

October- November 2020 Year 67

Wheel Tracks



Mike Daigle, left, and sons Domenico ,middle, and Charlie have a new project at their home.

The 1918 REO Model F Speed Wagon
Will be their winter project
And maybe
beyond winter.

More on page 7

The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR PRESIDENT,
DUANE LEACH

Hi Everyone,

I hope everyone is doing good and staying safe. We had an interesting phone call recently. My wife answered the phone and the voice on the other end said "now who did I call". He said he had been in the VAE a long time so she had him talk with me. He wandered if I had time to just chat. He said, "they won't let me drive anymore so

I don't get out much and I'm kind of bored staying home." I learned a lot about this young gent, who is in his mid 80's. That 40 minutes made the day great for me, I hope for him also. I would like to have everyone pick up the club roster, open it to any page and call another club member that you don't know. You might be surprised how happy some one on the other end will be to hear from someone in the club and see what their story is. That's my, "stay safe at home work for the month".

The Gypson tour is coming up on October 3rd. Lets make it the biggest tour ever. I heard a secret that it will be a pretty drive.

Keep washing your hands and wearing your mask be safe.



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 1960 Bob Jones
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FROM YOUR EDITOR... GARY FISKE



G'day to you ...

so my car friend, **Ron Dow**, would say. He is from the tropical East side of Australia. They are slowly heading from winter into summer, down under!

I am slowly heading for my one editor-month OFF!!

A number of members, including myself, have been confused when they look through their pile of old Wheel Tracks and were unable to find the November issue....because it was not published that month! I have cured that confusion by dating this issue October-November. Now wasn't that sharp of me?

We have had five death notifications since last issue. You can read my versions of their obituaries on page 9. I hope you find them respectful, as that is 100% my intention. I knew **Les Skinner** the most of the four, and will miss our back-and-forth that we always had. I remember one of the first times I met him during a club Christmas Yankee Swap. He had picked a cute little model car and I took it from him. Wow, was he upset, but you know, that has always been a memory we each would use in fun since that day. I can't remember, but I think I finally gave it to him after being called a car thief 20-times. Les' lovely wife, Phyllis, is one of the strongest people I know. You are in my thoughts Phyllis.

I had a very nice surprise a few weeks ago. My Model T Roadster will be taking up residence in Keene, New Hampshire soon. It might be temporary and it might not be. My daughter, Marie, has shown some interest in my old cars and I offered to park the T in her garage, for her to use when she feels like it. It happens to be one of the most reliable vehicles I have, all we need to do now is a few lessons on the 3-pedal and a handle arrangement to drive it. I told Charlie Thompson I have always admired his daughter, Tammy's, interest in old cars. If you are in Keene and see any T-type rubber on the highways, please call me.

Do you have a name for your old vehicle?

No, not a name "like that", I mean a nice name that you could say in church. Charlie Thompson had the idea of asking members for their vehicle names and the minute John Lavalley put the word out, the names came rolling in.

If we are lucky, we will have a neat new column for a while.



And finally, something I read about and wonder what we could do to help VAE members with the task.

That is being able to find the history of our old vehicles. I am sure some of the tricks that are used in finding our descendants can also be used in tracing the history of your old vehicle.

I can't imagine what my old '27 Dodge Sedan has seen in its life, so far. I know that I purchased it from a gent in Mystic Connecticut. I was told it was an Ohio car, but that is about it.

Is there someone on our club who might know the finer points of tracing vehicle histories? Would you mind sharing that information with us?

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

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

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"The Softer Side"

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

"How much wood can a woodchuck chuck"from Anne

You all probably know I love to garden.

Well, by now I've started to put the flower beds to rest for the long winter ahead, but I'll tell you about my August/September problem. And it turned out to be a BIG problem.

It seems we had a **gopher** invade our lawn. Well, at least that's what I thought it was. I even looked up pictures of it and, yep, seems like that's our guy. Well, the little bugger was living in the culvert that goes from one side of our driveway to the other and would come out to eat. It was eating the clover and I thought, great, I gotta deal with that clover at some point anyway, so have at it.

Well, fast forward through to September and - dang it! - it turns out that it wasn't a gopher at all. I discovered it, one morning, standing on its hind legs eating - EATING! - my flowers in the very large pots on our front porch. It stood 14-16 inches, and that ain't no gopher. Gophers weigh between one and two pounds, and this was much bigger than a couple pounds. So back to Google I went and, lo and behold, it turns out that it's a groundhog, otherwise known as a woodchuck.



Okay, so this means war. I tolerated it for the previous month because it wasn't doing any serious damage, so I thought, and then to find it eating my petunias and brand new phlox in my brand new front bed, plus it started on my Montauk daisy that I've been babying since last fall, and I'd had enough.

Out came the animal trap. As you are reading this, I'd like to say we caught the woodchuck, but I can't, so you'll have to stay tuned to my future Softer Side and I'll put a side note in to let you know how this terrible saga ended either for me or the woodchuck.

I'm sure reading this, what comes to mind, is the following, which I'll end on:

"How much wood can a woodchuck chuck if a woodchuck could chuck wood?"

Editor's notes.... 30-aught-6 comes to my mind Anne. Just saying.



VAE Gossip from GCF



During one of our 2019 VAE adventures, Duane Leach found this hammer, he is holding, pictured left. It is probably still in the old barn where it was found. It might be a "remote" hammer for far-away nails. Who knows?

We heard a very sweet sound a few days ago. We started the engine of Judy Boardman's '29 Chevy Roadster, pictured right, and you would not believe the smooth sound of those 6-cylinders. Wendell Noble and Fred Gonet are still tweaking and peaking the car and it is getting closer to going back to Judy's house. We now know one of the reasons for shifting to 6's and dumping the 4-bangers. Not necessarily for the HPs, but for beautiful, that silky sound.





