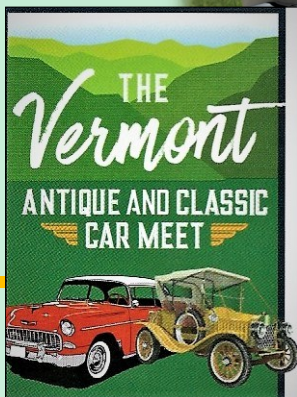


July 2022 VAE Year 69

Wheel Tracks



Gary Sassi
and his beautiful
1955 Studebaker President
Speedster.
More on page 11



2022 Waterbury Car Meet, August 12th, 13th & 14th.



Acronyms Anyone?

Chrysler.....Company Has Recommended You Start Learning Engine Repair



"Our grown children can't move back in with us if we keep on the move."

My boss asked me to start my presentation with a joke.
So, I used my paycheck as the first slide.

Its been raining for days, and my husband seems depressed about it.
He just stands by the window, staring.
If it continues, I am going to have to let him in.

Why do Americans choose from just two people to run for president and 51 for Miss America?

If you think it is hard to meet new people, pick up the wrong golf ball on the course someday.

The guy who invented the wheel was an idiot.
The guy who invented the other three?
He was the genius.

Two men meet on opposite sides of a river.
One shouts to the other,
"I need you to help me get to the other side!"
The other guy replies,
"You're on the other side!"

What did the left eye say to the right eye?
Between you and me,
something smells.

VAE Gossip

from GCF



One of the mysteries of this century is why Gael Boardman never got his 1929 Chevy back on the road after rebuilding the engine. For years, club members would ask, and we never heard a really good reply. Gael passed a while ago and two VAEers decided to get the roadster purring again.



And purr it does. It is one of the nicest sounding engines I have ever heard from that era, but there is one small problem yet. It will overheat before you can take two sips from your coffee cup.

Fred Gonet and Wendell Noble are the good Samaritans in this saga. I stopped counting the number of things they have torn apart and/or exchanged to locate

the heat problem. I have also stopped listening to, "There, we have finally fixed it" because it ain't fixed.....yet.

I finally told Fred a secret of mine. Fred Gonet has been restoring old cars for many years now and is probably one of the best in the trade, bar none. It happens often where I think I have fixed an old car problem and guess what, I didn't. This happens to me weekly and sometimes daily, but not very often for Fred. Gael's Chevy has Fred scratching his head and I hate to say, but that lifts my spirits a bit, I still have a chance. Sorry Fred.

The latest "fix-plan" resulted from something Wendell found with a heat gun. He tested his old Chrysler and found a difference of about 40 degrees between the top and the bottom of the radiator while the car was at operating temperature. The Chevy was about half that. So the theory is the radiator might not be doing its job. It is being looked at by a shop in Barre at the moment. The water pump is also suspect, it might be shooting the coolant through the radiator too fast. Were thermostats used back then?

Wendell might decid to write the saga in his "Wheel Tracks Academy" someday. If he shies away, I will sneak the info to you when they are not watching. He and Fred might not want to talk about a cute little Chevy testing their mechanical abilities.

There is a rumor the steam engine displayed for sale here last month has a bid.

Anyone sitting on the sidelines not bidding, might be waiting for the quarter moon on July 20th.

He needs to think

STEAM, not MOON DUST

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FROM OUR PRESIDENT, GARY FISKE



As **Ed Sullivan** would say about our Waterbury Show a few weeks from now....**"We have a really big shew for you."**

#65 is just around the corner. Are you ready?

Many of us beeline ourselves to the Car Corral first. The best deals go in a hurry and we want to have a crack at one. Some head for a certain part of the show field because we have not seen a best friend since last August. We hope we will find him or her there, with their favorite old car.

Then there is the Flea Market. Yes, we understand the deal of a lifetime is there. All you have to do is find it before someone else does. The **GOOD** stress is putting that extra kick in your step.

A second driveway has been built so your wait to get parked or leave at the end of the day will be much easier. We apologize for your long waits in the past. You have to admit, **Farr Field** is fantastic compared to our old one, even though part of our hearts are still with Nichols Field.

Oh yes, then we have to check out the Crafter's Tent, and the military vehicles, and hmmm, I wonder what neat food will be available this year.....

