

December 2021 VAE Year 68

# Wheel Tracks



Richard Hurd.... "Why do I like Nash automobiles, you ask?"

"One good reason is that I do not meet many of them when I am driving mine down the road!"

More on page 11



The Official Monthly Publication of the Vermont Automobile Enthusiasts





## 1907 Auto Slogan

1907 Locomobile ad... "The Most Reliable Car Built in America"



The Hudson Village Fire Department was small, they had old equipment and were never asked to help when neighboring towns needed assistance.

That all changed the day the town next door had a huge out-of-control brush fire. The Hudson boys came rolling down the road, pass the other fire-fighters and into the center of the fire. Quickly, the boys jumped off the truck and in no time, the fire was out. So impressed with the Hudson Department, the others all collected \$1000 in donations for them.

The HFD chief was asked later what he would do with the unexpected donations and he replied... "We will be fixing the brakes of that fire truck".

\*\*\*\*\*

Wife: Look at that guy, he is so drunk, he can not stand up.

Husband: Who is he?

Wife: 10 years ago, he proposed to me and I rejected him.

Husband: Oh my, he is still celebrating!

\*\*\*\*\*

A passenger taps the cab driver on his shoulder.

The driver screamed and almost hits a bus, then ends up sliding sideways within inches of a shop window.

"I only tapped your shoulder" said the passenger, "what the heck is going on?"

He replied,

"Sorry", but this is my first day driving a cab, I have been driving a hearse the last 20 years".

\*\*\*\*\*

Knock! Knock!  
Who's there?

Control Freak.  
Ahh...Ahhh

OK, now you say, "Control Freak who?"

**From one of your editors....** This is the first issue of Wheel Tracks that is divided into three portions with three editors taking responsibility for four pages each.

I need to express to you the courageousness, and the dedication to the VAE, these new editor possess. They were totally unfamiliar with the software program and the many small details of meeting print deadlines etc. But.....they still volunteered, they are doing great. Congratulations to you and thank you.

Who are these new editors? They are the wife and husband team, **Nancy and Ken Gypson of Poestenkill, New York.** Ken's dad was one of the founders of this 68 year-old club; the VAE. Nancy is retired from her career as a teacher's assistant in special education.

The second editor is **Anne Pierce from Colchester, Vermont**...the wife of our treasurer, Don. Anne has just retired from her career as a court reporter where she, and her odd little type-writer, recorded every word during court proceedings. The third editor is me.

This editor gig is totally different from anything they have ever done, and they should have your respect and admiration.

I sincerely believe, once they have a few issue behind them, they will begin to have the fun that I have had these past years. Writing and the creativity that comes with this job, along with recording other people's lives and activities, is a very special and neat thing to do.

It is my hope, that after settling into this new way of putting Wheel Tracks together, that we will find that 4th editor and be able to go back to our 16-page publication. In the mean time, we look forward to your input, after all, it is "Your" Wheel Tracks. We would like to hear from you

**Thanks, Gary Fiske**

**Check your mailing label on this issue...**



Your VAE  
Membership might expire on  
January 1, 2022.

The January Wheel Tracks might be your last,

We do not want to lose you as a member.  
You are too important to the Future of this club.

Your dues have not changed,  
only \$30 per year, and \$50 if you want to pay for 2 years.

You can also give a VAE membership gift  
for only an additional \$10.  
Just add their address  
when you mail your dues to Christina McCaffery



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#### FROM OUR PRESIDENT, DUANE LEACH



Hello Everyone,

Thanks to Judy and Buzz for putting on the Anne Gypson tour. The weather could have been better, but the tour and food were great. Some people chickened out and drove their modern iron. All the vehicles that made the tour came back a different color. Who was the winner and where will we go next year?

The Waterbury show is still looking for a team of people to be in charge of the flea market next year. Call Duane or Bob with questions.

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

Today, Nov 3rd, that big orange truck was out dumping the nasty four-letter stuff - SALT, so it's time to put the cars in storage for a long winter nap. We will be doing an appreciation BBQ in the spring or early summer for all the volunteers that made the 2019 and 2021 shows the big success that they were.

