

April 2022 VAE Year 69

Wheel Tracks



Have you ever noticed how serene Model T Pickup owners are?

The pickups above, are Model A's and we will try to explain why their owners may not be the serene-type.....

More on page 11

The Official Monthly Publication of the Vermont Automobile Enthusiasts



Acronyms Anyone?

Jaguar - Just A Guess - U Are Rich

From E. Clerihew

A guy went out night-clubbing in town. He drove there, parked his car and went up to the door of the place where the bouncer met him.

"I'm sorry, but we have a dress code here. You need to wear a tie or you can't come in."

"Oh, man!", the rejected patron lamented, and he went back to his car. He normally wore a tie to work, so looked around the interior of the car but couldn't find one.

He looked in the trunk and all he found was a set of jumper cables. But...that gave him an idea.

He took the cables and tied them around his neck, looked in his side view mirror and thought it looked OK. Then he went back to the night club.

"Oh, you again", the bouncer said, as he looked the guy up and down. He suspiciously frowned and fingered the jumper cables.

"Well, I guess you can come in Just don't start anything".

From B Stone

Buyer: That used car battery you sold me for five dollars didn't even last two months."

Seller: "Well, the five dollars you gave me didn't even last one day!"

If the early bird catches the worm,
I'll sleep in until there are pancakes.

Why do the Brits drink warm beer?
Because Lucas Electronics makes their refrigerators.

What do you call a VW bus at the top of a hill?

A miracle.

What's the difference between a Fiat and a golf ball?

You can drive a golf ball more than 200 yards.



VAE Gossip

from GCF



I had never heard about the scale company that was in Rutland. It was called **Howe Scales** and the answer to last month's

inquiry about this brass tag. Gary Irish has a huge porcelain advertising Howe sign. Gary says the company began in Brandon about 1855, then moved to Vergennes and finally to Rutland where they closed their doors in 1961.

Lloyd Davis read the Wheel Tracks inquiry and then visited the company's old buildings in Rutland. Lloyd says the building has been divided into business spaces and one makes those little soup cracker packs that restaurants use.

We had three other replies, IDing the Howe Scale Company; Thank you.

We have not heard from **Clark Wright** yet, concerning that February picture on the back page. We did find the make of the car is a **1928 Dodge Victory Six** and surprise.....the car is NOT on a trailer, but instead, it is sitting on a fairly short truck bed. Talk about dedication to old cars! **Another interesting point, a person from Australia was the first to ID the make and year of the car!**

An interesting thing happened with a "Wanted" ad in Wheel Tracks last week.

A friend was looking for a bench-top mill and drill press and I made an ad for him. I got an email from VAEer **Dave Welch** who has a beautiful **Burke #4** that he would like to sell. It is a horizontal mill and my friend could not use it, but I had never heard about the **Burke #4** and the stories about it was great. My friend remembers this mill in a shop when he was young and recalled the owner simply calling it his "slot machine". Dave says it is apart and he believes it is mostly complete. Call him if you have a home for it.



Our first "INSIDE" gathering, in 2 years, will be happening next week in Waterbury. The Memorabilia get-together has even been postponed twice this year, and we recently got the "all clear" from our 1st Vice, Mike Felix. I have not had to think about drinks and our coffee machine in 2 years also. Getting back up to speed is very rough on us old-times.

And finally, we have had to take down the small member application that has been on our last page. It seems the Post Office auto address reader latched on to Christina's address and she was lined up to get all the Burlington area's March Wheel Tracks. It was fixed just in time BTW.

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FROM OUR PRESIDENT, GARY FISKE



The PA system announces the parade will begin in 20 minutes. A gentleman walks out of the flea market with a rusty, wood-spoke wheel under his arm. He says he has been looking for this wheel for five years.... he is about as happy as can be. A door slams shut with a thud instead of a "gr gr k k grk" like our modern cars! That thud came from a 1919 Franklin. And the smells from the food trucks....unbelievable!

In a little over three months, our "Vermont Antique & Classic Car Meet" will happen in Waterbury. That sure makes for a great thought after this long winter. If we have learned anything these past two years, we have learned how precious life and our plans can be.

