

October 2021 VAE Year 68

# Wheel Tracks



There are two "innocents" in these pictures,  
and four "connivers".

Dixie the dog is one innocent,  
can you guess who is the second?

More of page 7.



The Official Monthly Publication of the Vermont Automobile Enthusiasts





FROM OUR PRESIDENT,  
DUANE LEACH

Hi All

A Big Thank You to everyone who came together and volunteered to make the **64th annual Antique and Classic Car Meet** a big success. Without all you volunteers the show would not be possible. I hope every one who attended had a great time.

**Tom McHugh**, the man who has been in charge of the flea market for years and years, has said this is his last year and he will be hanging up his hat. Thank you Tom for everything you have done. With that being said we are looking for a family or group of 3 or 4 people who would like to run the flea market. We think Tom would help them get started on the right foot.

I would also like to thank **Chuck and Sandy Gonyeau** for their years running the Car Corral, this was their last year also, We have asked John Malinowski and he will be running the car corral next year, thank you John you should have fun with that.

We are still looking for one more person to join our team of Wheel track co-editors.

The weather is still nice lets get the cars out for some great fall rides enjoying the roads less traveled. Hope to see you on the Gypson Tour. Be safe

*Duane*



**Vermont Auto Enthusiasts  
Membership Application**

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

Please make payment payable to:  
**VAE Secretary, Christina McCaffery**  
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](http://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](http://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](mailto:sander@pshift.com)

**Duane Leach - President**

802-849-6174 [dmlleachs@gmail.com](mailto:dmlleachs@gmail.com)

1241 Main Street, Fairfax, VT 05454

**Gary Fiske- 1st. Vice**

802-933-7780 [gafiske@gmail.com](mailto:gafiske@gmail.com)

**Mike Felix— 2nd Vice**

845-656-7260 [felixmike3@gmail.com](mailto:felixmike3@gmail.com)

**Don Pierce- Treasurer**

802-879-3087 [dwp@melodyelectric.com](mailto:dwp@melodyelectric.com)

PO Box 1064, Montpelier, VT. 05602

**Charlie Thompson- Recording Secretary**

802-878-2536 [charlieandmarion@comcast.net](mailto: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 McCaffery

89 Ledge Road

Burlington VT 05401-4140

[VAEmembership@gmail.com](mailto:VAEmembership@gmail.com)

[marleyparis@aol.com](mailto: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](mailto: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](mailto:david.hillman@vtmednet.org)

**Wheel Tracks printer**

**Messenger Marketing, St. Albans, Vermont**

# Past VAE Presidents...

1953 Ken Gypson  
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 1955 Rod Rice  
 1956 Walter Jones  
 1957 Walter Jones  
 1958 Lloyd Davis  
 1959 James Mc Glatlin  
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 1960 Bob Jones  
 1961 Charles Arnholm  
 1962 Robert Slade  
 1963 Don Brown  
 1964 Richard Evans  
 1965 Willis Spaulding  
 1966 Wesley Pope  
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 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 October,

Remember how nice a slow  
 2020 was? Now I ask, where did 2021 go?

It took a while for me to get out of the gate, and up to speed, last  
 Spring. Then something happened while I was not looking and 2021  
 disappeared! I will try to use these last few months sparingly.

Today is the 10th of September and I am working on my shopping list  
 for the Hershey Show next month. I can't wait to see my daughter, Eva  
 and her husband Sean, who live just down the road. Bill Erskine and I  
 will have our vender spots in the Chocolate Field. Stop by CF6&7 if you  
 have a chance.

**I wonder how much you will remember when you get to page 12?**  
 I featured the January 2011 Wheel Tracks, my very first as editor.

I began the 'from the editor' column with **"Good Day to you all...here  
 goes"** and what a ride these eleven years have been! This is not the end,  
 but the beginning of a new chapter for Wheel Tracks. I will be joining  
 Anne Pierce and Nancy & Ken Gypson in sharing the editor job. There  
 will be no November issue and you will be seeing what the three of us  
 can do with our first Wheel Tracks issue in December.

In closing this chapter, I want to give you a few of the reasons these  
 eleven years have been so rewarding. Wheel Tracks has allowed me to  
 know these wonderful VAE members whom we have lost. Their guidance  
 and advice was invaluable.

**Ken Barber  
 Jim & Nancy Willett  
 Al Ward  
 John Vetter  
 Gene Towne  
 Les Skinner  
 Hayden Janes  
 Ray Greenia  
 John Gonet**

**Mary Dexter  
 Anita Bean  
 Doris Bailey  
 Gael Boardman  
 Alden Chapman  
 Conception Conti  
 Fred Cook  
 John Des Groseilliers  
 Cliff Bullis**



## The VEA now has a club jacket.

The price is \$60.

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.

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

**Make your \$60 check to VAE**

Send your order to Duane Leach with  
 instructions on size and name choice  
 ( his contact info is on page 2).

<b>Chest sizes</b>	XL=44-46
<b>in inches...</b>	2XL=47-49
XS=32-34	3XL=50-53
S=35-37	4XL=54-57
M=38-40	5XL=58-60
L=41-43	6XL=61-63

**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  
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**"How to be  
 a member"**

**\*Go to vtauto.org**

**\*Click "Join VAE"**

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

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

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

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





## "The Softer Side"

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

### "Saying Goodbye".....from Nancy



I have written a couple of times about my precious kitty, **Willy**, and how he came into our lives, along with his history or what was the last 7 years of his life with us.

Well, his time has come to an end, and we have had to say goodbye. We were fortunate to have about 2 weeks to know he was living his last and to try and pamper him and love him even more than usual, if that was possible.