Dave's Garage

by Dave Sander



Dave!

Hope you enjoyed your vacation? Did you go anywhere fun? Did you find anything that interested you, or your family?

Hey, I need some help, please? I just bought a low profile "sliding" battery disconnect, which will mount to the negative terminal of my antique car's battery (6v). It seems apparent to me that when the switch is "open" (slide not making contact with the receptor) the battery will be disconnected from the circuit and the car will not start...which is great! Obviously, when the switch "closes" the circuit, juice will again flow, and the car will be able to start - Great!

My question is what about when I "trickle charge" my battery between tours, or while in semi active storage...Is the circuit to be closed with slide making contact? or open & slide making no contact?

Thanks, I wanna avoid fires, problems, while still ensuring that the battery is fully charged. Maybe its easier and safer to remove the disconnect apparatus entirely, and then charge the battery as normal?

Chris Chartier, Ascotney, VT

Chris, good questions! A battery disconnect is a great idea. Many older cars have wiring that is not fused. This, coupled with old lacquer braided wiring is a recipe for disaster.

Cars should have the battery disconnected when in storage, for safety. There are many battery disconnect switches. I have seen many of the cheaper ones fail. Ideally you want to be able to disconnect the battery from the drivers seat, in the event of a short while driving.

With conventional lead acid batteries it is a great idea to have the battery hooked up to a battery tender while the vehicle is in storage. Conventional batteries lose about 1-2% of their charge every day. If the battery is a gel cell or AGM battery, the best thing to do is leave the battery disconnected. These batteries lose a minimal amount of power while in storage.



HOW TO MAKE ELECTRIC VEHICLES PRACTICAL (SORT OF)

Even if you have never driven an Electrical Vehicle (EV), you've no doubt heard about the main reason they are not all that popular, even in the 21st century. That reason is "Range Anxiety" - being worried about making it to your destination on the amount of energy your battery is packing.



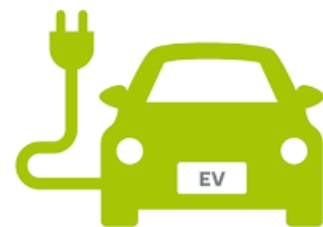
Modern EVs use lithium - ion battery packs, generally mounted in the floor of the car beneath the rear seating area. Lithium is an attractive material for batteries because it is the lightest metal. Lithium- ion batteries also have a high charge density which leads to longer life. They also come in all sizes. This is why they are used extensively for implantable electronic medical devices, like pacemakers. Typically, these batteries can be expected to last 15 years.



It will be a long time before scientists can develop or discover a better battery which is relatively light in weight compared to other types of batteries, with enough energy capacity to propel a 3500 - 4500 pound car between 200 and 300 miles. EV batteries can weigh as much as 1200 pounds. The "elephant in the EV room (or in the EV interior, to use an automotive metaphor)" is that taking one of these cars on a trip longer than the full charge range will cost at least 30 extra minutes of your time to "re-energize". That's if you can find a 240 volt charging station in-route. And even that might only give you an 80% or so charge in 30 minutes time. If you can't get to a charging station, it'll be life in the slow lane, or a full stop, for you until you can recharge somewhere.

Using 120 volts to charge an EV overnight will not give you anywhere near the range that a 240 volt overnight charge will deliver. But these fast chargers might not come with the car as standard equipment. They are usually sold as optional accessories when you buy the car and should be installed at your home by a qualified electrician.

Continue to page 7





Used To be....

Polish your shoes before you go out.



From an "almost" elder club member....

A very elderly gentleman, (mid nineties) very well dressed, hair well groomed, great looking suit, flower in his lapel, smelling slightly of

a good after shave, presenting a well looked-after image, walks into an upscale cocktail lounge. Seated at the bar is an elderly looking lady, in her mid-eighties. The gentleman walks over, sits alongside of her, orders a drink, takes a sip, turns to her and says,
"So tell me, do I come here often?"

This from another VAE member...

A older man was asked how often he had sex with his wife.
He thought a moment and then answered "almost every day".
"Why, just this week, almost on Sunday, almost on Monday, almost again on Tuesday, almost ...".

"I make mistakes; I'll be the second to admit it."



I spend so much time looking for my cell phone.
Its beginning to feel like a hobby



**Truck for sale...Needs parts,
Serious inquiries only.**

Toe-in and Camber

From Gary Fiske

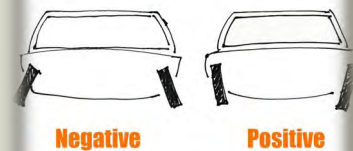
Lloyd Davis accompanied me in my '27 Dodge a few years ago and complimented my vehicle highly. It was a fantastic VAE tour of 12 or 15 old vehicles in the Proctorsville/Windsor area. Many of the vehicles had no problems but unfortunately, my old girl had more than her share. At the end of the day, Lloyd told me that I had a really nice car. I replied asking him how he could say that with all the troubles that we had. His reply....**"Well", he said, "your Dodge only has one problem at a time"**.

I was planning on taking that Dodge to the recent VAE parade that we had. But, this time, the Dodge had two problems. The carburator was acting up and my latest adjustment on the mechanical brakes needed re-doing. **Sorry for dashing your mental picture of my Dodge Lloyd.**

Since I had the car in the garage, I thought I would look into why the car needed much of my attention when driving on dirt roads. I had assumed, for years, the wood-spoke wheels just liked to follow the ruts in the road, but for the heck of it I decided to check camber and toe-in.