I hope everyone is out getting their COVID-19 booster shot so we can have an even better 2022.

See you soon,

**Duane**

#### Membership Only \$30

**\$50 for 2 years**

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

#### "How to be a member"

\*Go to [vtauto.org](http://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](http://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.

Holy crap! It's Halloween and I'm just now realizing how close to Wheel Tracks publishing time it is. (Or, is it Wheeltracks?) Now I know how Gary must have felt each month for the last ten years!

First, I must say how lucky the VAE has been to have Gary as editor...again, for the past ten years! How Nancy and I let him talk us into being co-editors is a mystery. Gary has taken what has always been good monthly reading to the next level, a very high level at that. I hope Anne Pierce is catching on quicker than we are. When it comes to computers and technology we're both in the flip phone era. (Yes, we have smartphones, but need our kids and grandkids to bail us out on occasion.)

Nancy (whose family on both sides are Vermont natives) will be doing The Roadside Diner and the typing. I hope to bring to light some of the goings-on of the early days of the VAE. In addition, I plan to have regular columns on modified cars, foreign cars, and model cars.

Please don't hesitate to admonish, compliment and/or suggest topics you would like to read about.

Long live the VAE...**Ken Gypson Jr.**, one of your new editors





# Wheel Tracks Academy

## How We Got Here

From Wendell Noble



In an earlier Wheel Tracks Academy article on patents, I promised to provide some notable examples of inventions that brought us to the automobile as we know it today. The trail starts in 1861 when Frenchman Alphonse Beau de Rochas patented the four-stroke cycle internal combustion engine which he never reduced to practice. It remained for German Nikolaus Otto to actually build a working engine which he patented in 1886. Although the engine's principle of operation, the Otto cycle, remains named after him, his patent was revoked in light of the prior art due to Rochas. The first motorized vehicle using the engine was the "motorwagen" built in 1885 and patented by German Karl Benz. In the same time frame, American patent lawyer, George Baldwin Selden filed a patent and built a motorized vehicle with an engine using the Brayton design which differs from Otto's design significantly. It uses the pressure of combusted hydrocarbon fuel in one chamber to drive a piston in a separate chamber with a two-stroke cycle, much like a steam engine.

**Now that motorized vehicles could move faster than their horse-drawn forebears, stopping them safely was a problem. Malcolm Longhead had the idea of using a hydraulic system to deliver braking force to the wheels.**

Selden deliberately delayed issue of his patent until 1895 in order to lengthen the time of effectiveness. He was, after all, a lawyer. This was a legal tactic to gain monetary leverage over the rapidly developing automobile industry. This was a good example of what has come to be known as a "submarine" patent. His delay kept the invention concept submerged in obscurity until surfacing when the industry was well established. He successfully forced licensing payments from all automobile manufacturers until he was challenged by Henry Ford in 1903. The case dragged on through appeals until Ford prevailed in 1911. Ford's victory was based on the argument that Selden's patent was restricted to use of the Brayton engine and not the four-stroke Otto type cycle used by Ford and the industry in general.

Now that motorized vehicles could move faster than their horse-drawn forebears, stopping them safely was a problem. Malcolm Longhead had the idea of using a hydraulic system to deliver braking force to the wheels. He patented his system in 1917. Fred Duesenberg used these brakes on his racing cars before the patent in 1914 and then used them commercially on the Duesenberg Model A in 1921. You may not recognize Longhead's name as it appeared on the patent because he later changed it to Lockheed. That name we know today.

Some other patents have also been interestingly consequential. In 1903, Mary Anderson patented the windshield wiper and wiper blade. She was an

entrepreneurial real estate developer and rancher, but not a car driver. She observed taxi drivers stopping to wipe the rain water off their windshields and decided that there had to be a better way. Is it sexist to note that, while a man decided that a car should have windows, it took a woman to decide that they should be cleaned once in a while? Ironically, she never profited from her idea.

