

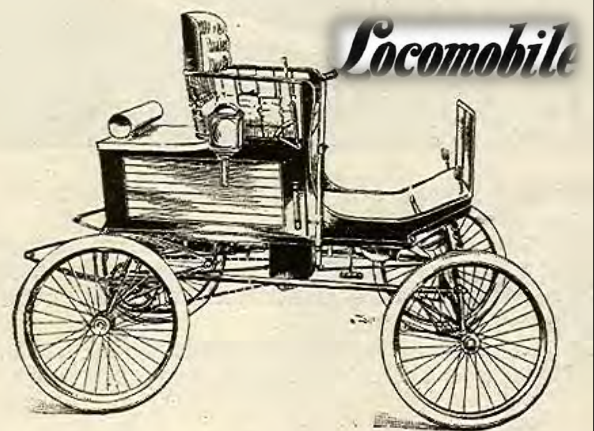
October 2022 VAE Year 69

Wheel Tracks



And then there were two.....

Bill Erskine, left, can't stand having only one of anything. So, he spent hours wearing down Wendell Noble, pictured right, before finally buying his 1901 Locomobile steam engine. There is more on page 11.



Style No. 2, \$750, F.O.B., Bridgeport, Conn.

The Official Monthly Publication of the Vermont Automobile Enthusiasts



Fred's Shop Tools....

My Wire Wheel: Cleans paint off bolts, and then throws them somewhere under the workbench at the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh, Shit!"



A doctor and a lawyer were attending a cocktail party when the doctor was approached by a man asking what to do about an ulcer. The doctor mumbled something medical, then turned to the lawyer and asked, "How do you handle it when you're asked for advice during a social function?"

"I send a bill", the lawyer replied.

The next morning the doctor arrived at his office and issued the ulcer-stricken man a bill for \$50. That afternoon he received a bill from the lawyer for \$100.

Deep in the forest, a small turtle began to climb a tree. After hours of effort, he reached the top, jumped into the air waving his front legs, and crashed to the ground.

After recovering, the turtle slowly climbed the tree again and fell. He tried repeatedly while two birds watched from a nearby tree.

"Dear", one bird chirped, "I think it is time to tell him he is adopted."

It is very important to rest between sets of exercise. I personally stick to breaks of one to four years.

When you are too tired to do all the things on your 'to-do' list, try a 'to-don't' list. Simply write all the things you are not going to do and then..... don't do them. This creates a huge sense of achievement with none of the effort.

I just got nine out of 10 on my driver's test. The last guy was able to get out of the way.

100 years ago everyone owned a horse and only the rich had cars. Today everyone owns cars and only the rich own horses.



VAE Gossip

from GCF



This is all 3rd-hand information, so I will not use names. It has come to our attention from a slightly gossipy (but truthful) member that a VAE editor's wife was mistaken for the editor's daughter. For the sake of accuracy, please note one male editor's wife was not in the Waterbury area the whole time of the show.

Now to broach the subject with the suspected male editor.....

There has been a long, difficult, contrary, love/hate "thing" going on for some time with a GM product refusing to control its own heat. While sitting on 5-gallon pails pondering their next move, one mechanic decided to remove the front license plate, thinking it was blocking air flow. The story goes, the GM product stopped overheating, just barely.

We would like to be there when the owner is told how it got fixed.

There is a new car club chapter in Vermont, the "Green Mountain Model T Club". There were concerns the member requirement could be met, but that disappeared after a gathering at our August Waterbury show and 26 folks signed up. **Ralph Shepard** and **Ginny Curtis** are the driving forces in this newborn chapter. Ralph is acting president and Ginny is secretary. Here are their email addresses if you have questions or want to become a member..... mayo_shep@msn.com and ginnycurtis@frontiernet.net.

You can check, but we believe you do not need to have a Model T to be a member, just a love for the little automobile. Contact Ralph or Ginny if you are interested.

We just came across a list of motor vehicles manufactured in Vermont, WOW! Thanks to The American Standard Catalog: 19 of them!