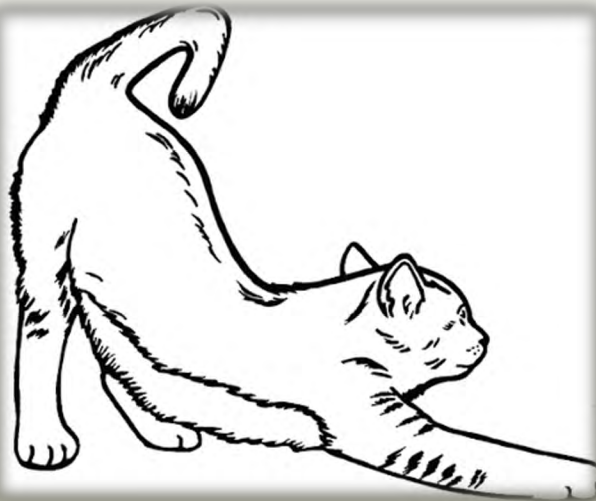
It just amazes me that an animal can work his way into our hearts, even when he wasn't a perfect kitty by any means. At times, he seemed to love me as much as Gary but then he would run at me and bite and run away. Then he would just stare at me, his face looking like, 'what are you going to do about that?' Gary did get bit a few times but never with the frequency of me. He always laid in Gary's lap but never mine. The closest was him settling himself on the arm of my chair.

He slept at our feet and usually tried to sleep on mine. Doing this he became like a lead weight, and it proved extremely difficult to get him off. Most days he was up at 6 AM and would cry until one of us got up and fed him. By the time he had us up, he would go back to bed for a few hours - so no making the bed until after 10. He had long hair which was scattered through out the house.

He loved treats and would sit by the dishwasher and cry until you accommodated him, even when he had exceeded the package recommendation of 'no more than 8 pieces a day'.

He hated going to the Vet and would hide when it was time to corral him into his carrier. I have had to cancel appointments because we couldn't find him in the house. This behavior led to a long list of tricks, which would never work twice. But, even with all the annoyances, and 'bad kitty' behavior, we loved this guy and wept for him when his time came. We still miss him, and I am sure I can hear him in the night coming into our room and jumping on the bed.

My advice to anyone out there considering adopting a pet, whether it be a dog, cat or another animal, know that.....



1. They probably won't be perfect
2. There will be times you will think, 'why me' and you will try to think of any place that would take them.
3. But know, in the end you will have a broken heart for awhile and wish them back no matter how they acted, but you will come to the realization that it was all worth it.



**Dear Wheel Tracks,**

The Wheel Tracks classifieds really work. I had Several replies to the ad for a carburator for old Petunia, our Wells River antique REO fire truck. Thanks to the generosity of the VAE and **Lloyd Davis**, we are now in possession of the much needed Carb.

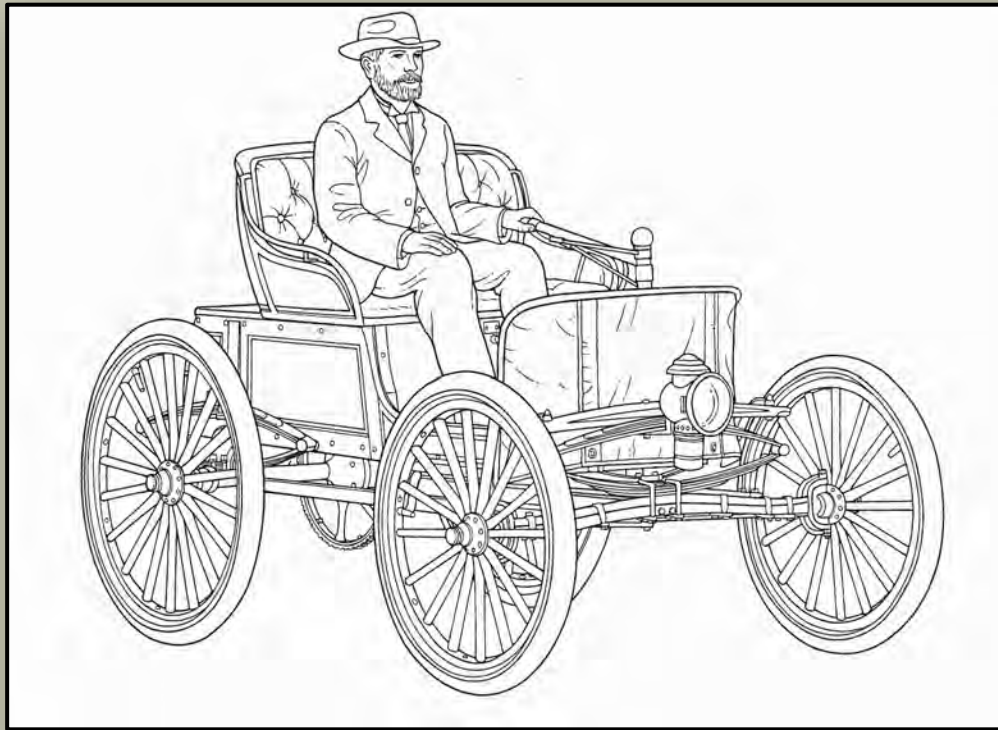
And, as to Chris Barbieri's "Remember When" story about the "MET L COTE" applicator- I answered a similar ad probably about 1949. I received a handle with a one inch brush, a wire with a clip to attach to a 6-volt battery and some kind of liquid. I tried it on the bumper of my high school 34 Ford. How did it work? Not at all-no way. Scams are nothing new.

**Yours Truly, John Mahnker**



Thanks to Jim Sears,  
Wheel Tracks has some really nice drawings like you see below.

**"The 1893 Duryea Motor Wagen"**



**Charles E. (1861-1938) and J. Frank Duryea (1869-1967)** were born in Canton, Illinois and became known as the "Bicycle Brothers" for making their own bicycles and inventing bicycle improvements at their shop in Washington, D.C. towards the end of the 19th century.

By the early 1890s, they were headquartered in Springfield, Massachusetts and became interested in new gasoline engines and self-powered wagons. The brothers purchased a used horse drawn wagon for \$70, and installed their first single cylinder, 4-HP free-piston gasoline engine, that Frank built at their shop on 47 Taylor Street. After the buggy was fitted with a friction transmission, low tension ignition and a spray-type carburetor, the brothers, with Charles at the tiller, road tested the first-ever, working American-made gasoline-powered automobile on September 20, 1893.

On June 3, Jan Sander, member and current Board Chair of the Vermont Automobile Enthusiasts, presented the club's Golden Wrench Award to Aydan Burns at the Green Mountain Technical and Career Center in Hyde Park.