Please go and get that old vehicle of yours fired up and tune it a bit, we have a summer ahead of us. Things to do and places to go in our old rides.

Do you want to really cap off the show with a good feeling? Call **Duane Leach** or **Bob Chase** and ask if they have a job for you. Even if they have only a tiny task for you, being a part of setting up the show is fun.

I will see you when this Spring mud goes away.

Thanks, *Gary*

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
 *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.
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Last month I gathered information from the last Wheel Tracks I have (January 1955) with no others until '58. I have several VAE monthly bulletins from 1957 and 1958. The August 1957 bulletin only had 1 and 1/8 pages of content. The November 1957 edition (Volume 1, #5) was called "Vermont Automobile Enthusiasts Inc.". Inside was the first rendition of the VAE's constitution and bylaws, hence, the "Inc."



Not knowing the author, I still have to quote a front page item:

"The gawky gibberish poured out these days by the moron managed advertising agencies adds up to a mountainous mélange of mediocrity. Those auto ads for instance; that annual avalanche of asininity spewed out on the public when the new yearly models are announced! Delete the name of the car and each ad reads like the other...a hodge-podge of super superlatives that must send the ghost of Noah Webster into a tailspin. The hell of it is, that millions of sky-reaching spruce have to be sacrificed each year to provide the paper on which much of this nauseous tripe is printed."...not much has changed since 1957!

I'd appreciate feedback on old Wheel Tracks content. See page 9.

Long live the VAE...*Ken*



Wheel Tracks Academy



Gimme a Brake

From Wendell Noble

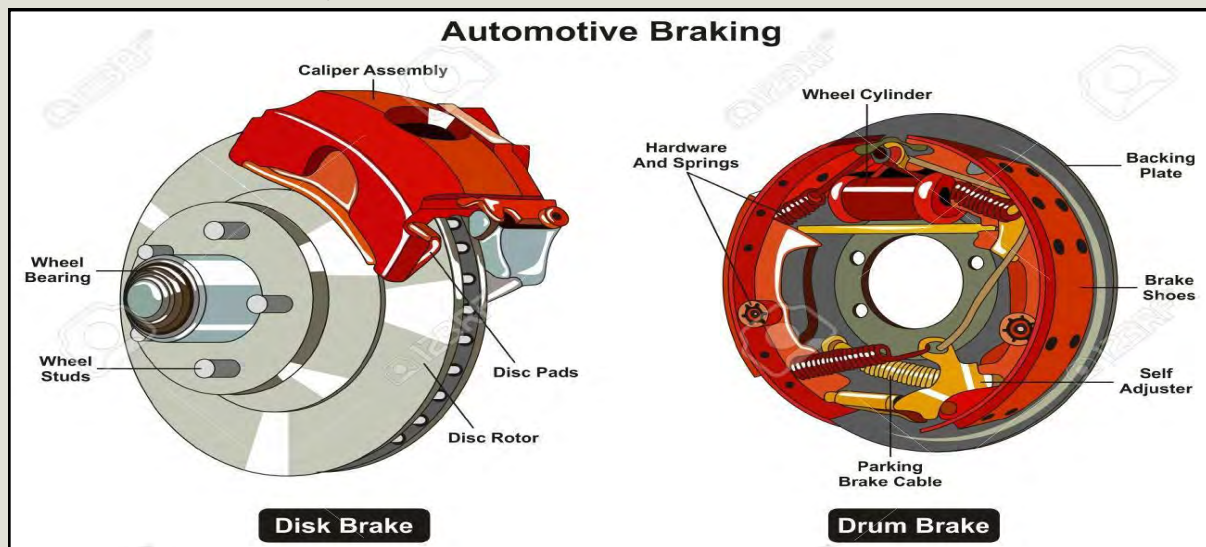
Ever since Karl Benz first got wheeled vehicles to go under power of an engine, the next important step has been to get it to stop....when you want it to. Throwing a block under a wheel is one way but not a convenient one. There wasn't much technology to transfer from horse drawn wagons since the horse provided much of the stopping power. They did supplement the horse's effort in some cases with a brake which consisted of a wooden shoe which pushed against the rear wheels when the driver pulled a lever.