In 1925 another Anderson, John Anderson, came up with the idea of marketing replacement wiper blades while driving in a heavy rainstorm. He realized that his wiper blades were worn out. Thus, Anco was born. Anderson received numerous patents around his idea of providing replacement wiper blade kits and

making them readily available at filling stations. Robert Kearns decided that maybe we were doing more wiping than was really needed. In 1964, he filed for a patent on his invention of the intermittent windshield wiper. He sought to license his invention to the "Big Three" auto makers but was rejected. They proceeded to use electronic intermittent wipers anyway from 1969 on. He brought suit and ultimately prevailed, settling for hefty sums from the infringing companies. He died a wealthy man in 2005.

These interesting historic tidbits illustrate something about how we've gotten to where we are, but they don't say anything about where we're going. If all-electric vehicles are really the wave of the future, the internal combustion engine in any form is as dead as the dodo. If we are going to be transporting ourselves in fully autonomous self-driving cars, who needs a windshield at all, clean or not? The thrill of actually driving a car on the open road just for the enjoyment may become just a memory to tell your great-grandkids about. It may be just history. It's important to study history because it's all we've got. Everything else didn't happen yet.







## *"The Softer Side"*

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

.....from Anne

### BIG SHOES TO FILL

As you all, I'm sure, are aware by now, Gary Fiske a number of months ago sent word to the Board of Directors that he had made the big decision to step down as Editor of *Wheel Tracks* after publication of the October 2021 edition. He did not come to this lightly and let the board know that he needed to slow things down in his life and felt now was the right time to pass the job on to another person (though how can he slow down when he's now the new president of the VAE and, as we saw in the recent October *Wheel Tracks*, his wife, Sharon, surprised him with an anniversary gift in the form of an antique GMC fire truck that needs A LOT of work?!)

Gary put out the call for a new editor, and after not hearing from anyone who wanted to take over, he embarked upon an ingenious way to break up the 12 pages of the magazine with 3 editors each taking four pages, and so far he has found two people (yours truly and the duo of Nancy & Ken Gypson). Unfortunately he's still looking for that special third person but will continue editing pages himself (fortunately for us), until that time comes. So Nancy & Ken and I have agreed to become editors of eight pages. It's a monumental task for us as neither Ken & Nancy nor I have any experience with MJS Publisher. Gary has spent countless hours giving us a crash course on the software, even driving from his home in Enosburg to Colchester where I live not once, but twice, and driving to Poestenkill, New York, and staying overnight with Ken & Nancy to get them up to speed. So please be patient with us as we climb this steep learning curve to deliver to you the quality you've become so accustomed to.

Now back to Gary.....

Do you realize that at the end of this year he will have been editor for 11 years?!? That's 11 years of gathering stories and photos and ideas from anyone and everywhere he could to compile 121 +/- monthly editions. And that's month after month after month.....for 11 years! Every month we've looked forward to seeing what he's gathered, what submissions he's received, what pictures he himself has taken, and every month Gary puts together a magazine as slick as any you might find from an association like ours.

So this is our inaugural issue. I know the Gypsons will agree with me that we have big shoes to fill. We're up for the task, but please be patient with us as we learn how to make text boxes, insert pictures, line up headers, align, arrange, clip, cut & paste, change fonts, colors, scream, holler, and call Gary for help when you've just spent a couple hours on a page and it all of a sudden moves right by six inches seemingly on its own! (Really, I didn't do anything, and that's a true story and I'm sticking to it.) He is ever so patient and calm in the midst of hysteria, even nine o'clock at night at the other end of the phone.

Thank you, Gary, for giving all the VAE members a truly wonderful magazine delivered to their door each month. Ken & Nancy and I will hopefully do you proud!





## "My First Car" Stories

I am hunting for "First Car" Stories  
Can I have yours?  
Call me...802-878-2536 or email me...charlieandmarion@comcast.net  
Thanks, Charlie Thompson



## "My 2nd Car" From Gary Fiske

The Pontiac in the picture is not my car but a picture I found on the internet just like mine. It is the same year, model, and make; it also happens to be the same blue and white color. The car is a 1957 Pontiac Chieftain 4-door sedan.