Have a great time at the Shew, Gary

I have, like many I'm sure, a love/hate relationship with modern technology and the internet. I need to correct a mistake in June's "Ken's Corner". Shirley "Cha Cha" Muldowney is still very much alive. She has a Facebook account and her own personal website: "Shirley Muldowney—First Lady of Drag Racing". My apologies to the readership and, most of all, to Shirley.



Continuing last month's theme of ancient Vermont motor vehicle laws we have the following: Act No. 64 of 1902 relates to speed limits. The speed limit in "open country" was set at 15 MPH and not over 6 MPH in a city, village, or any other thickly settled areas. Act #113 of 1906 increased the speed limits to 25 MPH and 10 MPH respectively.

During that time period the legislature also defined a motor vehicle as such: "The term 'motor vehicle' shall include all vehicles propelled by any power other than muscular power, excepting railroad and railway cars and motor vehicles running only upon rails or tracks."

Long live the VAE...**Ken**

Membership Only \$35

\$60 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

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Wheel Tracks Academy



A Brave New World

From Wendell Noble

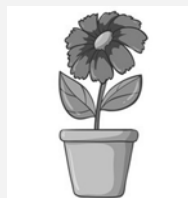
As automobile history enthusiasts, we enjoy studying and experiencing everything related to cars of the past. Our cars bring back nostalgic memories of our own earlier lives and visions of the lives of our predecessors. We love revisiting the past through the artifacts of car related products, advertisements and period clothing. The past is delightful, the present is fleeting and, to me, the future is frightening.

It's hard to beat the satisfaction of using a hand crank to start a car and double clutching to shift through the unsynchronized gears. Whatever the car is going to do is totally determined by the driver. For the full experience, car and driver are one. We all know what the present is likeBlah! If the politicians and soothsayers take us along the chosen path, our near future is fully electric and totally automatic. Even today, it's possible for a new Tesla to drive itself, right into the side of a truck which happens to be the same color as the sky. You can sit in the backseat and enjoy the ride with all the comfort of being at home in your living room. Of course, staying at home in your living room might be cheaper and more interesting.

That's a lot of sarcasm. If you really need to get from point A to point B, an electric car really excels at that. My best understanding is that a Tesla gets about 4.4 miles/kWh. I am now paying about \$0.18/kWh for home use. If you do the simple math, that's about \$0.04/mile. If your present daily driver gets 30 MPG and you pay the present price of \$4.66/gal., that comes to about \$0.15/mile. Granted the present price of gas is outrageous, but even if you cut it in half, the Tesla still costs half as much to drive. Let's look a bit further into the future to the day when electric cars are universal. When I was younger and raising a family, we could rack up almost 20,000 miles of driving per year. At 4.4 miles/kWh I would have been using 379 kWh/month. My latest power bill shows that I am using 1,040 kWh/month for household usage. That means that driving an electric car would increase my power usage by 36%. You can see where this takes us. This can give us a rough idea of how much we will need to increase our generation and transmission capacity if electric vehicles are to be everyone's choice. How do we do that? What will it do to the cost of electric power? I'm anxious to find out. There are some other ponderables to consider. How do you get that needed electric charge into your car, both at home and on the road? A fast charge now takes about 30 min. What kind of range can you expect? The range presently claimed by Tesla is 375 miles. That's a pretty good day's trip, but I have certainly driven further. You can expect the range to increase with battery technology advancement, but how much? Highway construction and maintenance are now paid for by a highway tax on fuel. How will we wring that money out of electric vehicle drivers? Tesla is now scurrying to distribute charging stations across the land. Will they ever be as ubiquitous as gas stations are today? When can we expect to find one in Brownington, Vermont or Stockholm, Maine? Those are pretty small towns, but folks live and drive there.

I just renewed my AAA membership for which they promise to bring me a can of gas if I run out. There was no mention of bringing me a bucket of electricity. Will we even be able to buy gas for our vintage cars? You can see why someone like me would envision an uncertain future.





"The Softer Side"

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

.....from Anne

WHAT SPARE TIME?

Before I retired a couple years ago, I'd ask my mom if she would do me a favor and [fill in the blank]. I'd undoubtedly hear her say, "I'm very busy today, but maybe I'll have time." Now that "blank" could be filled in with any number of things, from making a batch of brownies to running an errand for me. I figured she was bored with nothing to do since she was retired many years at that point so, heck, she'd just say yes.