Camber.... I have known the two front wheels were quite different and I am sure a real mechanic would have a better way of measuring than I choose. I used a straight edge that touched the upper and lower sides of the tire and made a mark on the floor. The car has a negative camber. I then used a level and marked the floor with the straight edge while plum. So, knowing the two sides of the triangle (the adjacent and the opposite) I used a sine chart and came up with 6 degrees on one side and 17 on the other. Yes, I know, **WOW!** There is a possibility my method could be better, but the difference confirmed what I could see with my eyes.

Camber



Then came toe-in. Using a real mechanic's advice, I marked the two tires so I could use the same tire location for the two measurements. I did not do it that way at first and found the old wood-spoke wheels gave me some misleading numbers. It turned out to be about zero inches while toe-in should be about a quarter of an inch.

I changed the toe-in to .25 of an inch and found I had to do some axle bending if I wanted to change camber. Another discussion with that "real mechanic" has led me to accept the camber, for now, since the car only gets 2 or 3 hundred miles on her each year. You would not believe the difference with the toe-in adjustment! I can now wave to folks without heading for the ditch!

One question.... I understand modern cars have a negative camber, where my old cars have positive camber. Does anyone know **when and why** that change was made?

From front page.....

**Asked why
a REO Speed Wagon
Mike Daigle said**

**"Probably because of his
neighbor
Gene Towne."**

Gene Towne died a few years ago, but he left a huge foot-print in our memories, especially **Mike Daigle's**. It was visiting Gene's place over the 16 years that Mike and his family lived as neighbors, that he caught the bug for 'old stuff'.

In fact, it appears Mike's sons, **Charlie**, eleven years old and **Domenico**, 16, have also caught the bug. Domenico, recently, fired up his project in the family garage for the first time. A late 40s Oliver 66, wide-front-end tractor. Maybe that Oliver 66 could be a Wheel Tracks feature some day.. We hope!



Mike found the Speed Wagon in the back hills of East Wallingford. He said, after getting his trailer loaded, he had serious concerns if he was going to make it out. He did, as you can see, and the three have plans to get it, mechanically, in good shape but want to keep the same basic appearance that you see today. Mike's background is mechanics while spending a number of years working at the VT. State Police garage in Colchester. So he knows his way around a tool box.

The Daigle's have the REO running. They were fascinated with the exposed valve tappets and the chain-driven starter. The Speed Wagon is built for a top speed of 22MPH, while other trucks from that era was 5 to 10MPH slower. Its engine puts out 27 horse power. This is how the term **Speed Wagon** began. REO started building "Speed Wagon" trucks in 1915 and they advertised that their trucks "**had long-term viability and theirs could go faster**".

They were also known to go faster in stop and go city traffic because they had "Tall Gearing". Tall Gearing (vs short gearing) simply means you do not have to spend as much time shifting because of the REO's gear ratios. REO used the "Speed Wagon" term through 1939, they changed the term to one word in the later years.

REO started making trucks in 1908, merged and became Diamond-REO in 1971 and went out of business in 1974.

The Model F 1918 serial numbers started with #15000 and ended with #21543, which means REO built 6543 of these trucks in 1918.

Another huge plus, if you purchased a REO truck, especially a Speed Wagon, it could be refitted for whatever special purpose was needed, and the REO Motor Car Company knew that was part of their appeal. They advertised the ease with which the Wagon could be customized and started building Wagons with bigger engines, heavier flywheels, and larger water pumps. If you needed something done, the Speed Wagon could do it.

By 1925, the company had produced more than 125,000 Speed Wagons.

From page 5.....

HOW TO MAKE ELECTRIC VEHICLES PRACTICAL (SORT OF)



To make EVs more useful, they need to be rechargeable in the same amount of time it takes to fill the tank on your fossil - fueled car. To make this practical, there needs to be battery changing stations just like we now have gas stations. You'd pull into the station, an attendant would drive up with a fork - lift device which would remove your discharged battery, carry it away and comeback with a fully charged one, all installed in the time it would take to fill your gas guzzler with fuel.

A nice system, but it presents more than a few problems. First, there is no such nationwide on-the-road, EV charging infrastructure yet. Second, all the EV manufacturers would need to standardize their batteries. Neither of these things will happen in the next decade, if ever. I recently drove a friend's electric Chevy Bolt. A nice little car: smooth, quiet, with some sort of amazing electric regenerative brakes which stop the car really quickly. But be careful: electric heating and air conditioning cost miles, as does high (70mph) speed, having a kayak on the roof or extra passengers inside, etc. Luckily, there is a meter on the dashboard telling you about how many miles you have left in the batteries.

So live with a modern EV, if you can, or if you have alternative transportation to take its place when you can't. Me, I was intrigued by the antique Detroit Electric cars and the one Waverly Electric that showed up at the 2018 Shelburne Museum Classic Auto Festival, with their array of lead - acid batteries. Practical? Of course not, but that's not the point of driving our old cars, is it?
Thanks, Ernie Clerihew



Edi Fiske

The Roadside Diner

Deep-Dish Apple Pie



*1 cup sugar
*1/3 cup all-purpose flour
*1 tsp ground cinnamon
*1/2 tsp ground allspice
*1/4 tsp. salt

*12 cups thinly sliced, peeled cooking apples (4 pounds)
*3 tbs butter or margarine
Milk and sugar

Prepare pastry for single crust pie except roll out into a 13 by 8 1/2-inch rectangle:

cut slits in pastry. Combine sugar, flour, cinnamon, allspice and salt. (For a very juicy pie, use 1/4 cup all purpose flour.)

Add sugar mixture to apples, toss to coat fruit.

Turn into a 12x7x2-inch baking dish (apples will mound higher than sides.)

Dot with butter or margarine.