Some members have written about their 2<sup>nd</sup> car, and truthfully, my Pontiac is much more interesting than the

Hillman that was my first. I was straight out of high school, and my dad did not believe a 4-cylinder European car could take me safely wherever the US Navy would take me back in 1965. He called it a "sale," but he practically gave the family car to me while I was stationed in Bainbridge, Maryland.

I was stationed on several bases along the east coast and then on a ship out of Norfolk, Virginia, and the old Pontiac never let me down. The only item I added over the years was a one-pint squirt gun that I hung below the driver wing window to use as a windshield washer; the car did not have that option. My pay was \$76/month, so it was not the top-of-the-line squirt gun, and I'm sorry to say the old car did not get the garage care it should have.



I had a girlfriend at home, so most 4-day weekends (and some 3-day weekends) I headed north. I would put an ad on the bulletin boards looking for riders, and most times I found three sailors to be my passengers. Their fare was the cost of a one-way bus ticket, and I would drop them at their door and pick them up on Sunday for the trip back.

Those funds would pay for my

gas and tolls, plus I had \$50 left for the weekend. I did not charge extra for all the "stuff" that was packed into the trunk that they decided to haul home.

When I did not have passengers and the season was right, I would take the back seat out and load bags of potatoes there and in the trunk -- in season in North Carolina, out of season in northern Vermont. The potatoes paid my way, and the Pontiac did the work. The old car took the abuse and began to look like I had lowered the rear end because of the heavy loads it had carried. If I had a Continental kit, it would really turn some eyes!

*Editor's Note: See, you can even send "My 2nd Car" stories to Charlie Thompson.*

Next up.....

## Coming VAE Events for 2021/2022



**VAE Holiday Gathering is set for Saturday, December 4** at the Barre Elks Club, 10 Jefferson St., Barre, VT. Plan to arrive around 11:30 am. Lunch is at noon and will be buffet style, prepared & served by the Elks Food Service. The menu is Top Round of Beef, Seasoned Oven Roasted Chicken, Mashed Potatoes, Rice Pilaf, Peas & Carrots, Salad, Rolls, and Dessert, at a cost of \$20.00. Bring a wrapped gift in the \$10 to \$20 range if you would like to participate in the gift exchange. **RSVP by November 27** to Charlie Thompson at (802) 878-2536 or email to charlieandmarion@comcast.net. Pay on arrival with cash or check made out to VAE. To get to the Elks Club, turn northward on Elm St. at the light by the park at the east end of Barre Main St. (Route 302) and take the first right onto Jefferson St.



**The January 2022 VAE Event** is our Memorabilia Gathering. It's planned for Saturday the 15th commencing at 11 a.m. at the St. Andrews Parish Hall in Waterbury. There will be a pot luck luncheon, so please bring your favorite dish to share. Now you know when and where, but do you have a neat collection or item that you would like to show our members? There will be tables reserved for just that purpose. There will also be a VAE sale table available for any items you would like to donate to our education fund. The sale tables have become a big part of our January gathering, so plan on taking some treasures home!

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





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



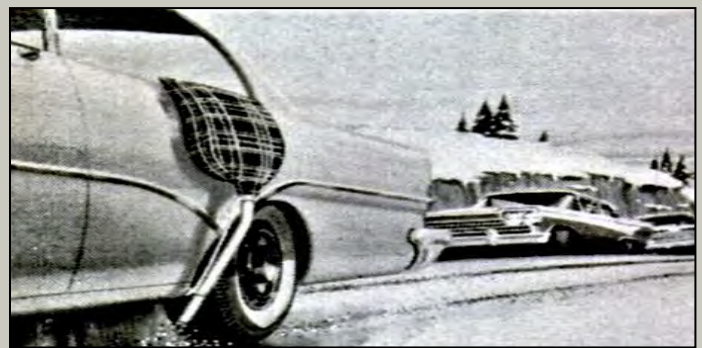
It's Winter in Vermont in the 1950s. Another three or four months of slipping and sliding in the snow and ice or maybe even getting stuck in the 15 inches of snow that fell overnight. The solution? Skidmaster to the rescue!

