

September 2022 VAE Year 69

# Wheel Tracks



From life in a steel  
Quonset hut in  
Tennessee  
to  
Charlie Thompson's  
loving garage in  
Colchester, VT.

This 1925  
Overland has many  
new adventures  
ahead.

More on page 11



The Official Monthly Publication of the Vermont Automobile Enthusiasts





## Fred's Shop Tools....

**My Drill Press:** That tall upright machine useful for suddenly snatching flat metal bar stock out of my hands, so that it smacks me in the chest and flings my beer across the room into a freshly painted project which I carefully set in the corner where nothing could get to it.



How is a golf ball different from a Chevy?  
I can drive a golf ball 200 yards.



\*\*\*\*\*

I got gas for \$1.99 at lunch.  
Unfortunately, it was from Taco Bell.

\*\*\*\*\*

Confucius say, man who runs behind car  
will get exhausted,  
but man who runs in front of car will  
get tired.

\*\*\*\*\*

A woman came home to find her retired  
husband waving a rolled up newspaper  
round his head.

Wife: 'What are you doing dear?'  
Husband: 'Swatting flies - I got 3 males  
and 2 females'

Wife: 'How on earth do you know which  
gender they were?'

Husband: 'Easy - 3 were on my beer,  
and the other 2 were on the phone.'

\*\*\*\*\*

### Classifieds:

**Available.....** Male, high mileage, good condition,  
some hair, many new parts including hip, knee,  
cornea and valves.

Isn't in running condition, but walks well.

**Looking.....** Recent widow who has just buried  
fourth husband looking for someone to round  
out a six-unit plot. Dizziness, fainting,  
shortness of breath not a problem.

**Partner wanted....** Am into solitude,  
long walks, sunrises, the ocean,  
yoga, and meditation.

If you are the silent type,  
let's get together, take our  
hearing aids out, and enjoy quiet times.

## VAE Gossip

from GCF



**The American Precision Museum in Windsor, Vermont**  
has a new theme for August relating to "transportation".  
If you happen to visit you will find a couple of High Wheelers in the front  
lobby. A 1910 Sears Runabout and a 1913 International Auto Wagon. They  
were loaned to the museum by two VAEers, Bill Erskine and Gary Fiske.

\*\*\*\*\*

Wheel Tracks has been contacted by the **Antique Truck Club of America**  
(ATCA), to see if there is any interest in Vermont to start a new chapter or  
revive the old one called the **Bulldog Chapter**. There are 61 ATCA members  
in Vermont and they are being asked their opinions. We have been asked if  
there are others in our VAE who would have an opinion. If so please contact  
**Bill Boyle** at 302-381-0959 (iyaboy3@msn.com) or **Hank Ashton** at  
518-232-2455 (hshazmat@roadrunner.com).

\*\*\*\*\*

**Gael Boardman's Vermont Custer Car**  
has found a new Vermont home. It was  
nick & tuck for a while and it looked like  
the car was heading south when Bill  
Erskine upped his bid and the deal was  
sealed. Judy Boardman was asked when  
and where Gael purchased the car and she  
said it just appeared in the barn one day a  
long time ago. If any of you have  
information on this children's Custer Car  
history, Bill would like your information.



\*\*\*\*\*

**I met a really neat VAEer a couple of days ago.** His name is **Bill Smith**.  
He had volunteered to help with the field setup for the 2022 August show.  
He has been interested in old cars since he was wearing short pants and, if  
I recall correctly, has been coming to our show since the 80s. He is also a  
40-year veteran of the Hershey Show.  
**He recalled looking out the window** of the family car, when he was twelve  
years old, and seeing an old Plymouth inside a repair garage as they passed  
by. After trying to buy the car many times as a teenager, and getting turned  
down, he "found" it years later and brought it home. He is in his 60s now and  
still has that Plymouth.

As I listened to Bill, I realized Wheel Tracks is somehow missing 75% of our  
member stories. I will be getting all of his Plymouth story when I can have  
my note pad in hand and you will be reading it later along with a picture.

