,





Aussie Verbage....

Arvo...Afternoon. Billabong....A pond in a dry riverbed.
Billy....A teapot on the fire in the outback. Bludger....Someone who is lazy.



A Texan farmer goes to Australia for a vacation. There he meets an Aussie farmer.

The Aussie shows off his big wheat field and the Texan says, "Oh yeah. We have wheat fields that are at least twice as large."

Then they walk around the ranch a little, and the Aussie shows off his herd of cattle. Then Bart immediately says, "We have longhorns that are at least twice as large as your cows."

The conversation has, meanwhile, almost died when the Texan sees a herd of kangaroos hopping through the field and so he asks, "And what are those?" The Aussie replies with an incredulous look, "Don't you have any grasshoppers in Texas?"

A friend was visiting Ireland when he commented to the taxi driver about the long drive to the hotel. The taxi driver replied: "Sure, but if it wasn't as long it wouldn't reach the hotel"!!

I was visiting the cemetery recently and couldn't help notice a man kneeling in front of a gravestone, clasping his hands and sobbing. I went a bit closer and could hear the man saying, 'Why did you have to die?' he was repeating, Why did you have to die?'

Feeling I ought to do something to help the man's obvious distress I put my hand on his shoulder and said gently, 'Was it someone you loved very much?'

The man looked up at me and said, 'No, I never met him, he was my wife's first husband.'

On a Presidential visit to a farm, Mrs. Coolidge asked her guide how many times the rooster copulated daily. "Dozens of times" was the reply.

"Please tell that to the President," Mrs. Coolidge requested.

When the President passed the pens and was told about the rooster, he asked: "Same hen every time?" Oh, no, Mr. President, a different one each time."

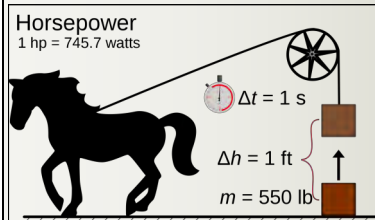
The President nodded slowly, then said: "Tell that to Mrs. Coolidge."



VAE Tech-Tent 101.1

From Gary Fiske

How much Horsepower does your old car have?
Well, that depends.....



For years, I thought BHP meant British Horsepower and figured the English had thrown in some of those metric things to confuse us.

About the same time I started beating my sister Pat, in a running race, I found the "B" means BRAKE HP. I think I was about 22 at the time.

It was only lately I found "brake" does not mean "with the brakes-on HP", it means rating an engine with no accessories on it. No AC pump, water pump, no cooling fan ...nothing....just the engine block going like a bat out of hell!

What is the opposite of BHP, you ask? Well, it is "net horsepower". Yup, you guessed it, that would be with your car operating all accessories.

It was 1972 when the government started watching the car makers during their HP war. There was a lot of fibbing going on and no one wanted to get caught. To avoid getting in a fight with Uncle Sam, the car makers quietly stopped using BHP and changed to Net HP. Overnight, your '55 Chevy with a 265 small block V8 went from 165HP to 137. Presto...Brake to Net!

The regulators got involved about that time also and really mucked the works up when the SAE (Society of Automotive Engineers) stepped in. You don't want to know.

If you REALLY want to find what your Subaru is putting out for horsepower, it is easy. Here is the formula.....

$$P = \frac{W}{t} = \frac{Fd}{t} = \frac{180\text{ lbf} \times 2.4 \times 2\pi \times 12\text{ ft}}{1 \text{ minute}} = 32.572 \frac{\text{ft} \cdot \text{lbf}}{\text{min}}$$

wonder if that formula is the "big three" trying to confuse us again?

The formula was really from James Watt in about 1750 comparing a steam engine to what a horse could do.

The result of it all was Mr. Watt found the a human could produce 5 horsepower at peak production while a horse can produce 14.9 horsepower at its peak.

I hope you are taking notes, we might have questions when you visit our Tech-Tent at our August car show in Waterbury.

From front page.....

You can see the pride in Jeff Vos' face anytime he mentions his '67 Belvedere. Most likely, when he was growing up in the North East Kingdom of Vermont, this red convertible was on his mind.

