

May 2022 VAE Year 69

Wheel Tracks



This 1971 Army
Deuce and A Half

Lives in White River,
Vermont

And is owned by
Mary Kay & Dennis Brown

More on page 11

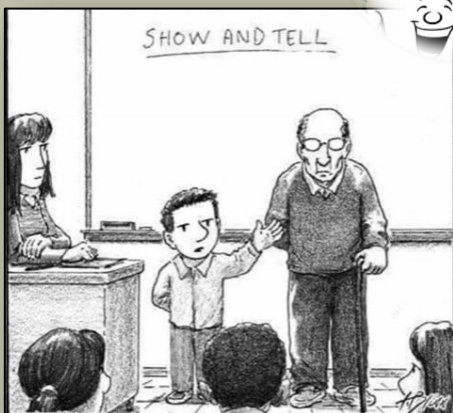
The Official Monthly Publication of the Vermont Automobile Enthusiasts



Acronyms Anyone?

Chevrolet: Cheap Heaps, Expect Very Routine Owner Letdowns, Excessive Trouble

This is my grandpa.
He is going to explain why this
country is going to hell is a
handbasket.



One afternoon a lawyer was riding in his limousine
when he saw two men along the roadside
eating grass.

Disturbed, he ordered his driver to stop and he got
out to investigate.

He asked one man, "Why are you eating grass?"
"We don't have any money for food," the poor man
replied. "We have to eat grass."

"Well, you can come with me to my house and I'll feed
you," the lawyer said.

"But sir, I have a wife and two children with me.
They are over there eating grass under that tree."
"Bring them along," the lawyer replied.

Turning to the second poor man he stated,
"You may come with us, also."

The other man, in a pitiful voice, then said,
"But sir, I also have a wife and six children with me!"
"Bring them all as well," the lawyer answered.

They all entered the car, which was no easy task,
even for a car as large as the limousine.
Once under way, one of the poor fellows turned to the
lawyer and said, "Sir, you are too kind. Thank you for
taking all of us with you."

The lawyer replied, "Glad to do it. You'll really love my
place.

The grass is almost a foot high."

VAE Gossip

from GCF

The mystery of Steve Dana's Kissel
is alive and well....yet!



The former Plattsburg
Champlain Transportation
Museum docent, **Dick
Soper**, called to tell us he
had more to the Kissel
story.

We had all been
wondering if Steve's
Kissel ever made it to
Florida and the planned
parking space in his living
room.



Well, Dick said yes, that one of those things happened, the car
made it to Florida, but only to Steve's garage. Steve was confined
to his bed toward the end, so friends would roll the Kissel out into
the driveway for him to see every once in a while. Steve's friend in
Plattsburg is the one who made it possible for the car to be in
Florida. His name is **Colon Hyde**. He has an Airstream shop in town
where he does repairs and restorations on the RV trailers.

The reason we had doubts the car was Steve's, is because when the
car was in the museum, there was only one spare tire on back. In
the auction picture, there were two. It turned out Colon added the
2nd tire before it went to Florida.

Our next mystery is...are you ready?....

What happened to Steve Dana's Bread Truck?????

The one he loaded with car parts, and drove to Hershey, each year.
The one he slept in, while there, even if it was 90 degrees!
Anyone?



Do you remember the two M37 Army trucks that came to the club
in trade for the airport tug the club had been given? A friend of
mine is trying to decide if he needs to sell the one he purchased
from us. It is pictured above, on the right, and now includes a
military trailer.

Call me if you are interested and I will ask.

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FROM OUR PRESIDENT, GARY FISKE



I suppose everyone has some "May Flowers" growing around their house by now. Makes me think about a flower vase that Gael Boardman and Wendell Noble gave me for one of my old cars. You know, the vases that used to be attached to the rear seat door posts. I can't remember who told me the "real" reason auto builders included them in the old days, but I remember how lucky I felt, being a part of the antique car crowd and privy to this inside information.

