

September 2020 Year 67 #9

# Wheel Tracks



Allan Wright's 1951 Ford Victoria is almost 70 years-old and has 80,000 miles on the odometer.... but, if you look closely, the car is in better shape than when it came from the factory.

After a complete professional restoration and winning a number of national awards, Allan was able to purchase this Ford "Vic" from its owner in Manchester Maryland in March of 2017.

Wheel Tracks met the car, and its owner for the first time during the club's "Flash Parade" on the 8th of August.

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The Official Monthly Publication of the Vermont Automobile Enthusiasts





# FROM OUR PRESIDENT, DUANE LEACH

Hi Everyone,

Another month of 2020 has past , its been strange this year with out all the car shows and events going on. I can't wait until we can get our monthly events going again. The first Cars & Coffee event of the year has happened, with no coffee to keep people from gathering in one spot. They had a great turn out and a good variety of

cars ,Thanks to John Malinowski. It was great to see people other then on zoom, even hiding behind their mask.

I want to thank everyone for participating in the VAE Social Distance driving event. By the time you read this, the first planning meeting will have already happened for the 2021 car show in Waterbury.

I don't want to go more than a year without pulling someone out of the mud so today I pulled a Moffett, delivering wood pellets, stuck on my neighbor's lawn.

Its been a good year for the garden and my wife has been busy making relish.

Keep washing your hands and wearing a mask and I hope we can be back together soon.



## "The VAE Social Distance Driving Event" Was a great success!

No one in Stowe or Waterbury knew we were coming, so it was a pleasant surprise when our 30 to 40 old vehicles rolled through town! We began in Morrisville and ended at Farr Field in Waterbury.

Many VAEers had not gathered to visit since last Fall, so it was great medicine for us all. Masks did not slow down the many stories and catching-up conversations. The sunny day was perfect and "most" every car made the trip in fine fashion. The gossip column might have more information.



Before take-off at Big Lots in Morrisville



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1953 Ken Gypson  
 1954 Rod Rice  
 1955 Rod Rice  
 1956 Walter Jones  
 1957 Walter Jones  
 1958 Lloyd Davis  
 1959 James Mc Gafflin  
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 1960 Bob Jones  
 1961 Charles Arnholm  
 1962 Robert Slade  
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 1969 Adrian West  
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 2010 Don Rayta  
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 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

## FROM YOUR EDITOR... GARY FISKE



Happy September to you,

The summer is "happening" and I have to admit, the slower pace this year has been very nice in some respects. When our world slowed down, in February, many parts of mine became better. I hope this is true for you.

We should all be thinking about how we will handle this coming winter, when we need to come inside. Being safe and staying healthy means more of the same that we have experienced since February. If we start thinking about our winter plan now, it would be a good thing.

**I have belonged** to the REO car club for many years and recently I discovered a very nice, small, group of 4-cylinder brass members who use a special meeting place on the internet. I cannot believe the valuable information they have given me. It is called the REOfour group and you can find them on the REO Club web page.

One subject came up about a magneto problem and I mentioned a problem I had and ended up building a magnetizer to fix the problem. A couple of folks asked if I would write instructions on how I built mine, so they can build theirs. If any of you would like what I put together, just contact me and I will email or mail them to you.  
 (The magnetizer was a product of my "slower pace.")

**It was really great being around a few VAE members last Saturday.** It has been way too long. The scene at Big Lots, the parade staging parking lot, was amazing. You would think we had not seen one another for 20 years! Then the gathering at Farr Field, at the end of the parade, was just an extension of the "VAE Family Reunion" that started at Big Lots.

There were 30 to 40 vehicles involved and most had at least two passengers, that is a nice turnout. Main Street in Waterbury is very much a torn-up mess, just as predicted two years ago. Lets hope a nice new street scape will be there for our parade in 2021.



Another of our long-time members has passed away. I wish there were more than just words to remember Ray Greenia. His beautiful '64 Avanti is one nice memory for us. His addicting smile and kind eyes are others.

Raymond R. Greenia, 83 of Burlington, Vt., passed away on Tuesday, August 4, 2020 at UVM Medical Center.

The picture of Ray and Julie, (right) in their Avanti during the 2013 Gypson Tour might not be clear, but you know they were having a great day.



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**Wheel Tracks  
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there, around the 25th  
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is a monthly  
newsletter published  
in print and  
electronically for the  
public, and for the  
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The VAE is a 501c3  
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## *"The Softer Side"*

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

### "STORIES FOR YOUR GRANDCHILDREN" .....from Nancy

I was thinking, the other day, about Covid-19 and what it will be like to be on the other side of this horrible time. Of course, I hope that we will all get to the other side of this virus. Like most things in history at some point our grand or great grandchildren will hear of the terrible epidemic of 2020 and want to know how it affected us, good and bad.

So, the following is the story I will tell  
(if I remember!).