Barre

Barre
Jackson
Lane & Daley Steamer

Bellows Falls

The Gregory

Bennington

Martin Wasp
Wasp

Bethel

The Bethel

Brattleboro

Gore

Ludlow
Floyd-Warren

Montpelier

Hatch
Williams

Poultney

Mahana

Rutland

Archer Frenier

Willard Steam

Springfield
Rae Electric

St Johnsbury

Hooker
Ranlet

Westminster Station

Abenaque

Windsor

Spear

Duane Leach - Chairman
802-849-6174 dmleachs@gmail.com
Gary Fiske— President
802-933-7780 gafiske@gmail.com
Mike Felix— 1st. Vice
845-656-7260 felixmike3@gmail.com
Chris Barbieri— 2nd Vice
802-223-3104 cgeeb99@gamil.com
Don Pierce— Treasurer
802-879-3087 dwp@melodyelectric.com
Charlie Thompson— Recording Secretary
802-878-2536 charlieandmarion@comcast.net
Judy Boardman— Term ends 1/2024
802-899-2260 judyboardman@gmail.com
Eric Osgood—Term ends 1/2024
802-635-2138 eto1@outlook.com
Gary Olney—Term ends 1/2023
802-873-3552 nolney27_@hotmail.com

Education/Outreach Committee

Ed Hilbert — Chair	Gary Fiske
Tom McHugh V-Chair	Charlie Thompson
Wendell Noble — Sec.	Don Pierce
Gary Olney	Nancy Olney
John Malinowski	

Christina McCaffrey— Membership Secretary
(Ex-Officio) 89 Ledge Road, Burlington VT 05401-4140
VAEmembership@gmail.com or marleyparis@aol.com

The Vermont Antique and Classic Car Meet Co-Chairs
Bob Chase 802-253-4579
Duane Leach 802-849-6174

Wheel Tracks Editors

Anne Pierce, 802-879-3087
fortherecordinvermont@gmail.com
Colchester, Vermont

&
Nancy & Ken Gypson, 518-423-7565
kengypson@yahoo.com
nancygypson@yahoo.com
Poestenkill, New York

&
Gary Fiske, 802-933-7780
gafiske@gmail.com
Enosburg Falls, Vermont

Clark & Isabelle Wright - Burma-Shave Editors

Justin Perdue -Webmaster

David Hillman -Welcome Committee

John Lavallee -Communications

Wheel Tracks Printer Messenger Marketing,
St Albans, Vermont



FROM OUR PRESIDENT, GARY FISKE



Have you had your old car out lately?

Remember, the snow is not far away. I will meet you down by the corner. Are you ready?

You will find our third 4-page supplement in this issue. We are planning on three or four per year to take care of the backlog of material we always have. Truth be told, a 12-page supplement would not handle our backlog. You will meet Dick Sirola this month in his column on model building, one of many new subjects we hope to bring to Wheel Tracks.

The editorial staff has voted to continue our traditional October vacation, so there will be no November Wheel Tracks. I am very proud of Wheel Track's journey these past twelve months. Many car clubs have had to go to bimonthly or quarterly publications, but not Wheel Tracks, thanks to Nancy and Ken Gypson, and Anne Pierce. Our members and our monthly columnists keep this publication very much alive and well. Thank you!

Another point of pride for us is the Waterbury Show. Wasn't it great this year? Enough cannot be said about the many workers who showed up to make it possible. I have been involved with our August show for several years now and it always amazes me how it comes together every year. From a distance it seems like magic, but we all know it is a lot of hard work. **Thank you to you all.**

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
 *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 a not-for-profit Inc.

What would you advise?

Dear Abby,

I have two brothers, one who belongs to the VAE, and the other just went to the electric chair for murder. My mother died in an institution for the insane when I was only three years old. My two sisters are deadbeats and my father is a peddler of narcotics in order to support his own habit. Recently, I met this lovely alcoholic girl who just got released from prison where she spent 7 years for murdering her neighbor. I would like to marry her.