The Skidmaster is creative! The "revolutionary new grit release device provides 'push button' traction." Here's how it works: It's an "easily" attached bag and tube that affixes to your car's rear window. Then it's connected to a "patented new vacuum release valve connected by hose to the windshield wiper line or vacuum spark advance. There are no electrical connections and no drilling or cutting into the car." Just fill the bags with "grit" and off we go!

Skidmaster was a product of Skidmaster Sales Co., a spinoff of NAPCO, a leading maker of highway sanders for trucks, trailers, and buses. Skidmaster was labeled as an entirely new concept in passenger car grit release devices.

"More than pays for itself," claims Skidmaster, and here's why: saves damage to transmission rocking, saves tire wear and wasted gas from tire spinning, simple installation and removal when not needed, etc. Fits any car or station wagon with the simple installation kit. The price per kit was only \$29.95 and shipping was free.

I never saw or heard of a Skidmaster in operation or in the box. Nor do I know anyone who has. It did apparently exist for a short time at least. A google search shows half-page ads in Fall and Winter 1960 issues of *Popular Mechanics* and *Popular Science*. It appears that Skidmaster was for real, a creation of NAPCO, that they thought might catch on.



Have any VAE members had experience with Skidmaster? I'd love to have a brand new in-the-box example!

**Remember When ?**



### "Pleasures of Reading an Auto Magazine"

## VAE Trivia from Don Tenerowicz

*Life* magazine was published weekly from 1883 to 1972, as an intermittent special until 1978 and as a monthly from 1978 until 2000. During its golden age from 1936 to 1972, *Life* was a wide-ranging weekly, general interest mag known for the quality of its photographs. As an all photographic American news magazine, *Life* dominated the market for several decades, selling at its high point 13.5 million copies per week. The *Life* magazine in 1937 sold for 10 cents, measured 10.5 X 14 inches, with the May 3rd edition having 46 double-sided pages. The interest was to view the automotive ads. Oldsmobile had two full pages and touted itself as "The Car that has Everything." Featured on the cover was Jean Harlow in Hollywood.



***In response to our recent  
"Ford 'n Tractor" feature, we  
received the following letters:***



**I've got a 1952 8N** I bought from a man who restored them for a living, and this one is still on 6 volts and what looks like original paint. I could paint it and make it pretty, but like the man I bought it from, I just care about it working, and it does that great! Everything works great and all I use it for is to pull a wagon of pine straw at a time with the late-1940s trailer I got with it! Turn the gas on, wait a minute, and it fires up running first time motor turns over! I could buy a new tractor, but why? This one's great!

**Thanks, Derrill Amicksays**

***And Richard Spitzer's project  
on his 1960 Chevy Impala  
generated these letters:***



**I enjoyed your article** about your 1960 Impala. This is a problem with the two-tone Impala shown at the end of your article. This car is actually a 1959 Impala. I also bought a 1960 Impala convertible with a 283 c.i. 3-speed manual shift. Nine months later I bought a 1961 S.S. with the 350 HP 348 c.i. 4-speed Chevy did not offer a 427 c.i. motor until 1967.

**Thanks, Dennis**



**Dear Wheel Tracks,**

My great uncle bought a 1948 8N new. It passed through family hands over the years, and I bought it about 13 years ago. It's used regularly for yard chores, landscaping, putting boats in/out of the lake, and even snow removal in the winter. It starts first time always and just keeps on going. It's all original and it won't be restored till it retires. How could you get it dirty once it's restored?

**Ron... City of Kawartha, Lakes Ontario**

**Thanks for the article, Wheel Tracks.**

I have a '43 Ford 2n tractor that I love. It's pretty ratty, but it suits me just fine. It keeps my '28 Ford A roadster and my '48 Ford Deluxe company. Long live the early Fords!