After many years as a carpenter and his present career with his own house inspection business, he finally owns one. Thanks to the Hemmings publication, he found the rust-free Plymouth in Florida.

Chrysler made the Belvedere from 1954 to 1970. The Belvedere name was first used for a new hardtop body style in the Plymouth Cranbrook line for the 1951 model year. In 1954 the Belvedere replaced the Cranbrook as the top trim and became a full model line with sedans, station wagons and convertible body styles. The Belvedere continued as Plymouth's full-sized car until 1965, when it became an intermediate, and was replaced after the 1970 model year by the Satellite, a name originally used for the top-trim level Belvederes. Jeff's Belvedere is a II. The Belvedere I was the lower sub-model in 1967 and the next two up from Jeff's was the Satellite and the high performance GTX added just that year.

When first meeting Jeff's Plymouth, especially if the engine is running, "high performance" is what you hear. Most likely because the 440 engine is telling you "it is ready to go!" The smaller engine the car came out of the factory with, was replaced by the former owner, along with the normal carb and exhaust additions that come with a major change like that.

Jeff's understanding is the Florida owner made a really good decision when he decided to sell the vehicle, but a very unfortunate outcome came from it. The carburetor and intake manifold was replaced to better match the engine.



During the inspection that Jeff commissioned, the car performed wonderfully, and the decision was made to purchase it and have it shipped to St Albans. During the unloading in St Albans, the car's engine started to show signs there was something wrong. When Jeff took the car to an engine shop, the first thing they did was take the oil filter off and the problem was found. The engine had been destroyed because someone had not removed a cloth rag in the manifold when they installed the new carburetor. If you have been part of discussions among VAEers over the years, you will hear similar stories of close calls. One story comes to mind of a mouse nest that was swallowed by an engine.

Jeff's Plymouth is fine now and better than ever. The engine has been rebuilt by one of the top shops in Vermont. While he was at it, Jeff decided to add power steering and front disc brakes. So, the Belvedere Convertible that he has dreamed about is now in his garage and purring.

The pilot episode for the television show **Adam-12** featured a 1967 Belvedere as the standard LAPD police cruiser.

Belvederes were used in police service from the 1960s to the early 1970s, when they were replaced by the Plymouth Gran Fury. They were prominent in both the LAPD and New York Police Department.

It uses the Plymouth B-body platform, 3120 pounds, 116 inch Wheelbase, 203.4 inches long, the 440RB 7.2L engine produces 375 HP at 4400 RPMs.
New price \$2695





Edi Fiske

The Roadside Diner

Date-Apple Coffee Bread



- | | |
|---|--|
| * 1 tablespoon Instant coffee crystals | * $\frac{1}{2}$ teaspoon baking soda |
| * 1 cup boiling water | * 1 beaten egg |
| * 1 $\frac{1}{3}$ cups pitted dates(8 ounces) | * 2 medium apples, peeled, cored, and shredded (1 cup) |
| * 2 $\frac{1}{4}$ cups all-purpose flour | * $\frac{1}{2}$ cup chopped walnuts |
| * $\frac{3}{4}$ cup packed brown sugar | * 2 tablespoons butter or margarine, melted |
| * 2 teaspoons baking powder | |
| * $\frac{1}{2}$ teaspoon salt | |

Dissolve coffee crystals in boiling water; pour over dates. Set aside. In a large mixing bowl stir together flour, brown sugar, baking powder, salt, and soda. Combine egg, shredded apples, walnuts, melted butter or margarine, and coffee-date mixture. Add to flour mixture, stirring just till moistened. Turn into a greased 9x5x3 inch pan. Bake in 350 degree oven for 60 to 65 minutes or till a wooden pick inserted near center comes out clean. Cool in pan 10 minutes. Remove from pan; cool on a rack.



"Remember When".... with Chris Barbieri



Remember when Summer was around the corner and Mom and Dad were planning for the family vacation ?