My problem is this. If I marry this girl, should I tell her about my brother who belongs to the VAE?

Signed, Desperate and Despondent

And, finally, our special thanks to Anne Pierce for her creative (and perhaps multicultural) spelling!

Long live the VAE...Ken





Wheel Tracks Academy



SMOOTH SHIFTING

By Guest Writer, Thomas Noble

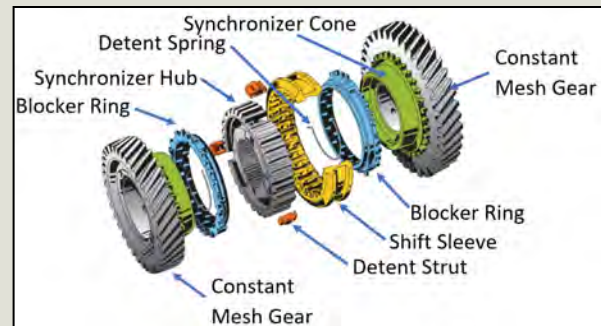
(Part 2)

(Continued from September 2022)

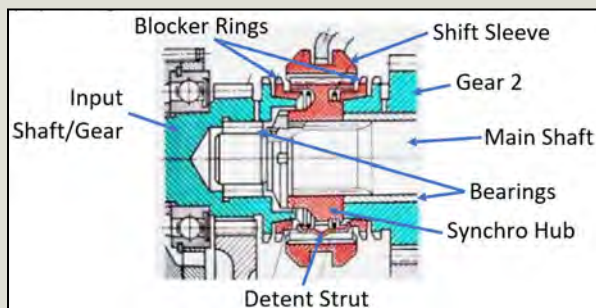
A synchronizer takes the place of a sliding gear and, as the name implies, synchronizes the speed of two gears that you are trying to engage. This largely eliminates the crunching and grinding that was so common with the old sliding gear transmissions. An exploded view of a synchronizer can be seen below:

The main parts here are:

- * The synchronizer hub, which is fixed to the mainshaft with a spline (it does not slide forward and backward).
- * The shift sleeve, which is slid backward and forward on splines on the outside of the hub by the shift lever.
- * Struts and springs which act as detents to hold the sleeve in its middle position.
- * Blocker rings, which have pointed dog teeth on their outside diameter that match the spline on the outside of the hub, a cone shape on their inside diameter, and features that engage the same slots that the struts ride in on the hub. There is intentional slop in the fit of these last features to allow parts to rotate into alignment as the sleeve slides.
- * The large gears you see are permanently in mesh with mating gears on the cluster gear and ride on bearings on the mainshaft (meaning they can rotate at different speeds than the mainshaft). They also have an external cone feature that mates with the internal cone on the blocker ring and pointed dog teeth that are the same as those on the blocker ring.



When you put it all together a cross-section of it looks like this:



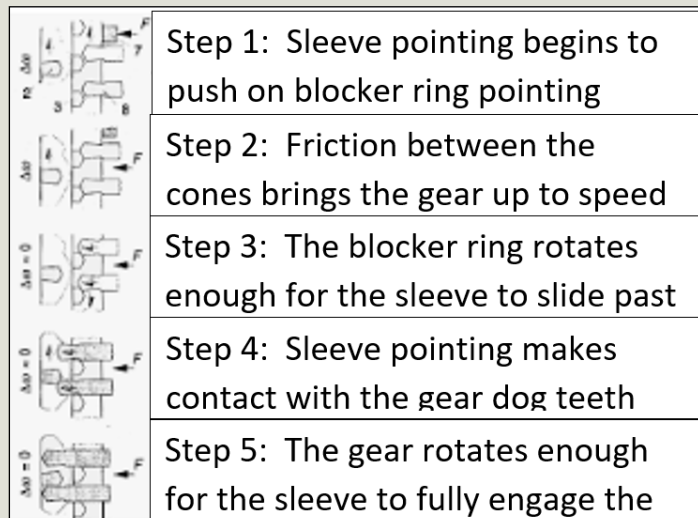
So, how does all this work and make my car easier to shift? Here's what happens when you shift a transmission with synchromesh:

- * As you move the shift lever and the sleeve starts to slide, it begins to push on the pointing of the dog teeth on the blocker ring. This pushes the conical surfaces on the inside of the blocker ring into contact with the cone on the gear. The friction between these causes the gear (along with the cluster gear and input shaft which it is permanently meshed with) to speed up and eventually match the speed of the mainshaft (which the hub is fixed to).