Each year the VAE presents the Golden Wrench Award to an automotive technology student at each of Vermont's sixteen automotive technology programs. The award winners, each of whom is in their junior year of high school, are selected by their instructors because they show that they have the knowledge and the ability to excel in the field of automotive technology.

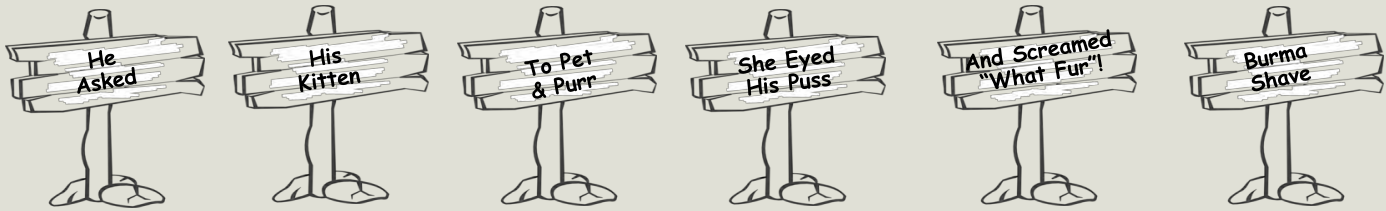
**Aydan Burns, of Johnson,** was selected by his instructor, **Todd Bedard,** because he demonstrates skill in automobile technology, and he is trustworthy, dependable, and honest.



Each winner of the Golden Wrench receives top of the line MAC Tools valued at approximately \$800, a 40 - 60% discount on MAC Tools while they are enrolled as a student, a marble Golden Wrench Award with their name engraved on it which is suitable for mounting on a toolbox, a \$500 scholarship to an accredited post- secondary automotive program, a copy of the book "The Physics of NASCAR" : The Science Behind the Speed by Diandra Leslie-Pelecky, a one year membership in the Vermont Automobile Enthusiasts (a \$30 value), and passes to our 64th Annual Vermont Antique and Classic Car

Meet to be held on August 13, 14, and 15 located on Farr Field in Waterbury, Vermont.

The VAE is proud to support students like Aydan and his instructor, Todd Bedard, in automotive technology education.



How do you spell....?

Audi - Accelerates Under Demonic Influence



Richard, it is so nice that you and your wife are in your 90s and you still call her 'honey', 'darling' and 'cutie-pie'.  
"Ya, I have to, I forgot her name".

The airline had a policy that required the first officer to stand at the door while the passengers exited, smile, and give them a - 'Thanks for flying XYZ airline'. An airline pilot on this particular flight hammered his plane into the runway really hard. In light of his bad landing, he had difficulty looking the passengers in the eye, all the time he thought that a passenger would have a smart comment. However, it seemed that all the passengers were too shell shocked to say anything.

Finally, everyone had gotten off except for this little old lady walking with a cane. She said, 'Sonny, mind if I ask you a question?' Why no Ma'am, said the pilot, 'What is it', the little old lady said, 'Did we land or were we shot down?'

Three retirees, each with a hearing loss, were playing golf one fine March day. One remarked to the other, 'Windy, isn't it?' 'No,' the second man replied, 'it's Thursday.'

The third man chimed in, 'So am I. Let's have a beer.'

A woman came home to find her retired husband waving a rolled up newspaper round his head. Wife: 'What are you doing dear?' Husband: 'Swatting flies - I got 3 males and 2 females'

Wife: 'How on earth do you know which gender they were?' Husband: 'Easy - 3 were on the beer, and the other 2 were on the phone'

Three elderly men, Eddie, Homer and Martin go to the doctor's for their memory test. It's a miracle they remembered the appointment! The doctor begins by asking Eddie, "What is five times five?" "191," is his reply. The doctor rolls his eyes and looks up at the ceiling, and says to Homer, "It's your turn. What is five times five?" "Wednesday," replies Homer man. The doctor shakes his head sadly, then asks the third man, "Okay Martin it's your turn. What's five times five?" "Twenty five," says Martin. "That's great!" says the doctor. "How did you get your answer?" "Easy," says Martin, "just subtract 191 from Wednesday."



## VAE Tech-Tent 101.1

From Gary Fiske

### What is the big deal about Electronic Ignitions?

Why would you want to change your old "mechanical" ignition system to "electronic"?

One good reason is your distributor points can handle only 2 to 4 amps of current, any more and the contacts will pit and lose good contact. If you could increase current flow in your primary coil winding, you could then increase the power of the spark-plug spark. A hotter spark means a cleaner running engine and maybe even a few more HPs in your old ride.

Another good reason is your breaker points are simply a mechanical switch and subject to wear. Some of my distributors are over 100 years old and a bit tired.

Before 1971, electronic ignitions retained the breaker points. A little better arrangement but not by much. The points were now used as a "trigger" for the electronic system instead of their old use as a direct control of the car's coil. The mechanical wear was still an issue, plus now the "lower" current going through the points allowed for corrosion build-up. Mechanics now had a new task to make engines run smooth, they had to now clean the point contacts regularly. With the old system, the spark from the higher point current kept the contacts fairly clean.

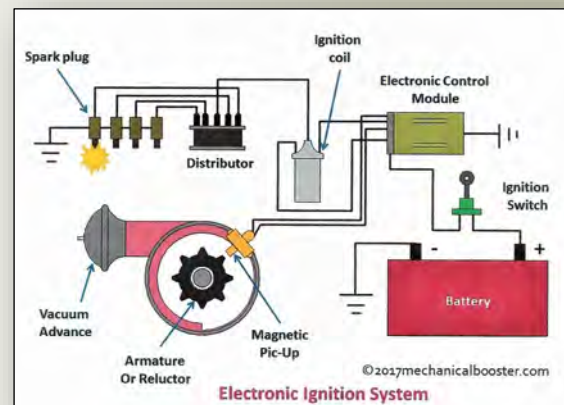
The next step in electronic ignitions was to get rid of the points completely. That is when life got better for our engines.

A magnetic pic-up took the place of the points where the armature simply "broke" a magnetic field which in turn controlled the coil.

Life was now good inside the distributor and our engines were running on "easy-street".