Options considered might be a road trip of one or two weeks to the seashore, the mountains or maybe take up Uncle Clyde's invitation to spend time at his far away farm.

But what about the ageing family car? Was it still up to long drives clocking hundreds of road miles? There was a lot to consider and this ad from MoPar / Chrysler Corp. was ready to help. **All you needed to do was bring your car to your nearest Plymouth, Dodge, DeSoto, or Chrysler dealer for a MoPar Vacation Checkup.** That included lights, brakes, steering, cooling, vision and lubrication but strangely not tires. You would think those bias ply tires would be top of the list.

To support the Chrysler Brands dealer network, this full-page ad from the June 1956 Popular Mechanics features

a '56 Plymouth hardtop and highlights the MoPar Vacation Checkup before hitting the road.

Was this service worth the time and money ? Did cars of the 50's require such a detailed inspection? Those of us with basic automobile skills could probably evaluate most or not all of the checklist on our own.

For many folks doing long distant driving today much of the MoPar list is taken for granted to be ok. If it wasn't, newer cars would still have gauges on the dashboard instead of warning lights or beep signals when something does go amiss.

Today's newer cars and trucks reliability and infrequent service schedules make the MoPar Vacation Checkup a relic of the past.....except for those tires of course !





The big news this month, of course, is our August show is a go! The state has given us the OK.

Our 2nd biggest news this month, is a new plan for VAE mini-tours. We are not sure the normal monthly activities can happen this summer, because of Covid but we are sure these tours can happen if we follow Covid protocols. Wearing masks and keeping distance is the main safety secret.

For years, we have tried, and failed, to offer club activities throughout the state, leaving many of our members unable to join us because of distance. And the worst part, their old cars stay in the garage.

It was the idea of Mike Felix, our 2nd Vice. He arranged a trial run in the Burlington area last Fall and it was a huge success. The idea is to have mini-tours to senior residential facilities and senior housing complexes. Mike arranged to visit three facilities and made sure there was some nice "touring miles" in between. We were able to show our cars off to a very appreciative audience, meet up with other club members we had not seen for a long time and have an impromptu parade of old vehicles between visits.

This is our plan for the 2021 Touring Season. Mike is 2nd Vice, as mentioned, and I am 1st Vice (Gary Fiske), and we will do most of the work. We have the OK from 5 VAE members so far. They are willing to help us do tours in their Vermont locations, Burlington, Middlebury, Newport, St. Albans and Bradford. We will be adding other locations, give us a call if you are willing to help. Mike and I will contact the facilities and schedule the tour...with advice from the local VAE member, of course.

We then pass the details on to the local member and he or she then makes calls to other members in that area to join the tour. In our minds, it would be fine if there were only 3 or 4 cars, but we believe like last Fall, many more VAEers will show up.

We want to have tours in other areas as well. Like Montpelier, White river, Randolph and Brattleboro for example. You might be hearing from us.



Brian Warren sent this picture (left) to Wheel Tracks with a heading "Is anyone looking for a project car?". It is on his property and he said, in reality, it is such a part of his family's history, the last thing he would do is see it go.

John Freeman's poem "Earth to Earth" comes to mind.

An additional letter to the editor.....

Dear Wheel Tracks,

The North-east Chevy/GMC Truck Club (est in 1980) has been a chapter member of the Vermont Auto Enthusiasts for many years. So, after these many years, I have decided to become a member of the VAE.

In 1971, I was a member of the US Airforce and had just returned from Vietnam. I had been assigned to a 9-month school in Oklahoma and purchased a 1964 Triumph Spitfire from my brother to drive there from

Massachusetts. That is when life changed and I caught the old-car bug. I loved the little Spitfire, but it was too small to carry all my stuff. Borden Dairy was having an auction of their old vehicles and I saw the car I needed in their ad. It was a 1965 Ford Galaxy Wagon. Sitting next to the Ford was a 1958 Chevy panel truck with "Elsie the Cow" and the words Borden Ice Cream written on the sides. It was love at first sight. I put a bid on the truck for \$150 and became second owner of that truck. It had 45K miles on it and was only 13 years old.