**But.....**How can we get all those other untold stories from  
the rest of you?

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#### FROM OUR PRESIDENT, GARY FISKE



I wrote the date on a letter yesterday, August fifth. It surprised me. I could not believe seven months have passed at such a speed! It's only a week now before our show in Waterbury. Twelve months of work, by many of our club members, comes down to next Friday, Saturday and Sunday. That is incorrect. There are ten days of work getting the field ready, before the show and another two or three putting everything away after the three days end. They deserve all the credit we can muster.

#### THANK YOU TO ALL!

I have a task toward the end of this year as president and I need your help. It is my job to pick the "**2022 President's Restoration Award**". This is where I need your help. Please let me know of restorations that have been completed this year so I can visit the owners and their cars. I hope I can do justice.

Lastly, did you know 2023 is a magical year for us? Do the math: 2023 minus 1953 equals 70 years that our VAE Club has been in existence. **May 1953 was the first publication of Wheel Tracks**, and we four editors are discussing how we might make our May issue special. We have some ideas, and we could use more. Email me at [gafiske@gmail.com](mailto:gafiske@gmail.com) with yours and I will pass them along to the other three.

Thanks, *Gary*

#### 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](http://vtauto.org)  
 \*Click "Join VAE"  
 \*Print form, fill it  
 out and mail it with  
 your \$\$ to our  
 secretary

If you want your  
 latest  
 Wheel Tracks  
 earlier.... go to  
[vtauto.org](http://vtauto.org) then to our  
 Member Only Page.

The new issue can  
 usually be found  
 there, around the 25th  
 of the month.

**Wheel Tracks**  
 is a monthly  
 newsletter published  
 in print and  
 electronically for the  
 public, and for the  
 VAE membership.  
 The VAE is a 501c3  
 a not-for-profit Inc.

How many of you have ever woken up in the morning, gone to the bathroom mirror, looked at yourself and thought, "That can't be right!"? As I write this it's July 31st and I turned 73 yesterday. (It was Henry Ford's birthday as well.) How the heck did that happen? Yesterday morning when I woke up, Nancy turned to me and said, "I'm married to an old guy." My reply was, "Look, Sunshine, you're going to be in your seventies this year, too." (Co-editor's note: I wonder if there is anyone left on the face of the earth that Ken has NOT told that I'm turning seventy.)

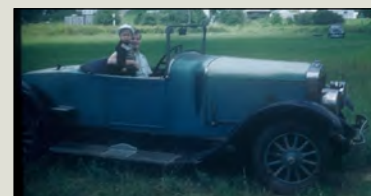


My point here is that in talking to our President, Gary, this week I reminded him that 2023 will be the 70th anniversary of the VAE. I'm in my seventies and our club will be next year as well. My mother, Anne Gypson, never could have imagined that her present to my dad on January 4th, 1953, would still be giving pleasure to so many 70 years later.

Gary, Anne, Nancy and I have some preliminary ideas on how to celebrate this milestone next year. Please share your thoughts with your editors.  
**LET'S DO THIS!**

#### WHO ARE THESE PEOPLE?

Long live the VAE...*Ken*







# Wheel Tracks Academy



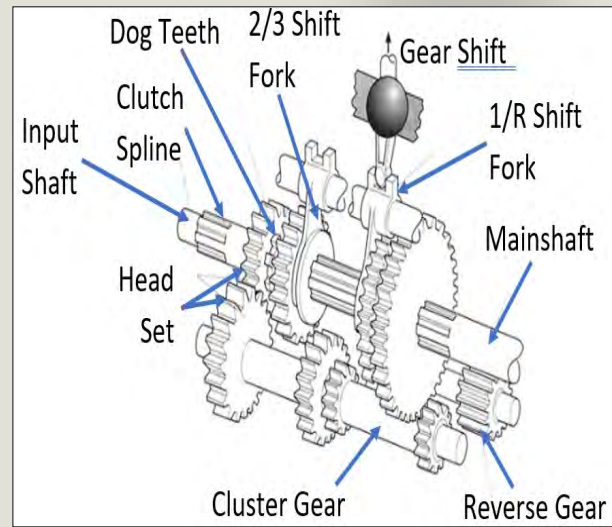
## SMOOTH SHIFTING

By Guest Writer, Thomas Noble

(Part 1)

Early automobiles used all kinds of mechanisms to transfer power from an engine to the wheels- friction wheels, planetary gear transmissions (think model T), etc. But by the 1920s most everyone had settled in on the sliding gear manual transmission. This was a robust, compact, and relatively simple solution that was used for many years. A depiction of a basic slider gear transmission can be seen at right.