Oh, you want to know why? Seems, back in the day, on those long journeys to Aunt Martha's with four or five adults in the car, it got a little steamy in the summertime. Those flowers had the job that deodorant takes care of today.

You should have some 2022 old car noises around your house by now. I started my '27 Dodge a couple of days ago and that sound sure was sweet to hear. I wonder what car will only spit and sputter in my attempt to get them started this year. There is always one. I just received the April Wheel Tracks in the mail. As you know, there are now three editors running the show (really four), and I believe I beat everyone in the typo category for April. Some smart aleck member asked me what "puckups" look like. Well, did I tell her a thing or two!

You all must agree, Wheel Tracks is a very special publication, and the new editors are doing a fantastic job.

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
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Continuing further with Volume #1 from last month some interesting tidbits appear. The Fall Foliage Mystery Tour (now called the Anne Gypson Tour) took members via beautiful but rough back roads from Essex Jct. to Morrisville. Winners were Pev Peake in his 1930 Hupmobile in first place, a tie for second with Gael Boardman in his 1928 Dodge and Willis Spaulding in his 1930 Studebaker (please see below), and third place going to Rod Rice in his 1952 Riley. On this route some clever gremlin had put up a large sign advertising a Hupmobile agency in VT stating "VERMONT'S ONLY HUPMOBILE DEALER".

It's with great sadness that we inform you of Shirley Spaulding's passing (Willis's wife). The Spauldings were very early members and were most often associated with the Rices and Galbraiths. Willis passed in March of 2018. This couple operated the Burlington Auto School giving private driving lessons and were married for 71 years.

1930 Studebaker

Long Live the VAE...*Ken*





Wheel Tracks Academy



Model A Ford Serenity Lost

From Wendell Noble

Last month's Wheel Tracks cover article featured Model A Ford pickup trucks. Bob Marcotte mentioned that he was somehow "hooked" on them and they look "cool". How very understandable. They do look cool. My friends and family members often mentioned the word "cute." I was so enchanted myself that I bought one that was in pieces and with some assembly required. It had a milk crate for a seat and no top on the roof. The first disappointment I got when it was properly assembled was the same as Dennis Dodd's. I'm a bit over six feet tall and I didn't fit in it. I almost drove through the back of my garage because I couldn't get my foot off of the accelerator and onto the brake because my knee was up against the steering wheel. Bob mentioned that most Model A owners are not of the "serene type." This experience definitely took a notch out of my serenity.

Working on the engine turned my remaining serenity into fury. This set in when I decided to do an engine job. With the head off it became apparent that a valve job and cylinder rebore were in order. I've done this before on other "normal" engines so, no big deal. After all, it's a Ford so people do this all the time. My confidence waned when I tried to remove the valves. I learned that you can't even adjust the valves without removing them and you can't remove them without a special tool to remove the valve guides first since the valve stem is mushroom shaped at the bottom end. Adjusting a valve consists of grinding or filing the end of the stem once it is removed. This is necessary after you grind the valve and seat. After filing some

off the end of the stem, you must reinstall the valve and guide and check the clearance. If it's too little, you remove the valve and guide to file some more. If it's too much, you throw away the valve, get a new one and start over again. Hamilton Hayes chuckled at me with little mercy as he confessed that he had spent a week doing a valve job on his. This is a job that takes little more than an hour on any other engine.

It's hard to imagine that back in the '20s, a group of engineers actually sat around a table and agreed that this is a good idea. Fortunately, cooler heads have prevailed in more recent years and Model A Fords can now be retrofitted with adjustable and easily removable straight stemmed valves, just like everyone else.