Carefully place pastry atop apples, flute to the sides

but not over the edge. Brush with milk and sprinkle with sugar. Cover edge of pie with foil. Bake in a 375 degree oven for 25 minutes. Remove foil, bake for 20 to 25 minutes more. Serve warm. Makes 12 servings.

"REMEMBER LAST WINTER!"



He counted 19 stalled cars in 9 miles of driving

Mr. J. Edward Lynch, 1195 Union St., Brooklyn, N. Y., drives 9 miles to his office each morning. And on Nov. 15th last Winter he counted 19 cars stalled along the road with "freeze-up" troubles.

Fortunately for Mr. Lynch, his garage service-man had shown him how inexpensively his car could be protected *all Winter long* with only one shot of concentrated anti-freeze. (Yours will show you the same protection-chart, too, if you ask him.) The only anti-freeze that is guaranteed to do this is Eveready Prestone. It will not boil off.

Make the Nose Test: Eveready Prestone, truly non-evaporating, is odorless. But "boil-away" anti-freezes can always be identified by the odor. Regardless of special "treatments," they will evaporate when the engine runs at high speeds.

Mr. Lynch rode all last Winter safely protected by Eveready Prestone. He's using it this year, too... And saving himself a lot of worry and expense.



SAME LOW PRICE

\$2.95 Per Gallon

EVEREADY PRESTONE

IT'S ALL ANTI-FREEZE... no water

"Remember When".... from Chris Barbieri

Winter is just around the corner, and it's time to check our motor vehicle's antifreeze level or maybe it's time for a flush and replace.

Either way it's a pretty simple task of assuring daily drivers and stored collector cars cooling systems survive the harsh Vermont winter. Today we take most of this for granted, but it wasn't always that way.

Flash back to winter in the mid 1930's. Most cars were winterized with solutions like alcohol or alcohol based, that in time would evaporate, and if not checked often lead to serious engine damage.

This Prestone anti-freeze ad from the October 1934 edition of National Geographic magazine says it all. It's Nov. 15th.



A Mr. J. Edward Lynch from Brooklyn, New York counts 19 stalled cars on his 9 mile drive to work, all the fault of "freeze-up" troubles.

Mr. Lynch has no such problems as he had his garage service man flush and fill his cooling system with Prestone anti-freeze. **"It's all anti-freeze, no water"** proclaimed the ad.

The ad also challenges readers to "Make the nose check" noting that Prestone is odorless but "boil away" anti-freezes can always be identified by their odor. Prestone was invented in 1927 by Union Carbide. Today the brand is owned by KIK Custom Products, Ontario, Canada.

With today's all wheel / four wheel drive vehicles, powerful long lasting batteries and Prestone in the radiator, winter is a piece of cake compared to 75 years ago.

The anti-freeze market for the automotive industry was valued at USD 688 million in 2016, and is projected to grow at a CAGR of 5.18% during the forecast period.



George Anthony Schiavone

Passed away on August 10th, 2020. George and his wife, Linda, are from Shelburne, Vermont, he was 90 years old. He has been a long-time VAE member, always highly interested in our member cars. He was able to control his passion by having only one "old car", his 1952 MGTD.

He earned a Bachelor of Science degree in Electrical Engineering from Clarkson University in 1951, and worked for General Electric in Erie, PA as an electrical engineer.

He always said the best decision of his career was moving to Vermont in 1959, where he continued his GE career.



Leslie Arnold Skinner Jr.

Passed away on August 26th, he was 92 years old.

A member of the VAE for many years, holding and doing a wonderful job at the many offices he held.

He was key to the success of our big August Show

but never visible because of his treasurer duties in the office trailer.

You can see from his picture that he was trying, very hard, to be serious for the photographer, but not quite pulling it off.

If there was no "Les Comment" from the back of the room during a club meeting, we all went running to find out what was wrong with him. We usually just found his huge smile, followed by the usual wise-crack.

You will be very much missed Les.



Steve Dana

Passed away in April of 2020.

Wheel Tracks has been unable to find Steve's obituary but has had no problem finding wonderful stories about this man.

In the above picture, Steve is pouring alcohol into the radiator of his Kissel speedster.

We are not sure why, but that was Steve!

For many years,

Steve lived in his camp in St. Albans, Vermont. The camp is located on Shanty Point, on land his grandfather once owned.

One story was his friendship with two racoons that live with him in the camp. He made many trips to the Dollar Store for sugar cookies to feed them and when Steve went swimming in Lake Champlain, the racoons would go with him.

Many stories involved his Kissel automobile. It was an open vehicle and many can remember Steve and his dog, both wearing goggles, driving through wind, rain and snow.

Shirley Ann Bond MacLay

Passed away August 22 at 89 years old.

Shirley and her husband Tom were anchors for the club's August show in Stowe for many years.

She was the daughter of William and Kathleen Bond. She attended school on Thetford Hill, graduating from Thetford Academy in 1949 and went on to attend VT. Junior College in Montpelier.

She and Tom were high school sweethearts and they married on June 10th, 1951.

Shirley loved to travel and visiting Nova Scotia, Prince Edward Island, and the beaches at Bar Harbor and Wells Beach, ME were her favorites.



Robert Murray

Passed away on August 11th, 2020.

You might remember his creation, the Lotus with the RX7 rotary engine that he brought to our August show last year. It was located in the education tent.

Robert was a concert violinist and had a huge love for exotic vehicles. He is pictured here, explaining his car to an interested visitor.



Wheel Tracks Academy

"A Sleeve Valve Engine"

" from Academy guest
Charlie Thompson

What to heck is that?