The basics of how this works are that the engine drives the "input shaft" (but can be disengaged from it by the clutch), and the "mainshaft" is connected to the drive wheels. The input shaft has a single gear on it with small "dog teeth" behind the gear. The mainshaft is a splined shaft, the front end of which rides in a bearing under the primary shaft gear, so the two shafts are in line with each other but can rotate at different speeds. The third shaft, called a "layshaft" or "cluster gear" has a series of different diameter gears fixed to it. The forward most of these is in permanent engagement with the gear on the primary shaft. (In my previous life working in a transmission plant we called this the "headset".) The last pieces of the puzzle are the sliding gears, which are moved by forks that you move when you move the gearshift. These sliding gears are splined to the mainshaft and move forward and rearward along it. In this illustration, moving the rear sliding gear forward engages the third gear on the layshaft and gives you your lowest forward gear ratio, what we call 1st gear. Moving that same sliding gear rearward, engages the reverse gear set. Moving the front sliding gear rearward engages the second gear on the layshaft and gives you a slightly higher ratio forward gear- what we call 2nd gear. Finally, moving the front sliding gear forward engages the dog teeth on the input gear and locks the input shaft to the mainshaft. This gives you a 1:1 ratio that we call 3rd gear.



The downside of the simplicity of this design is that it requires some skill to shift one of these without grinding the gears. This is why these were sometimes called "crashboxes". The only features in these that helped you get from one gear to the next was what is called "bull nose pointing" on the sliding gears and the gears they mesh with. This just meant that the end faces of the teeth were rounded to help them slide past each other. But this only works when the speed difference between the sliding gear and the gear you're trying to slide it in to mesh with is small. If the speed difference is too large you get a whole lot of unpleasant noises- and ridicule from your friends! This is where the idea of "double clutching" comes in. Double clutching is a way of getting the cluster gear up to the same speed as the mainshaft particularly for a downshift. To double clutch, you do the following:

1. Depress the clutch pedal (which disengages the engine from the input shaft)
2. Pull the gear shift into neutral (slides the sliding gears such that they aren't engage with any of their mating gears on the cluster gear)
3. Lift the clutch pedal (reengages the engine to the input shaft)
4. Pump the gas pedal (revs up the engine making the input shaft and cluster gear rotate faster)
5. Depress the clutch pedal (disengages the engine from the input shaft)
6. Move the shift level into the gear you want (slides the sliding gear into mesh with the desired gear on the cluster)
7. Lift the clutch pedal

This is quite a dance to do every time you want to change gears, particularly under the stress of traffic. So, how do you make it easier? With synchronizers! A transmission with these is referred to as a "synchromesh" transmission and was a huge advancement that made cars much easier to drive even for relatively inexperienced drivers.

(Next month, in Part 2, Thomas will discuss synchronizers.)



## "The Softer Side"

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

.....from Nancy

### THE ANNUAL "OLNEY" SHUFFLE\*

All families have traditions, some with food at different holidays such as there would be no Thanksgiving without green bean casserole or Christmas without eggnog. You get the idea, right? I am sure that if asked, every family has something they do year after year and would not consider doing it any different or, heaven forbid, not at all!

It did not take me long to realize the Olneys had traditions when I (as new member of the family) suggested we have prime rib instead of turkey for Christmas dinner. "We always have the same dishes as we have on Thanksgiving," which was exactly why I was suggesting the prime rib. But they agreed, and my mother-in-law volunteered to bring the beef. But you should know that the turkey and all the fixings were also planned.

As we sat down to Christmas dinner, it was announced that Nancy had suggested beef this year, and with all eyes on me, my mother-in-law put the "prime rib" on the table. The first thing I noticed was it was in a bowl, and as it passed to me, I could see some dried chunks of beef?? You can imagine - the turkey that came after was hailed as "the best ever"! We never spoke of this again.