Today, fifty years later, the truck still drives and looks good, it now has 400K miles on it. The truck and I have had many adventures over the years.



After discharge from the service I studied drawing in college which has grown into a nice side hobby. I work on commission and can draw or paint your vehicle if you would like.

The panel truck, left, is my Chevy and is a drawing that I did. The vehicle to the right is a commissioned drawing.

Regards, Bryant Stewart.
Erving, Mass.





Wheel Tracks Academy



Carbon Gets A Bum Rap

From Wendell Noble

As an antique car enthusiast, try to imagine what it will be like 25 or so years from now. By then the new electric cars of today, that seem to be the wave of the future, will be old enough to qualify as antiques.

Since many of us won't be here to experience it, will our descendants of that day be as nostalgic and enthusiastic about their old Teslas, Volts, Bolts and Leafs as we are about our old Fords, Chevys, Packards and Mopars?

Will they be telling stories about how they ran out of electricity on the way home one night and had to borrow a few kilowatt hours from a helpful stranger in order to make it home?

Will they be just as enthusiastic about collecting memorabilia from vintage electric charging stations as we are about old porcelain gas station signs and gas pumps?

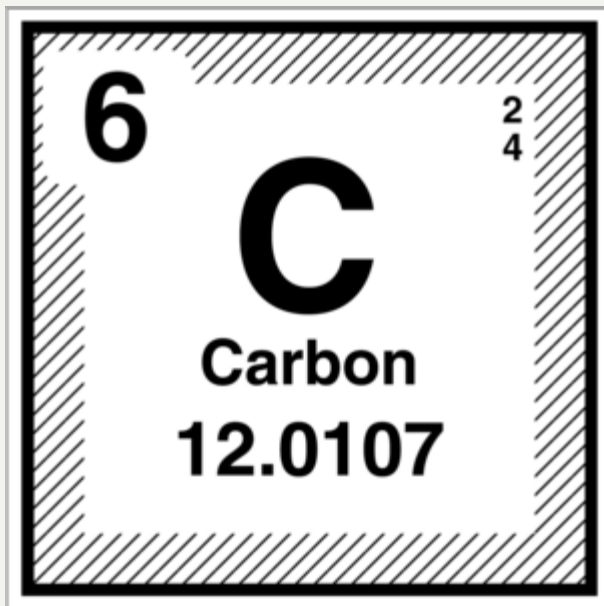
A revolution in automotive technology is evidently underway. Several major car makers have already declared their intent to cease development of internal combustion engines. Some have even stated they intend to stop making cars entirely. This revolution is driven by our effort to save the planet from climate change.



The villain here is alleged to be carbon. We're striving to "capture carbon". Then we will "sequester carbon". All this is aimed to reduce or eliminate our "carbon footprint." That's a bum rap for carbon!

Carbon is simply one innocent element out of

118 (103 when I was in school) in the periodic chart.



There are probably some elements that we could actually live without, but not carbon.

In its solid form it is either graphite or diamond. Those forms are pretty useful and familiar to us all. In compounds, carbon is the currency of life, animal or vegetable. It is the only element that has a whole separate chemistry devoted to it. That's organic chemistry. The very name organic denotes its importance to life.

The cells of our bodies are made of carbon containing molecules.

The important carbon compound, cellulose, forms the cell walls of plants. So we'd do well not to bad-mouth, punish or try to get rid of carbon.

The real intended culprit here is evidently the carbon dioxide (CO₂) that results when we exhale or is formed when we burn organic compounds to get useful thermal energy.

We animals don't know how to turn that carbon dioxide back into carbon and oxygen.



It would be great if we could. Only plants know how to do that. It's a complicated process called photosynthesis and requires a lot of energy from the sun. Plants have been doing it forever.

If you really want to make a difference and do your part while cruising in your self driving electric car, just hold your breath, stop exhaling and wait for the climate to improve.



"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 John Parker

The Ever-Ready

I wasn't an automobile enthusiast, at all, at first. I grew up on the coast of Maine, learned how to sail at six, and spent my youth and early adulthood crewing on passenger schooners on Penobscot Bay.