The prevalent automobile brakes up until the late '20s were mechanically actuated external band drum brakes on the rear wheels only. These worked well when new, but with the brake band and drum surface exposed to road dirt and rain water, they deteriorated quickly. This was resolved by putting the braking surface inside the drum with brake shoes pushed outward against the drum. This configuration prevailed from the late '20s through the '70s. These are the brakes we are probably the most familiar with and they are still produced today. Of course, braking on all four wheels and hydraulic actuation have come along with this internal-expanding drum configuration.

Every step in this evolution has occurred for what seems to be a good solid obvious reason. In the mid '70s, car owners and manufacturers became enthralled with the idea of disk brakes. They were already in wide use on race cars because they solved a significant problem plaguing drum brakes. With heavy continuous application of drum brakes, such as going down a long hill, they fade. The drum has to dissipate all the kinetic energy of slowing a rolling car and it does so as heat. As the drum gets hot, it expands out away from the shoes. This results in a loss of braking power and can be a frightening experience when your life may depend on slowing down. I've been through it. Disk brakes don't do this. They were initially introduced on front wheels only on cars and light trucks. By now we've gone whole-hog and new vehicles have disk brakes on all four corners.

There are some trade-offs that still must be considered with drum brakes. Drum brakes have more braking surface area than corresponding disk brakes and therefore offer more stopping power for sudden stops. Because of the smaller contact area of the pads to the rotors and exposure to road grime and water, disk brakes wear out faster. For a practical indication of this, take a look at heavy trucks and you will not see any disk brakes. For sudden stops, they need all the braking surface they can get. For long continuous braking situations that would otherwise cause brake fade, they use engine braking. It sometimes results in objectionable noise, but it's very effective.

Many antique car restorers feel they are improving safety by making a compromise with authenticity and retrofitting their perfectly good drum brakes with modern disks. This may not be such a good idea if they are giving up sudden stop braking power in the process. If you have a manual transmission and know how to double clutch, which you should, you too have engine braking available. **As for me, I just wish I could get my '29 Plymouth going fast enough to have to worry about stopping.**





"The Softer Side"

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

YOUR VOTE- YOUR VOICE.....from Judy

Well, another Town Meeting Day has come and gone without a physical meeting to go to. It just doesn't feel right. Let's hope next year we'll be back to normal, whatever that is.

I remember the first Town Meeting I went to. We hadn't lived in Underhill very long, and it was all new to me not being a real Vermonter yet. The meetings were held at the Town Hall, and we walked up the road to the Elementary School for the pot luck lunch. I walked with some old guy who was telling me he always started his tomato plants on Town Meeting Day. Being new to the veggie garden thing, I went home and planted some tomato seeds. By May they were so long and leggy, I tossed them out and bought some nice tomato plants that were all set to put in the garden when the time came.

The Town Hall had a wood stove which was going for the meeting, and it was so hot people moved their chairs away from it. The Underhill Ski Bowl was open, and people would leave their kids off to ski. When the kids had had enough, they would walk -- yes, actually walk -- down to the Town Hall. If I remember correctly, **Clark Wright** talked about sitting up in the balcony as a kid and watching the whole process. There was the year that folks in the Town Hall noticed a house nearby was having a chimney fire, so the volunteer firemen left abruptly to take care of that.

We had a resident artist in town for many years. He and his family lived in the old Green Mountain Academy in Underhill Center. He was known for making the best dandelion wine, and I still have the recipe he gave me. For years, he would sketch drawings for the covers of many town reports. One, in particular, had a sketch of town meeting, which included a lot of old timers, the interior of the Town Hall, and the moderator. A great drawing. I must make a copy of it and identify some of

the people I recognize before I forget who is who.

Gael was moderator for a few years. It was back when the town started growing and the Town Hall was getting too small to hold our meetings there. The only other place that would accommodate all of us was the local middle school, which is located in Jericho. That didn't set well with Gael. There was something wrong with having Underhill's Town Meeting in another town. So he politely(?) declined when asked to be moderator the following year.