Well, fast forward 2+ years into retirement. I'm busier now more than I can say and still can't quite seem to find the time for all the things that "need" to be done or I "want" to do. Now what point, you may ask yourself, is Anne trying to make here. Well, the point is that our annual car meet is next month, and I've taken over the task of registering cars from Jessica Bean, who did an amazing job of handling things these past number of years. Now it's my turn to register your cars, and that's definitely a "need" because if I don't do it, a lot of car owners will be mighty unhappy.

Also, at last year's car meet I thought the Valve Cover Racing track could use sprucing up (yes, you can say busy-body), so I spent the three days of the meet painting the track, except for the "winner's circle." That, Don and I hauled home after the show. But do you think I've finished painting it?

Nope. Nada. And it's been 10 months! Another "need." And I was so enthralled with the Valve Cover Racing last year that I bought not one but two valve covers to build a couple cars. Do you think I've done that? Uh-uh (though I have to say I'm still waiting for my nephew to get me the wheels off his old in-line skates). So these race cars I'd put in the "want" column.



I need to weed my garden. I want to fit in lunch with friends. I need to feed the cat. My list could go on and on. How about your list?

The 65th Annual Vermont Antique & Classic Car Meet is August 12, 13 & 14. You "need" to get your registrations in. Do you "want" to have to pay the increased rate by missing the deadline of July 15? So get your registrations to me and you'll be good to go. And by the time you read this, I'll have finished the "winner's circle," but, alas, I won't have a car this year to send down the track.

We all "need" to be at the car meet in Waterbury this year. We "need" to welcome back all our Canadian friends. It's been far too long. So see you next month. And if you get a chance, come to the registration booth to see me. I "need" to meet you in person!



Shown L-R are Jim Valliere, from the Windham Regional Career Center in Brattleboro; Miles Pitt, son of Alexandra Schall of Putney; and Don Pierce.

Don presented Miles with the Golden Wrench Award sponsored by the VAE given to top juniors at tech centers throughout Vermont. Miles is holding the school's awards plaque that will soon bear his name for 2022.



THE LINCOLN HIGHWAY

by Charlie Thompson.

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



In 1912, four prominent Indianapolis men at a luncheon got word of Carl Fisher's plan for a coast-to-coast road across the U.S. These were the secretary of the Hoosier Motor Club, a Marion automobile executive, advertising manager of the Apperson Automobile factory, and a noted driver. All four had participated several years in the "Four State Tours" sponsored jointly by the Hoosier Motor Club and the Indiana Automobile Manufacturers Association. One of these men proposed that the next year's tour be on the road that Mr. Fisher proposed.



Carl G. Fisher

While Mr. Fisher realized the value of such a trip to stimulate interest in roads, he did not want the Lincoln Highway Association to sponsor the tour because the public would assume that the tour route would be the one intended for the Lincoln Highway, which had yet to be researched and determined. So the trip was again sponsored by the Hoosier Automobile Club and the Manufacturers Association.

The Western states were excited by news of the tour, even if not the Lincoln Highway's route, since it was sure to create a route that tourists could follow to bring people and money westward. The western states, cities and even villages, made great effort to get the tour to pass their way. The mayor and a delegation from Price, Utah, even went to Indianapolis to seek inclusion in the route. When told it was not possible because no road passed through Price Canyon, the mayor declared, "We'll build one then!" And they did!

When it appeared that the contractor would not finish the road in time, the mayor called a legal holiday and called out all the town's able-bodied men to help. With picks, shovels, crow bars, and dynamite they finished by 10:00 p.m. Nevada appropriated \$25,000 to improve its road to California. Colorado rebuilt 60 miles of road through Berthoud Pass. Thirty new concrete bridges were built along the route.

Equipment required for each car for emergencies included one pick or mattock, one pair of tackle blocks, 600 feet of $\frac{3}{4}$ inch rope, one barn lantern hung on the rear tire carrier to be lighted in case the car's regular lights failed, 12 mudhooks, one set of chains, one sledge, and chocolate bars in cans, beans, and other canned goods. West of Salt Lake City, each car also carried four African water bags, kept full, and one 4 x 6 foot tent. Food and shelter for the entire tour was carried on one of the two trucks.

Stay tuned for the continuation of the building of the Lincoln Highway.

Next up.....

Coming VAE Events for 2022

JULY 10: Wings & Wheels at Swanton/Highgate Airport. 11AM to 2PM. Events planned: a fly-in of private planes & 20-30 planes from the Beta Company in Burlington, which builds full-sized airplanes that are battery powered. Hangars and grounds open to the public & food trucks available. If you bring your old ride, parking is where the show's happening. General parking is near Route 78 with shuttle. Swanton/Highgate Airport.