It was March 2020 and Grandpa had left for his yearly trip to Chickasha, Oklahoma with his friend, Vin Cassidy. Before he left, we had been hearing news of a deadly virus in China, but

things seemed to be simply fine here in the USA, so he left. He was probably two thirds across the country when there were cases in Seattle, Washington being reported. They continued toward Kansas first and then on to Oklahoma. About the time they hit Kansas, events started to be cancelled but so far, the Oklahoma event had not been. Grandma, being somewhat of a worry wart, suggested they head home to Vermont but

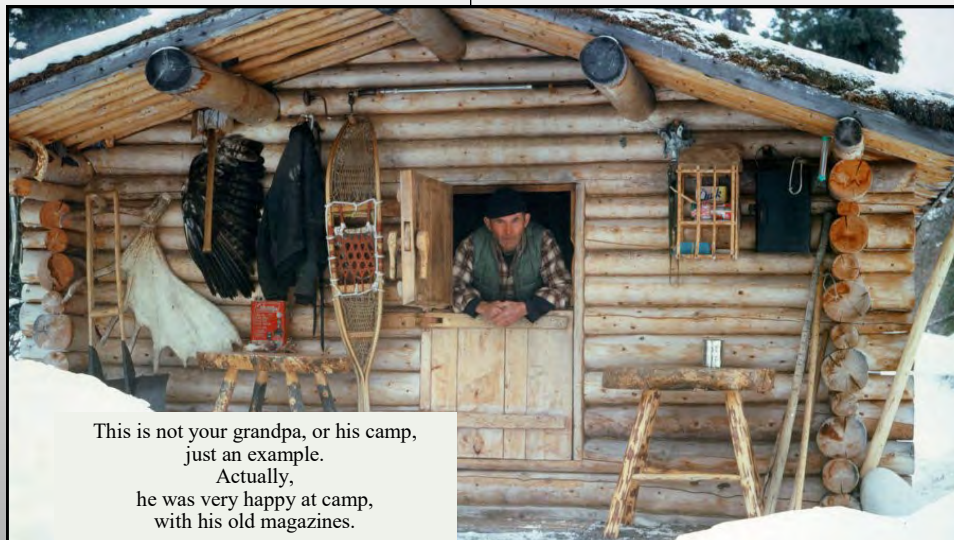
Grandpa, being an Olney, moved on with no fear, even spent time with some 'car guys' from Seattle headed to Oklahoma. Suddenly it seemed that overnight a great concern hit the country and you could not keep up with the cancellations and closings. Grandpa and Vin headed to Oklahoma even though the event had been cancelled, thought they would just say, 'Hey'.

This is when Grandma said, 'COME HOME!'. There was talk that some states were about to close their borders to all who were not essential. Of course, Grandpa would not believe he was not (essential), but they did high tail it back to Vermont. Now, we had to decide what to do with Grandpa once he got back. Answer: go to camp. Grandma packed food, water, clothes and other items in totes and put them on the porch

because Grandma was not letting him in the house until he had quarantined for at least 2 weeks. The plan was to come to the house in Derby Line, get the truck and the packed items and head to camp.

Problem #1: big snowstorm all the way from Massachusetts 2. Truck would not start. So, Grandpa slept in the front of the 2006 Ford Fusion and the next morning shoveled out, jumped the truck and headed to camp. Thankfully, the snow did not last too long and with 4-wheel drive he could get in and out.

The camp had no running water, (which causes a bathroom problem), camp not well insulated and totally open underneath so a bit tricky to keep warm with electric and wood heat. At this time, the lake was frozen over, still.



This is not your grandpa, or his camp,  
just an example.  
Actually,  
he was very happy at camp,  
with his old magazines.

Grandpa stayed over a week before he came out to stock up, again, still not being allowed in his house. Probably the children will ask, 'what did he do?' Well, he read newspapers, clipped old Life magazines, cut wood, and did yard work (once the snow was gone. Of course, some time was spent making his own meals, but he

would bring his dishes to the house and Grandma would wash them and send them back. It was about 3 weeks before he was allowed home to shower and shave.

To get all the yard work done and wood cut, he ended up staying for about 2 months. By now, Grandma was used to being a single woman and enjoying it, I might add. But it was Grandma who finally said, 'pack up and come home', Willy the cat misses you. And so, he did, and he is still there (home) today.

The End.



## Dave's Garage

by Dave Sander



Dave is on vacation this month.

### More Letters to the Editor.....



#### Dear Wheel Tracks,

First time in 65 years under it's own power! Also, I have some Vt postcards I will attach, I have a lot Vt. early car postcards, as well, from other states. The upper left card is leather from Barton, Vt and says "I Look into your goggle eyes". Very Romantic!

Sincerely, **Bill Fagan**

*From the editor.... Bill is referring to his 1914 Cadillac Phaeton. Fred Gonet had installed the engine that was featured in the March Wheel Tracks and Bill sent us a video of the first engine start-up while in the car, in 65 years. The video will be available on our website at a later date.*



Bill Fagan's Engine



#### To the Editor,

I wanted to drop you a note to let you know that I liked the post cards in the latest Wheel Tracks, and would not mind seeing more in the future.

You have probably gotten other comments already, that one of them was mis-identified. What you have labeled as Ethan Allen Army Base is actually Fanny Allen Hospital. I have attached a scan of this post card where you can see the label at the bottom of the picture.