**Dan**



**For my parents' anniversary** years ago, my mom bought my dad a 1960 Impala 4-door. It was sitting in a field, orange and white, no motor nor tranny. But he had a 4-door Chevy truck with a utility bed on it and a running 454 big block and tranny. He decided since he had retired he would put that motor and tranny in that car. When he was done, the only 3 people that I know of that was allowed to drive it were my two brothers and my dad for the first 2 years. Took him 2 years to let me drive it. He was afraid I'd lose it because there was soooo much power. When I got to drive it the first time...lol...I dropped it into first and floored it. Front end came up and guess who was gone?? MEEMEMEME! I fell in love immediately. As his health got worse, he decided it was time to find her a new car. Sure do miss him and that car.

**Sincerely, Vicky Spencer**







## The Roadside Diner

### Maple Cream Pie



Nancy Gypson

Single crust 9-inch baked pie shell  
2 of 14 ounce sweetened condensed milk  
1 and 1/3 cups pure maple syrup  
Large dash salt

Combine sweetened condensed milk, maple syrup, and salt in saucepan. Cook on low heat until bubbles form. Continue stirring and cook an additional 4 minutes. Pour into baked pie shell. Cool, then refrigerate. Top with whipped cream, if desired.

## KEN'S CORNER: VAE HISTORY

*Wheel Tracks was first published in May of 1953. In Issue #2, December 1953, Ken Gypson Sr., wrote the following. Most of what he said and asked for back then holds true today. I hope Nancy and I can add value to an already outstanding Wheel Tracks.*

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*Shortly after the original formation of our club it was decided we should have some sort of club publication for the enjoyment and use of our members. At first it was hoped this could be published quite frequently, but first schedules proved a bit too ambitious. It has now been decided that a publication printed quarterly would do the job plus giving the literary geniuses involved a better chance to get together and prepare the material.*

*WHEEL TRACKS, as in the original issue, is to contain news of, by and for the members of the Vermont Automobile Enthusiasts. We will not try to get too technical (unless the members desire it) because of the many national magazines on the newsstands.*

*It is most unfortunate that we must occupy ourselves eight hours a day to provide the necessary bread and butter and the proverbial "roof over our heads". If this were not the case, we could publish a book...and just think of all the cars we could look for and/or restore.*

*The first year of the Vermont Automobile Enthusiasts is drawing to a close. Your officers have tried to direct things with some semblance of order and progress. We have grown in number quite fast and we now have over fifty members. Automobiles owned by various members are representative of every phase of motoring and should be owned with an air of pride. Not all of us have the money to do a "Melton Restoration", but this should not keep them in the garage when there's a meeting of the VAE. Neither can we all own Ferraris or similarly priced sports cars.*

*It is hoped that in the coming year there will be more suggestions put forth by the members as to what type of get togethers they want, and actual meeting places.*

*Just to prove we're not literary geniuses...we're going to digress and tack on another bit about WHEEL TRACKS. With the inception of WHEEL TRACKS, one of the purposes was to transmit information to the members of items for sale or wanted by other members. Besides the wanted or for sale items how about dropping a 2 cent postcard to us any time anything occurs that may be of general interest to the other members. Remember, WHEEL TRACKS is for the club's consumption. This could range from a new acquisition to troubles encountered in a restoration or repair job.*

*We'd like to take this chance to thank Pev Peake for his story "An Uneventful Journey" which appeared in the first issue of WHEEL TRACKS. If more would take a little time from their busy schedules to do likewise, maybe we could print that book!*

*Ken Gypson, (Sr.)*



# Wheel Tracks Classifieds



Free to all Enthusiasts

## For Sale.....

My friend passed away a year ago leaving a 1926 Model T Speedster behind. Now the family needs to sell it and is not sure what it's worth. It is complete, don't think it runs. Any ideas on value or where to list it? We have tried local listings, no response. I have pictures I can send to anyone that might be interested.

Dave Massingham  
dwmassjr@yahoo.com

## December Bumper Sticker...

Many who plan to  
seek God at the  
11th hour  
die at 10:30

## For Sale....

MANY old hot rod and Kustom car magazines. Also miscellaneous books and sales literature. Lots of Lincoln items.

