

August 2022 VAE Year 69



Wheel Tracks



THE
Vermont
ANTIQUE AND CLASSIC
CAR MEET

Meet "Ruby" and her new family,
Laurel and Chris Barbieri,
on page eleven.



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



Acronyms Anyone?

Jeep.....Junk Engineering Executed Poorly



Teacher: "If I gave you 2 cats and another 2 cats and another 2, how many would you have?"

Johnny: "Seven."

Teacher: "No, listen

carefully... If I gave you two cats, and another two cats and another two, how many would you have?"

Johnny: "Seven."

Teacher: "Let me put it to you differently. If I gave you two apples, and another two apples and another two, how many would you have?"

Johnny: "Six."

Teacher: "Good. Now if I gave you two cats, and another two cats and another two, how many would you have?"

Johnny: "Seven!"

Teacher: "Johnny, where in the heck do you get seven from?!"

Johnny: "Because I've already got a freaking cat!"

Two guys are walking through a game park & they come across a lion that has not eaten for days. The lion starts chasing the two men. They run as fast as they can and the one guy starts getting tired and decides to say a prayer, "Please turn this lion into a Christian, Lord." He looks to see if the lion is still chasing and he sees the lion on its knees. Happy to see his prayer answered, he turns around and heads towards the lion. As he comes closer, he hears it saying a prayer: "Thank you Lord for the food I am about to receive."

I rent a lot of cars, but I don't always know everything about them. So a lot of times, I drive for like ten miles with the emergency brake on. That doesn't say a lot for me, but it really doesn't say a lot for the emergency brake. It's really not an emergency brake; it's an emergency "make the car smell funny" lever.

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

VAE Gossip

from GCF



It was a glorious sunny July day at

the **Copley Golf Club** in Morrisville. The beautiful '67 Plymouth Barracuda was ready to have her pictures taken. John Wells, in the pro-shop, and the photographer had discussed a number of locations for the photo shoot where minimal flying golf balls could take out a windshield.

And....we were ready...but NO!

We had no golfers to set the scene on #8 tee box. Three golf clubs were found for three nearby thespians and we were ready. Actually, one of the actors is a real golfer. Do you notice.....full follow through, weight on the front leg and a 200 yard bullet focus of where the ball is to land, even though there was no ball in this case. Excellent!

One actor had to be told it was not a barn shovel he was leaning on, but a precision instrument that was in his hands; he then corrected his lean. The rest of the day was fantastic. Eighty-seven pictures were taken and we all rested afterwards with a great lunch on the veranda of the course's restaurant.

Note....the thespians are looking for work, inquire at Wheel Tracks.

In New York City, when tires and wheels are stolen, the vehicle is simply left on the ground. They are more mannerly in Fairfax, VT. The vehicle is left on jack stands.

Sorry, but it was too tempting not to misguide you. We believe Duane Leach is working on his old Ford, there is no skulduggery going on here.....we hope.

Where did Chrysler get the name Barracuda in 1964?

This from Wikipedia.....

They needed a reply for the possible new sporty Ford that was in the works, that everyone's guess was the **Mustang**.

Plymouth's executives had wanted to name the new model **Panda**, an idea unpopular with its designers. In the end, John Samsen's suggestion of **Barracuda** prevailed.



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FROM OUR PRESIDENT, GARY FISKE



LAST CALL FOR THREE GREAT DAYS IN AUGUST!

That is the 12th, the 13th and the 14th, and the great **Vermont Antique & Classic Car Meet**. Sorry for the big promo blast. I'm just trying to get your attention.

Lots of folks have been working on this show these past twelve months and I know they would be very happy to see you there. In fact, if you want to really have a good time, call Duane Leach and tell him you have an hour or two to help set up the show or to tear it down. He really gets stressed out this time of year when he thinks of all the tasks that need tending to. Even though, somehow, it always gets done. There is a whole new dimension of fun and satisfaction that happens when you are around the folks who help with the work. Then, when it is lunch or dinner time, Marnita and Keith have their portable kitchen ready. You will not be disappointed.