No longer any mechanical wear, higher current going through the coil to make a hotter spark in the cylinders for a "cleaner" and more powerful gas/air explosion.

And best of all.....no more condensers to fool with!





From front page.....

## Gary's Fire Truck by Wendell Noble

**How do you match the joy of a young child tearing into a surprise birthday gift and discovering that it is just what he's always wanted?**

Well, how about seeing a fellow who's er, well into adulthood, discover that the surprise anniversary gift from his wife is the rusty relic of a 1927 GMC firetruck that he has been lusting for?

So it has come to pass for VAE folks who took part in making this happen for Gary Fiske. The feature truck had been tucked away in Gael Boardman's shed behind his tractor and some other machinery and under some other miscellaneous goods that simply needed a place to be. Following Gael's passing, Judy Boardman sought to dispose of some of his memorabilia stuff into appreciative hands.

This was accomplished with a very successful VAE auction in July. The firetruck remained, seen but not spoken for.



L to R...Judy Boardman, Gary & Sharon Fiske  
Front page L to R... Gary Olney, Gary F.,  
Judy Boardman, Bill Erskine & Wendell Noble

Sharon Fiske somehow sensed that Gary would like to own it and discretely let it be known to a few friends that she would like to surprise him with it as an anniversary gift. A plan was hatched, a ruse was devised and some bald-faced lies were told to get the surprise underway. It was so well executed that Gary unwittingly took part himself, by lending his trailer and helping to load it, thinking that Bill Erskine would be the happy new owner.



The tires held air, at least for the day, the wheels turned freely and the relic rolled onto Gary's trailer. Once the truck was loaded for transport, Sharon was cleverly able to dispatch Gary on a wild goose chase while the conspirators trucked it to Gary's yard. The surprise was total and joyous to witness. Gary just happened to have room under cover for his new treasure along with all the other vehicles that he'll get to someday.

There is still much to be learned about the fire engine's origin and history. Therein lies the joy of owning it. Is it a candidate for restoration? If so, to what? In the mean time, Gary can go out and sit in it and imagine that he's responding to a fire, at 35 MPH, tops.

**From the editor & the proud recipient of this little GMC firetruck.....**

I want to thank everyone for this really nice gift, especially my wife Sharon. I kind of pride myself for being "plugged in" when it comes to things around me. I have to admit, I was totally off the grid in this case. When people ask how many project vehicles I need, most of the time I say that I need two more and they will take me to 120 years old. I think I am there.

**Now to the fun part that Wendell spoke about.** First to find the history on this truck and second to find exactly what I have here. Of course, working on it is the frosting on the cake.

**As to the history,** the first person I contacted was Gary Irish. Gary lives near the Boardman's and I was hoping Gael might have mentioned the truck to him. Gary had nothing to offer except an apology; you see he is also one of those 'plugged-in' folks. Gael's wife, Judy, can only remember that it appeared one day. So, to all you friends and neighbors of Gael Boardman's homestead, I would like to hear from you if you have some information.

**Next is to find what I have.** Dodge Brothers and Franklins are a bit where I come from, I know very little about GMCs. A book by the name of "The First Century of GMC Trucks by Donald Meyer claims there were 12,918 GMC trucks sold in 1927. The beginning for GMC started in 1900 with a single cylinder, chain-drive vehicle with a top speed of 10 MPH and a capacity of one ton.

It goes on to tell how '27 was the first year of the GMC T-trucks, the T-20, the T40 and the T50s. The T-50 was a 2-ton truck and had a worm drive rear-end...definitely not mine. The T-40 was a 2-ton truck with a bevel gear rear axle. I will have to look in the pumpkin, but I don't think this is it either. The T20 is a 1-ton truck and that might be mine.

But wait, later in 1927, GMC started building a new model called a T-10 which was a half-ton delivery truck called a "Speed Wagon". But no, Meyer claims the T-10s had a Pontiac engine and all the others have Buick engines. My engine is a Buick.

The Buick engine is a valve-in-head L6. The T-20 had a 207 cid engine and the T-40 and T-50 both had 274 cid engines. How can you tell the difference?

My dash plaque claims top vehicle speed is 35 MPH. I bet when I get done tweaking and peaking I will squeeze at least 36MPH out of her, but first I have to un-seize the engine with Gael's favorite stuff called "Kroil" .....yes!

**Can you imagine any more fun than this? I can not.**



# The Roadside Diner

## Sticky Nut Rolls



Edi Fiske

1/2 cup light corn syrup or maple  
flavored syrup  
1/3 cup packed brown sugar  
3 tbs butter or margarine melted  
1 tbs water  
1/3 cup coarsely chopped pecans or  
walnuts

2 cups all-purpose flour  
1 tbsp baking powder  
1/2 tsp salt  
1/3 cup shortening  
3/4 cup milk  
1/4 cup granulated sugar  
1/2 tsp ground cinnamon

In a saucepan, combine syrup, brown sugar, butter or margarine, and water. Cook and stir over low heat till brown sugar is dissolved; do not boil. Spread in bottom of a 9x9x2 -inch baking pan. Sprinkle over with nuts.

In a mixing bowl stir together flour, baking powder and salt. Cut in shortening till mixture resembles coarse crumbs. Make a well in center. Add milk all at once, stirring just till dough clings together. Turn dough out onto a lightly floured surface. Knead dough gently to 15 or 20 strokes. Roll into a 12x10 - inch rectangle. Combine granulated sugar and cinnamon, sprinkle over dough. Roll up jelly roll style, beginning with long side. Slice into 1-inch pieces. Place cut side down, in prepared pan. Bake in a 425 degree oven 30 minutes or until golden brown. Loosen sides and invert onto a serving plate. Serve warm. Makes 12 rolls.



## "Remember When".... with Chris Barbieri



"Midget production for it's 24 years in business is estimated at 5000 although other sources think it was higher."

If you were a subscriber to **Popular Mechanics** or **Popular Science** magazines in the 50's and 60's you surely noticed the small but eye catching ads for **King Midget automobiles**. Founded in 1946 by Claud Dry and Dale Orcutt, the Midget Motors Manufacturing Co. of Athens, Ohio produced the King Midget Automobile from 1946 to 1970. Initially available only as a kit, the company soon offered both the kits and fully assembled King Midgets. During its production run King Midgets used a variety of one cylinder engines and an in house made 2 speed transmission.