The luncheons that followed the meetings were always something to look forward to. I was always involved in the luncheon preparation and cleanup, so in recent years I was always in the kitchen instead of the meeting. I would hear what went on

at the meeting or what didn't go on while eating lunch with friends and neighbors. I was a ballot clerk for many years too. I always took a vacation day off from work to do that. For years I knew almost everyone, but not anymore. Times change. I could always count on the same women to come in with their knitting and the same people that would have writing on the pages of the Town Report concerning things they wanted to ask about. Sometimes there wouldn't be much discussion about anything and the meeting would be over quickly; other times it would continue after lunch.

Tomorrow I will go and vote
at the Town Hall,
see a few folks there,
and go home.

The weather sounds good
and the roads should be fine.
We'll just have to wait and see
what happens next year.





"My First Car" Stories

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



MY 1ST CAR—By David Hagberg

My first car was a grey 1953 Buick Special, two-door sedan.

That model was the lowest-priced Buick that year with one option, the Dynaflow transmission. It had no radio or clock, which was unusual for a Buick. When I got it in 1975, my mother had been driving it since 1966. The Buick Special with the straight 8 engine was the best car my parents ever owned.

I was nine in '66 when my family went to pick up the car from the original owners, the Walkers. They bought the '53 Buick new, and their trade-in was a 1928 Buick coupe. These were the only two cars in their lives. With under 30,000 miles and no winter exposure, the Buick was a real cream puff at a price of \$200. Imagine that.

The Buick became our daily car, transporting us to Cub Scouts, piano lessons, restaurants, my mother's work, and long trips to my grandmother's cottage in Maine. We racked up the miles, summer, winter, and mud season. The Buick took us everywhere.

The Buick had a 6-volt electrical system and a long and narrow battery. The car never failed to start, no matter how cold it was. Every time it got down close to zero, my mother in the Buick pushed my father down the road in his 12-volt Volkswagen bus to start it.

The Buick had one mechanical failure when my mother lost the brakes. When she got to the bottom of our drive, she stepped on the brake. The pedal went to the floor and her eyebrows went way up. I remember the terrible noise it made when she tried to force the gear lever into "park." When it didn't slow down, she headed for the side of the road and a short distance up an embankment, stopping the car. When I started driving the Buick, it must have had ½ turn of play in the wheel. As I was swimming around the road, my father kept telling me that there was nothing wrong with the car; it was me. My parents were used to it. Finally, one of the kingpins seized up and I had to help my



mother turn the wheel in a parking lot. Not long after that, my grandfather offered up his Oldsmobile, and my mother decided she was ready to replace the Buick that had served us so faithfully.

So she gave it to me. It wasn't roadworthy with sticking kingpins and the body rusting out. Nevertheless, it still ran perfectly. I talked my

grandmother into allowing me to store the car in a shed behind her house. I took it out that summer and fall occasionally and drove it around her yard.

In the spring, the car started right up, no surprise to me, but I was surprised it was skipping. My friend Eric and I determined it had a stuck valve. With that loooooong valve cover off, we pried up the valve and hammered the rocker arm down, many times. With Liquid Wrench squirted on the valve stem, the valve came loose, but we broke the rocker arm. We took the rocker arm shaft and the rockers off, and Eric took the broken one home and brazed it with his family's acetylene torch. We reassembled the valve train, and the car ran perfectly again. But I knew the car needed more work than I was able to do.

About that time I had heard that my high school math teacher wanted to sell his '66 Chevy Bel Air for \$200. I sold the Buick for \$175, which was just enough to pay for the registration and insurance on the Chevy. I felt sad about letting the Buick go, but the buyer claimed he was intending to fix it all up, which I would not have been able to do. I never saw the Buick again, and I wonder what happened to it.

David is from Sterling, MA/Rockingham, VT.



"Remember When".... with Chris Barbieri



You can't help seeing this "MAN WANTED" headline from an ad in a 1950s Popular Science magazine. At first glance it could almost be a Wanted poster on the wall of your local Post Office. But of all things, it's an automobile seat cover ad from the Key Products Corp. of Chicago, and they make a lot of "promises."



gloves. Exclusive New Patterns to fit every make and model of car. Prices only a fraction of what the customer expects. Make all the extra money you need. Even free seat covers for your car. And on and on.