Needless to say, there is also the main reason for our membership in the Vermont Auto Enthusiasts club...showing off your old vehicle, shopping for the one sitting in your garage at home or looking for that perfect possibility to own someday. Am I wrong?

Have fun at our August show, our 65th!

Gary

Backing up two years from July's information about speed limits set forth by Act #113 we have Public Act #86 of 1904. This act required all motor vehicles to be registered. The fee? \$2. The act also introduced the requirement of driver's licenses and operator's license fees. The fee? Again, \$2. Act #86 further provided, "that no automobile or other motor vehicle shall, after the 1st day of May, 1905, be operated upon any public highway or private way laid out under authority of statute unless registered and the registration number or mark of every automobile and motor vehicle operated as aforesaid shall at all times plainly be displayed thereon in Arabic numerals not less than 4 inches long and conforming in this and other details to the requirements prescribed by the Secretary of State in his certificate of registration."

This act also stated, "a motor vehicle should be provided with an adequate brake movement, suitable bell or horn or other means of signaling, and also providing that every motor vehicle shall be provided with a lock, key, or other device to prevent said motor vehicle from being set in motion by its own motive power, and no person shall allow any vehicle operated by him to stand or remain unattended in any street, highway, or other public place without first looking or making fast the vehicle."

WHEW!

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
 is a monthly
 newsletter published
 in print and
 electronically for the
 public, and for the
 VAE membership.
 The VAE is a 501c3
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Wheel Tracks Academy



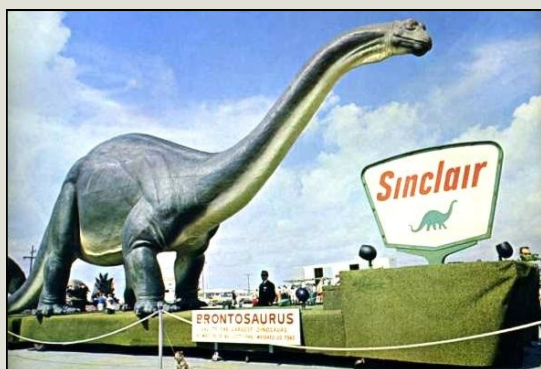
Burning Dinosaurs

From Wendell Noble

What goes on in the combustion chamber of your gasoline engine is more complicated than I've really understood. The simple picture is that a fuel-air mixture gets sucked in through the intake valve, gets compressed by the piston as it approaches the top of its travel and then gets ignited by the spark plug when the piston gets to top dead center. The explosion drives the piston back down, doing work in the process. That's all correct, but there are some other details in the more complete picture. Ignition is not completely instantaneous. It starts at the first point in the chamber to be hot enough to ignite the fuel. If everything is as desired, this point is the spark plug tip. The resulting explosion increases the pressure at that point. That pressure actually compresses the rest of the unburned fuel mixture throughout the chamber. This added pressure raises the temperature of this unburned fuel and can cause it to ignite at another point. This is not a good thing. It's called detonation or knocking and results in a shock wave within the chamber which is damaging to the engine. Another real possibility is for the fuel mixture to ignite prematurely due to the heat of normal compression by the rising piston. This is preignition. Since ignition of this type occurs too early in the cycle, it decreases engine power just the way an incorrectly timed spark ignition would.

Eliminating these uncontrolled ignition events requires formulating the fuel so that its kindling point (temperature) is higher than the compression induced temperatures. This is especially critical for higher performance high compression engines. The common figure of merit for this property of gasoline is the octane rating, which is an empirical measure of engine knock resistance. Gasoline is not one single chemical component. It's a mixture of hydrocarbons obtained by distillation from crude oil. The process starts by squeezing a bunch of dead dinosaurs for about 100 million years. We don't need to do this because God did it before we got here. I understand that dinosaur thing is really a myth and it was actually dead vegetation that got squeezed.