The next step was to remove the pistons. With the pan off, I crawled under the vehicle with a 9/16" socket wrench which looked about right for the nuts on the rod bearing caps. It was too small so I crawled back out and grabbed the next size up, 5/8". I crawled back under to find out that 5/8" is too big. What size is between 9/16" and 5/8"? Why 19/32" of course. Who the hell has one of those in their socket set? I couldn't find one in any auto parts supply store so I had to order one from McMaster-Carr, another tool for Fords only. I guess the same engineers who decided on non-adjustable valves also made this decision while laughing up their sleeves. **That goofy socket is now gathering dust on the shelf as I limit my work to my Mopars and regain my blissful serenity.**



"The Softer Side" will return next month. In its place, Paul Baresel, a VAE member from Buxton, Maine, has sent us the following article.

"A SUCCESSFUL HOME REMEDY CLEANING SOLUTION FOR MY MODEL T RADIATOR"

I scoured the internet for a non-chemical solution to clean my Model T radiator. How many of us have taken a radiator to be cleaned and flushed only to have it returned with more holes in the radiator than when it went out?!

This Model T Ford radiator is a round tube. It needed cleaning when the muck began to move around the top of the radiator core. I could tell by the muck's movements that an overheating problem was just waiting to hatch.

The solution was one gallon of white vinegar and the rest water. I started the car and let it percolate for about an hour. I was debating to add some pepper and dill to the solution. If anybody asked what was cooking, I was going to tell them I was making the brine for dill pickles.

The first batch came out like dark tea. I flushed it with clean water and ran the car for about a half hour, and the water still looked like dark tea. Well, I told myself, we must be making progress. I decided to run another solution of white vinegar and water again.

I began to think philosophically about the notion of a solution. We all have had one issue or another in life where the Bozo button went off or "I wish I had not done that" scenario that has gained us wisdom in a hard lesson. OOPS! is recognizing a mistake was made, painful, as in I



really did not mean to do this. It is not like using straight-out cussing. A person can get very nervous in day surgery when the doctor says, "OOPS! I really did not mean to cut that!"

Yeah, OK, but what is a solution? The solution is made up of two parts. The solute is the minor part of a solution. The solvent is the major component. Gin and tonic, rum and coke, all sorts of solutions can be made created with varying degrees of the solute to solvent.

Think about the idea that swivel sticks were invented to mix the solute equally in the solvent. Ice is not a solute. It restricts the solute from mixing with the solvent. Anybody who claims that a healthy gin and tonic is not a solution to life's problems does not know the meaning of a liquid solution.

I spent a couple of days flushing out the radiator with water and baking soda to dilute the solution. Next, I added some plain water and ran the car to flush the radiator. The radiator came out cleaner, no muck raising it hands to wave hello to me, and the car did not overheat while running it on jack stands.

Editor's Note: Thanks, Paul. It sounds like you now have a squeaky clean radiator!

VERMONT DMV Implements On-Demand Inspection Sticker Program (from the DMV website)

March 17, 2022—The DMV is now implementing a new program that enables vehicle inspection stations to print inspection stickers as needed by using a secure Automated Vehicle Inspection Program (AVIP) tablet and a special printer. The print-on-demand process is expected to create efficiencies for the DMV and Vermont Inspection Stations.

"The new on-demand inspection stickers will enable our Vermont business partners to issue stickers as needed, creating a more efficient and streamlined process, and reducing the burden on small business," said Commissioner Wanda Minoli. Previously, car dealerships and inspection stations ordered books of 20 stickers at a time in advance, and the actual need often did not match the on-site supply. Now, each business has a tablet and printer that enable an efficient and easy sticker-on-demand process.



The new inspection stickers will be one color with the month & year of inspection and vehicle information clearly displayed on the face of the sticker. The color will not change yearly. Like most other states with a vehicle inspection program, the *new*

inspection stickers will now be located in the lower-left corner of the windshield. For more info: <https://dmv.vermont.gov/content/dmv-implements-on-demand-inspection-sticker-program>

"Turns out it was a marble in the ashtray"





THE LINCOLN HIGHWAY

The First of several articles for Wheel Tracks

By Charlie Thompson



*"A road across the United States.
Let's build it before we're too old to enjoy it."*

When we think of highway building, we think of federal, state, or local government projects. Not so in the early part of the past century. Roads were local affairs, from farm to town or railway hub. There was no organized road improvement and roads were often impassable for portions of the year. Even main streets in many towns were often a foot deep in mud.