Another tradition the Olneys had (and have) is what I call the annual Olney shuffle. This is where you try and move all your great abundance of "stuff," not to sell, not to give away, not (heaven forbid I utter the words) throw away, but just move them east or west and sometimes north and south in the warehouse. I will tell you this is no easy task, but there is something born in you to move it around.

Of course, there is never enough help or space to make this happen. More often than not, tempers

flare and frustration abound and, on occasion, some "sailor" language is uttered, but you push forward.

This year the move was especially difficult because none of the cars could be driven. What that means is using all "man, woman, child, neighbor power" to get the job done! We have lived here long enough for the neighbors to recognize what is about to happen, and they plan day trips (out of town). I think they visit our "kids" that happen to be away! I will say one of our neighbors, Andy, always comes and helps with the move. I have not figured out if he enjoys it or cannot find an excuse fast enough; but what I think is that he is just a great guy and probably it has become one of his traditions every year.

\* shuffle verb

to move similar things from one position or place to another, often to give an appearance of activity when nothing useful is being done

Cambridge Dictionary

This year's move is almost done. No major mishaps - like a few years ago we were moving a pickup truck (the one bought by the "Pickers"), Gary was towing it, and I was to throw a tire blocking the wheel when the tow rope broke and it barreled down the hill and went through the neighbors' fence! I guess the only almost disaster was the Studebaker's tether broke and that almost went down the same hill and would have hit a tree, but Andy and Gary were able to stop it!

The only problem now is that we have two vehicles out that need to go in and the space is full! We will have to figure that out before winter. Of course, I will have to say it is not exactly as one would want it, but, oh well, there is always next year!

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## THE LINCOLN HIGHWAY

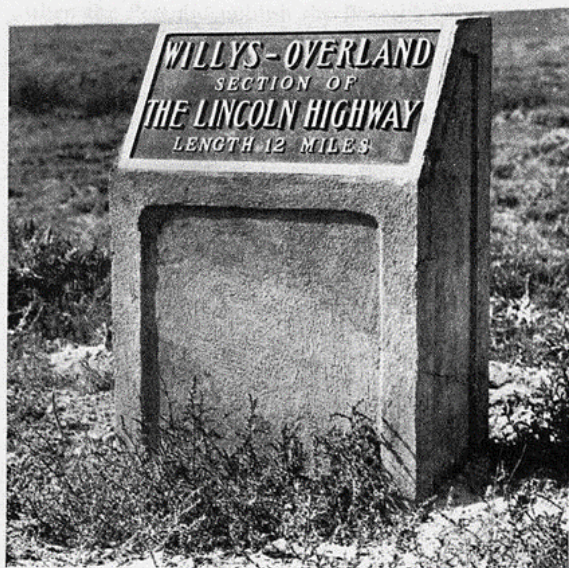
By Charlie Thompson

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



It is hard to imagine in today's world of taxes and big state and federal government projects that the Lincoln Highway was funded by private donations and fundraising. Mr. Fisher, the Lincoln Highway's founder, estimated that \$10 million would be needed for the project and should be raised by contributions from automobile manufacturers, jobbers, dealers, and producers of automobile accessories. He suggested contributions based on gross revenue at a rate of 1/3 of 1 % for three years or 1/5 of one percent for five years. Realizing that private citizens might be willing to assist, Mr. Fisher suggested that an association be formed and membership be offered in two classes, one at \$5 per year and the other at \$100 per year.

Encouraged by positive responses to his letter writing, Mr. Fisher called a meeting of automotive leaders in Indianapolis. He presented his plan and within a half hour had pledges of over \$300,000, with more coming shortly after from those present who did not have the authority to commit their companies. From a letter outlining the plan, Mr. Frank A Sciberling of Goodyear Tire and Rubber Co. pledged \$300,000 "without even consulting the company directors." Word of Goodyear's pledge stirred interest all over the country as Mr. Fisher telegraphed prospective contributors asking that they "please hurry up their pledges."