So, what's a fossil fuel? It's too late to tell now. As gasoline comes from the distillation process, it has a kindling temperature around 1135° F. The first widely used additive to raise the octane rating of gasoline was lead tetraethyl which increased this temperature to 1550° F. It was patented by GM in 1921 and worked well for its intended purpose. Because of its well-known hazard to health, lead tetraethyl was removed from the market in the early '90s. It has now been banished from the gas pump and supplanted by another blend of aromatic hydrocarbons with the acronym BTEX (benzene, toluene, ethylbenzene and xylene). That's not likely to become a household word soon, but now it's with us every day. Ironically, another additive that boosts octane rating a few points is ethanol. There's plenty not to like about ethanol in the gasoline, but it's grudgingly nice to know that it has at least one thing in the plus column. It has only 60% of the energy of gasoline, it absorbs moisture from the atmosphere, it spoils quickly, it tends to eat non-metallic components of the fuel system and it's a horrible waste of perfectly good corn liquor. It would seem to me to make more sense to feed the corn to starving people and burn dead dinosaurs in our cars. We'll have to see how things work out now that we are apparently a bit short of both.





"The Softer Side"

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

.....from Judy

CLUTTER? WHAT CLUTTER?

A while ago, when the woodstove was going 24/7, which meant I couldn't do any spring house cleaning, and we were dealing with mud season, I decided to do something with the mess in the cellar. We had accumulated stuff from Gael's grandparents' house, Gael's mother's house, my parents' house, and our own personal pile (sound familiar?). It was getting pretty bad. You really have to be in the right mood to tackle something like this. So I acted quickly when that mood hit me.

I discovered a lot of stuff I never knew was down there and found some interesting things too: two Borgward hub caps and three bud vases for old Volkswagens, for starters. I started asking people if they had ever heard of Borgward and, much to my surprise, only a few people had.

Then, behind boxes I found Gael's collection of comic books that had been through a few floods in the cellar. Unfortunately, most of them were beyond saving. I did salvage one.... a 1953 Donald Duck comic book. Donald Duck was one of my personal favorites. How many times has someone told me something was worth a lot of money? I went on eBay and found the same comic book for a mere \$4.95. Not going to get rich selling that.

I pulled out from the bottom of some shelves a trunk that must have belonged to Gael's grandmother, and it was filled with women's clothing from years ago. I'll save that for another time. Another thing I found was my toy gun and holster that I cherished when I was quite young. I was a big fan of Roy Rogers back then and would go to the matinee on Saturday afternoons with friends and my bag of popcorn.



I ended up throwing away a lot of things that were full of mouse droppings or sunflower seed shells from many years ago, gathered up all the canning jars that seemed to be everywhere and got them all together, old bird feeders and suet feeders -- some I tossed and some I saved -- broken things that would never be fixed, magazines that were taking up too much shelf space. I did save some boxes with AACA magazines and Bulb Horn magazines from years ago. They were too heavy to move, so they are still on the shelf.

I discovered an old record player, an old typewriter, an old adding machine, one of those old set tubs that women used to use with wringer washers, a big floor scale with weights. I also organized all the Christmas decorations that seemed to be spread all over. They are now in one place on another shelf. Speaking of shelves, many years ago a few people got some old shelving that came from the local Grand Union store when they were remodeling, and one wall in the cellar is lined with those shelves. They are great because they are deep and can hold large boxes.

I was able to reorganize my gardening supplies, the painting supplies, the pet supplies, and can now walk down there without feeling overwhelmed. There is still much to do, but it was a good start.

Thank goodness for pickup trucks and recycle centers where I unloaded many truckloads of junk. Warm weather finally came and my cellar cleaning is now put on hold, but at least I made a dent in the cellar clutter.



THE LINCOLN HIGHWAY

By Charlie Thompson

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



Continuing along from last month's article: The Hoosier Automobile Club and the Indiana Automobile Manufacturers Association did indeed sponsor this 1912 tour, but this was not a pleasure outing. Each of the 70 participants had to be strong and pass a strict physical exam before being allowed to join the tour, which would traverse 11,000-foot passes.

Besides drivers, mechanics, and support personnel, other participants included the tour's own treasurer, a secretary (who was also the secretary of the Indiana Automobile Manufacturers Association), two doctors, a photographer, telegraph operator, an observer from the Royal Automobile Club of England, and reporters from three prominent newspapers.