As shown in the accompanying ad, Midget Motors added a King Midget Junior to its offerings in 1955. It was basically a chassis with no body and was also referred to as a "trainer" model. It was discontinued sometime in the early 1960's. Price was \$500 for the King model and \$250 for the Midget Junior. Top speed for the King model was 45 mph and buyers were advised to avoid the Interstate highway system !

**Founders Dry and Orcutt** were ready to retire in 1966 and accepted an offer from a group of investment bankers. Under the new owners Midget Motors was in bankruptcy by 1969 and shut down in 1970.



Total King Midget production for it's 24 years in business is estimated at 5000 although other sources think it was higher. More information is available from the International King Midget Car Club located in Marietta, Ohio.

Have you ever seen and/or taken a ride in a King Midget ? I saw only one at a car show many

years ago. Unfortunately the owner was nowhere to be found. **Remember When ?**





**Don Perdue** was having trouble with his 1989 Miata manual transmission and asked Wheel Tracks if anyone could help. Three or four members were found on the club website, under 'member vehicles', who have Miatas and the fun began. They were all asked for help and to be sure to push "Reply All" when they emailed their comments. The last we checked, the email thread was huge and Don had more advice than he could handle....we are sure. Most everyone agreed the tranny was most likely fine, but the linkage was probably the problem. We have not heard back from Don yet, so the final fix is still unknown. **Remember**, if you have a question, let's look for the answers among our members. Can you imagine how many **human-years** of experience must be out there. We are mostly all old-farts you know, we have been there, made the stupid mistakes and can save you a lot of time and money. That is if you don't listen to the ones still making mistakes!





# Wheel Tracks Academy



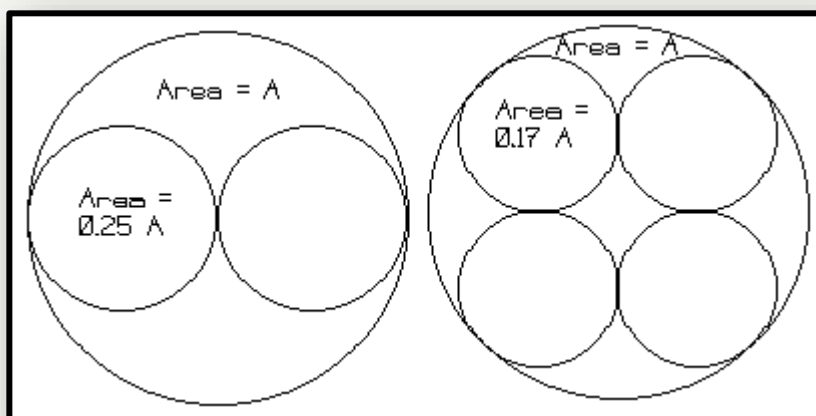
## Valves: Two vs. Four?

From guest professor,  
Charlie Thompson

**Valves, of course, let fuel mixture into a cylinder and let exhaust out.**

**For efficiency, size does matter!**

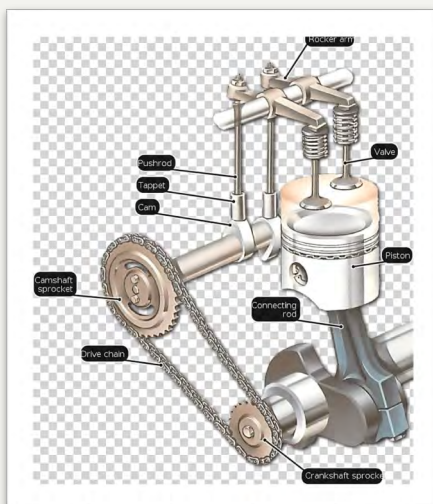
Size, that is, of the opening for gasses to pass through. At slow engine speeds, gasses can pass through a small opening easily. But at higher speeds, it takes power from the engine to force gasses in and out. (To illustrate, try sucking in or blowing out air through a small straw and then try through a larger paper towel tube.)



In addition to the advantages listed above, with overhead valves, four valves allow a smaller and better designed combustion chamber as illustrated in the picture, increasing compression and power. With valves in the block, like my Whippet, this advantage is not possible.

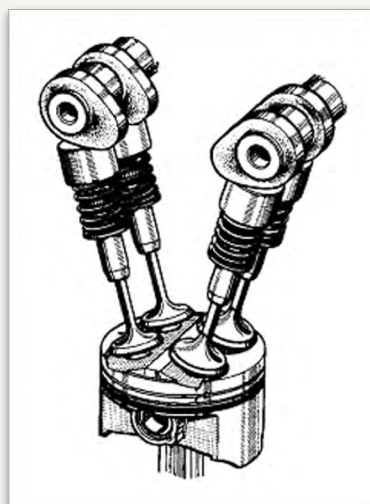
At high speeds, the engine cannot get a full charge of fuel or completely get rid of exhaust. At first, engine power increases approximately in direct proportion to speed, but at some point, an engine cannot produce more power despite higher speeds. So large valve openings are needed for engine power and efficiency.

So, why wouldn't two large valves per cylinder, as in our vintage engines, do the trick? Why might 4 small valves per cylinder be better? Why should a small 4-cylinder engine have 16 valves? There are many reasons. Large valves are hard to maintain. They warp more easily and are harder to grind.



In a sleeve valve engine (see the Sleeve Valve article on page 10 of the Oct.-Nov. 2020 issue of Wheel Tracks), even greater efficiency is obtained by less obstruction to gas flow and a very efficient domed combustion chamber.

VS



**Source:**  
Everyman's  
Guide to Motor  
Efficiency by  
H.W. Slauson  
and Howard  
Greene,  
Published by  
Leslie-Judge Co.  
in 1927.





## Charlie's 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 by Bruce Levitch

In 1972 I was a senior in High School living in Loudonville, New York, a suburb outside of Albany.

My mother and older brother ordered my 1972 Plymouth Barracuda which was a special-order car in December 1971. It was ordered out of Izzo's Chrysler Plymouth dealership in Mechanicville, New York.