A COMMON SIGHT ALONG THE LINCOLN HIGHWAY IN WYOMING

In 1912, Henry Ford was the dominant automobile manufacturer, making three-quarters of the cars in the country. Mr. Fisher felt that Ford's participation was essential, both for his contribution and to lead other manufacturers to follow suit. Mr. Fisher hurried to Detroit and found Mr. Ford at the state fair observing the livestock. Mr. Fisher was told to come to Ford's office the next day and Ford would sign up. But when he arrived, he was told by Ford's secretary that Ford had changed his mind. Shortly after, despite Ford's failure to help, Mr. Fisher got a telegram stating that "Packard Company voted enthusiastically to join movement and start the ball rolling in Detroit." Packard's pledge was for \$150,000. Early in 1913, the Willys-Overland Company subscribed with another \$150,000. There followed a pledge of \$100,000 from Hudson and a million and a half from the Salt Lake City automobile interest with a challenge to Colorado to do the same.

Mr. Henry B. Joy, president of Packard, wrote, "If a transcontinental highway can be (built), the good roads improvement which will result within the next 10 years can hardly be conceived. Such highway improvement would benefit almost every person in the United States."





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



Remember when you often needed to check your car's oil, radiator coolant, and battery "water" level? Even sometimes when you gassed up?

Cleveland Browns star quarterback Otto Graham [the Tom Brady of his era] had the solution when it came to battery maintenance. In a full-page ad in the August 1952 *Popular Mechanics*, he says just "Buy Presto-o-lite hi-level Battery... needs water only 3 times a year... lasts longer, too!" In very tiny print is added "in normal car use." The ad also lures football fans to "See your Prest-O-lite dealer for free Pro-Football Schedules."

The ad does remind us of the maintenance our cars and trucks required 70 years ago and how little new cars and trucks require today. Thanks to modern oil and coolant, our collector vehicles benefit as well. Today's car batteries are expensive, but in most cases they are a bargain compared to those of years gone by. Recently I needed to replace 2 batteries. One finally died after six years of service, the other 11 years!

Presto-o-lite batteries are no longer on the market. They were produced from 1945-1985 by the Presto-Lite Battery Division of Presto-Lite Electric. The parent company is now a global manufacturer of alternators, starters, and other vehicle electronics.



Remember When?

## Next up.....

## Coming VAE Events for 2022

**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. Meet at the Underhill Town Hall, Underhill Center, at 10:30. A pot luck lunch will follow. The tour will cover some dirt roads. Plenty of parking. Kitchen and bathroom onsite.

**NOVEMBER 5th:** VAE Annual Meeting, 12 p.m. to 4 p.m., at The Community Center at Holy Family Campus, 4 Prospect St., Essex Junction. Please plan on attending. This is the first annual meeting post-pandemic. It will be a potluck luncheon, so please bring a dish to share. VAE will supply coffee and soft drinks.

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

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





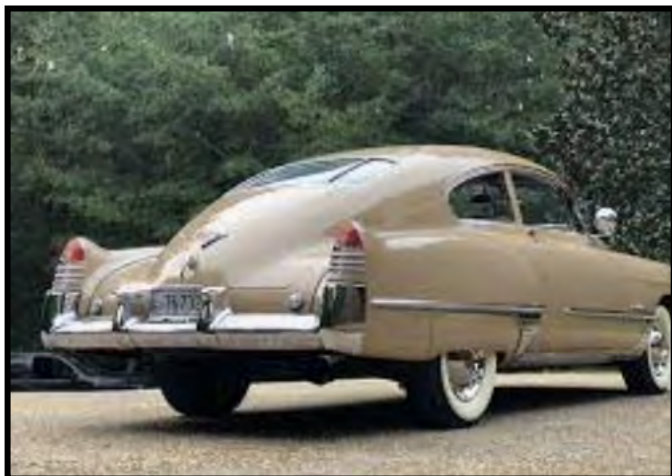
"The Pleasures of Reading  
An Auto Magazine"

## Trivia from Don Tenerowicz

### BIG, BOLD & BEAUTIFUL

*Reminisce Magazine* recognized the 120th anniversary of Cadillac: "Cadillac Culture, Big, Bold and Beautiful. No other vehicle captures the spirit of American vitality better than the classy brand from General Motors." Growing up in the 1940s and '50s, there was a definite pecking order in Connecticut of Chevrolet, Pontiac, Oldsmobile, Buick, and, at the top, Cadillac. Doctors making house calls might have a Buick or Oldsmobile but never a Cadillac, as it would appear to be extravagant.