Text/call Ken Gypson 518-423-7565 or  
kengypson@yahoo.com

## For Sale....

1938 Ford Deluxe Coupe  
98% rust free, no running gear, many spare parts, will deliver in Vermont for gas.  
Price reduced \$5,500/offer.  
Text/call Ken Gypson 518-423-7565 or  
kengypson@yahoo.com

**For Sale.....** I have a 1977 Harley-Davidson Sportster that I would like to list for sale in an upcoming issue of Wheel Tracks . 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 .Thank you ,  
Warren Fageley yelegaf2@shoreham.net

**For Sale....** 1989 Volvo 240 four door sedan. Runs and drives. Good interior. Needs body work. \$500. Call or text Steve Skinner 802-249-1008  
email - snsminimansion@gmail.com

**For Sale....**Air actuated bead breaker/tire changer, \$25. Straight bar is missing.

28 LaSalle radiator (good), rusty shell and louvers, splash pans (set), brake arm \$200  
1927 -426 Packard radiator and shell, \$200  
1937 -120 block with crank/pistons/pan/ etc., \$200

1936- Packard -120 transmissions/hood/grill.  
Inquire: Roy Martin  
802-862-6374, or roymart@comcast.net.

**Wanted....** 1920 or earlier cars and trucks. Any condition under \$8000. Also steam tractors or steam engines also 1920 or earlier, any asking price  
Chris Barbieri - 802-223-3104

## For Sale.....

- 1989 Chrysler Service Manual Two Volumes. Factory issued, like new, \$25.  
Chris  
802-223-3104 cgeeb99@gmail.com

**Wanted....** I am trying to locate a Model A that I once owned, that my grandfather purchased new. It is a 4-door sedan with a leather top that goes down around the rear window. It was brown when I sold it. I sold it in 1989 to a man from Brighton, Maine, and I understand it was later sold to a second person. Thank you for any information you can give me.

Philip Allan, Piermont, NH. 603-960-4027



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

The price will be \$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.

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

A choice of a 2nd name on the left front is available for an additional \$5.00

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

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

## Chest sizes in inches...

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



From front page.....

## Richard and Mary Lou Hurd's Nash Ambassador

Written by Gary Fiske

Richard was working in his Springfield, Vermont shop the morning that I called him. He was working on a boat seat; you see, he has been an upholsterer for over 60 years. This shop is where he has made his living the past 57 years. Asked if he has a specialty and he said he basically does it all, boats, cars, buggies, furniture, and on. Lately though, he tries to only work from his bench. He has done many auto interiors and other than one problem, he could do them today. The problem, he says with a laugh, is that getting "into" the vehicle is no problem, but then, because "he is getting up there", he can not get back out! We both laughed about having his wife, Mary Lou, bring him his supper to some vehicle he can not get out of.

Richard is 79 years old and was doing upholstery when he was in high school. I said, by this time he must know his trade and he calmly replied, "Well, I do have some people fooled".

He has a small stable of antique cars. His first antique car, from many years ago, was a 1937 Ford Tudor that is in fine working shape and sits along side a 1957 Nash Metropolitan that he restored by using two to make one. He also has a 1930 Nash. I found one online and put the pictured left, so you have an idea of what it looks like, this is not Richard's '30 Nash, but one that is similar.



Then there is his '57 Nash Ambassador pictured on the front page. Only 1800 pounds heavier than his Metropolitan (3640 lbs. vs 1850 lbs.), and only five feet longer (209 inches vs 1850). The Ambassador also has 327 HP compared to the 50 HP that the Metro packs. To the question about why Nash's, beside his comment on the front page, Richard said it just makes it easier if they are all one brand. A very good lesson for beginners in this hobby.

Richard purchased his Ambassador when the Nash club had a meet in Massachusetts, about ten years ago. The gent he bought it from had a trailer full of club documents that was being towed by the car, and the Nash had to go home to unhitch the trailer before Richard could take possession. The Nash's home was a thousand miles away in Illinois. Richard and a friend flew out and drove the car home to Vermont.