The automobiles, all of which completed the trip, were one Marmon, two Marions, one Pilot "60," two Haynes, two Americans, one McFarland, two Appersons, two Hendersons, one Empire, one Pathfinder "40," two Premiers, one Brown truck, and one Premier truck. Every mile of the route had been improved, sometimes by just removing rocks, cutting down the "high centers," and partial filling in ruts.

Welcoming luncheons, banquets, and speeches were organized at every stop with red, white, and blue decorations evident everywhere. Hospitality in two Colorado towns included gasoline hauled 70 miles by horse team and given free to the tour. Near Bishop, California, a complete camp was set up for the tour participants with the president of one of Bishop's banks serving as cook.

Near Oakland, California, 1200 automobiles came out to escort the tour into the city. Governor Hodges of Kansas traveled with the tour for three days, as did Governor Ammons of Colorado.

After 34 days, the tour concluded in Los Angeles with no major casualties and no delays of more than a day. With the variety of cars of different powers and requirements, it proved that transcontinental touring was possible, resulting in a huge spurt in long-distance driving for sport or pleasure and giving the Lincoln Highway a strong boost in interest and support.

Next up.....

Coming VAE Events for 2022

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

SEPTEMBER, 17th: Sabil & Sons, 1401 Route 14, White River Junction. Sabil & Sons is a family-owned and operated company specializing in 24/7 light to heavy duty towing, recovery, road service, and rigging. On the 17th, from 12 to 2 pm, they will be opening up their buildings that house over 100 collector vehicles for us to tour.

OCTOBER 1st: Gypson Tour. The tour this year will again begin and end at the Underhill Town Hall. Mark your calendars and stay tuned for more information.

November: VAE Annual Meeting at Holy Family Catholic Church Hall, Essex Junction. The meeting will either be the first or second weekend of November. Please plan on attending. This is the first annual meeting post-pandemic. More details to follow as we get closer.

December: Christmas Party. Again, the first one post-pandemic! Stay tuned for more details.

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



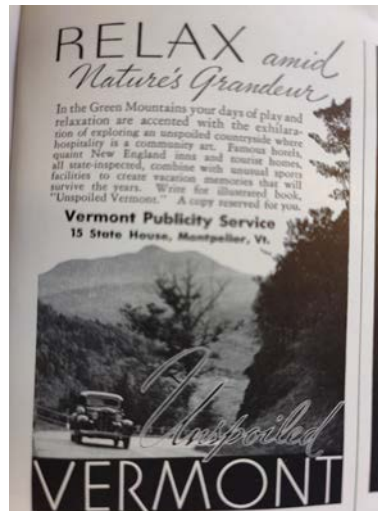
"Remember When?" with Chris Barbieri



Today, America's combined 50 states spend hundreds of millions of dollars in an effort to lure you, your family, and your dollars to summer vacation with them. Every state, even in tiny New England, promotes what they consider makes them special. Check each state's brochures and you will be overwhelmed with beaches, fishing, sailing, hiking, biking, camping, etc. Their message is an action message. From tiny Rhode Island to Maine and Vermont, there's a lot to do, and they want you to do it.

It wasn't always that way. There was a time when summer vacation in Vermont meant an escape from the rat race. The Vermont Publicity Bureau, in a 1938 ad in *National Geographic*, bid you to come to unspoiled Vermont to relax and do it amid nature's grandeur. The ad focused on "exploring an unspoiled countryside where hospitality is a community art" with famous hotels, quaint New England inns, and tourist homes all state inspected. The message was

to take it easy and take your vacation day by day and relax.



A copy of the illustrated book *Unspoiled Vermont* was available for the asking. The publicity service had "A copy reserved for you!"

Question: Can anyone identify the location and make of the car in the advertisement? Is it Camel's Hump in the background?

Remember When?

IN MEMORIAM

Edith "Edi" Fiske, age 96, died peacefully at her home in Enosburg surrounded by her loving family on Saturday, June 18, 2022, after a short period of declining health. She was born in Sheldon Creek, on August 5, 1925, to Anthony and Eva (Machia) Burns.

Edi was our Wheel Tracks proof-reader for 12 years, finishing up just this past December.