JULY 16: Cars & Coffee at the UMass will feature the Green Mountain Porsche Club. Along with IHOP and Vermont Blue Advantage, there will also be a drawing for a RockAuto \$25 gift card.

AUGUST 12, 13, 14: 65th Annual Vermont Antique & Classic Car Meet, Farr Field, Waterbury.

Watch for John Lavalley's email messages for VAE news, reminders, and the latest planned events.



"Remember When?" with Chris Barbieri



Automobile safety was not much of a concern to automakers until the late 1950s, and even then it didn't gain much traction until the early '60s. One of the early pioneers was the Ford Motor Company.

In 1956 Ford offered, for the first time, seat belts as a \$9 option. There was more too in what Ford called its "Lifeguard Campaign." Standard was the deep center steering wheel, double grip door latches, and a safety rearview mirror. Optional were front and rear seat belts, a padded dashboard and sun visors, and a recessed steering wheel.

Ford's Lifeguard Campaign package was well received by the automotive press such as Motor Trend, Motor Life, Popular Mechanics, etc., but not so by new car buyers. Seat belts were something worn in airplanes and race cars but not in automobiles. Ford production was 1,392,847 units for the 1956 Model year, but only scant buyers took advantage of the seat belts and padded dash

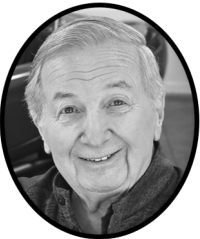
options.

Fast forward to 1961, and Ford continued to add safety features. This full-page Ford ad from the July 1961 National Geographic asks, "Which doors are stronger?" It goes on to point out that Ford was the only car maker with steel beam-reinforced doors. The ad also takes the opportunity to promote the safety features of its guardrail frames.



By late in the 1960s, most car makers were on the safety bandwagon by choice or by mandate. But it was Ford that led the parade in the early years of automobile safety.

Remember When?



"The Pleasures of Reading
An Auto Magazine"

Trivia from Don Tenerowicz

Ford English School. Established in 1914, the Ford English School taught the company's immigrant workers more than just how to speak English. It taught them about American culture and history and instilled the importance of such virtues as thriftiness, cleanliness, good manners, and timeliness.



WELCOME TO NEW MEMBERS:

Bob Kaufman of Micco, Florida
Dan Fuller of Rupert, Vermont

When Volvo invented the three-point seat belt in 1959, they made the patent free for all competitors to use in order to save lives because it had more value as a free life-saving tool than something to profit from.

Photo courtesy of Volvo

mind-blowingfacts.com

The annual VAE Antique & Classic Car Meet is NEXT MONTH!! It's your last chance to order your club jacket in time for the meet. Don't you want to stand out on the field and be noticed? If so..... 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

ON THE ROAD with Don & Anne Pierce

You never know what interesting vehicle you'll see on the road. It could be in your own front yard.

We were snowbirds at a camping resort in Tucson, Arizona, this past February when one afternoon a truck and "camper" pulled into the spot across from us. Camper? This was a 1949 Spartan Royal Mansion! Anne, being the busy body she is, proceeded to introduce herself to the owners, Robert & Jessica Kubik of Loveland, Colorado. Don soon joined the gathering. We learned that they were on their way to the Palm Springs (California) Modernism Vintage Trailer Show held February 26-27.



At 33 feet long, this Spartan was no mere camper. It was, to say the least, gorgeous! The Kubiks purchased the trailer from the original owners who had bought it new

directly from the Spartan Aircraft Company in Tulsa, Oklahoma, in 1949. Those owners towed it to their home in Fon Du Lac, Wisconsin, where it sat for 70+ years. It was used as a guest house until sometime in the 1970s when it was turned into a storage shed. The original trip from the factory to Wisconsin was the only mileage the trailer had ever seen, a mere 800 miles.

Jessica & Robert graciously gave us a tour and explained that when they purchased it, though the interior was practically intact -- including the couch, the original curtains, the beautiful wood interior, the Frigidaire, stove, and the chair that rarely ever was found -- it was in pretty rough shape, as one might imagine.

Robert, who is a custom woodworker, refinished from top to bottom the woodwork. Jessica did her part on the interior with authentic period

pieces and custom upholstery. She also showed us the "boyfriend" door in the bedroom and explained that the name came from the fact that when the boyfriend was "visiting" and the husband came home, the boyfriend could slip out the back door.