I remember the Fuller Brush Man and even the guys selling vacuum cleaners and encyclopedias, but never anyone at the door selling seat covers for cars.

Remember the Fuller Brush Man? Key Products Corp. promises you will become the "Seat Cover Man" in your locality. It "promises" extra money, plenty of it, day after day without investment. No experience needed. No one can compete with you. A free Sample Outfit that will start you taking orders from car owners everywhere. Covers fit like a pair of

This ad is also a reflection of the era. The ad implies only men can sell seat covers while women must sit in the back seat.

Remember When ?

Next up.....

Coming VAE Events for 2022

From Mike Felix

April — We hope to have something scheduled by the end of March. We'll update our Events calendar through Wheel Tracks and email messages from John Lavallee. Stay tuned.

May 14 — "A Beacon of Hope Auto Show" by White River Junction VA Healthcare System. 11 a.m.—4:30 p.m. All Makes, Models & Motorcycles. Registration is free but preregistration is encouraged & your presence will be in support of Mental Health Awareness Month. For more info or to register: <https://tinyurl.com/2p88fr4m>. Location: WRJ VA Medical Center, 163 Veterans Drive, Hartford, VT. Please Note: This is NOT a VAE-sponsored event.

May through October...third Saturday of each month — Cars & Coffee, 7 a.m. to 9 a.m., University Mall, So. Burlington.

August 12, 13, 14 — Vermont Antique & Classic Car Meet, Farr Field, Waterbury.

Watch for John Lavallee's email messages for VAE news, updates, cancellations, reminders, and the latest planned events.
Our website is VTAUTO.ORG

Dear Wheel Tracks,

Re: Wheel Tracks' question if the 1912 Kissel was Steve Dann's car?



Yes, it is.

Enclosed is a picture of the car at the Stowe Show in 1995. I rode in the car (hang on tight - not the car, but the dog!). I also drove the car and it goes like a train. I don't remember seeing much of it after that. The auction scoop is correct.

With admiration for your editors' fantastic efforts and success with Wheel Tracks,
John Parker, North Stonington, CT.



ON THE ROAD with Don & Anne Pierce

"On The Road Again" is a new, semi-regular column that we hope to showcase the car museums and other car-related destinations we've encountered on our trips throughout the country. We'll tell you a little bit about them and include pictures so that in your own travels, you might be enticed to take that out-of-the-way road that leads you to your own adventures.



For our first column, we need to thank VAE member Brian Warren, who told us about a little car museum located in Maricopa, Arizona, called The Dwarf Car Museum.

So we left Tucson early in the day and headed north and found our way to the museum where we met Ernie Adams, the originator of the dwarf car, who has made a name for himself building Dwarf Race Cars and scaled-down replicas of classic cars called Dwarf Car Cruisers. At 81 years young, he's still spry and full of life. We had the good fortune to sit and spend time chatting with him, and when we get back his way, he's promised to take Anne cruising!

The very first Dwarf Car Racer was built in 1965 by Ernie as a scaled-down replica of a '28 Chevy. It was made out of 9 old refrigerators, other materials he had accumulated, and an 18 hp Wisconsin motor. His tools consisted of a homemade hacksaw, hammer and chisel. The Chevy's still in running order even today. Ernie then went on to build more Dwarf race cars but soon turned

his attention to something classy: the Dwarf Car Cruiser. Ernie had a history of bending and shaping metal, so he



Ernie's son Jason & '39 Chevy



Don & Anne with '54 Bel Air



Don & '49 Mercury

put the pedal to the metal and built every square inch (fenders, chrome, finished interior) of his first Dwarf Cruiser, a replica of a 1939 Chevy two-door sedan. Since then he's gone on to build a '42 Ford Convertible, '34 Ford Sedan, '40 Mercury Sedan, and a '54 Chevy Bel Air.