And, if they are of any use to you, I have attached two photos of the "Gateway to Jericho" - one about 1920 and one a bit

earlier, going by the car in the picture (one is pictured above). I have also attached two of Underhill Center. Both taken on the same day. The car in the picture is the photographer's, with the box on the back that was undoubtedly his dark room. You can see that on the pictures, these are labeled "76" and "77". He apparently took several around the village at the same time, as there are several others with numbers in the sequence. But I have not yet figured out who the photographer was.

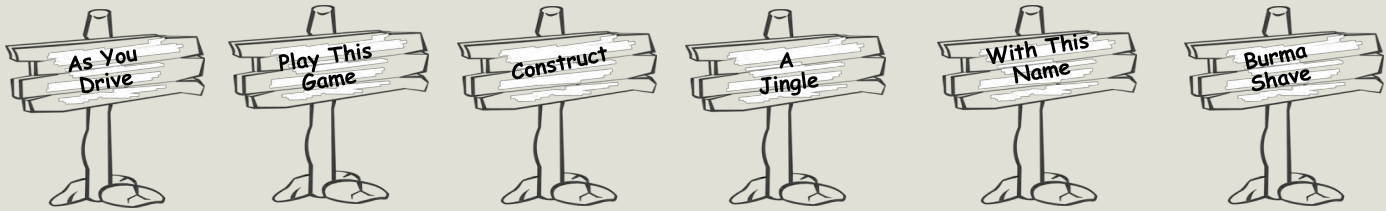
Thanks, **Gary Irish**

#### To the Editor,

I want to put a plug in for one of our Waterbury Show vendors - "G - D's Headlight-to-Taillight Stainless Steel Trim Restoration and Polishing". Gary Dennis did a great job restoring the trim for my '51 Merc. Great job and reasonably priced. He's located in Goshen, NH, and can be reached @ cell 603-477-0011, home 603-863-5194.

**Ken Gypson**





**Used To be....**

I ran this off, on the ditto machine.



**Doctor:**  
How old are your kids?

**Patient:**  
Forty-four and 39 from my wife who passed away, and from my second wife, 15 and 13.

**Doctor:**  
That's quite the age difference!

**Patient:**  
Well, the older ones didn't give me any grandkids, so I made my own.

\*\*\*\*\*

Traveling through the Midwest, I stopped at an Ohio welcome center to pick up a state map. I found plenty of brochures but no maps. Then I spotted two employees and asked whether they had any. "Sure," said the first guy. "I'll get you one."

As he walked to the back, the second guy explained, "We keep them in the storage room. If we leave them out on the counter, people just come in and take them."

\*\*\*\*\*

I discovered a shortcut today. If you put your Fitbit in the dryer, you can get a head start on your steps. I had 3,800 steps in before I put on my pants!

\*\*\*\*\*

From Charlie Thompson...



"Turns out, it was a marble in the ashtray."

## I Am Graduating!

From Gary Fiske

I have had a work shop since the years of my early teens. Mostly wood was the focus and I have a fairly confident feel when it comes to that medium. Note I did not say my skills were great, they can not come close to some of my friends who work with wood. But, I have more fun than they do!

It has been only the past 15 years, or so, that I have focused mainly on the old car hobby, and yes, wood is involved, but it is mostly steel, tin and things going vroom....vroom.

That is where I could use more confidence. I do welding, very slowly and most times, at the end, lots of grinding or a re-do is needed for an OK job. Yes, it gets done...but.

The confidence is needed in many other categories like painting, measuring in thousandths, metric vs SAE and knowing where to add or remove weight to make a good balance, so the Vroom sounds OK. I know with another 20 or 30 years, I might get there, but there is a problem, I just hit 75 years old!!

So, what do I do to make up for my short-comings? I push the hell out of the envelope! I jump into a project and make all kinds of mistakes before things are close to right. Thank goodness for a teacher I had way back when I was in the Navy. He discouraged me on trying to remember everything. He said all I had to do is remember where the book is to find the info. What a relief it was that day!

OK, now what does the title above have to do with anything?

**I am graduating!**

Early in my 15 year old car career, I got my hands on a Craftsman/Atlas metal lathe. It has been my go-to tool for a long time now. Small, handy and fairly simple to set up. Something happened a few weeks ago. I was doing a little job on the Craftsman and

I could not get to the tolerance that I needed. Now, just to be sure I am not mis-leading anyone, I have not said I am any kind of lathe expert. If a "real" machinist watched me do a set-up or saw my end product, he might say "Oh My!" if he were polite. Or, he might say, "Are you Kidding?" if he was not polite. I have, however, gotten to where I need a more precise lathe.

I feel like I have graduated. The old lathe was my beginner lathe and my new Grizzly G4000 came in yesterday. I can't wait to set it up. I have put the Craftsman in the classifieds. Maybe there is a person who wants to begin their lathe skills.

**My big wish for someday**, is to have a place to go for two or three days, to jump start some of these skills. Like a 2-day visit to learn spot welding. The fenders on the '27 Dodge need attention and I am sure I will get where I can do a decent job, eventually. You would not believe the first practice piece I did!

Ya, ya....go ahead and say it....."Oh My!"





From front page.....

**The 1951 Ford Custom Victoria was Ford's first hardtop, offered only in V-8 guise. It appeared in the last year of the 1949 styling generation.**

Styled by Gordon M. Buehrig, who originally worked at the Auburn-Cord-Duesenberg plant. When he came to Ford he had just left the Loewy team at Studebaker.