A favorite Cadillac model of mine is the 1948; first year for the tail fins.



#### Some milestones:

1902: Henry Martin Leland named his company after the founder of Detroit, Antoine de la Mothe Cadillac.

1915: Cadillac builds the first production car with a V-8 engine.

1930: First V-16 engine with 160 horsepower.

1954: First carmaker to make power steering standard on all models.

1965: Cadillacs are equipped with telescoping steering wheels.

1967: Fleetwood Eldorado is the first Cadillac with front-wheel drive.

1970: Eldorados have the largest mass-produced engine in history-8.2 liters and 400 horsepower.

1972: Seat belts are standard in all Cadillac models.

The town I grew up in had a Cadillac ambulance, sponsored to this day by the American Legion Post. Today's ambulances having no comparison to the older versions. I am told a fully equipped ambulance with all the life support equipment, radio telehealth contact, etc., with hospital emergency rooms, costs \$250,000. Due to the shortage of volunteers, our local community now has some paid staff to provide the 365/24/7 coverage. Might be unique: the garage for the ambulance is adjacent to the high school, and the staff serves as volunteer drivers when the need arises. High school students, after being fully trained and certified, supplement the professional EMTs. After graduation, some of these high school students continue as volunteers.

Now that the car show is over with, you have another chance to get your car out and drive it and enjoy some beautiful fall scenery!



Don't miss the Annual Gypson Fall Foliage Tour starting in Underhill Center on October 1.

See Page 7 for all the details.





Leftovers make great sandwiches!

# The Roadside Diner

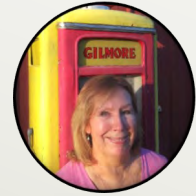
## Crock Pot Meatloaf

### Meatloaf:

2 eggs  
3/4 cup milk  
2/3 cup seasoned bread crumbs  
2 tsp. dried minced onion  
1 tsp. salt  
1/2 tsp. sage  
1 and 1/2 pounds ground beef

### Topping:

1/4 cup ketchup  
2 tbsp. brown sugar  
1 tbsp. maple syrup  
1 tsp. dry mustard  
1/2 tsp. Worcestershire sauce



Nancy Gypson

Mix all meatloaf ingredients. Shape into loaf and place in crock pot. Cook 6 hours on low. Drain drippings. Mix all topping ingredients and spoon over meatloaf. Cook an additional 15 minutes on low. Let stand for 15 minutes.

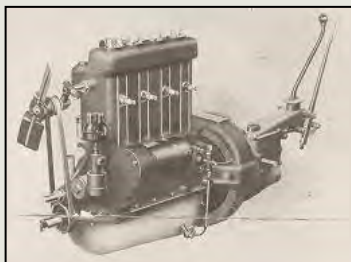
## KEN'S CORNER: HARVARD OF TROY, NY

Last month I mentioned that there were three cars manufactured in Troy, New York. (Remember, Troy is only 30 plus miles from Bennington.) This month's pick is the Harvard or the Harvard-Pioneer.

I wasn't smart enough to cheat in high school to stay out of the lower 10% of my graduating class so I offer the following. It's a straight quote from Wikipedia. I hope you don't think any less of my editorship.

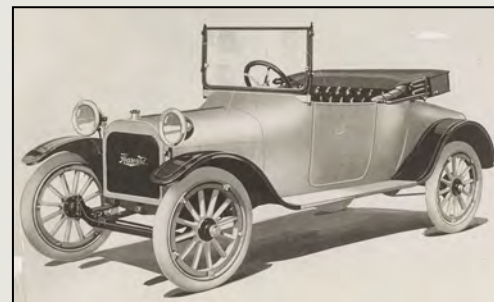
*"The Harvard was a Brass Era car built in Troy and Hudson Falls, NY and later in Hyattsville, Maryland over the course of the period 1915 to 1921.*