- * Once the speeds are close enough, the sleeve is able to rotate the blocker ring enough to get past the pointing and fully engage its dog teeth.

- * Next, the sleeve gets to the pointing on the dog teeth of the gear which rotates into alignment and allow the sleeve to slide to its final position, fully engaged with the dog teeth on the gear.

For those visual learners among us, here is a diagram showing how the sequence happens:



VERMONT ANTIQUE & CLASSIC CAR MEET 2022 CLASS AWARDS**

CLASS 2

1st Place: 1920 Maxwell Model AA owned by *Billings Cooke & Sarah Moon* of Hyde Park, VT

CLASS 3

2nd Place: 1940 LaSalle Series 50 Spec. Coupe owned by *Mike & Rosa Goldblatt* of Norwich, CT

1st Place: 1929 Auburn 8-90 Cabriolet owned by *Matt Parisi Jr.* of Fairfax, VT

CLASS 4 (sponsored by Wendell Nobel):

1st Place: 1930 Chevrolet Roadster owned by *William & Marsha Mackey* of North Ville, NY

CLASS 5

2nd Place: Model T mail truck owned by *Dan Noyes* of Wolcott, VT

CLASS 7

3rd Place: 1951 Ford Victoria owned by *C. Allan Wright* of Berlin, VT

2nd Place: 1952 Chevrolet Styleline owned by *Betty & Douglas Bailey* of Litchfield, ME

1st Place: 1951 Studebaker Commander owned by *Gene Cassanelli* of Granby, MA

CLASS 8

3rd Place: 1955 Special Sedan owned by *Francis Martineau* of Sanford, ME

2nd Place: 1955 Chevrolet Bel Air owned by *Richard Cutrumbes* of Westford, MA

1st Place: 1955 Packard Model 400 owned by *Amos Roleau* of New Haven, VT

CLASS 9

2nd Place: 1960 Cadillac Fleetwood owned by *Peter Clark* of Bomoseen, VT

1st Place: 1963 Pontiac Laurentian owned by *Shelby Fournier-Cross* of Waterville, QC

CLASS 10

3rd Place: 1970 Chevrolet Camaro owned by *Denis Bernier* of Jericho, VT

2nd Place: 1967 Buick Riviera GS owned by *David Fox* of Center Harbor, NH

1st Place: 1973 Pontiac Trans Am owned by *Bill Hall* of Grand Isle, VT

CLASS 11

3rd Place: 1977 Buick Electra Ltd. owned by *Eric Osgood* of Johnson, VT

2nd Place: 1985 Cadillac Eldorado Biarritz owned by *Marshall Chervin* of Manchester, ME

CLASS 12

3rd Place: 1996 Impala SS owned by *Alan Gebo* of Monkton, VT

2nd Place: 1997 Ford Probe owned by *Don & Anne Pierce* of Colchester, VT

1st Place: 1986 Pontiac Firebird owned by *Michael Reutershan* of Brighton, MA

CLASS 13

3rd Place: 1972 Ford Mustang Coupe owned by

Michelle Frennier of Fairfield, VT

2nd Place: 1965 Mustang GT owned by *Paul Bougie* of Kirkland, QC

1st Place: 1995 Ford Mustang G/T owned by *Matthew & Ashley Reutershan* of Farmingdale, ME