In the early part of the last century, there were no roads as we know them today. Around each town or railroad hub would be a star of roads connecting farms and other outlying areas. There were no route markings and often a farmer would have no idea where the road passing his gate went beyond the portion he traveled to town. Traffic was light, generating little interest in maintaining or improving the roads. Not that overland travel wasn't of interest. Our earliest colonists blazed overland routes and improved them in something resembling roads. But for much of the previous century, focus has been first on canal building and then on railroads.

Into this situation in 1912, Carl G. Fisher proposed, in his own words, "A road across the United States. Let's build it before we're too old to enjoy it." Leaders of the infant automobile industry viewed such a proposal as visionary and

impossible to accomplish. But Fisher was not new to grand ideas. He had proposed the great Indianapolis speedway which, ever since, has been the proving grounds for high-speed travel.



In the early days, automobile lighting was accomplished first with lanterns lit with a mixture of lard oil and kerosene. Then someone invented gas lights, with the acetylene gas generated by dripping water into calcium carbide. Carl Fisher created a method to compress this gas in tanks to supply vehicles with a safe and dependable supply of gas, good for several hundred hours. This was the beginning of the Prest-O-Lite Company which supplied gas to automobiles for the next 25 years.

In this way, the Lincoln Highway was born. Its name was chosen to arouse patriotic enthusiasm and support from the American population. Carl Fisher and others set out to raise funds with the goal of raising \$10 million with no construction to begin until pledges for this amount could be obtained.

To be continued....

(Source: The Lincoln Highway, The Story of a Crusade That Made Transportation History, originally published in 1935 and reprinted in 1995.)

Next up.....

Coming VAE Events for 2022

APRIL 30 - A Two-Museum Tour: Meet at 2 p.m. in the parking lot of Apple Island Resort, 72 Route 2, South Hero. We'll tour 2 museums that are presently closed to the public: Arnold Zolotoff Tool Museum and the Z Motorsports Collection. The tool museum houses over 3,000 items and there's over 30 cars at Z Motorsports to look at. After the tours, drive around the east or west shore of the islands and enjoy the views. For dinner, South Hero has great restaurants: Blue Paddle, Cook Sisters, Victoria's, and McKee's. You may want to call ahead of time to determine if reservations are necessary.

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. 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 21 - Cars & Coffee, 7 a.m. to 9 a.m., University Mall, So. Burlington.

JULY 3: MONTPELIER'S JULY 4th INDEPENDENCE DAY celebration. Interested in driving your classic car in the parade? For more info/details, contact Yasi Zeichner, Parade Coordinator, Montpelier Alive, 802.622.4558, parade@montpelieralive.org.

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

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



"Remember When".... with Chris Barbieri



Remember when a grease job was one of the messier parts of your car's routine maintenance? When your grease gun jammed or that Zerk fitting was hard to reach or clogged? Not to worry! "Forget about cost and bother." The new Walker Lubrication System to the rescue!

The Walker Mfg. Co. from Racine, Wisconsin, introduced its "New Lubrication System that greases your car automatically every time you start the engine!" The Patented Walker Lubricator looks like something from a Sci-Fi movie but promises to be easily installed and fully guaranteed.

Prices ran from \$22.95 to \$36.95 depending on your car's make and model. Walker claimed its lube system was easy to install, fully guaranteed, and pays for itself.

Most manufacturers' brands and models during the 40's and 50's recommended oil be changed and lubed every 1,000 miles, so at first glance the Walker Lube System looked appealing. But easy to install with 5 to 10 lube



locations? And does it really work? For the answer to those questions and more, all that was needed was to send for a free installation diagram and estimate on your vehicle.