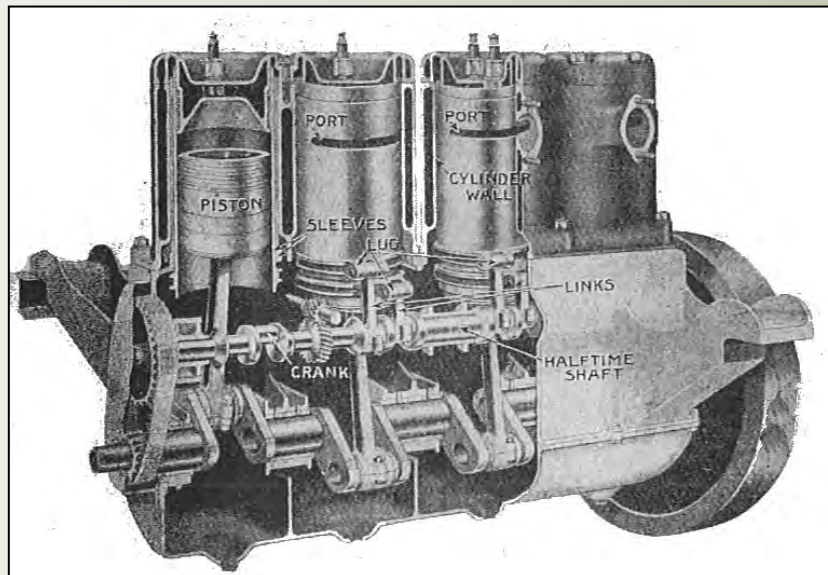
Let's start with an ordinary engine that most of us would recognize. We have cylinders cast or bored into a block. Inside the cylinders are pistons that move up and down and springy rings that seal the gap between the piston and cylinder walls. Connecting rods connect the pistons to a crankshaft that is turned when the engine fires.

We'll keep all that, but let's throw out all the valves, valve springs, rockers, and camshaft. Then we'll enlarge the bore diameter about a half inch and, between the piston and the bore wall, let's insert two thin (1/8") walled cylinders (sleeves) one inside the other and each about 12" long with the inside one a bit longer. These can slide freely up and down.

On the bottom edge on one side of each thin sleeve, is riveted a bracket. This is connected by a miniature (2" or 3") connecting rod to a small elliptical shaft that has replaced the camshaft.

Near the top of each sleeve are rectangular openings about $\frac{1}{2}$ " high and $1\frac{1}{2}$ " wide. The elliptical shaft and connecting rods push the sleeves up and down. It is timed such that both the inner and outer sleeve openings align with the intake manifold as the piston moves down for the intake of normal fuel / air mixture. As the piston rises for compression before firing, the sleeves are moved so the openings no longer align, sealing the cylinder ready for the sparkplug to fire, driving the piston down to turn the crankshaft. As the piston rises the sleeves slide again so that two other openings in each sleeve align with the exhaust manifold allowing the exhaust to escape. And the cycle repeats.

A sleeve valve engine runs very quietly with none of the usual valve noise. It was known as the **Silent Knight**. Often, they burn a lot of oil because of space between the sleeves and cylinders and pistons, even though there are tight tolerances on the diameters. As the engine runs, it builds up carbon between the sleeves creating a better seal causing it to smoke less, and to actually gain power as the compression increases.



The sleeve valve engine had several advantages.

Besides running quietly, the sleeves eliminated many problems encountered with "poppet" valves: wear, need for adjustment, grinding and reseating and other related maintenance. The openings in the sleeves provided a larger space for fuel intake than normal valves. The combustion chamber was domed on top with the sparkplug in the center, creating higher compression and more efficient fuel burning. The engine would run an exceptionally long time with no maintenance and would run better and stronger the longer it ran.

Unfortunately, the sleeve valve engine was expensive to manufacture and lost its appeal as poppet valve engines were improved and car manufacturers competed with lower and lower priced cars.

An American, **Charles Y. Knight**, invented and patented the engine in 1904. A "Silent Knight" touring car was shown in the Chicago Auto Show in 1906. Finding little interest in the U.S. he took his invention to England

and patented it in several European countries. He retained the patent rights so manufacturers using his engine had to pay a royalty and the US license, obtained in 1910, required manufacturers to add "Knight" to the car name.

Many of us are familiar with the more common Willys-Knight (Gael Boardman's and now Tammy Thompson's car) but there were many others: Sterns-Knight, Falcon-Knight, Brewster, Federal-Knight Truck, Moline-Knight, R & V-Knight, Sterling-Knight, Yellow-Knight and Willys-Knight Trucks.

The Knight engine was also used by many European manufacturers including Daimler, Mercedes Benz, Minerva, Panhard, Peugeot and Avions Voisin.

Willys-Knights along with Whippets, Willys, and Overlands were produced under the Willys Overland name in Toledo, Ohio, in several other US locations and in Canada. (I have driven my Whippet "home" to Toledo twice.)

For more information and some great photos of Willys Knights and other vehicles, check out the photo gallery at www.wokr.org, https://en.wikipedia.org/wiki/Knight_engine, and <https://en.wikipedia.org/wiki/Willys-Knight>

Charlie Thompson's "My First Car Stories"

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

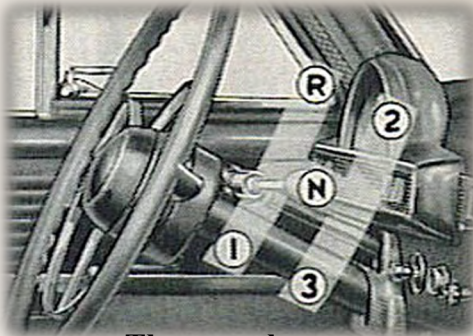
My First Car...Wendell Noble

My greatest nostalgia is not so much for my first car, but for the car I learned to drive on.

It was 1953 and I was 14.