Price? Incalculable, though recently at an R.M. Sotheby's auction, a comparable Spartan sold for \$351,000. These pictures we took don't do it justice, but at least you can get an idea of the timeless beauty of glamping in the '40s. So, you never know what you'll see on the road...or in your own front yard!

And the Kubiks' hashtag? #ITSNOTANAIRSTREAM



Living area with chair on left.



Beautiful interior woodwork.



More beautiful woodwork.



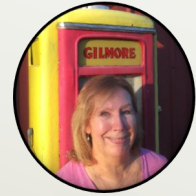
Infamous "boyfriend" door.



The Roadside Diner

Cold Raspberry Soup

1 cup fresh or frozen raspberries
1/3 cup white grape juice
1/2 cup sugar
1 cup sour cream



Nancy Gypson

Thaw raspberries if frozen. Combine all in blender and blend until smooth. Keep refrigerated. Makes about 3 cups.

KEN'S CORNER: NEW YORK'S AUTOMOBILES

Having a Franklin in the family since before the inception of the VAE, New York manufactured cars have always interested me. Most of us are aware of the Pierce Arrow and Playboy, both manufactured in Buffalo and Franklin, which was manufactured in Syracuse. (There was also the Delcar of Troy, NY, but that's another story.) But, have you heard of the Julian of Syracuse?

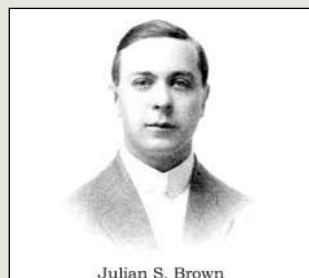
The car was created by Julian Brown from Syracuse. At a relatively young age he inherited \$2.5 million from his wealthy industrialist father. Julian owned numerous night clubs and started a number of vehicle companies. He even tried to launch an electric boat company. In 1912, he attempted to sell his own designed inline 6 that would produce 45 to 100 HP at 2,200 RPM. It never came to fruition. In 1918, he designed a "Twin Three" V6 engine that also never came to fruition.

In 1922, he went "big" and by 1925 created the Julian Sport Coupe. It was unique in that its engine was radial, flat, six cylindered and air cooled. It lay horizontally behind the passenger compartment directly over the rear wheels. The crank case was aluminum cast in two banks of three positioned one above the other. It displaced 268 CI and produced 60 HP! It also featured hemispherical combustion chambers, a hollow camshaft and a remote oil sump. The flywheel was beneath the engine and transmitted power to the swing axles. The brakes were housed in the wheels not unlike those of early Bugatti race cars. These were located on the rear wheels only with 4 shoes each.

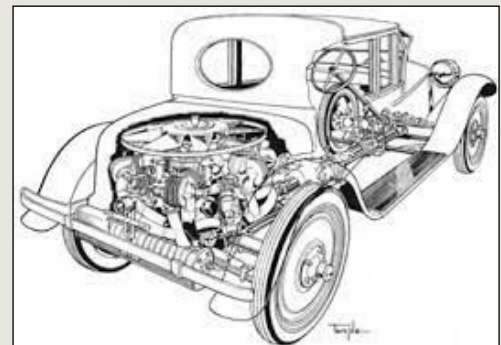
Brown designed the body, but had the famous Fleetwood of Pennsylvania fit the body which was made of aluminum. When completed, he drove the car back to NY. The interior was also unconventional in that the driver sat in the middle, almost to the rear of the cabin with jump seats on either side facing rearward.

Brown wanted to market the car for \$2,500 with the prototype costing him \$60,000 to complete. The venture failed. The car ended up in the Harrah collection and now resides in The National Automobile Museum in Reno, Nevada.

Julian Brown moved to California after WWII and later retired to Florida. He passed in April of 1964 at the age of 77.



Julian S. Brown



Wheel Tracks Classifieds



Free to all Enthusiasts

July

Bumper Sticker...

Sometimes you have to burn a few bridges to keep the crazies from following you.