I was unable to go that evening as I was working a part time job during school to buy my first car. I was unable to get the 340-engine due to high insurance costs for my age.

So, ordered was a 1972 Plymouth Barracuda two door with gold exterior and gold interior. The engine was a 318 4-barrel, slap stick automatic with dual exhausts. Tires on the car were the BF Goodrich raised white letter tires mounted on chrome mag wheels. The Barracuda had a full instrument panel with dual exterior mirrors with the space saver tire in the trunk. It also had an AM radio with rear speakers.

**I dated my high school sweetheart in this car in 1972 and married Margaret in 1978.  
We are still married going on 43 years!**



My monthly car payment came out to \$89.29. The Barracuda had tinted windows all around, a rear window defogger with heated glass, but with no a/c.

I took ownership of this beauty the last week in February 1972 from the dealership. It was made in the Canada plant and transported to the dealership in Mechanicville, New York.

The rear back light panel was silver in color. This was a one of one car that entered the United States at the time.

The Dealership confirmed via the special order that it was one of one from the factory. I looked high and low for pictures but could not find any.

We moved to sunny Arizona in 1981. I owned this beauty approximately seven years. If I had the foresight that I have now, I would have kept it!

In closing, I never saw another Barracuda like my first car. My Mother and Brother checked the right boxes when ordering my car.

## Are you searching for a neat name to call your car? Try one of these....

What's in a name?

When it comes to vehicles, a lot, surprisingly. Just imagine Herbie, the cute, beat-up Beetle, with a fast car name like "Brimstone," or The Dukes of Hazard's General Lee burning rubber around southern Georgia as "Tinkerbelle." See? They just don't have the same oomph.

Choosing the right nickname for your car is almost as important as choosing the right car (almost) - and it always boils down to personality. If you're wondering what to name your car - whether it's a brand-new Honda Civic or an old rust bucket you bought from your local used car lot for peanuts - here are some good ways to get your name generator (a.k.a. brain) firing on all cylinders.

Eleanor  
Brum  
Oatmeal  
Turtle Taxi  
Wired  
Lucky

**Male names....**  
Billy Bob  
Cooper  
Popeye  
Nasty  
Linus

**Female names....**  
Peggy  
Kate  
Lola  
Dorothy  
Lulu

**And more....**  
Zeus  
Payday  
Dirty Gerty  
Crasher  
Little Piggy



# Wheel Tracks

## Memory Lane

### The January 2011 Wheel Tracks

**Gary & Nancy Olney's 1931 Plymouth Phaeton** was the feature story. How his father bought it in 1957, and the restoration from 1958 thru 1960. Gary thanked Fred and John Gonet and Wendell Noble for keeping the car in good running for our club outings.

He lamented that the restoration was 50 years old at the time and could stand another. He was hoping the Megabucks would win for him to redo the Plymouth.

**Wendell Noble** was the VAE President that year. He started his Prez's column by list what was new. The column was new, the Wheel Tracks editor was new, the president was new and **Christina McCaffery** was taking over the job as secretary from **Jim Sears**. Jim had claimed he was only "acting secretary" and Wendell added "but, what an act to follow!" We had also recently changed to a 501c3, not-for-profit corporation, and many months of hard work and difficult IRS rules.

**Brad Long** of Waitsfield was our only new member that month. He came to the club with his 1971 Corvette Coupe.

**John Mahnker** was nice enough to help the new editor with a neat story about "A Looking Forward Mirror". John wrote how "the mirror was just the thing for a young driver who wanted to pass everything on the Vermont roads in the 50s'. We never did ask him if he was the dashing young man in the picture.

**Mary Noble, Marnita Leach and Nancy Olney** had agreed to take turns in the resurrection of an old Wheel Tracks column called "The Softer Side". Mary was the first writer with a story called "**The Shiftless Generation**". The story was about manual shift transmissions, and learning when she grew up on the farm, how shifting manually was ingrained at an early age. She added the "We women should realize that driving a manual transmission gives us control of something in our lives. Then she adds at the end of her column..."By the way, please don't think that my husband, Wendell, is controlling- this is about shifting control, not husbandly control.

Page 5 list the 186 people, by name, of the volunteers who worked at the 2010 Stowe Antique & Classic Car meet.

There were 14 classifieds that month. **Les Skinner** was selling his '26 Ford model T Roadster, but did not list the price. We think he may have wanted to size you up before he sold it to you.

**Bob Chase and Duane Leach** was asking for help in sprucing up our trailer that we use at the August show. A little sanding and a coat of paint would do the job. (The old trailer is still in use today, but showing its age....a lot. Maybe there is a feature Wheel Tracks story of the old-girl, we are sure it has a story to tell).

**Conception Conti** sent Wheel Tracks a column called "**Memories; some of my cars**". The column will be remembered forever, not because of the cars he writes about, but because of the 2-dollar bills! He tells about starting an Italian grocery store after he was discharged from the U.S. Army and "courting" a very nice lady by the name of Ronnie. His girl-friend would come in on weekends to help so they would finish in time to go dancing after the store closed. It turned out the cash register did not have enough compartments, to hold the 2-dollar bills, so he suggested to Ronnie that they "**put them in a box, and when they had enough saved, they would get married**". The word got around to all of Ronnie's girl friends and they all started shopping at the store and paying with 2-dollar bills. It was not long before a Carling Red Label case was filled and the wedding happened. You really need to dig a copy of that Wheel Tracks out and re-read the story, what is mentioned here is just one treasure of many, that Conception writes about the adventure.

The **Gossip** column was going along nicely. A lot of positive comments started when the column began four months earlier as an 'experiment'. Not many members know the 'Gossip' suggestion came from Wendell Noble. One item this month was tracking down who made a Christmas exchange gift of Cinnamon Cider Jelly, because the recipient wanted more.

**Dave Sander's "Dave's Garage"** began that month also, a very popular column that Dave continued for many years. Winter storage was his subject for this month with a big emphasis on trapped moisture in your engine and gas tank. He suggests some great fixes.

**Ken Gypson Jr.** wrote a really nice history of the club using Wheel Tracks volume 1 as a guide.







Hi Gary:

It's been a while, but the Waterbury show was more meaningful for me this year....with the Covid mess, it was nice to reconnect with the people who make the experience fun & real.....