However, during the 1953 Fall semester at the University of Vermont, I came across a most unusual vehicle: an old Packard Sedan. While examining this relic, a tall, lanky, bearded chap approached and told me that what I was looking at was a 1929 Packard Model 6-40 Club Sedan. He then introduced himself as **John Hawkinson**. It turned out he was a fellow classmate, although we had no common classes. He said he had about twenty cars of similar vintage.

Time passed. Come spring John showed up with another Packard, this time a very nice 1929 roadster. It was magnificent! I had to have one! There were not too many of them, but he would have a look about.

Weeks later, he said he had seen a tan Packard convertible driving about town. I had seen it also - nice car. Who owned it? We discovered that the car, a 1934 Packard, belonged to the head of the building maintenance at the Bishop



This is not a picture of John's, but is an example of a 1934 Packard convertible.

DeGoesbriand Hospital which was right next to the college. It was his every-day car, and it wasn't for sale. Well, apparently, it was, for when I looked for it next fall, it was gone.

By this time, I had met some old car enthusiasts: **Avery Hall, Pete Tacy, Rod Rice, and Gael Boardman**. Pete, the ferret, knew where the car was - on a farmyard-cum-used car lot in Colchester. Sure enough, there it was, looking half-way descent, good paint and chrome, gone-by top, but it ran. The guy wanted \$110 for it. I wheedled him down to \$85 and drove it home. I drove it for about a year, but soon found that the body was more than just aged.

Vermont winters are legendary, and the salt had really done it worst. The rear fenders were rusting off the body, and the rest of the car was, under the decent paint, but full of breaking up Bondo. Time to go. I sold it to my friend, the late **Joe Hewes**, and bought a 1929 Packard Roadster.

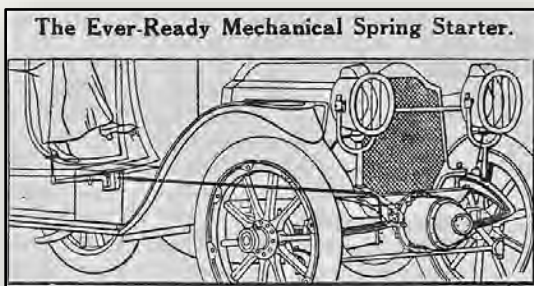
During this time, Pete, Rod, Avery, and some others had formed a club called the Vermont Automobile Enthusiasts. Would I like to join? Yes, of course, and I did.

Does Your Car Have a Name?

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

Some of you are familiar with the little red 1912 Overland owned by my friend Don in Connecticut. The car's name is Ogden.

The way I heard it, Don's future daughter-in-law came to Don desperate for his help, saying, "**If our first child is a boy, your son wants to name him Ogden**". "I don't want to saddle him with that name all his life. You've got to help me." Don told her not to worry, he'd take care of it. He promptly announced that the Overland's name was Ogden! On hearing this, Don's son said, "I can't name my son after your car!" Problem solved! Also, their first child was a girl named Ester.



The Ever-Ready Spring Starter is attached to the front of the car in the place of the crank. It is the size of an auto headlight and looks like one in reverse.

Two power springs are released by a slight pressure on a pedal near the driver's seat. The engine is turned six or eight times at about 300RPM

Once the engine is started, the springs are rewound automatically.



The August 1989 Wheel Tracks begins with an editorial from "Nelson's Mother" From editor Christine Skinner

Unexpected: Adj; not expected, not looked for, sudden, Unforeseen.

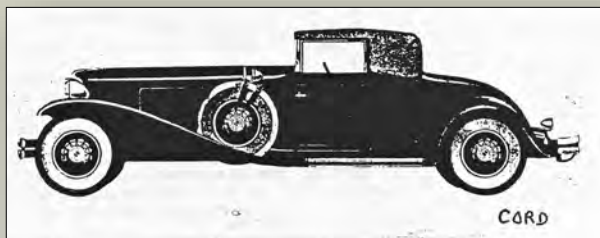
This word should be included in the "Antique Car owner Dictionary". I am sure that most of you would agree.