Among my youthful motorheads way back then, I never heard of the Walker Lube System and neither did they. I do recall Cadillac, Lincoln, and possibly Packard briefly offering a "self-lubricating" option during the 50's and maybe early 60's. My Google search did not confirm the years.

The late 1940's through the mid 1960's offered car owners a variety of options to make your ride easier to maintain, increase gas mileage, increase power, never change oil filters, buy continental kits, and much more. They were truly the "Happy Days" era.

Remember When ?



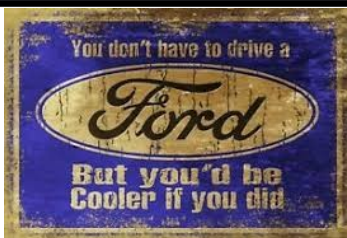
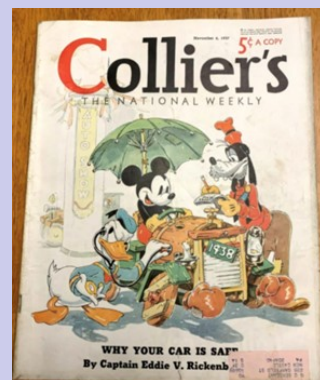
"Pleasures of Reading an Auto Magazine"

VAE Trivia from Don Tenerowicz

The November 1937 *Collier's: The National Weekly* magazine cover pictured right prompted some research into the caption "Why Your Car is Safe," by Captain Eddie Rickenbacker, a WWI Ace with 26 planes shot down, a Medal of Honor winner, and other significant accomplishments including President of

Eastern Airlines. The Rickenbacker Motor Company produced from 1922-27 approximately 34,500 cars.

In 1923, desiring to be an industry innovation leader, four-wheel brakes were introduced. Eddie had gained experience with the four-wheel braking systems as a race car driver. But the innovation was not readily accepted by the public. Studebaker claimed in their ads the four-wheel braking system was unsafe. Competition and other business challenges forced the company to halt automotive production in 1927.



From Buzz Stone
Re: Vero Beach 43rd Annual AACA Antique Automobile Show held
March 26



"This is the yearly car show in Vero Beach, Florida, that I have referred to in the past, trying to get you folks to come down to see. With this array of photographs, you would not need to go. When I finally got there, most of the cars were leaving. My wife had an MRI just after noon that day, so I missed it, for all intents and purposes. But my friend sent these photos, so I am sharing them with the VAE membership. Please enjoy! Perhaps over 100 photos here. Something for everybody. I am negotiating the Packard for sale. Enjoy. Stay warm. Spring is on the way! The pink Corvette in here is shown by one of our fellow golfers in our Couples Golf Friday group. He shoots 76-82 every week—an excellent golfer!"

For 100+ photos, go to <https://photos.app.goo.gl/jQK1Hy3A3kt9tBot5>

HAVE YOU PURCHASED YOUR CLUB JACKET YET??



The price is \$60. It's a beautiful blue Poplin jacket, 65/35 poly/cotton shell, mesh body lining, polyester sleeve lining, Cadet collar with drawcord and toggles elastic waistband.

You can choose to 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

Please make your check payable to VAE and send your order to Duane Leach at 1241 Main

Street, Fairfax, VT 05454. Don't forget to include instructions on size and front name(s) choice.

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

CARS



The 2021 Golden Quill Awards have been handed out, and under the category of Sub-Compact Chapters for the National Awards.....TA DA!! Wheel Tracks, Gary Fiske, Anne Pierce and Nancy & Ken Gypson, editors, Vermont Automobile Enthusiasts.