If that weren't enough, every month for the past 12 years you could find "The Roadside Diner" in Wheel Tracks. That was a "foodies" column Edi wrote (before we even knew what the term meant), which consisted of recipes, undoubtedly tried-and-true recipes that she cooked for her family, so you knew that month's recipe had to be good.

And as mentioned earlier, Edi proofread every Wheel Tracks issue -- every month, year after year -- for 12 years, finding the typos, fixing misspellings, adding punctuation where needed, and more.

Edi's unending joy was her family, from children to grandchildren and great-grandchildren. We extend our condolences to all her family, especially to Gary and his wife, Sharon.

For those who wish, contributions in Edi's memory can be made to the Berkshire Center Cemetery, c/o Gary Fiske, 2503 Duffy Hill Road, Enosburg Falls, VT 05450.



"The Pleasures of Reading
An Auto Magazine"

Trivia from Don Tenerowicz

The EV of 1960

In 1960, the Pioneer automobile was to be manufactured by the Nic-L-Silver Battery Company. George Lippincott, founder and president of Nic-L-Silver Battery Company, Santa Ana, California, made a popular line of American car batteries in the 1950s. Inspired at the time, he considered building his own line of battery-powered vehicles. Lippincott hoped eventually to build 10 cars a day, with the market being primarily power company and postal authority vehicles.

In 1958, he brought together a team of engineers and designers, including Indy race car builder Frank Kurtis to design and engineer the chassis, and experienced California fiberglass sports car manufacturer Victress to style the body and assemble the car. The prototype two-seat body was made of laminated fiberglass with a removable hardtop mounted on a Kurtis-designed box frame using full torsion bar suspension. Behind the seats were 12 4-volt, series wired, Nic-L-Silver lead-acid batteries, each with two cells and a capacity of eight hours at 235 Ampere-hours. It included a built-in battery charger.



The car had two electric motors and a stated range of 100 to 150 miles, depending on how the vehicle was driven. Top speed was given as 50 mph and battery replacement cost was estimated at about \$300.

The battery charger would be standard equipment in each Pioneer. Recharging would take a maximum of eight hours and, despite rumors to the contrary, was to be from a regular 110 volt outlet. The utility companies had indicated an interest in providing the outlet in selected public parking lots. According to Mr. Lippincott, "Next to the low cost of operation in importance is the price of the car which, in convertible form, will be \$1995 FOB Santa Ana." The batteries will have a useful life of three years and cost \$300. The Pioneer will not be the only electric car, but it will probably be the first.

The car was unveiled at the Pomona Fair in 1959, but only the one prototype was built at Victress before the project was abandoned.

HOW TO DRIVE IN A ROUNDAABOUT 101

A. This car is yielding properly. If it enters now, it will cause an accident.

B. This car is entering properly. There is no one to yield to.

C. This car is yielding to everyone for no reason because the driver thinks it has to yield if ANY car is in the circle ANYWHERE.

D. This car HATES "car C."



SEE YOU IN WATERBURY
ON THE 12th, 13th & 14th!!



The Roadside Diner

Cheesy Hash Brown Potato Casserole



Nancy Gypson

2 pound (or less) bag frozen hash browns
 1 can cream of chicken soup
 8 ounces sour cream
 1/2 cup chopped onion
 8 ounces shredded cheddar
 1/4 cup melted butter
 1/2 teaspoon pepper
 1 cup crushed cornflakes
 1/4 cup melted butter

Thaw hash browns. Combine first seven ingredients. Place in greased baking dish. Cover and bake at 350 degrees for 30 minutes. Top with crushed cornflakes mixed with 1/4 cup melted butter. Bake, uncovered, for an additional 30 minutes.

KEN'S CORNER: DEL CAR

In researching Syracuse's Julian for July's issue of Wheel Tracks, I came across another New York manufactured car I had never heard of: Delcar of Troy, NY. (There were also three other cars manufactured in Troy: the Hidley steam car, the Dormandy and the Harvard. Stories will follow at a later date.)