A plus for this 1951 top-line model was the debut of Ford's optional self-shift Ford-O-Matic this year. The war and being required to basically stop all domestic automobile production from 1946 through 1948, the 1949 Ford is credited with saving Ford. It ushering in the modern streamlined car design with changes such as integrated fenders and more. This design would continue through the 1951 model year, with an updated design offered in 1952.

Ford built 110,286 Ford Vics in 1951. The 239 CID Flathead engine was one of the most reliable engines ever made and produced 100HP. The wheelbase is 114 inches, length is 197 inches and weighs 3188 pounds. New cost was \$1925.

When Ford began this line in 1949, the engine was moved forward to make more room in the passenger compartment and the antiquated "torque tube" was replaced by a modern drive shaft.

Competition from GM and Chrysler great and in some ways the new design in 1948 was rushed into production. One example was the door mechanism design. It was found that the doors could fling open on corners. In the 1950 model there were some 10 changes in the door latching mechanism alone. Ford easily out-sold GM and Chrysler with assembly plants in six locations;

Dearborn, Michigan

Chester, Pennsylvania  
Long Beach, California  
Saint Paul, Minnesota  
Australia  
Singapore, Malaysia

**Allan Wright first put eyes on this car at the AACA Hershey car coral in October of 2016.** From talking

to him, he decided at that time, he wanted this car. Like most of us, we go to Hershey with a little stash of cash, but need to do a little "banking" for the bigger purchases.

So, Allan decided to give the owner a call when he returned to Vermont, after the show. When he did, he found the car had not been sold and better yet, the price had decreased! After making arrangements to travel to Maryland and most likely bring the car home, he had a small health problem and had to cancel the trip. Then came time for their normal wintering in Arizona, so the Ford Vic was put on the back burner.

While poking through Ebay the following February, Allen "found" the Victoria one more time and decided it was an omen he could ignore no more.

Another plus...the price had come down even more.

He then flew to Vermont in March (2017) to get his truck and trailer and headed south. The trip was rewarded to find the same beauty he had seen in Hershey four months earlier. He had to go through some winter weather on his trip back to Vermont resulting in a complete ice covered Ford on his trailer, but he successfully stored it in his garage and escaped back to Arizona to wait out the Vermont mud season.

**Allen's Ford has not been to our August car show in Waterbury yet, but watch for it in 2021. It is a beauty!**







Edi Fiske

# The Roadside Diner

## Salmon Mousse



- |                                      |   |
|--------------------------------------|---|
| *15.5-ounce can salmon               | *1/4 tsp pepper                                 |
| *2 envelopes unflavored gelatin      | *1 6 1/2 ounce tuna, drained and finely flaked  |
| *2 cups mayonnaise or salad dressing | *4 hard cooked eggs, finely chopped             |
| *1/2 cup chili sauce                 | *1/2 cup pimiento-stuffed olives finely chopped |
| *2 tbsls lemon juice                 | *1/4 cup finely chopped onion                   |
| *1 tbsl Worcestershire sauce         |   |
| *1/2 tsp dry dill weed               |   |

Drain salmon, reserving liquid, add water if necessary, to equal 1/2 cup liquid. Bone and finely flake salmon, set aside. Sprinkle gelatin over reserved salmon liquid. Place over hot water and stir to dissolve. In a mixing bowl gradually blend dissolved gelatin into mayonnaise. Stir in chili sauce, lemon juice, Worcestershire sauce, dill weed, and pepper. Fold in flaked salmon, tuna, hard cooked eggs, olives and onion.

Turn into a 6-cup mold. Chill till firm. Unmold. Garnish with additional pimiento-stuffed olives, if desired. Serve with party rye bread or crackers. Makes 6 cups.

## "Remember When".... from Chris Barbieri

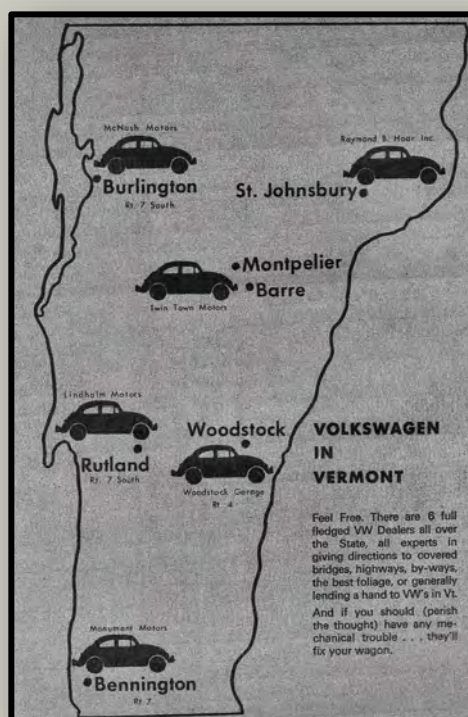
Remember when Volkswagen ran those highly successful self deprecating full page ads for the Beetle in the '50's and 60's ?



They were always full page and run in magazines like Life, Look and The Saturday Evening Post. Created by three guys named Max Dane, Ned Doyle, and Bill Bernbach the trio went on to become DD&B Ad Agency. Their success with VW made them one of the top agencies in the US.