The editorial staff of *Old Cars* magazine, a mainstay in the world of antique car publications, yearly bestows awards upon submitted publications that show "quality, balanced content, creativity, accuracy, admirable layout and design" among other attributes, plus helpful information and leads to resources that strengthen the club, its members and the hobby. As Dr. Gerald Perschbacher, chief judge for the competition, notes with regard to the last 2+ years, "If

there are heroes in this process, let's give a special word of appreciation to editors who kept the old car hobby rolling in print, and let's not forget club members who supported their editors by providing articles and pictures." So thank you to all of us, members & editors alike. We done good!

WEIRD, HUH??

In the United Kingdom, as of January 29, flouting a new highway code rule will cost you up to 1,000 pounds (\$1300 USD), the Mirror reported. The rule requires someone inside a car to open the door with the hand farthest from the door, employing a technique known as the Dutch Reach. In other words, if you're driving (on the right side of the car), you would use your left hand to reach around and open the car door. (The technique is borrowed from the Netherlands, thus the name.) Rule 239 reads: "This will make you turn your head to look over your shoulder. You are then more likely to avoid causing injury to cyclists or motorcyclists passing you on the road, or to people on the pavement." If a person in a car injures someone by opening with the wrong hand, a fine will be levied. Cycling UK estimates that more than 500 people are injured every year by car doors.



The Roadside Diner

Blueberry Lemon Muffins



Nancy Gypson

Muffins:

1 stick soft butter
1 cup sugar
2 eggs
1/2 cup milk
2 tablespoons lemon juice
2 teaspoons grated lemon peel
2 cups flour and dash of salt
2 teaspoons baking powder
2 cups fresh blueberries

Icing:

1 and 1/2 cups
confectioners' sugar
2 tablespoons lemon juice
1 teaspoon melted butter
1/4 teaspoon vanilla
Milk, optional

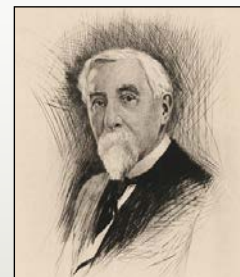
For muffins: Cream butter, sugar and eggs. Beat in milk, lemon juice and lemon peel. Add dry ingredients. Carefully fold in blueberries. Put in prepared muffin cups and bake at 400 degrees for 25–30 minutes. For icing: Combine ingredients and thin with milk, if necessary. Drizzle over partially cooled muffins.

KEN'S CORNER: HENRY M. LELAND

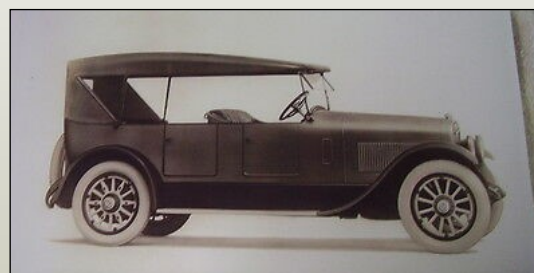
Few, if any, states can claim or boast about automotive pioneers as Vermont can. How many great luxury cars from the pre-war years are still with us? Auburn? No. Packard? No. Duesenberg? No. Pierce Arrow? No. Franklin? No. Cadillac? Yes. Lincoln? Yes. Oh, that's right, Henry Leland founded both Cadillac and Lincoln.

Henry was born in Barton, Vermont, in 1843. At the age of 16 he became an apprentice mechanic and in 1861, at the age of 18, he joined the Federal Arsenal in Springfield, Massachusetts. Here Leland first learned about the principal of interchangeable parts. (This process was initiated in the late 1700s by Eli Whitney in his Massachusetts arms factory.) As a young machinist, he learned tool making at the arsenal and moved on to Colt's Manufacturing.

In 1890, Leland set up his own factory in Detroit. Machining, and later foundry work, launched him into the auto industry which led to making engines for Oldsmobile. Initially named Detroit Automobile Company, Leland saved the company from dissolution in 1902, renamed it Cadillac, and went on to produce a V-8 and helped to start/sponsor Delco.