*After selling his Herreshoff Motor Company in Detroit, Charles Herreshoff teamed up with Northrup R. Holmes, who had already founded the Herreshoff Light Car Company as a Troy dealership for the previous Herreshoff car. Herreshoff brought with him the prototype for his new light car that he had been working on while still in Detroit. Plans were laid for production in Troy, with an eye on the export market (especially New Zealand). Herreshoff abruptly departed town for South America, taking his prototype with him. Holmes then approached Theodore Litchfield to be business partners, as Holmes still had the plans for the car in his office safe. Litchfield was a Troy mechanic and the dealer for the Herff-Brooks automobile.*



*Holmes and Litchfield formed a new company, the Pioneer Motor Car Company, to manufacture the newly christened Harvard automobile. The company name was quickly changed to the Harvard-Pioneer Motor Car Company.*

*The cars featured a small four-cylinder Model engine, and was one of the first and maybe the first in the U.S. with a covered compartment for concealing the spare tire. Another distinguishing feature of the Harvard was that the headlights were attached to mounts directly bolted to the radiator shell. In early 1916, Holmes partnered with local auto dealer George N. Nay to use the latter's facilities in neighboring Hudson Falls. Assembly of the Harvard now took place on the top floor of the Adirondack Motor Car Company, of which Nay was the owner. The plant supervisor was one Walter Bulow, previously of Lozier and American fiat. Walter redesigned the Harvard in 1919, giving it a more rounded radiator shell. In October 1919 the company name was once again changed, this time to the Harvard Motor Car Company. Not long after the name change, a group of businessmen bought the entire operation and transferred it to Hyattsville, Maryland. Several of the Bulow-designed automobiles were built in Maryland, before the company finally succumbed to the depression of the early 1920s."*



# Wheel Tracks Classifieds

## Free to all Enthusiasts



**WANTED...**A place to store my 1969 Pontiac GTO for the winter within a reasonable driving distance from South Burlington. Climate controlled would be a huge plus, but dry, safe and secure would suffice. Will pay monthly rental fee. Tom Karnes, 802-557-2283

### September Bumper Sticker...

**Some days the supply  
of curse words is  
insufficient to meet  
my demands.**

**OUR APOLOGIES** to the person who sent us a classified ad on July 11th or 12th. We lost it. Please resend and we will ensure that it gets into the next issue.

**FOR SALE...**2-American Bosch Tractor Mags, both work. 1-MJB6A-6, 6-cylinder direct drive with variable timing. 1-MJB-4, 4-cylinder with impulse coupling and fixed timing.

Asking \$125 each  
or \$225 for both.

Fred Gonet  
802-226-7709



**FOR SALE...**Miscellaneous mostly late 1960s Dart "A" body grilles, mouldings, taillamp assemblies, headlight buckets, a real smorgasbord of goodies, all in fair condition, nothing perfect, mostly usable or restorable. Too much to individually list or photograph. \$500 for the whole pile and there are a couple of treasures in there. Will Dodge, cell 802-345-5529, Email vtfuryman@aol.com



**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...**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 work-horse formerly powered a 4-post cable lift, but is ready for your next imaginative project. \$50. Located in Sheldon. 802 933-2479



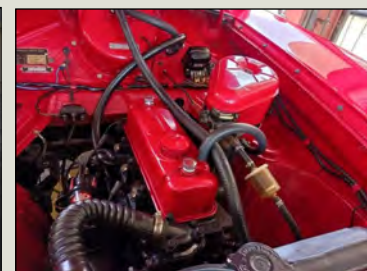
**FOR SALE...**Ford Model A Woody body parts. There are parts to make 5 woody bodies (parts to make the doors, panels, roofs, and floors). There are a significant number of parts to make 3 others. There are wooden patterns to make the parts. There are also several hardware pieces that are necessary for putting these bodies together. I also have 11" by 17" plans for these bodies as well. I would like to sell these as a lot. A phone call might be best to discuss.

Nottingham, NH, Denis @ 603-817-0837.