Have you ever prepared a Sunday outing? Planned everything from the route you will follow to the food you will take along? Everything is set, you get behind the wheel, turn the key (if you own one of these new cars) and nothing happens..... That antique car of yours simply doesn't want to start and the kids are already asking: "Are we there yet?"

I can hear you say: you should have started your car first and checked if everything was fine. Good point but....trust me....when it would be time to go, it would just say NO. Why? Because of the dreaded UNEXPECTED!

This happened to me on the weekend of July 21st. And, this time, our Maxwell was not the guilty party, and it didn't have anything to do with a Sunday drive. It had to do with the preparation and publication of Wheeltracks. And, the UNEXPECTED was the newest member of the club, our newborn son **Nelson Stewart** who joined the VAE on July 23rd at 7:08am...two weeks early!!!

So....Wheeltracks is late this month; please don't blame it on me, blame it on the UNEXPECTED!



Treasurer **Don Rayta** reported a total of \$35,766.45 in club assets.

Avery Hall reported the show field was laid out to accommodate 400 show vehicles and 300 vehicles were registered for the Champlain Valley Antique and Classic Car Show on June 16th, 17th and 18th. The **Haydens and Kings** were in charge of admissions and reported 5,000 adult visitors.

John Mahnker was the "steadfast and capable" announcer that year. Total show expense was \$16,170 that included \$989 to the Burlington Free Press for advertising and \$4167 for use of the fairgrounds. Total income was \$21601 leaving a plus of \$5431.

Chris Barbieri sponsored **Fred Cook's** VAE membership in August of 1989.

Marvin Ball was selling his '66 Mustang for \$900. The ad said you could drive it home.

Steve Skinner had an ad to sell his 1984 Honda Sabre, V4, water cooled, shaft drive, 6-speed with dual disc brakes in front. Only \$2350.

Armand LaBlanc wrote an article about setting up your home workshop.

He starts by writing, "Some time ago I read an article on what tools are nice to have in your workshop. I might even have written it. Lately, my forgetery is better than my memory."

He goes on, "As I recall, an engine lathe was considered the number one tool to have. I have seen nothing to refute this argument. A lathe will sure do a lot of work and make a lot of parts."

Armond's article is mainly about tool storage..... "Where do you put your hand tools? There are three ways to handle the problem of hand tool storage. The first is to have a roll-around chest. The second way is to hang everything on pegboard hooks. The third way is to just throw everything into a heap."

He continues, "You need a smooth floor for the first, I chose this way. A big chest with lots of drawers. The second way makes everything neat and in sight. When your friends leave after a visit, you can easily see what is missing."

The third way is not the best, but is the cheapest of all on the short run."



Letters TO THE Editor

Dear Wheel Tracks,

I am sending you an early automobile calendar I call "The Bee's knees". This has to be one of the best cultural and historical photos of "sex and the automobile". Just think, she might be someone's great or great-great grandmother posed for this risqué photo of its time.

Paul Baresel

Note.... The 1925 calendar is from The Spencer Matheson business in Waterloo, Quebec. They sell and repair pianos, organs, sewing machines, phonographs and records. They quote, "Repair done is First-Class style"

Hello Wheel Tracks,

Just wanted to send a note of appreciation for the interesting and often lively publication you send us each month. The April issue is no exception. The cover story (and photo) are unusual and fascinating. I always enjoy Gary's "From the Editor" and "VAE Gossip". The humor pieces scattered throughout are always a welcome respite from the tensions of day-to-day living. Yes, Buzz, the guy from India calls me, too, every day about extending the warranty on a car I haven't even seen for three years...

Chris Barbieri's piece on the independents of the 1950s brings back memories – my uncle's new '55 Hudson with seats that could be made into a bed, and the GREAT 1955-1956 Packard's which came too late to save Packard (see Amos Roleau's '55 on the back cover). Likewise for Don Tenerowicz's piece on the 1955 Chevrolet; although our family car was a Ford, I remember the '55 Chevy as a break-through model and one that has stood the test of time. Walt Woron was a fine writer, and a real expert; his assessment of the '55s was exactly right.