We're sure you're wondering who can fit in and drive these cars. Well, Ernie, who's gotta stand 6 feet tall, fits in the front seat of each and every one of these beauties, which he drives in local parades and to car shows. We spent a few wonderful hours at this little museum, learned

a lot, and met some very welcoming family & friends of Ernie's. So when you're in Southern Arizona, don't hesitate to check out The Dwarf Car Museum!

www.dwarfcarpromotions.com
www.dwarfcarmuseum.com



The Roadside Diner

Crunchy Chicken Cheese Bake



Nancy Gypson

1 1/2 pounds chicken breasts or cutlets
4 to 6 slices deli American cheese
1 can cream of chicken soup
3 tablespoons melted butter
3/4 cup Stove Top stuffing mix

Place chicken in greased baking pan. Top with cheese slices. Spread soup over the top. Mix melted butter and stuffing mix and spread over top. Bake in preheated 350 degree oven for 1 hour. Serve over rice. Makes 4 servings.

KEN'S CORNER: FEEDBACK MEMORIES

Well.....I asked for feedback when I wrote about old Wheel Tracks and I got the following response from Gary Irish. When reading this, remember that last month I told you that Chet Savage brought a new Kaiser-Darrin for the VAE to drool over.

You said that you are looking for feedback for your early Wheel Tracks tidbits, so I thought I would let you know that at least I do enjoy reading them. In particular, your comments about Cote & Savage Jeep dealership brought back memories. My father, in the late 1940's and early 1950's, had a door to door bread route, mostly around Essex and Westford, and for this he bought a Jeep from them and had a custom box built on the back to hold the bread (I have attached a photo that shows a little of the truck, along with my father). He quit doing this when I was young - I barely remember going with him once - but a couple of times later on, I remember going with him to the dealership, at the corner of Pearl & Battery Streets in Burlington, just to visit. Chet Savage seemed a bit grumpy and standoffish, but Bill Cote was what every kid would have wanted for a grandfather. I remember him doing coin tricks, pulling a quarter out of my ear, things like that.



Oct. 6, 1949



Hugh Irish w/ bread truck 1949,
Gary Irish as a young boy,
Cote & Savage Jeep Dealership

Wheel Tracks Classifieds



Free to all Enthusiasts

For Sale.....

1918 Oldsmobile 5-passenger touring-AACA Senior-older restoration, car in heated storage in White River Junction, \$19,500.00.

Sky Borst 727-584-5588
Florida, SVBNH@aol.com

April Bumper Sticker...

**So many people
these days are too
judgmental. I can
tell just by looking
at them.**

For Sale.... Mustang T-5 Tranny, \$300
Y-Block 3 Deuce intake and carbs, \$500
Rebuilt 292 Y-Block, \$800
Text/call Ken Gypson 518-423-7565 or
kengypson@yahoo.com

For Sale... Ford 9N, runs great and all is in order. Call if you are interested. Mark or Alice, 802-434-2859.



For Sale.....I have enough Ford Model T parts from 1913 through 1927 to fill a 53-foot tractor trailer. All most go. \$6500.

Also, four Model A cars and a pickup plus many parts must be sold. A '31 PU steel top, '29 sport coupe, '31 Slant window, '28 2-door and a '34 4-door. \$23,000

For Sale.... Powder coating oven on a roller stand. Mainly for smaller items. \$50.00, Gary Fiske, gafiske@gmail.com

For Sale.....Corvette, 1986, 5.7 liter engine, convertible, Indianapolis pace car edition. 42 K miles, new tires. 802-373-0692, drdoprea@yahoo.com - email or call with offer.



For Sale....\$27,000

1934 Ford Pickup. 21 stud flathead V8. 12 volt conversion. I have replaced all of the wheel bearings, 5 new tires, 2 new water pumps, rebuilt the brakes, installed an alternator, 2 temperature gauges and sorted out the cobbled up wiring. After being stranded by the distributor a few times I just installed a Stromberg E-Fire electronic distributor, pertronix coil and new plug wires. Contact Rob Marcotte hermitrob@fairpoint.net Ryegate, VT



For Sale.... 1986 x-military Land Rover Defender. No frame or body rust. A rebuilt engine, runs perfect, and upgrades such as extra battery, lights, radiator fan etc. 112,000KL (70K mi), \$18,000.

Hank Baer, 802-272-6933. also have many '80s Blazer parts.



For Sale...

Intake and Stromberg 48 carb for '33/ 34 21 stud flathead V8 \$250 Rob Marcotte, Ryegate, VT, 802-584-3252



From front page.....