1902 Cadillac



1920 Lincoln

Leland was 60 when he founded Cadillac and 77 when he founded Lincoln. In 1915, he was elected president of the Society of Automotive Engineers. In 1920, he was named a Doctor of Engineering at the University of Michigan and in 1923 was named Doctor of Engineering at the University of Vermont.

Henry Leland was a man of exacting mechanical standards, high Christian principles, and stayed active in business and civic affairs until his passing in 1932.

Wheel Tracks Classifieds



Free to all Enthusiasts

Wanted.... The book, "Model T Ford (The Car That Changed the World)" by Bruce W. McCalley. Also looking for a pair of model T headlamps, original condition in good shape, Jno Brown #16, Black and brass. Fred Gonet, 802-226-7709.

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

FREE... 1987 Sears 6/2 amp 12 volt battery charger. Still works. Original receipt, owner's manual, and box. Wayne Schneider wayne.schneider@uvm.edu.



For Sale: 1974 MGB Roadster: Dark red with black interior, black top, and full tonneau. Chrome bumpers, wire wheels option. New radiator. Recent brake caliper, pads, clutch master cyl and gas tank. New service, State Inspection, and detailing. Purchased 1998 in South Carolina; have all service records since purchase. Never in snow/salt. Very good condition. \$7,900 obo. Frank Winkler owned for past 24 years. **For Sale....** Sales brochures for most American and some foreign makes, both pre-war and MANY post-war makes and models. Send e-mail with your interests, and I'll respond with availability and price. John Emerson, 802-388-7826.

jemerson@middlebury.edu

For Sale...1932 Cadillac intake manifold, original radio w dynamotor, lady mascot, generator, original large manual. Open to offer. 1937 Packard block w insides, pan head and flywheel \$200. Dozen or so leather car seats from 20s-30s of various sizes. \$150 all. Roy Martin 802 862 6374 or roymart@comcast.net

May Bumper Sticker...

If You're Gonna Bitch, Go Home.

(From 1988 Antique Auto Racing Ass'n Newsletter)

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

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



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



For Sale.... 1986 ex-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.....I have enough Ford Model T parts from 1913 through 1927 to fill a 53-foot tractor trailer. All must 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.

Butch Hartshorn 802-496-2281

From front page.....

How did you get interested in these military trucks Dennis?

As a little kid, we used to have several convoys of Army trucks go past our home on Rt.4 in White River Jct. VT. When I saw the convoys, I'd go out and wave to them and they'd honk for me. I made up my mind at an early age that I had to drive those trucks. When I was 18, I enlisted as a Motor Transport Operator with the US Army. I drove just about everything the Army had, from Jeeps to 20-ton trucks and loved it. I was in the Army Reserve, in Rutland's 368th Engineer Battalion, and the NH National Guard's 744th Transportation Company. In 1990 my unit was activated to **Desert Shield/Storm**. While there I drove M915 tractors with M872 trailers. Truck # 38 was mine and I was very proud of those 22 rolling wheels! My job was to transport everything from water to bombs during the ground invasion.

How long have you had your "Deuce"? Have you made any changes?

My wife, Mary Kay, and I bought this truck in 2017 from a person in northern NJ and drove it home, and I had a blast driving it back! The guy we bought it from put a lot into this truck and he loved it. He was a Vietnam Veteran and had driven these vehicles. He had this truck for similar reasons that I wanted to buy it. He'd had both of his knees replaced and couldn't manage it anymore. He decided to sell it, although it pained him deeply to part with it. Several people inquired about buying it but wanted to turn it into a log truck or similar thing. My wife and I told him we wanted to keep it pretty much as it was; driving it and showing it off. He liked our plans and sold it to us. Since I stopped serving in the Army in 1994, I had missed driving those green (and sometimes tan) trucks, so this has been great to have, I also consider it a rolling history museum. During many of the shows we've gone to, I've taken great pride in showing some of its unique military features, like its absence of keys to start it, its pioneer kit, and blackout drive lights.