I could say more, but I'll end by noting that I always learn something interesting by reading Wendell Noble's technical articles. Same for Dave Sander's pieces. Thank you to all for giving the VAE such a fine publication, month in and month out.

John Emerson, Middlebury, VT

Editor's note.....This next letter is from Roland Churches of Beecroft, New South Wales Australia. Nice to have you Roland, I have questions about the Franklin picture. Note what looks like a tool box built into the running board.

Dear Wheel Tracks,

You asked if we had cars of interest. I found this Sunbeam 14/40 gem in a second-hand car yard on Parramatta road Fivedock for sale for pounds 230. I could not pay cash in 1954 so I took a credit loan from Cathcart Credits. The car had not done many miles as the salesman told me it had been owned by a little-old-lady.

The engine was 4 cylinder, capacity 2120cc with compression ratio 4.6:1 and developed 31 kW at 2800rpm. Over a year or two, significant modifications were made resulting in a great increase in power output.

I also replaced the original leaking, flat radiator with the v-shaped radiator from the same 3L model source together with the larger headlamps (see photo) also from the 3 L. Probably not in the spirit of Vintage car culture, but the car was my daily commuting vehicle. Further, when repairing a blown head gasket resulting from shrinkage of the plug in the top of the block, I elected to shave 1/4 inch from the head that raised the compression ratio from 4.6:1 to 6:1. There was a great improvement in torque from that change and helped by emptying the muffler of all baffles and making the tailpipe from 3-inch diameter copper pipe. The exhaust note was superb.

The colonial model fan (I think 5-bladed) seemed to use a lot of power so I removed the belt and with the new radiator, the engine never overheated, even in traffic. Then there was the failure of the water pump from impeller corrosion. As I could not find a replacement, I fabricated a cover for the opening for the pump in the crankcase and routed the cooling water circuit to run simply on thermo-syphon. Again, the engine never overheated. This car performed wonderfully and I often wondered how much power / torque it produced compared with when I bought it in Fivedock for 250 pounds. I sold it to someone in Pymble for 250 pounds!

I would love to know something of the fate of this great car.

Regards, Roland Churches





VAE Trivia from Don Tenerowicz

Prior to 1947, Vermont law enforcement was county based. Each of the state's fourteen counties had an elected sheriff responsible for providing all law enforcement services to towns in the county. Opposition to establishing a state police force existed, partly based on the state's low crime statistics, a reluctance to add new state spending. Local sheriffs didn't want to lose their status and argued that unelected centralized authority would be a bad thing.



On the state level, only the Department of Motor Vehicles Highway Patrol provided centralized, statewide law enforcement services. They patrolled the state's roadways on motorcycles enforcing motor vehicle law and investigating accidents.

Communication between headquarters and the Highway Patrol members prior to the use of police radios was accomplished through posting signs in public places. Highway Patrol Officers would call their stations for messages about accidents or the status of motor vehicle complaints when they would see the posted sign that, say, the local store would put in their window. A little like the signs you would put in your window if you wanted dry-cleaning picked up.

The seed was first planted in 1935 for a "state police" department but the county sheriffs wanted no part of it. The disappearance in 1946 of an eighteen-year-old Bennington College student, resulted in changes to the attitudes of many opponents. Bennington county officials were unsuccessful in locating the student and were forced to call on State Police investigators from Connecticut and New York for assistance. The case was never solved but the situation proved the need for a state wide department. On July 1, 1947, the Vermont State Police service was started.

Next up.....

Coming VAE Events for 2021

Saturday, April 24th... A "Senior Residents Old-Car Tour" in the Burlington Area. Arrangements are incomplete at press time, watch for notices from John Lavalley for details. Masks and distance rules will be in place.

Saturday, May 15th.... A "Senior Residents Old-Car Tour" in the Vergennes Area. Arrangements are incomplete at press time, watch for notices from John Lavalley for details. Masks and distance rules will be in place.