Our family car was a 1950 Chevy. Normal automobile production, had resumed in 1946 following the war, and even then, easy to purchase a new car. Dad waited a long time and fought with the dealer to finally get what he ordered. It was four door Styleline sedan. Although we were probably a little more financially secure than many people, Dad never believed in any outward display of wealth or luxury.

We called him cheap because he wouldn't spring for a Bel Air or an automatic transmission. I recall him telling the salesman, "I can do a hell of a lot of shifting for \$150."



Three on the tree

So I was destined to learn to shift for myself and use a clutch smoothly. Our driveway was about 100 feet long and Dad would let me drive back and forth all I wanted to. I think I got pretty good at using first gear and reverse but wondered what it would be like to try second or third gear or steer around a corner.

By the time I was 16, I got my license on Dad's '54 Chevy 210, still with "three-on-the-tree." I was a high school junior by then. I couldn't afford my own car until I graduated and was on my way to college. My older brother always had interesting cars and sold me his '52 Ford four door sedan with overdrive as he moved up to a '53 Merc.

I loved driving that Ford, but like any other three year old car in the Northeast, it was a rusted hulk. I drove it from home, in Connecticut, off to college in Orono Maine. In time, I patched up the body with Bondo and patch panels and paid for a nice paint job, then unloaded it for a '55 Chevy in 1958.

It was a stove-bolt six, two door sedan. I thought then and still think now, that was a great looking car, the best of the tri-fives. In the first year I owned it, I was on my way home from school for Thanksgiving holiday, when it began to blow blue smoke and skip a little. I correctly guessed that it must be a broken piston ring on one cylinder. I spent the holiday tearing into the engine in my Dad's garage, found the problem and put in new rings. Voila! I'd never worked on a car engine before but luck was with me.

The Chevy made it back to Orono and many other places over the course of time until our marriage in 1963. I managed to roll it into a car dealer's lot in trade for a "cream puff" '61 Chevy whose maiden voyage was our honeymoon. That was, once again, "three-on-the-tree gear shift. To this day, I have never owned an automatic transmission and still have the same wife.



VAE Gossip from GCF



The owner of these vehicle springs, pictured left, would like to know what they belong to. Would they be for a motorized vehicle or a horse drawn rig? Contact Wheel Tracks if you can help with the ID.

Charlie Thompson is running out of "My 1st Car" stories. It is a great column, we hope we do not have to end it. If you don't want to write the story, call Charlie and he can take notes while you are on the phone with him.

A late classified..... For Sale... 1931 Model A Roadster. Great condition, \$18,000. Travis Cook 860-462-1067.

A recent day was spent servicing and running our many golf carts. They were also moved to the second floor of the barn. High and dry storage will be great for preserving our investment in the vehicles.



Letters TO THE Editor

Dear Wheel Tracks,

Hi Gary,
I learned last night that Bill has sold his 1950 Buick. Many thanks.
Best wishes,
John Emerson

Dear Wheel Tracks,

I will call this "The Gates Mystery Man"

I was in the auto service business from an early age. In the days of the genuine full service stations, the Gates Rubber Company of Denver had a program to increase your sales and theirs. The company sent representatives, annually, across the country, driving cars with worn fan belts. The alert attendant who spotted one and received a reward.



The routine was as follows: A late model auto, such as a Buick or Olds, would stop at your gas pumps and the driver asks to have his oil checked. (A common request in those days.)

As soon as you got under the hood, the driver is out of the car, looking over your shoulder. The oil was always clean and full, but the fan belt would be worn and have cracks. You tell the driver that the oil is OK, but he needs a new fan belt. He asks what brand of belts you sell, and of course you say "Gate". Then he tells you that you have caught a Gates Mystery Man, reaches into his pocket and hands you 5 silver dollars. He then takes a picture, which will be in the next monthly Gates newsletter and gives you a press release for your local newspaper.

This program lasted many years, but the last 3 years the award was a laminated plaque with the coins imbedded and suitable for hanging.

I will now confess to having a little advantage. First tip- The Mystery Man is always driving a car with COLORADO plates (easy to notice). The occupants are an older, well dressed couple. They have a rack across the rear seat with lots of cloths neatly hanging, for a long time on the road. Never the same people though.

One Mystery Man I caught, opened his trunk, to show me several worn belts that he carried for back up. Actually, this was a smart program. It got you in the habit of checking all belts. There were a lot of drivers who were not aware, they had bad belts, and a belt in those days could be changed with a 9/16 wrench and a tire iron for a lever. So, a lot of belts were sold right at the gas pump island, a win-win situation for everyone.

I suppose most of the guys who won the silver dollars spent them right away. I kept mine. Back then a dollar would buy 20 Hershey bars. Now, my silver dollars are valued to collectors at \$8 each. I just noticed recently at Walmart, that a Hershey bar is \$1.49, so now one of my silver dollars will only buy about 5.5 Hershey bars. I should have spent them when I got them.

Sincerely, John Mahnker



Rain-date,
October 25th.

October 24th VAE Senior Home Tour

Come join us, to show off our old vehicles,
at two senior homes.

We will meet at our first location,
11AM at
Elm Place, 60 Bombardier Road, Milton, Vermont

We will depart Elm Place about 12:30PM for our second location, 11 miles away, at...
Holy Cross Senior Housing, 1PM, on 468 Church Road, Colchester.

The staff will allow the residents to visit us, while there,
Please keep everyone safe by wearing masks and keeping your social distances.

Bring a bag lunch and a picnic blanket for the Holy Cross location. Holy Cross will serve us ice cream and pop corn for dessert.



37 Years Ago



Ron Williamson's 1931 Model A Ford Pickup is on the front page. Ron lives in Essex Junction. The registration plate is OOGAH!