I've attached an article, and some photos taken of the day....I will name the pictures in the order I've attached them if that's ok?

Thank you for all you do for the club, sir! Happy retirement...I know it's coming for you!

Chris Chartier

## Letter to the editor



Photos: The weiner mobile, Eric Osgood's '29 Buick Silver Annie, Bill MacKay's 1911 Ford T with admirers, Vince Cassidy (man in orange), John Parker's '21 RR, John Parker, Billings Cooke, Cooke's 1903 Grout, the Boardman's '18 Locomobile G-48 Sportif, Bill MacKay with his '11 Ford, Ken Gypsum's Franklin, better shot of Billings Cooke with his Grout, Camper's special: '29 Packard w/ '30 trailer!, what's a car show without a bug or two?



**From the editor....** Thank you Chris. I have room for three of your great pics.

Straight up is the man in orange and for all of you who are watching in B&W, Vin is on the right. To the right is Silver Annie being driven by owner Eric Osgood. Then, yes, there are the V-dub Bugs.

I have a third V-dub picture sent in by Fred Gonet, to the left. NO, Judy Boardman is not being proposed to. She just purchased the 1971 V-dub in the car coral and someone is helping her with the plates so she can drive it home. That seems real fast for the Vermont DMV to get new plates to you Judy, you must have connections. And look at all the room for suit cases on top!



**Oliver Carling recently contacted the VAE.** He is the President of a "Sister City Program" where in 1988, Burlington Vermont became the sister city of Yaroslavl, Russia.

**Oliver writes....**

"For over 30 years, we have been organizing exchange projects between our cities (and regions) based on areas of shared interest, from jazz to hockey. Lately, we have been organizing online meetings with Yaroslavl on Zoom. A Yaroslavl resident by the name of Andrey runs a business that restores classic cars and organizes car shows and rallies. He would be very interested in making contact with Vermonters interested in American classic cars.

Do you think that you (or any VAE members) would be interested in meeting with Andrey and others from Yaroslavl with a shared interest in classic and antique cars? I could set up a meeting on Zoom. We should be able to find someone to help with translation. I expect most of the Russians will know some English.

Please let me know if you have any interest. Even a small meeting (3-5 people from each country) could work very well. You could share photos, talk about cars and car events, ask questions about how things are done in the other country, etc.

**VAEer, Chris Barbieri writes.....**As President of the Vermont Chamber of Commerce I travelled to Yaroslavl 3 times during the late 1990's to see how young entrepreneurs who visited Vermont were doing. They were part of a US Government program to partner with Vermont small business owners.

We connected with the Yaroslavl Chamber of Commerce and ultimately entered into a "Sister Chamber" relationship with them.

I would be delighted to share our hobby and participate with Oliver Carling and the Burlington Yaroslavl Sister Cities Program, Inc. If our Board agrees.

Chris

**From the editor.....** We have been very busy with the Waterbury Car Show since Oliver's message arrived and the "Zoom Connection" has not happened. There have been a number of members who have indicated, they would like to participate. Please contact me if you would like to be added to the list. I expect with winter approaching, we will be able to find the time to exchange car stories with folks in Yaroslavl.



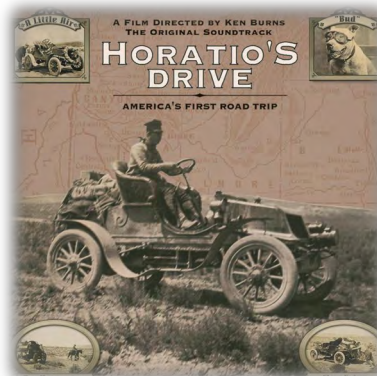


## VAE Trivia from Don Tenerowicz

### Horatio's Drive

Generally, I do not read novels, either fiction or non-fiction. Preferring book review summaries and the Reader's Digest version will suffice. Back in the high school days, Classics Illustrated and Classic Comics served a purpose. Illustrated started in 1941 and finished it's first run in 1969.

Recently I became aware of a documentary titled **Horatio's Drive: America's First Road Trip**, which was published in 2003 and authored by Dayton Duncan and Ken Burns of PBS fame from Walpole NH. The reference got my attention along with the interest in autos at an early age. Now aware the auto, a 2 cyl 20 hp 1903 Winton purchased for \$500 above the list price of \$2,500, in the book was named Vermont and the documentary's story was of a 31 year old Vermont Doctor, **Horatio Nelson Jackson**. While a life long resident of CT, having had vacation homes in Jamaica and Bondsville added to the connection. Eighteen years after publication of the book in 2003, the next endeavor was to view the documentary, which is streamed on Prime. Very appropriate that Tom Hanks does the voice of Dr. Jackson. My intent with this article is to raise the level of interest in Dr. Jackson's coast to coast adventure, for anyone that might have not been aware. I cannot do justice, to the book and documentary, nor is it my intent to do so.



#### A brief recap....

After viewing the TV program, I purchased the book on Amazon to now leisurely read in it's entirety and take the time to absorb the adventure with all the details that Dayton Duncan and Ken Burns had included. Remembering at age 16 and having a license, the new found pleasures of an auto trip, even if it was to the neighborhood grocery store, hoping that I would have to go further for those items my mother wanted.

Back in 1903 there were only 150 miles of paved roads in the entire nation. **Dr. Jackson**, the riding mechanic, **Seawall Crocker** and bulldog **Bud**, were a great team, departing San Francisco on May 23rd and arriving in New York City on July 26th, winning the 90 day \$50 bet by 27 days, traveling fifty-six hundred miles. From New York City, Dr. Jackson along with his wife "Swipes" (Bertha) and the dog Bud returned to his Burlington home on August 7 on the corner of Willard and Main Street. Ironically, on Oct 3rd, Dr. Jackson, the first man to cross the continent in an automobile, was arrested in Burlington and fined five dollars plus court costs for driving his Winton auto more than six miles per hour. Dr Jackson's 1903 Winton was donated in 1944 to the Smithsonian Institution in Washington D.C. to preserve his moment in history. Ken Burns wrote the eight page Preface starting with....