At the time the big 3 and most of the independent car makers hired large ad agencies and spent millions of dollars promoting their brands. The agencies focused on national ad campaigns and rarely carved out targeted local themes. They did from time to time subsidize local dealers' ads as an incentive to promote their brands. Occasionally, ad agencies would subsidize regional ad campaigns, for example sponsored by "Your New York / New Jersey Ford Dealers".

The accompanying full page ad is from the October 1966 edition of the now defunct Vermonter magazine. Remember this is the October issue. I don't believe any big national ad agency was behind this very clever ad. It's titled **Volkswagen in Vermont**. The copy reads "Feel Free. There are 6 full Fledged VW Dealers all over the State, all experts in giving



directions to covered bridges, highways, by-ways, the best foliage, or generally lending a hand to VW's in Vermont. And if you should ( perish the thought ) have any mechanical trouble.....they will fix your wagon"

The ad attempts to position VW dealers as state information bureaus and chambers of commerce to the thousands of out of state fall foliage visitors. It also reminds visitors driving VW's that yes, there really are VW's in Vermont and here are dealer locations and yes, if ("perish the thought") we are ready if service is needed.

The ad is unique in many ways. It's eye catching in its graphics and simplicity. It's welcoming and has a "down home" theme that while we are VW dealers we are just local folks happy to make your visit special.

Remember When ?





Departing the local Napa store recently, this beautiful 442 Olds was parked outside. It is owned by Luis Olave who recently opened an auto body shop in Richford, Vermont. He came to Vermont from New Jersey where he worked in the auto body business for 15 years and before that, from Chile, South America where he was born and brought up. He purchased the '71 Oldsmobile in New Jersey and had it in storage for many years before he did the body-off restoration. The wise part of his restoration, is that he has let the lines of the car speak for themselves. Wheel Tracks will be visiting Luis' shop sometime in the future. We might find more of his magic!

Does anyone remember the recent TV ad where this old gent comes into the picture, part way through and says... "Dirty Ole Car Salesman" in a real gruff voice?



That gent was **Bill James**. Bill lives in Bristol and when the new Champlain Bridge open in 2012, Bill joined Gary Fiske in his '27 Model T, when the VAE drove many of our cars across the bridge during the Grand Opening. Bill was 101 years old then and remembered when the old bridge was built. In fact, he told of climbing the super structure many times, while it was being built, after the workmen had left for the day. He said that experience prepared him for his life's work as a lineman for the power company. Bill's picture was recently in the July Seven Days newspaper, celebrating his 109th birthday. One complaint he had in 2012, was his daughter always gave him trouble for changing the oil on the two vehicles he drove. So much trouble, that he had to do the work when he knew she would not be around. **Happy Birthday Bill, and many more.**



**Fred Gonet and Wendell Noble volunteered to get Gael Boardman's old '29 Chevy Roadster on the road.** It seems Gael might have known more about the Chevy's problems than he told us. The many times he was asked about the car and why it was not on the road, he would always say it just needed to be towed down the road to break in the new engine. Fred and Wendell found the "tight" engine was due to an over-tight connecting rod bearing...if memory serves. There have been a few other mysteries solved, including a terrible grinding from a bad bearing. The latest mystery is an engine that over-heats. The team has not reach the bottom of the probable causes yet. It will be interesting to hear the answer.

**Lloyd Davis is a member of the "Upper Hudson Valley Car Club" and sent Wheel Tracks some recent newsletters from this summer.** One activity for the club this summer, is visiting nursing homes with their old vehicles. What a great thing to do...and what a great "tag" for their car club to be known for! They also hook up with other local car clubs, like one called "Weekend Cruisers". We might be wrong, but we think our two clubs has a lot of history together. Wheel Tracks remembers talk of the "Rhinebeck Car Show" being a VAE destination by many. It seems there was talk of the two clubs having other connections way back in 1953 when the VAE began. Maybe someone in our club could write us with that history.

**A local gent, and friend, moved to Tennessee a few years ago.** He muttered something about Vermont winters, when he departed. He recently sent an email, to some "northerners", with a picture of his latest purchase...pictured right. He also added "Look what followed me home. Now I need a girlfriend. Must be a good kisser and like washing wire wheels." Good luck **John Leach**, with the car and your girlfriend plans.



### Welcome, New VAE Members

**Dick Collitt** of Ripton, Vermont Dick has a 1942 Dodge Weapons Carrier.

**Scott Merrill** of Colchester, Vermont and his 1933 3-window Ford.

**Michael and Jami Daigle** of Milton, Vermont. They have a 1918 Reo Speedwagan.



# Wheel Tracks Academy

"Much Ado About Nothing" from Wendell Noble

As time approached to come up with a subject for this month's Wheel Tracks Academy, I realized I had nothing to write about.

**I've decided to go with that and write about nothing.** A vacuum is nothing. Not the machine you clean the floor with. That's a Hoover. A true vacuum is a volume of space with absolutely nothing in it. As we stand here on the surface of the earth, we are actually standing under layers of air that are being attracted toward earth by gravity, just as we are.