Ron tells how a number of friends were sitting around a table and got to talking about the perfect "old car" they would own, if they had a choice. When he was asked, he said a Model A pickup, if he could afford it. He said it was funny because he had never given the subject much thought before.

A gent across the table by the name of Bill, mumbled that he had a Model T pickup. Ron then replied with, "yes, I am sure you do Bill, and its been in your barn for years and you would like to sell it, right?" Bill replied, yes.

A deal was made for \$400 and soon Ron was heading to Starksboro and the barn where his Model A resided. When Ron arrived, Bill was collecting parts from the barn beams. He had taken it apart when he was a kid. Ron thought he was going to roll the truck onto his trailer, and he ended up loading many boxes and baskets of parts instead. The frame was pulled from the bushes. Bill pointed to a rear-end and said, "take that one, I think it is a good one. It even has shackles." Ron had no idea what shackles were.

When completely loaded, Ron asked if there was an engine in the boxes somewhere?. Bill said "Now, that is the best to come". Many years before, Bill had loaned the engine to a friend and it was IN HIS CAR at the time. They had an appointment later that day to remove the engine from the friend's car. All Ron

could think was everything to that point was a little zany, so why not!

The truck you see on the cover, we believe, is a second model A that Ron found and it contains most of the parts that he took home that day, in boxes. There is much more to the story that he wrote for Wheel Tracks. If you want a copy, just ask and we will send it to you.

Wheel Tracks had a "roving reported" in '83. Her name was Bonnie (scoop) Graves. Her report on the "Frostbite Tour", the "Annual Dinner" and the "Christmas Party" was really good.

Chris Barbieri and Alden Chapman were Wheel Tracks (one word) editors of the 24 page issue.

The August car show had "Old fashion etched glasses" that year to commemorate the club's 30th anniversary.

There were a number of interesting ads in the classifies. The most interesting was from George Brady. He wanted to sell an antique printing press for \$350. For an addition of \$100, you could get a paper cutter with a twenty two inch hand lever.

Does Your Car have a Name?



From Charlie Thompson:

My 1930 Whippet Sedan is **Rosie**. This is short for Rosinante, Don Quixote's old broken-down horse which served him faithfully throughout his delusional quest. I chose the name after reading John Steinbeck's "Travels with Charley" about his cross-country trip in his pick-up camper which he also named Rosinante.

From Shelby Turner:

We seem to name our tractors and boats more frequently. Our New Holland is called **Snort** after a steam shovel in a children's book. Our 5-year-old grandson gave it the name 16 years ago when we first started it up.

Our 1952 Cub has a 5' sickle bar permanently attached to snip brush along our long driveway. It is named **Ed** after the movie character Edward Scissorhands who trimmed hedges with his sickle bar like hands. Played by Johnny Dep.

From the editor.... I found that October 2nd is "National Name Your Car Day".

Can you remember names like; Herbie, Kit, Bumblebee and Christine? A study claims more than 40 percent of people name their vehicle. Betsy and Betty are the most popular names drivers give their vehicles, according to the 2018 National Name Your Car Day survey.

This can be a fun column for Wheel Tracks, please pass you car names to Charlie Thompson, for all of us to see.

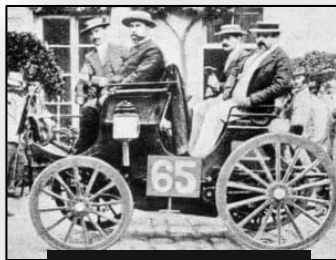


Road signs
from
Don Tenerowicz



VAE Trivia from Don Tenerowicz

The automobile or car was reportedly first developed in Germany in the 1880s and was both welcomed and feared. Not long after the car was first introduced some French people came up with the idea to race cars. People raced horses, so why not race cars.



The Peugeot Car

The world's first automobile race, Paris to Bordeaux and back to Paris (total 734 miles), was the brainchild of two French engineers and businessmen, Emile Levassor and Rene Panhard. They wanted to advertise the new automobile and generate

popular enthusiasm for the new invention.

The two men had been persuaded to manufacture some of the first cars in France. They managed to secure a patent from Daimler, one of the inventors of the car and initially sold Daimler cars from their new automobile shop. The actual engine that they used was their own design, Panhard-Levassor, and was considered to be superior.

On June 13th in 1895, the automobile race took place with only a handful of cars and top speeds were twenty kilometers, **12.5 mph per hour**. Levassor drove the car that

he and his partner designed and built, it was the Panhard-Levassor, with a twin cylinder, 750 rpm engine. Levassor easily won the race. He won the race a full eleven hours before the next car, which was a Peugeot. However, Levassor was later disqualified on a technicality and the second-placed Peugeot was declared the winner. Not really being concerned as he and his partner had received a lot of publicity and had shown the superiority of their car.

By 1891, Levassor had been able to build a far superior car for Daimler and had been one of the first to recognize that the engine of the car had to be in front of the vehicle. No longer

was the automobile a 'horseless carriage' but something like our modern automobiles. They also developed a new transmission system that was named after the two men. The two French partners were able to establish France as the leading nation in the automobile industry.

The Paris-Bordeaux-Paris race established Panhard and Levassor as a major force in the automotive industry. Inspired by the Paris-Bordeaux race, many people held car races and eventually they laid the foundation for Formula One racing.



1896 Panhard Levassor

Next up.....

Coming VAE Events for 2020



October 3rd. 11AM.... The Gypson Tour is organized this year by Tom and Wendell Noble.

It will start at the Noble house at 83 Hibbard Road in Milton and wind up at Tom Noble's house on 169 Wilkins Road in Fairfax. The tour will explore the roads less taken in western Franklin County. We are planning on peak foliage season.

October 7th. 6:00PM The October Board of Directors Meeting scheduled for Wednesday, will take place at Judy Boardman's home.