**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...**1957 Nash Metropolitan, 2 door hardtop, Series 111, 500cc Austin engine, wide whitewall tires, manual transmission, Continental kit, houndstooth upholstery, only 5,580 miles since 2010 restoration, always garaged. Asking \$19,900. Bob Haufman Home 772-664-7091 Cell 772-646-1384





Continued from front page.....

Charlie Thompson has been without an old car ride for a while now. His beloved 1930 Whippet has some engine problems and he needs to have it rebuilt.

Most of our old car problems are caused from lying around, in a barn, doing nothing. Not Charlie's Whippet. He has worn the heck out of it, traveling to most of the states east of the Mississippi. There are many famous on-the-road stories from his traveling adventures. It is too bad he is so modest, most of us would have the stories plastered everywhere, but not Charlie.

Wendell Noble remembers telling Charlie some ideas for fixing the holes in the running boards of his Whippet. Wendell says Charlie patiently listening to every one of his suggestions and at the end simply replied by saying, "Why would I do that?". Another of Charlie's replies when asked if he was ever going to restore his Whippet..... He would reply by saying he had just finished the restoration a few weeks earlier.

A few months ago, Charlie was attending the WOKR car club International Meet in Huntsville, Alabama. WOKR stands for Willys, Overland, Knight Registry. During a club visit about 40 miles north of Huntsville, in Tennessee, he spotted the Overland pickup among many old vehicles owned by Ed Hanish. He also found it was for sale.

After talking it over with his wife, Marion, he decided he would travel back to Tennessee with his trailer to bring it home to Vermont. **Not everyone has a neat wife like Marion!**



He is doing a few "fixes" on the Overland, with hopes of getting it registered and on the road soon. The ring gear has an issue and there is a plan to replace it with a spare. The

carburetor has been cleaned and tuned and the starter has received a "green-light" from Smitty's Starter Shop in Sheldon.

Asked when he will be heading out on a multi-state journey in his new Overland, his only reply was to wait until he and the car gets more acquainted. He has had 55 years to get acquainted with his Whippet and look at the adventures they have had!



**1925 Overland 91A  
#256864**

1911 Production.....eleven

1925 Production.....157,000

Base price.....\$530

Engine...4-cyl 27HP

Transmission.....3-speed manual

Wheel Base.....100 inches

Weight.....1769 pounds

Charlie's overland was a coupe and has been made into a pickup, with overland blue paint.

**"Why would I do that?"**



**The twentieth century was the century of the automobile in which this machine went from the plaything of the wealthy to an important part of everyday life for most people.**

During the first part of the twentieth century, many entrepreneurs began to design, manufacture, and market automobiles. Most of these early manufacturers failed to survive the Great Depression of the 1930s. One of these early companies was the **Overland Automobile Company**.

When **Claude Cox** was in his senior year of Rose Polytechnic Institute, a small private college with a program in engineering, he made a three wheel vehicle for his senior year thesis. In 1902, Cox met with **Charles Minshall**, the owner of Standard Wheel Company of Terre Haute, Indiana. Minshall was interested in building an automobile, but didn't know how to. Cox seemed to have the knowledge so Minshall hired him to head Standard Wheel's new automobile department and design the car.

**In 1903**, Cox designed and built a car much advanced for the time. The new car was named the Overland and featured a two-cylinder water-cooled engine that was mounted up front under the hood. The car also featured a removable switch plug so that it could not be driven without it.

**The first Overland was a runabout.** At the beginning of the twentieth century, the runabout was a common open-car body style, small, and inexpensive.

According to "The Standard Catalog of American Cars" there were 154,292 Overland automobiles built between 1903 and 1914 when the brand name changed to Willys-Overland.

The last vehicle built with the Overland name was in 1927.





David Dorr's 1986 Jeep CJ10 Pickup,  
from  
Manchester Center, Vermont



September 2022

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

Pictured right-

The crowd starts  
collecting to watch the  
parade vehicles leave  
the show field



Pictured left-



From our 1984 Wheel Tracks titled  
"Guess Who?"

The photo was taken in the 1930s  
and the answer was on page 28. It  
is Alvin Ward.

Is the toy car a Custer Car?

Question..... Would you be interested in a similar  
Wheel Tracks column.  
Send us a picture with a few hints.  
It could be fun!