Not to be confused with the mating of Nash and Hudson in 1954 to form the American Motors we're most familiar with, the Delcar was manufactured by American Motors of Troy, NY. Troy's American Motors had their corporate headquarters at 250 Park Avenue in New York City and manufacturing facilities at 466 Eighth Street in Troy, in what was formerly the Hammitt Machine Works.

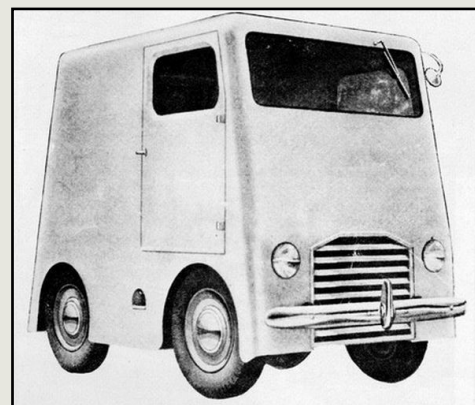
Five businessmen from Troy, NY, New Rochelle, NY, Long Island, NY, and Greenwich, CT, decided there was room for a small inner city delivery car (hence the acronym for "delivery car" - Delcar). The Delcar was conceived by the hole left in the small delivery vehicle category when the Pak-Age-Car, manufactured originally by Stutz and then Diamond T from 1927 to 1941, was discontinued.

Some interesting facts about the Delcar: It had an extremely short wheelbase of only 60 inches, it could carry a full half ton of cargo, the 4-cylinder engine produced 25 horsepower in a cab over engine configuration, and the interior dimensions were 85 inches long by 60 inches high by 56 inches wide.

Delcar was in business from 1946 to 1949. Less than a dozen cars were manufactured with the first one being completed in 1947.

Do any Delcars still exist? According to Daniel Strohl of Hemmings Motor News, it's a big, "We don't know." Automotive historian, Keith Marvin, didn't know back in 1978, but he did see one in Troy in 1964.

Delcar, where are you?



Wheel Tracks Classifieds

Free to all Enthusiasts

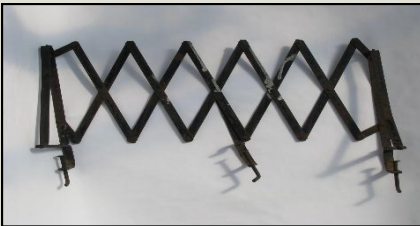


FOR SALE....Sales brochures with German models (in English language), for Mercedes Benz and Porsche. Also some VW. Most models from 1980 through 2020. Sales brochures for most American and some foreign makes, both pre-war and MANY post-war makes and models. Send e-mail with your interests and I'll respond with availability and price.

John Emerson
(802) 388-7826 jemerson@middlebury.edu

FOR SALE...Chevy 1930 wire wheels set \$150 and several 1932 wire wheels \$150. 2 - Model A wire wheels \$150. 2 - 1929/30 Ford wire wheels \$150. 2 - 1929 Ford wire wheels \$150. 2 - 1921 Ford wire wheels \$150. 1 - 1935 Ford wire wheel \$50. 1 - 1932 \$50. 1 - 1933/34 Ford wire wheel \$50. Email me if interested in any. ellieb@gmavt.net 802-425-3529. Marvin

FOR SALE....Four vintage running board expandable gate clamp on suitcase/luggage racks. \$20 each. Can deliver to Waterbury. Call Ken at 518-423-7565 or email 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....10 X 20 tent used as a car garage one winter, tarp enclosed, \$100.

Roy Martin 802-862-6374 or roymart@comcast.net

August Bumper Sticker...

**The Older I Get,
The Better I
Was.**

FOR SALE OR WANTED...Your free classified advertisement could go here!

Please contact
nancygypson@yahoo.com.