Air consists of molecules of nitrogen (about 78%), oxygen (about 21%) and traces of argon, water, carbon dioxide and other stuff that might be bad for you. The only reason that all these molecules don't just collapse down to the ground is that they have kinetic energy from absorbed heat and are zooming around in all directions.

**This atmospheric layer** is densest at the bottom and extends up about 600 miles where it tails off to almost nothing. **The weight of all the air above us results in a pressure of about 15 psi at sea level.** This is atmospheric pressure. Any pressure below this value we call a partial vacuum. You've probably seen the cartoons where someone picks up a bowling ball with the nozzle of a powerful vacuum cleaner. Is that possible? I did the math. Our vacuum cleaner hose area is almost one square inch. A bowling ball can weigh from 6 lbs. to 16 lbs. With a total vacuum of 15 psi, the hose could lift a 15 lb. ball, so yeah, it's possible.

In an internal combustion engine, as the piston goes down on the intake stroke, it creates a partial vacuum in the chamber. This sucks air in through the carburetor and intake manifold to the piston chamber. It also brings a

metered amount of fuel which it gets from a jet in the carburetor throat. A throttle plate in the throat regulates and restricts the total amount of this mixture.

The result is a partial vacuum in the manifold which varies according to engine speed and throttle position. Measuring the manifold vacuum level provides some very useful information about how well the engine is running.

Fred Gonet gave us a detailed tutorial on this subject in this column a couple of years ago. A vacuum gauge usually reads in units of mm-hg (millimeters of mercury), the same as your doctor uses to measure your blood pressure. +760 mm-hg is equal to atmospheric pressure. At idle, a multi-cylinder engine should show a steady vacuum level between -450 and -560 mm-hg. A slightly lower numeric value indicates a retarded ignition timing. A significantly lower value indicates valve problems or vacuum leak. A fluctuating value could be caused by a sticking valve or cylinder misfire.

Us old car folks are familiar with how the manifold has been harnessed as a source of accessory power. Up until 1930 it was widely used to power a fuel pump by sucking gas up from the tank. Through the '50s we had vacuum operated windshield wiper motors that worked great going downhill but not so great going uphill. In the '50s vacuum assisted power brakes were introduced.

**These are good examples of getting something of value from nothing.**



Two more post cards from Gary Irish.

Left, Main Street Underhill Ctr.

Right, Post Office in Underhill Ctr.





## 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...from Gary Fiske,

Was a Hillman Minx Sedan, I can't remember, but I think a 1960 or '61. I bought it during my junior year in high school and had to have my parents co-sign for a loan. I was working weekends milking cows and other farm work and was paid \$20 per week when school was in session. The bank loan was going to be \$19.90 per month. I had it made!

My Dad was a car guy but buying a small car like this with only 4 cylinders was going to be a problem getting it by him. Anything with 8 cylinders, would have been no problem. I also had to be able to afford it. Mother, well, a different story. Twenty questions, twenty what-ifs and the big..... "what did your father say".

Dad was not a great conversationalist. In fact, if you were a stranger, all you got was yup, nope and maybe. But I had a secret my brothers and sisters did not know, when I needed his opinion. Toward the end of milking, my dad would switch to milking the two or three special-needs cows that had gotten injured or had just calved. He was a very calm, quiet person and that is what was needed. THAT, was my secret. During the quiet time, while he was sitting on the stool, at the cow, was when I could have "a talk". That is when he agreed to let me buy my first car.



My pride and joy (at the time) is pictured left, with my sister, Pat. She thought she was cool...and she was. Still is.

I am surprised the car had paint in this picture, it was cleaned and polished way more than needed. The little 53HP engine took me everywhere I wanted to go. Filling the 7 gallon tank with 1963-31-cent gas also helped with the finances.

The back seat had 25 coil springs and very handy for bringing a case of snub-nose beer bottles (full) into Vermont from Canada or New York where it was legal to purchase.

We high school juniors were roasting the senior class when they graduated and decided to make an audio tape of a car wreck, in progress. One of the seniors had a reputation. One side of the high school had huge cement steps that led to a side door. So, we placed the microphone on the lower step while I skidded the Hillman, on the

dirt driveway, up to the steps. One of my classmates did not like my "skid", so he drove his, really nice, Chevy coupe, "faster", up the driveway, to get a longer skid. The tape came out beyond our expectations that day, but my friend totaled his Chevy colliding with the steps....and the microphone.

This time period was all before Vermont had any interstate highways. Plus, most every business closed their doors at 7PM back then. One of our treats was to have an early breakfast of pancakes and French Toast at a real restaurant, and Montreal was usually where we went, around midnight. Most of us had to get up Saturday morning to milk cows, so midnight worked OK. The Hillman made quite a few trips there. One time we decided on breakfast in Boston. We had to start out a bit early, from northern Vermont and we still got home in time for morning chores. I could only afford re-treaded tires back then, but they always brought us back home.

When I graduated and went into the Navy, my dad had a problem thinking the little 4-cylinder would be suitable for the "big highways". My folks did not know about our previous travels. Plus with making only \$76 a month in the service, I could never afford a car. I ended up selling the car to a gent who drove it for only a few months before he went into the service. He parked the Hillman in a dirt-floored shed on their farm. I was home on leave, a couple of years later and the outside of the car was covered in rust. The red interior was completely gray from the mold that had grown inside. That was a sad visit.