For Sale... Lots of small interior parts for 1925 Studebaker and 1936 Packard 120. A pile of new various size mufflers, sell as a lot, negotiable. At least a dozen leather covered seats of various sizes, \$15 each. 10 x 20 tent used as a car garage one winter, tarp enclosed, \$100. 1932 Cadillac intake manifold, original radio with dynamotor, lady mascot, generator, original bound manual, negotiable.
Roy Martin 802-862-6374 or roymart@comcast.net

For Sale..... 4 jack stands, \$25.00 for the 4. Email Ellie at ellieb@gmavt.net or call for Marvin, 802-425-3529.

For Sale... MOPAR parts for 6 cylinder cars and trucks from the 30s and 40s and may fit more years. Sold the house, lost my storage. 2 heads, 1 intake/exhaust manifold, 2 Ball and Ball carbs and 1 rear assembly. \$10 each or all 6 for \$50. Mike Felix, felixmike3@gmail.com, 845-565-7260



For Sale.... Sales brochures with German models (in English language), for Mercedes Benz and Porsche. Also some VW. Most models from 1980 through 2020. 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.... 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.... Andy Barnett is selling his 1954 Chevy 210 sedan. Third owner. Dual exhausts plus, Featured in Hemmings August 2007, and on Wheel Tracks cover February 2013. Hot Rod Black. Call 802-862-4388.

For Sale.... 1915 Model T Ford Speedster. Rebuilt drivetrain and engine, 6 volt starter, alternator & distributor, Rootlieb body and fenders, new radiator, water pump, lowered frame, demountable rims, lots of brass. Runs well and fun to drive. Lots of extra parts. Less than 500 miles since restoration. \$15,000

Call John
802-223-6666, Montpelier, VT



For Sale... 1937 Dodge Brothers MC 1/2 ton with original utility box. I have owned this truck since 1978 and have the build sheet and its history since new. Sold the house and lost my storage space. More pictures if needed. Will cruise all day at 35mph. Much original paint and patina. You will probably never see another original utility box from the 30s. Asking \$12,000.

Call Mike Felix
845-565-7260,
felixmike3@gmail.com



For Sale.... 1992 Mazda Miata Special Edition Convertible! 1 owner car in Excellent condition. Silky black, trunk rack and mud flaps, 90k miles. BBS Wheels and tan interior. 5 speed tranny! Asking 12k or best reasonable offer. Car is located in Massachusetts near Northampton. Drive it home! This car has never seen winter and always garaged. With that kind of mileage, it's only been driven about 3000 miles per year! Info and more details available if needed----contact John at jl6200@yahoo.com or call 802-373-9121. **Very fun and reliable car.** It is essentially a street legal go kart. Would recommend to anyone who is looking for an affordable sports car.



Continued from front page.....

Gary Sassi's life was really good before he was infected by the "old-car-bug".

His Dad, Gino, was a lifelong stone carver in Barre, Vermont and Gary grew up in his Dad's shop, learning the trade. When the time came, Gary decided he wanted to go back to his family's old country to further his training, where he speaks the language fluently. After four years he graduated from the Academy of Fine Arts in Carrara, Italy. Today, he will have been in the trade for fifty-five years. His family's work can be found in many parts of the world, but you can easily find Sassi masterpieces here in Vermont, especially at Hope Cemetery in Barre.



And then life got **really** good, when someone in his shop showed Gary a picture of a restored old car in a magazine, and the old car bug infection happened!

It was not long before the space age Studebaker caught his eye and any self restraint that remained was toast. The unrestored 1955 Studebaker President Speedster (pictured left) was soon parked at his shop, one of 2215, built that he found in Los Angeles. Eighteen months later, Gary had finished his restoration. One big difference in this perfect factory restoration and others that you see in magazines, is the owner had his hand in much of it. Friend, Gary Scott, has a collision repair shop in the area and he worked his magic on the body and paint, while Sassi covered the country retrieving needed parts and spent every free minute of the 18 months doing his part.

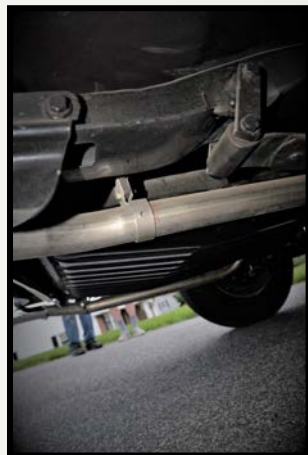
The project was completed about 22 years ago and Gary decided to see what others thought of his Studebaker. He decided to enter the car in the VAE Shelburne Show to be judged. That is when he met VAE Judge Gene Napoliello. **Gene looked the car over and found only one item "not factory", a tailpipe clamp on the dual exhaust system.** When Gary produced the correct clamp, Gene proceeded to crawl under the car and install it; he then proclaimed the President Speedster "Best of Show". With his background in stone carving and the need for exacting detail, Gary knew he was proficient there, but he says he had not realized how that trait influenced the Studebaker project until the day Gene presented that award. In fact what Gary thought was just a normal restoration turned out to be one of the best. Some of the awards pictured right are just part of the total impact the President has made over the past 22 years.