FOR SALE.... Owner's manuals for the following: 1950 Dodge \$10, 1971 Dodge Sportsman \$10, 1978 Dodge Magnum, Charger, Monaco Diplomat Aspen \$10, 1986 Chrysler LeBaron \$10. 1969 Plymouth Fury \$10, 1971 Cadillac \$10. 1956 Rambler \$15, 1951 Plymouth \$20, 1951 Lincoln \$20. Sales brochures: 1960 Cadillac Accessories booklet and Owner Protection Policy Booklet \$20 for both. Chevrolet: 1961 Truck color brochure, \$20. 1961 color Chassis-Cabs & stake models \$20. 1960 color Corvair brochure \$15. 1960 color brochure \$20. Engineer's Project Book sales booklet \$20. Pontiac large 28 page color sales booklet \$25. Pontiac 1959 color brochure \$15, DeSoto 1955 and 1958 color brochures \$20 for both. 1948 Oldsmobile sales \$20 and 1965 Oldsmobile Station Wagon sales \$15. 1960 AMC X-Ray brochure \$20. 1963 Mercury Car Buyers Coloring Book \$25. 1957 Lincoln color large sales \$20. Plymouth 1965 color sales \$20. Chrysler 1953 sales \$15, 1953 DeSoto full color sales \$15. Many sales brochures from 1960s through 2000s Most are Chrysler, Dodge and Plymouth but some Ford and GM makes and some imports as well. Sell by the piece or deal for all.

Chris Barbieri, cgeeb99@gmail.com or 802-223-3104

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...Wagner Electric 1 HP, 110 (26 amp)/220(13 amp) AC electric motor, 1725rpm, single phase, type TG, with reversible gearbox and driveshaft. This beefy workhorse formerly powered a 4-post cable lift, but is ready for your next imaginative project. \$50. Located in Sheldon. 802 933-2479



Continued from front page.....

The Story of "Ruby" the '67 Barracuda By Chris Barbieri

I must begin by admitting that I come from an extended MoPar family. My parents, aunts, uncles, and grandparents all drove Plymouths and Dodges. Those hand-me-down cars carried me through school and until I was on my own.

The first car I bought was a six month old 1964 Barracuda with 17,000 miles on the odometer! That's another tale for another time. That Barracuda was the first of three series of Barracudas, basically a Valiant with a huge rear fastback window, modified grille, and 7 ft. of flat space if needed. Mine had the new 273 V8 and 4 speed Hurst shifter.

As my '64 Cuda was pushing 100,000 miles it gave me an excuse to trade. The local Plymouth dealer had a special ordered '67 coupe with the Commando V8 and console Torqueflite automatic transmission for a customer that never showed up. I couldn't say no. Once again it was pretty and fast, but it wasn't a convertible. It was a great car in many ways and I was hooked on Barracudas. It was hard to describe. Simple yet beautiful, devoid of chrome, and sleek at the same time. To me it was a Wow! And it came in three choices: a notchback coupe, a fastback, and a convertible. The second-generation Barracuda's covered 1967 to 1969 models. The yearly styling changes were so minimal that it's hard to tell a '69 from a '67. When the 1967 Barracudas were introduced in late 1966, I knew it was love at first sight. I was hooked on the '67s, especially the Barracuda convertible which led to a decades-long on and off search.

Over the years lots of old cars have come and gone from our garage including three convertibles, none of which were a Barracuda. Finally, I decided to begin another casual search for a '67 - '69 convertible. I'm an original or as close to original nut when it comes to old cars. I like surfing the internet from time to time looking for 50s through 70s old original MoPars. My favorites are the 60s offerings.

Plymouth produced a 1967 model year run of 62,534 Barracudas, of which 4,228 were convertibles. Well, try to find a 60s or 70s unmolested American car today. I knew that over the years the convertible inventory would be declining, and indeed, my on-and-off search produced mostly beat up, tired, modified, rodded examples. There were a few Barracuda soft tops but not many. Often, they had modified wedge or hemi engines. I wanted an original or restored as-original, period.

Poking around on my laptop in the Fall of 2018, there suddenly appeared exactly what I was looking for. And it was in eastern Massachusetts not west of the Mississippi. A phone call to the seller revealed a major as-original restoration and the car was still available. Interested? Yes, but the price was well out of reach. The ad soon disappeared so I assumed the Barracuda had found a new owner.

Surprise! Surprise! as Gomer Pyle would say. In spring 2019 the ad returns with a lower price. After a visit to check out Ruby and intense dickering, a deal was made.