Please call Charlie to arrange "Your 1st Car" story.





# Letters TO THE Editor

To the Editor,

Another nice mag (Wheel Tracks), well done. Land Rover looks really good, thanks. It sold before I even got my copy of Wheel Tracks.....**Hank Baer.**

**Dear Wheel Tracks,**

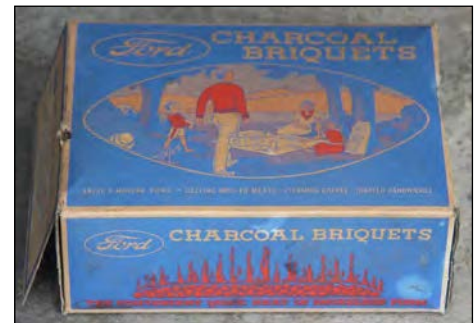
You can't accuse me of reading too fast. I just got to the article on page 14 of the August Wheel Tracks about Ford charcoal, and thought you might be interested in seeing one of the picnic kits that were mentioned. I am attaching pictures of the grill in the box, out of the box, and one of the boxes that the briquets came in (which, when boxed, was packed inside the grill itself), along with both sides of a



brochure about the briquets (that one has a bit of damage) and one on how to use the grill. There was also a bottle with a "White Pine & Tar" label on it from the Burlington Drug Co., which I would guess someone added with something in it to use as charcoal lighter fluid. I didn't know if you might want to use some of this in a future Wheel Tracks. Enjoy!

**Gary Irish**

*Thank you Gary, we can show only part of what you sent. Very interesting. Maybe this will jog someone's memory to write Wheel Tracks about a time they used this kit while on a Model T tour.*



**Dear VAE,**

We have revised the Cars & Coffee webpage to current UX (User eXperience) recommendations. Comments?

You may have to clear your cache, if the new version does not come up.

<http://carscoffeevermont.com/>

**John Malinowski**

**Dear Wheel Tracks,** Bill Fifield is a beloved community physician who retired several years ago. Some VAE members saw his car in the Fourth of July parade in Bristol last year. I've driven this car several times, and it's a nice one. I've attached a photo that I took. I told him I would help get this to our club members.

Best, **John Emerson**

**Message from Bill on July 17, 2020**

I am offering for sale my 1950 Buick Super Model 52 Riviera Sedan. It is in very good mechanical condition, and the exterior and interior are both very nice for the age of the car.

The body was restored and painted several years ago and now has essentially no rust although some of the chrome is pitted. Part of the rear bumper was re-chromed. Neither the paint nor chrome are perfect, but both are quite presentable; it's a nice parade car. The interior was restored (new headliner, upholstery, carpeting and door panels) but is not original.

I have decided to sell the car because I have developed severe arthritis; without power steering I find that driving it is becoming a real challenge.

I have decided on an asking price of 14K. I would be happy to show it and arrange for a test drive for anyone who might be interested. Please let me know if you have any questions.

**Bill Fifield** williamfifield5@gmail.com (802) 758-6827 Bridport, VT



**Dear Wheel Tracks,**

In the Fall of 1971, 49 years ago, and that is scary! Back then I helped the Wheel Tracks editor, Larry Johnson, sort papers for the publication.

One hundred and one years ago, our family had terrible news similar to what we are hearing today. It was April 3rd of 1919. We lost my grandmother, Minnie, to the influenza pandemic. She was 48 years old.

**Marvin Ball**

*(One-third of the world's population in 1919 became infected with this virus. The number of deaths was estimated to be at least 50 million worldwide with about 675,000 occurring in the United States.)*



15 Years Ago



January 2005

Conception Conti was President and Ellen Emerson was editor of Wheel Tracks (two words then).

There were three committees that are not around today.

\*Fred Cook was the chair of the "Laws Committee".

\*Jan Sander chaired the "Futures Committee".

Gene Fodor was the chair of the "Membership and retention Committee".

**Nancy Willett's Softer Side** column that month was about vintage clothing. She begins....

Have you visited your local second hand clothing shop lately? If not, you are missing a bet. Oh, I know what you are thinking...that you wouldn't want to wear something that someone else has already worn and may be out of style. I think you should take a second look; things are not what you think.

Vintage clothing and used clothing may have a bad reputation of being ratty and out of style. Not the case at all...vintage clothing has become big business, and if you doubt my word, take a moment or two and go to the web site: [www.secondhandrosevintage.com](http://www.secondhandrosevintage.com). I think you will be greatly surprised.

*Nancy continues with great examples of vintage clothing with a picture. BTW.....the web site she mentions, still exist today.*

The editor also included this "Great quote by Great ladies".....

**"Behind every successful man is a surprised woman"**

Ray Tomlinson submitted his 1928 Oldsmobile E-28 Sport Coupe to the classifieds that month. Rust free, new engine, new wood work, with two truck loads of spare parts. He was asking \$7500.

Allen Talor had his "un-assembled, but complete 1924 Maxwell 25 in the the classifieds for \$6595.

Al Ward had 13 V-dub books for sale for \$75.