October 24th, 11AM Nursing Home tour. Detail on page 12. Hope to see you there.

November....The VAE Annual Meeting. No definite plan yet.

December.....The VAE Holiday Party.

From Charlie Thompson....

Just to keep you informed as we haven't looked ahead all the way to December.

I have asked the Steak House pencil us in for our VAE Christmas party on December 6. They will not be serving their regular Sunday Brunch, but said they could set up a buffet just for us. I suspect that we may still not want to get everyone together in December, but thought I'd better get us on the Steak House's calendar in case things are looking better in a few months.

This should be on our VAE Board of Directors meeting agenda for the October meeting and that can be our decision point.

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

Wanted.... Looking for a Mazda Miata with manual transmission. Years 1994 - 2008, no rust repair projects, reasonably priced call or text Steven at 802-923-6408.

For Sale.....
1930 Model A Ford pickup.

Restored recently. Runs perfectly with engine rebored, new pistons, rings and valves. Body is as good as it looks. New bed, top and upholstery. Asking \$11,000. Wendell Noble, 802 893 2232.



Wanted.... Kendall Oil antique signage, related items. Will Dodge
PO Box 11 Fair Haven VT 04743, 802-345-5529 or "vtfuryman@aol.com"

For Sale.... I have lots of Model A parts.. A rebuilt starter, 2-rebuilt water pumps, 3-working generators, horns/speedometers/wheels/one radiator /one engine 1928/ 2 heads / one new transmission. This is a package deal for \$1500.

For Sale... 1948 F-6 Ford Truck. No rack, cab is good, V8 engine, 4-speed w/t 2-speed rear-end. \$1200.

For Sale.... 7 qts non-detergent 10W oil, \$2, 1 Qt 600 wt grease, \$2, Tube of water pump grease, \$2, Two Pick-up sized canvases. Look them over and make offer.



For Sale... 5 jack stands and 6 eveners \$10.00 each
Call Marvin Ball
802-425-3529

For Sale.... More barn finds found in my barn

- *1989 Volvo 240 4 door sedan \$700
- *1968 Mustang right front fender with headlight assembly \$175
- *1967 Firebird Hood, front valance, trunk lid, and tail light housings \$300
- *1967 Firebird front ash tray assy., speedometer trim, and a box of interior trim parts \$85
- *1967 Firebird rear seat, and rear arm rests with ash trays \$250

Take a look, make an offer.

Steve Skinner Call or text 802-249-1008
snsminimansion@gmail.com

**Oct-Nov
Bumper Sticker...**

**Normal People
Scare Me**

Wanted.... Fuel pump for 1950 Pontiac. Call Phil Drake at 802-334-6079

For Sale... I am moving, make an offer.

1999 Ford Motor Home.
1926 Model T Touring Sedan
Call Hayden Janes at 802-848-3622

For Sale.... 1924 Hudson Essex convertible touring car. I am asking \$15,000
Also a 1929 Ford Coupe (reproduction) rumble seat convertible. Also in excellent condition. My asking price is, \$1200.
Roland Pepin 802-279-1029 Montpelier



**For Sale.... Mercedes Benz
Parts: From 280SLC**

Instrument cluster, tail lights, doors, exterior trim, seat frames, seat belts, wheel covers, and much more.

Asking \$250. Jim 802-482-2698



For Sale..... 1940 Buick Super Series 50 Sedan.

Completely original, was chauffeur driven for former owners and is in great shape. New tires, brakes, tune-up, radiator, water pump and more. Running, registered and inspected.

Please call for more details. \$8500. 802-476-6097

For Sale.... 1981 Lincoln Mark VI sedan.

170k miles, Eastern Long Island car until 6 years ago where it resides in my Hyde Park barn. New tires and brakes.

Asking \$3,000. William Smith 631-456-9817.



For Sale..... 1936 Packard 120 parts, mechanical and body (like hood, fenders, instruments, engine, etc.).

Also a variety of multi-make items good for a flea market.

For sale.... 1947 Hudson Super 8 sedan. 23,000 miles, needs some TLC but still nice. \$7,000 or make an offer.

802-862-6374 or roymart@comcast.net

For Sale...

- 1970 Dodge Coronet and Charger Service Manual, pages is excellent conditioned \$30

- Dodge Truck C-3 Series (After) All Models Shop Manual 144 pages \$15

- Chilton's Auto Repair Manual, Published 1979. Covers American cars from 1972 to 1979. Over 1000 pages, \$10

- "A Century of Car Design" published 2002 - 256 pages, four color size 9" x 12" As new, \$15

- "Fifty Years of Motor Trend" published 1999 - 180 pages, four color size 10" x 10" As new, \$10

- "Classic Convertibles" published 1999 - 64 pages, four color size 10" x 10" As new, \$10

- "Ultimate Autos of the Fifties" published 1973 - 60 pages, four color size 12" x 12" As new \$10.

- " In Search of Excellence" - 124 pages, four color, size 9" x 12" As new \$5

- Vermont license plates, 1964 and 1965. \$10 each, \$15 for both.

Contact Chris Barbieri 802- 223-3104 or e mail cgeeb99@gmail.com

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

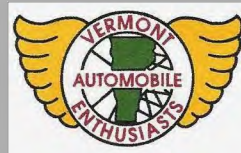
89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



This 1967 Chevelle is from East Andover, NH
Belonging to Armand Boisvert



October-November 2020

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



August 2019.....Our Waterbury Show

This 1920 Model T belongs to Steve Shortsleeves of
Pittsford, Vermont
And

The 1926 Model T in the background is
Richard & Diane Shortsleeves of Brandon.
The two gents are brothers and have brought their
vehicles to the VAE August show for many years.