Ruby has an interesting life before she became part of ours. It starts and ends as a family affair.

In 1967 Ruby is purchased new from a now nameless Chrysler/Plymouth dealer in the Holyoke, Massachusetts area by a local couple about to retire. The original color is brown. They were moving to Florida and wanted a convertible to take with them. Some years later they pass on and Ruby, whose color is now yellow, moves on to a nephew who lives in Massachusetts. He appears to take good care of Ruby, occasionally attending old car shows and she is garaged when not on the road. As the years pass on the nephew is in need of new funds. He asks his newly retired brother, George, if he's willing to buy Ruby and the answer is yes.

George is an engineer but not a car guy, especially not an 'old car' guy. Yet he decides to restore Ruby. He has limited automotive restoration skills, so everything is farmed out - to a body shop, machine shop, transmission shop, paint shop, and so on. Most of the MoPar suppliers were called upon. Everything on Ruby is new or restored or refinished.

Why the name Ruby you ask? When it came time for the restoration paint job, the plan was a '67 Plymouth red but George's wife preferred a ruby red color from the '69 Mustang offerings. So, upon arrival home to Vermont she was christened "Ruby" to match her ruby red paint job.

As mentioned earlier George was an engineer. Thankfully, he kept every receipt for every purchase of every part or service that went into the restoration. He also kept every replaced part of Ruby, both body and mechanical. They all came with the car and now reside in our attic. As for Ruby, she resides with her other A-body siblings. Fortunately, they welcomed their cousin and are getting along fine together.





Visiting our August car show....

This beautiful International stake truck is from North Lawrence, New York. It is owned by Miller's Garage.



August 2022

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



From Ernie Clerihew.....

After reading Gary Fiske's July Wheel Tracks Gossip column about the overheating problem with Gael Boardman's 1929 Chevrolet, I thought I would add my \$.02.

I'd been dealing with an overheating problem with my 1914 Model T touring car for years. At constant idle, or driving in a slow-moving parade on a hot summer day, the coolant would boil in the engine block. I tried all kinds of cooling system miracle cures, but nothing improved this problem. Model T Fords use no water pump, but a thermo-syphon system in which hot engine coolant (heated by internal engine combustion) rises, via the

upper radiator hose, into the upper radiator tank. It then falls through the radiator tubes where it is cooled by the fins which contact the outside of the tubes. This heat is then given off to the surrounding air.....a clever and simple system, the performance of which is greatly improved by air flowing through the radiator fins. This will happen automatically at higher vehicle speeds. But a radiator fan with the proper blade pitch also helps pull air through the radiator fins, a big benefit at idle.

Since Gael's car "will overheat before you can take two sips from your coffee cup", I assume the car was idling at the time. Are the radiator fan blades without much pitch (almost parallel to the front of the car)? If so, that fan is not pulling much air through the radiator. In a counterclockwise (from the driver's seat) rotating engine, the leading edge of the fan blade should be closest to the radiator. Since I adjusted the fan blade pitch on my Model T, the engine did not overheat when I used the car in the Brandon, VT. 4th of July parade (held on July 2nd), a sunny 85 degree day last month.

How can you check your radiator fan blade pitch and correct it?

I found a YouTube video by the Packard fan blade company.

Google: HVAC-How To Determine the Pitch or Angle of a Fan Blade.

This is a 5 minute video that lets you determine your fan blade pitch without a pitch gauge, using a simple formula and a ruler. I set each of my Model T's 4 fan blades to about 22 degrees of pitch and the results were impressive. They had had practically no pitch before. A word of warning: some radiator fan blades on pre-WW II cars are riveted to the fan hub. If you lock the fan hub in a vise and then grab the tip of the blade with a large Channellock pliers to adjust the pitch, you will loosen the riveted connection between the hub and the blade, which could result in disaster when one of your fan blades parts company with the hub and crashes into your radiator. Find a way to hold the fan blade firmly in place outward from the place where the rivets attach the blade to the hub. If there is a bolted connection between the blade and the hub or pulley, taking the unit apart will make the adjustment easier. **Happy cooling!**