Are you enjoying being a member of the Green Mountain Military Vehicle Club?

When my wife and I bought this truck we decided to join the GMMVC and New Hampshire's Merrimack Valley Vehicle Collectors and this has been great. It's great to be around people with like minds!

Have you made any changes to your Deuce?

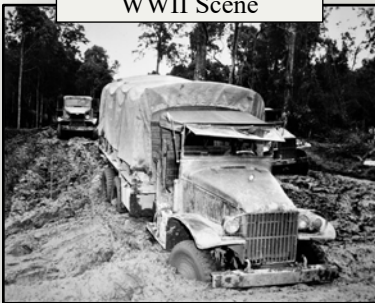
This 1971 M35A2 was in great shape, so we haven't had to do much, no huge repairs. Here's a small list of a few changes we've done. Two years ago, we kept the green, but added, per manual specs & patterns, some brown and black to camouflage the paint. We also changed the Vietnam era white lettering to 1970s flat black. Additionally, we've put on a new right fender, new window frames, a left running board (all due to rust), and 2 new front tires. I also discreetly added a USB connection from a 12v converter, so we could charge our devices.

Normally these trucks would have the unit number and truck number on the bumpers, but I decided to have some fun with this. While I was in the Army, we lived by PMCS, which stands for 'Preventative Maintenance Checks and Services,' so that's what's on one side. The other side reads DINOWL, which is short for 'Do It Now Or Walk Later!'



Do It Now Or Walk Later

WWII Scene



From your editor..... Dennis's M35 has a Continental engine that he believes puts out 175 HP.

It is called a "6X6" because in the old days the truck had single tandem wheels in the rear. With the front wheels locked in, all six were under power. Later duallies were added to the rear, but the terminology stayed the same.

The first design for this truck was made by REO in 1944 and the first M35 delivery to the Army was in the 1950s. Production ceased in 1988, after over 150,000 "Deuces" were built. A number of companies built them for the government over the years, including Studebaker, AM General, REO and Kaiser. Bombardier of Canada and KIA of Japan also built them for their military.

Empty weight is 13,530 pounds and fully loaded for highway use, that weight can go to 23,530. Top speed is 53MPH and when the government purchased Dennis' truck, the cost was \$46,750.

The FMTV truck replaced the Deuce in 1991. The Austrian built vehicle is now built in the US and modified for US Army use.



We are sure this vehicle has an Army name and lots of history, but we were unable to get it.

This is a 1974 Cushman Truckster, and was found for sale in last August's Waterbury show.



May 2022

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

This is a test..... Who is this gentleman?

Here are a few hints.....

We are just using memory, so the facts "are" perfect.

This gent, pictured right, and a friend made an auto trip from Vermont to Albany, New York, and back again. The auto was a Ford Model T, top speed 34MPH. We believe the trip was made in the 1950s

Memory can not recall the length of time the journey took but they did have between 14 and 17 flat tires on the way. Their logic was if there were only two layers of tire canvas visible, the tire was OK.

There was an event in one of the small towns, like Hudson Falls, as they entered NY state. It was in the fall of the year and a homeowner had raked a huge pile of leaves in his front yard. It was just too tempting. The travelers decided to leave the highway for the home's yard and speed through the pile of leaves, returning to the road and their journey south.

One the way home, the travelers found the homeowner had re-raked all of his leaves into a huge and very neat pile, again. The travelers hit re-play and headed for the big pile. This time, however, the homeowner had placed a very large steel item in the pile. The travelers described the 2nd trip through the pile of leaves as quite eventful. Giving lots of credit to the Model T, the travelers exited the pile and were able to make it back to the highway, on their own power. The rest of the trip home did become a bit of an adventure with bent steering rods and a number of other altered car parts.

It was November 10, 2007, when this gentleman passed.....a loss to us, a plus for Heaven.
The picture is courtesy of Lloyd Davis.....thank you LD.