Gael Boardman had traveled to New Hampshire and found a whole back-yard of military vehicles, and old-stuff, that he was willing to share info on.

The club's treasurer was Les Skinner and reported a total balance of \$11,521.76.

The Christmas Holiday meeting was at the Sirloin Saloon in Shelburne the month before. The list of club attendants was long.



Four examples of the 15 post cards sent to Wheel Tracks from Bill Fagan.

**"You ought to be With Me In Fairlee, Vt. We'd Have a Joy Ride"**

Bill's favorite post card, made of leather

**"I Gaze into your Goggle Eyes" Barton VT.**

## VAE Trivia from Don Tenerowicz



**The Drive-In Movie concept was issued a patent on May 16, 1933 with the first theater in Camden NJ and a capacity of 400 cars.** The patent included a system of spacing and angled ramps for every car to have a good viewing opportunity of the screen. By 1942 there were 95 drive-ins in the United States, 11 being in Ohio. Popularity lasted until the early 1970's. Most recently the remaining theaters have proven popular to hold school graduations, using the screens for showing the students live receiving their diplomas and the viewing of pre-recorded portions of the ceremony along with FM radio for the audio.

**The term cherries for good vehicles and lemons for not so good originated in 1970 by an economics professor at U of C Berkeley in a research paper "The Market For Lemons".**

In 1919, Packard introduced the first wind-up windows to replace leather pull up straps.

**John Daniel Hertz was born in 1879 in Slovakia. Warren Edward Avis was born in 1915 in Michigan. Their first cars for hire were Fords. Hertz popularized car hire and Avis pioneered airport car hire.**

Do you remember when Ford owned Daimler, Ford, Jaguar, Land Rover, Lincoln, Mazda, Mercury and Volvo ?

**Ralph Nader of Corvair fame was instrumental in changing PNDLR to PRNDL as a safety precaution of accidentally shifting from L to R**



**Rear-engined cars:** The Porsche 911 is the only rear-engined production car of any note still on sale. At one time there was a list of 100 rear-engined vehicles that entered mainstream motoring.

**Do You remember when General Motors owned Buick, Cadillac, Chevrolet, GMC, Holden, Hummer, Opel, Pontiac, Saab, Saturn and Vauxhall?**

The Volkswagen Beetle sold 21,529,464 from 1939 to 2003 and the Ford Model T sold 15,007,033 from 1908 to 1927.

The Laerdal Tunnel in Norway is 15.23 miles long and opened in November 2000, claimed to be the world's longest road tunnel.

Alan Jackson's version of "Precious Memories" on youtube is one of my favorites.

<https://www.youtube.com/watch?v=dhGOFc3kPDc>

**Precious memories how they linger  
How they ever flood my soul  
In the stillness, of the midnight  
Precious sacred scenes unfold**

**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 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.**

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

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

**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.



# Wheel Tracks Classifieds

## Free to all Enthusiasts



**For Sale....** 1971 Buick Riviera. 160K miles, original 455 V8. 40/40 seats, console, floor shift automatic.



Complete and mostly restored, a looker. Peter Tampas. Text 802-233-4999. pjt008@gmail.com

### September Bumper Sticker...

**Don't Touch Me.  
I Am Not That  
Kind of Car**

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

### For Sale... 3 for 1WOW!

1-1999 Ford Great Motor Home  
1-1973 Chevrolet Impala Convertible  
1- 1926 Model T Touring Sedan  
All three for only \$37,500. Call Hayden Janes at 802-848-3622

### 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.



### For Sale.... Craftsman/Atlas metal lathe.

Model#101-L6A, 6 by 22 inch. 3 and 4 jaw chucks and all items you need, plug it in and go. I have replaced it with a modern unit. Have used this for a number of years, great beginner's lathe. \$400. Gary Fiske, gafiske@gmail.com or 802-933-7780



**For Sale.... 1988 Porsche 944S, 33,000 miles.** Full 30,000 miles service 2 years ago including timing belt. Email with offer or for info at katyacreate@gmail.com Or call after 7pm" 802-363-6442



**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..... 1940 Lincoln Zephyr Club Coupe.** Zero rust California car with 30 year old paint. Rebuilt V-12, brakes, fuel pump and carb and coil. Some spares. Runs great. Reduced \$19,500. Ken Gypson, 518-423-7565 call or text, or kengypson@yahoo.com.

**For Sale....** I have lots of Model A parts.. A rebuilt starter, 2-rebuilt water pumps, 3-working generator, 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. Call Marvin Ball 802-425-3529

**For Sale.... A large collection of mechanical parts and an engine for a 1929 Studebaker President, 7-passenger sedan (model FE).**

The parts fit other newer years as well and this engine was also used on the Pierce Arrows. Paul Baresel, 1-207-727-5855 gbasesel@yahoo.com

**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, excellent condition pages \$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*



**John McTaggart's  
1952 Oldsmobile Super 88  
The Holiday Coupe**



**September 2020**

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



**Lunch is ready!**

**VIA Whippet engine exhaust manifold.**

**Charlie Thompson and g-son, Eric, prepared their lunch before they left Colchester for the trip to Morrisville for the "VAE Social Distance Parade" on the 8th of August. Circumstances prevented a complete bake, but their lunch was still very good.**