The red truck on the from page is my 1934 Ford Model 46-830 with 21 stud flathead V8.

After many false starts looking at both Model A's and B's I found this one in PA. It is an amateur restoration and I do mean amateur! The previous owner worked on it for 10 years, drove it 5 times and passed away at 89 years old. It looks like he used whatever was available in his shop for screws, nuts and bolts.

I have replaced all of the wheel bearings, 5 new tires, 2 new water pumps, rebuilt the brakes, installed an alternator, 2 temperature gauges and sorted out the cobbled up wiring. He used solid core 14 gauge house wire for the brake lights. After being stranded by the distributor a few times I just installed a Stromberg E-Fire electronic distributor and new plug wires.

After all this I am probably going to sell it. I hate red and have found a green 1933 that is for sale. It has a newer 24 stud engine and hydraulic brakes. Looks to be more original than mine.



I really don't know what got me hooked on these trucks. I just think they look cool going down the road. My "perfect" Model A pickup would be 1931 wide bed with steel roof, steel bed and indented firewall. It would be either Brewster Green with black wheels or Thorne Brown with black wheels. It would have a Mitchell overdrive and a Model B engine with a counter-balanced crank shaft and insert bearings. Absolutely no whitewall tires on any truck. Also nothing chrome or stainless. These were work trucks and should look like work trucks.

The Model A pickups do not have much room in the cabs. Apparently there weren't any big and tall people buying trucks back then. The post 1932, 33 and 34 pickups do have a bit more room in the cabs.

As soon as the weather breaks and mud season is over I will be putting the truck up for sale, and go look at that green one again.

VAEer, Rob Marcotte



This Model A to the left is a 1931 and owned by Dennis Dodd. He is one of those guys who Rob was talking about above. Dennis has some height to him. So, along with a really nice body-off restoration he has done a few things to make more room for him self. First was to push the seat frame back about two inches, to more easily get his feet in, and he plans to make thinner cushions. He will also be cutting about two inches off the foot pedals.

The really big move was to raise the steering wheel up about three inches. To do this, he had to remove the gas tank and rebuild the steering column attachment to the dash area. The task now is to find a place for the tank, **he has a few ideas.**

The A to the right belongs to the **Paradis's in Bakersfield.** They

purchased it, not too long ago, and have done some work to get it ready for the summer drive season. Joe says this is his fourth or fifth A-Pick up and the reason; he just likes the looks of them. He has changed out some damaged gears in the transmission and rear-end, and also a few minor wiring repairs. He says he never liked Moto Meters and has added a temp gauge to his dash area.



This from your editor..... I am happy with my T-pickup, and totally in a place of serenity Arummmmmmm. I do not want to do anything to it.

A Raxaul rear-end and Rocky Mountain brakes came with it, what more could a feller want?

Now to why an "A" owner might be missing the "Serene" part. I can only guess. When I am going down the road at 32 MPH, and the 20 HP engine just humming along, it is a nice day.

Maybe the 24.03 HP engine that can make an A go 40 or 50 MPH gives out different vibes. Remember the Army tank captain, Oddball, in the "Kelly's Hero's" movie....now he knew his "vibes"!

Maybe it is a hold-over Henry thing. Remember reading how much he loved his Model T's? When his son could see other car brands passing them by, he created the model A, behind his dad's back. So, maybe the A's just do not have the "Henry vibe"do you think?

I am sure there will be problems with my assumptions. There might even be some name-calling and such. I will simply stay in my Zen-state..... Arummmmmmm.....

Hey Rob, Did you know the color red is the "happiness color"?





**Travis Cook
of West Hartford, CT
owns this beautiful
1929 Closed Cab Model A Ford Pickup.**



April 2022

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



This note from John Leach in Crossville, Tennessee:

**"I bought this 32 fiberglass 3 window coupe as a given-up-on project.
Body and rolling chassis.
I have installed a 5.3 Chevrolet engine, 5spd transmission, 9" Ford rear-end with
air suspension, Dropped 4 bar front axle, fiberglass fenders, AC and power
windows. I will paint it Sarge Green, a 2022 Jeep pickup olive green,
but very shiny.
Only got two months left to finish so I better stop writing and get to work."**