I am wondering if some of us have missed something while deciding what old car to collect. Maybe we should have thought more about the Nash brand! My math adds up to four one-thousand mile trips for this Nash, two of them with a trailer attached, before it arrived to its new home in Vermont.

My next question, seems a little silly now, but I asked him what kind of problems he has had with the car in the ten years he has owned it. There was only silence on the phone, Richard was trying to think of some. He finally said he had the engine rebuilt about four years ago after spinning a bearing. Even though the car only needed the bearing fixed, he thought he would play it safe and go through the rest of the engine. He said he has missed only one "Slow Spoke Tour" since it started and many of them have been in his Ambassador. Maybe the Nash advertising slogan was correct in 1927... "Nash leads the World in Motor Car Value"

Richard did tell about his Metropolitan letting him down once. He noticed a "different" noise one time, kind of a grinding sound. He soon found the reason when the front spindle broke and his wheel fell off. Seems to be more excitement with his smaller car!

Thank you Richard for teaching us a little about the Nash brand of automobile.

This from the Nash history books.....

The Nash Ambassador is a luxury automobile that was produced by Nash Motors from 1927 until 1957. For the first five years it was a top trim level, then from 1932 on a standalone model. Ambassadors were lavishly equipped and beautifully constructed, earning them the nickname "the Kenosha Duesenberg". The bodies of the 1952 to 1957 Ambassadors were designed by Italian auto designer Pinin Farina.

For the period between 1929-1934 when Nash produced a line of seven-passenger saloons and limousines, the Ambassador series was the maker's "flagship", and remained so following the Nash-Hudson merger in 1954.

From 1958 until 1965, the cars were named Rambler Ambassador, then from 1966 to 1974, as the AMC Ambassador. The continued use of the Ambassador model name made it "one of the longest-lived automobile nameplates in automotive history."





## Vermont Auto Enthusiasts Membership Application

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

Please make payment payable to:  
VAE Secretary, Christina McCaffery  
89 Ledge Road  
Burlington, VT 05401

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone # \_\_\_\_\_

Email Address \_\_\_\_\_

We collect old vehicles, tractors, old engines, road maps,  
posters, match-box models, tools, gas pumps, antique clothing,  
post cards and more. What do you collect?

Check out our member vehicle list on our web site, (vtauto.org).  
What old vehicles do you have?

An online application can also be found at vtauto.org.



**December 2021**

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



**James (Jim) Austin, January 29, 1931– November 4, 2021**

**From Chris Chartier.....** It is a very sad note to pass on that Jim Austin of Daisy Hill Road in Lebanon, NH passed on Friday, Nov. 5th. He had been very active in the hobby with many summertime tours with his family, Attending car shows (Stowe & Waterbury) and touring with Yesteryears Motorcar Club in addition to his affiliation with VAE. Jim's wife, Penny, predeceased him by several years, and both of them were the kindest ambassadors for this hobby in the Twin State area.

**This from Gary Olney.....**Sadly, we have learned of the death of Jim Austin of Lebanon, N.H. I have known Jim since I was 8 years old. He has been into antique cars since high school. He and my father were good friends and had many car adventures together. Jim had a 1915 Dodge (maybe 1914) that my dad 'drooled' over but never got to own. Jim had a knack for finding and buying interesting vehicles, a few that my dad was able to buy from him, including a 1926 Selden Fire truck, and a 1928 Model A Phaeton and a 1937 Ford Phaeton, which I now own today.

One of Jim's big adventures was a trip halfway across the country. The pictures I am including is Jim and his Autocar. This was Jim's and not my dad's adventure when Jim was 18 years old. My Dad had a trailer built for the trip, that was built on a late 30's Ford Truck front axle. A welder built the framework and heavy oak planks were added for the vehicle to sit on. The vehicle was a 1904 Autocar which



was in Kansas City, Missouri. Accompanying Jim was Penny (his girlfriend at the time and soon to be wife) and Penny's Mom as chaperone. I do not believe the trailer had any springs – must have been a long ride to Missouri and back!!

**Great memories of a life well lived,  
and a name not soon to be forgotten  
in the old car world!**