" I love to drive. I love to drive. I can think of only a few pleasures in life that are more satisfying than getting in a car and starting on a road trip "

Dayton Duncan wrote a thirteen page Afterword which portrays all the human emotions of travels and included: **Walt Whitman's Song Of The Open Road**:

Afoot and light-hearted I take to the open road,  
Healthy, free, the world before me,  
The long brown path before me leading wherever I choose.  
Henceforth I ask not good-fortune, I myself am good-fortune,  
Henceforth I whimper no more, postpone no more, need nothing,  
Done with indoor complaints, libraries, querulous criticisms,

Next up.....

## Coming VAE Events for 2021

**October is the Gypson Tour.....** Saturday, October 2nd, 10:30 AM. We meet at the Underhill Town Hall, 12 Pleasant Valley Road, Underhill Center. Pot Lunch to follow at the Town Hall, (stove and refrigerator available).

**November is our Annual Meeting.....** The plan currently is to have it in Essex like past years. Details later.

**December is our Holiday Gathering.....** More details later.

**January 15th, 11AM, is our Memorabilia Gathering.....** In Waterbury at the St. Andrews Parish Hall.

Watch for John Lavallee's email messages for VAE news,  
reminders and the latest planned events,  
Our website [VTAUTO.ORG](http://VTAUTO.ORG)



# Wheel Tracks Classifieds



Free to all Enthusiasts

**For Sale..... One Owner 1969 Triumph Spitfire Mk 3.** 45,546 original miles. Purchased new in 1969, always kept under cover on concrete floors. Last registered and running in 2007. No accidents, save a small dent in the front bumper. Original tonneau and hood-stick covers, wire wheels, original seats. Solid floors, trunk, rockers. Never driven in the winter. Top is a replacement.

Asking \$9,300, or best offer.

Contact S. Boyd at wbyrne.group.vt@gmail.com

**For Sale....1940 Buick Super Series 50 Sedan.** Completely original. No rot anywhere! Never smoked in. Was used as chauffeur-driven transportation for its wealthy owners. New tires, brakes, suspension, cooling system and much more. Original interior is complete and in excellent condition.

Running, registered and driven regularly. Very dependable and in excellent condition.

\$12,500.00

Call 802-476-6097.



**For Sale.....**

1936/37 Packard 120 body and mechanical parts.

1932 Cadillac generator, radio, and manifold

1937 Packard 120 engine block, head, crank, rods, etc, \$150.

1932 Buick 57S mechanical and body parts, engine, rear axle, etc.

1928 LaSalle radiator, rusty shell, \$200.

1927 Packard 426 radiator and shell \$300 neg.

1936/37 Packard transmissions, several to choose from.

1930's Packard heads, several to choose from.

Roy Martin 802-862-6374



**For Sale....** \*\*I have some golf clubs, set of 9 "Lady Hogen" right handed. \$75.00

\*\* 2008 Subaru Hatch Wing, WRX 06-08

\$100.00 Joanna Good66year@gmail.com

802 244 8375

**For Sale....**

Two 1916-1919

Buick radiators.

Best offer

(Montréal QC.)



Gilbert Bureau 438-863-1206

## October Bumper Sticker...

Watch out for the  
idiot behind me!

**For Sale.... 1985 Chevy El Camino.** I have run out of room and something has to go. New engine, new paint, new tires, a Florida car and a great cruiser. Buy it to show or drive to work. \$16,000. Call Gary Fiske @ 802-933-7780



**For Sale..... I have a 1977 Harley-Davidson Sportster** that I would like to sell. It's just been serviced and inspected and has 31,000 miles . I've owned it for 13 years and have extensive records for all work performed in that time. More information and photos on Craigslist . The price is \$5,000 .Warren Fageley yelegaf2@shoreham.net



**Wanted....** Experienced cabinet or fine furniture craftsperson to assemble and finish a Studebaker Junior Wagon kit made by an Amish carpenter in Indiana. I have a complete set of detail blueprints and pictures of previously completed kits. Requires, sanding, fitting the parts and application of finish coat/clear coat with either hand stenciling or application of computer generated logos and outlines as pictured. I have two completed kits to view or additional pictures. Contact Don @ 860-872-9013 or dtenerow@earthlink.net



**For Sale....** Prestige sales catalogs: Ford, Mustang, and SVT 1949-1963 Ford \$25 each, and less for smaller brochures and folders 1964-1996 Ford \$4 to \$10 each. Please inquire.

1964-1996 Mustang \$4 to \$25 each, depending on year and format.

1993-2003 Cobra except no 2002 \$10 each. Excellent condition and very deluxe. Also have F150 SVT Lightning, SVT Contour, SVT Focus. Call or e-mail for details. John at jemerson@middlebury.edu or 802-388-7826

**For Sale....- 1938-39** New Hampshire license plate in good condition \$25

- Antique toys: 1950's Marx Sand Dump truck in very nice condition. 15" long, excellent graphics \$125.

-1940's Marx pressed steel Deluxe Auto Transport tractor and trailer, 22" long and includes original ramps and one for trailer. \$200

- Travel Tier brand Channel Bar rooftop carrier. Looks like 1950's - 80's era. Mounts on rain gutter. Adjustable to 5 ft. width. Comes with original box and instructions. \$25

- I've got a huge collection of factory sales brochures covering a few 1960's and lots through early 2000's Most are USA brands but some imports as well. Let me know what you're looking for.

- Service Manuals, all are factory and in very good to excellent condition. No repros. 1969 Chrysler and Imperial - \$25. 1970 Motor's Auto Repair Manual - \$20. 1978 Mopar Service Manual, 2 volumes - \$25. 1982 Mopar Service Manual \$20. 1983 Mopar Service Manual, 3 volumes, \$25. 1984 Mopar Service Manual, 2 volumes, \$25. 1987 Mopar Rear Wheel Drive Service Manual. \$20. 1989 Mopar Service Manual, 3 volumes, \$25.

- Rambler Parts Catalog Price List binder, it's big, heavy and loaded with parts distributor brochures from a variety of manufactures, but no parts price lists. Interesting piece for \$10

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







Dean Zwicker's  
1932 Chevrolet Model BA  
Norton, Massachusetts



October 2021

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