August 13th, 14th & 15th... "The Vermont Antique & Classic Car Meet" at Farr Field in Waterbury, Vermont. Lets have a blast and if you want to help in any way, contact show chairs Duane Leach or Bob Chase

Notice from the 2nd & 1st Vice, Mike Felix & Gary Fiske

Please be advised, the Senior Resident Tours listed above are not going to take the place of our traditional monthly club gatherings. These tours are the only activities we can presently have because of Covid 19 rules. We know the rules will change over the next few weeks and months but today (April 6th), the tours are all that we can plan.

Also, we hope these tours will become a club normal.

1. The personal rewards in these visits are immense, especially, when we meet these wonderful folks.
2. Our hope is to have a club activity for our club member's participation, that can happen anywhere in Vermont...(Gosh forbid if a few VAEers in other states would like to have a tour in their hometown). We will do the work of organizing, our local member only was to make the calls for his neighbors to join in.
3. We get to use our old rides and show them off to a fantastic group of people.

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

Wheel Tracks Classifieds



Free to all Enthusiasts

For Sale.....

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



May Bumper Sticker...

**Stop Looking
At the Back
Of My Car**

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

**For Sale.... My Dad is in a nursing home and
I need to sell these
Model As to pay
for his care.**



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



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



1937 Ford Pick-up Hot Rod.
\$19,000

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

James Leithead, Derby, Vermont
jandselectrical@comcast.net

Free... I would be happy to give these to one of our flea-
marketers to add to their inventory if anyone would like
them. Distributor cap (non-Whippet), gas cap with tether
chain, and 6 new valves. 802-878-2536.
Thanks. Charlie Thompson



For Sale.... Chevrolet sales brochures.

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



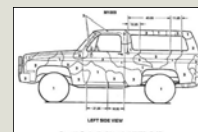
For Sale.... 1923 "T" with hose carrier body under
restoration and a truckload of T parts including 1925
engine/ transmission. Asking \$4000.

R Martin 802- 862- 6374 or roymart@comcast.net.

For Sale.... Parting out a 1985 M1009 military Blazer.

Lots of good parts still available.

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



**A 2020 National Golden Quill Award
has again been won by
The Vermont Auto Enthusiasts
publication
"Wheel Tracks"**

About 100 Golden Quill Awards were presented nationally
by the "Old Cars" publication.

The judges were especially impressed by the winner's
perseverance during our "Covid Year".

We were judged on balanced content, layout, design,
image use and quality.

Congratulations to the many hours spent by the column
writers of Wheel Tracks.

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

marleyparis@aol.com



1955 Town Panel Truck

Owned by

Don & Anne Pierce, Colchester, VT



May 2021

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

**THE
Vermont**

**ANTIQUE AND CLASSIC
CAR MEET**

August 13th -15th, 2021

**SHOW CARS
FLEA MARKET
and much more!**

**The Vermont Auto Enthusiasts signature annual event is the
Vermont Antique and Classic Car Meet.**

**This year's 64th annual Show will once again be held at Farr's Field 2 miles
west of Waterbury on US Rt. 2.**

**Held each year on the second weekend in August this years dates are
Friday the 13th through Sunday the 15th.**

Much of last years Covid cancelled Show highlights are carried over to this year with 34 judged show car classes including military, street rods and motorcycles. Don't miss the huge automotive flea market, car corral, and Show car parade through downtown Waterbury. Added special events feature Vintage Fashion Judging, Hot Wheels and valve cover racing. Unique and popular is the Crafter's Tent featuring Vermont Artisans and their creations for sale. Sunday focuses on judging followed by Award presentations.

VAE members are encouraged to pre register at vtauto.org or on site register their favorite antique and classic car or truck. You don't need to be judged if you don't want to. Show off your antique to the thousands of folks and families that visit the event.

Proceeds from the Show are used to support our education programs which encourage and recognize student achievement in automotive technical programs. Our Golden Wrench Award and Skills USA support recognize outstanding students at the high school, level, whereas scholarship awards to Vermont Technical College helps deserving students complete education at the associate degree level.