There was still an old car virus problem the President did not cure, when a Studebaker cousin showed up in Barre along with 50 boxes of parts and pieces. A new beginning for a 1957 Golden Hawk, and a hopeful cure for Mr. Sassi. He had rebuilt the 4-barreled 259 engine in the Speedster, so he had no problem diving into the Hawk's 289 engine, until he got to the McCullough supercharger.... that was new territory! Friend Gary Scott did his magic on the body while Sassi did his on the rest, and soon there was a very gold vehicle traveling the streets of Barre.



The latest quest for the cure is a 1965 Fastback Mustang. The engine is sitting on a stand at the Sassi shop, being rebuilt. The body resides in Gary Scott's garage.

A discussion came about when the Mustang color needed to be decided upon. Mr. Sassi does not like silver, the correct color for the car, and Mr. Scott does not like going "non-factory". The winner is, says Mr. Sassi with a grin.....Mr. Scott! Gary Scott's involvement with his first complete restoration was the Speedster, twenty-two years ago. Since then, he has become very well known in the auto restoration business.



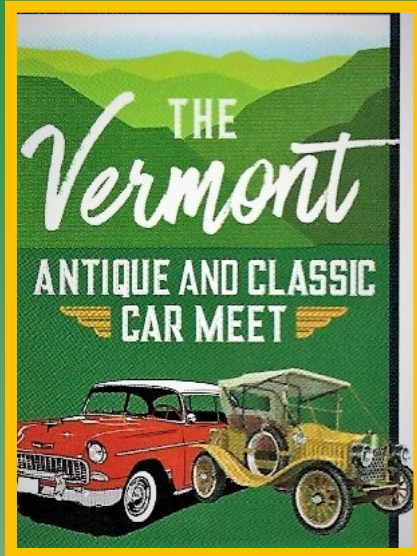
Pictured left is the famous "**Gene Napoliello exhaust clamp**". The impact he has made at our annual August show with our judging program is undeniable. Gary Sassi will also tell you of the impact Gene has had on him for restoration correctness. Mr. Sassi has been a VAE judge for the past 22 years. We lost Gene when he passed away this last April. Mark Bennett has now taken Gene's place as Chief Judge.

The Studebaker Company began in 1852 where they built wagons in South Bend, Indiana. Their first automobile was an 'electric' in 1902 then a 'gasoline vehicle' in 1904.

In the beginning they partnered with the Garford Company, then EMF and then Flanders. In 1912, Studebaker dropped all affiliations and produced its first fully-built automobile.

The last Studebaker rolled off the assembly line in Hamilton, Ontario on St. Patrick's Day, March 17th, 1966.

65th ANNUAL



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July 2022

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

It was December 2, 1994, when Hector Quevedo Abarzua, 45, and his son Hugo, 18, arrived at Henry Ford Museum in Dearborn, Michigan having traveled 22 months from Punta Arenas, Chile fulfilling Hector's dream of returning his beloved 1928 Model A Ford to its birthplace.

Through a museum interpreter they told of driving over the Andes mountains to Panama sometimes hitching a chain to trees and winching the car out of mud where there were no roads. They encountered armed drug smugglers in Columbia, an axle broke in Nicaragua and they were rear ended in Miami. News stories pasted in their thick scrapbook confirmed that all these things had indeed happened.

When they arrived in Dearborn they looked like a parade on wheels, Chilean and American flags flying, the Model A adorned with stickers from sponsors. A ram's horn skull, picked up along the road in Patagonia, was mounted above the windshield. The word "Malato", the name they had affectionately given their Model A, was painted over the windshield. Still with its original engine, the car had been fitted with big truck wheels and tires. A steamer trunk was mounted on an iron bracket at the rear and stuffed with their belongings. Two hammocks were strung inside for sleeping when they couldn't overnight at a homeless shelter or with kind strangers.

**They gladly sold the car
to Henry Ford Museum,
where it is on
exhibit, for
money to fly home.**