CLASS 14

3rd Place: 1957 Ford Thunderbird owned by *Rick Arruda* of Swansea, MA

2nd Place: 1967 Ford Thunderbird owned by *Carl Hamel* of Victoriaville, QC

1st Place: 1988 Chevy Corvette owned by *Ernie Eldred* of Stowe, VT

CLASS 15

3rd Place: 1969 Volkswagen Beetle convertible owned by *John McMullen* of Ludlow, VT

2nd Place: 1988 Jaguar XJ-SC owned by *Sylvia & Henry Huxsel* of Oka, QC

1st Place: 1970 Volkswagen Cabriolet owned by *David Sander* of Richmond, VT

CLASS 16

3rd Place: 1966 Volvo P1800 "Saint" owned by *Stephane Dumaine* of Ruxton, Quebec

2nd Place: 1979 Triumph Spitfire 1500 convertible owned by *Chris Cole* of Johnson, VT

1st Place: 1973 Volvo 1800ES owned by *John Dickey* of Gilmanton, NH

CLASS 17

1st Place: 1997 GMC Yukon owned by *Brian Warren* of Jeffersonville, VT

CLASS 18 (participant voting – modified vehicles)

3rd Place: 1992 Buick Regal Ltd. Owned by *Eric Mongeur* of Colchester, VT

2nd Place: 1990 Chevrolet Camaro R/S owned by *Dan Newell* of Colchester, VT

1st Place: 1966 Chevrolet Nova Super Sport owned by *Dennis Brittell* of Bristol, VT

CLASS 19 (sponsored by Fred's Energy)

3rd Place: 1956 Dodge C4 Power Wagon owned by *Jerry Mattison* of Shaftsbury, VT

2nd Place: 1941 Dodge pickup owned by *Alden Bryan* of Williston, VT

1st Place: 1958 Dodge pickup owned by *Jack & Diane Fleury* of Malone, NY

CLASS 20 (sponsored by American Legion Donald McMahon Post #64)

2nd Place: 1953 Willys M38A1 20 owned by *Dean Percy* of Stowe, VT

CLASS 21

2nd Place: 1986 M944A1 (shop truck) owned by *Peter Percy* of Stowe, VT

**Some placement awards weren't handed out due to lack of entries or not meeting minimum points. Stay tuned for additional information in Wheel Tracks regarding the judging system.



THE LINCOLN HIGHWAY

By Charlie Thompson

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



"The Route"

As word of the Lincoln Highway spread, the Indiana Automobile Manufacturers Association was flooded with requests for the route to pass through a particular town or state. Even declining to deviate at the request of the President of the United States, the Association stuck to its stated plan to select the most direct route. While a southern route might appear to allow year-round travel, when the lowlands of Arizona were ideal for travel, the mountain passes east and west were still snowbound. Still further south, worst travel conditions were presented by the wind-shifted sands around Yuma and the intense heat. But when the northern states thawed out and the greatest volume of touring began, the entire route was available for travel.



Of the three possible passes through the Rockies, the Great South Pass used by the Union Pacific Railroad and the gold rush of the 49'ers offered the best choice and logically led to San Francisco. Thus, the route chosen was from Jersey City, NJ, since it had the only ferry connected to New York. It followed the road laid out by the Dutch prior to 1675 to Philadelphia and on through Gettysburg, Pittsburgh, across Ohio to Fort Wayne, and around Chicago. Even as early as 1913, planners realized the importance of avoiding congested cities. From there, it joined the old Overland Trail to the Mississippi bridge at Clinton, Iowa, and on through the Great South Pass to Salt Lake City. It skirted the Great Salt Lake to the south, following the Old Pony Express route, then on to San Francisco.

Today, you can still follow the Lincoln Highway, marked in my Rand McNally Road Atlas with the letter "L" in red, white, and blue. From Jersey City, follow Route 27 to Philadelphia. Then pick up Route 30 across Pennsylvania, Ohio, Indiana, Illinois, Iowa, and Nebraska. In Wyoming and Utah, it becomes I-80. In Nevada, the Lincoln Highway drops south on Route 93 and west on Route 50 to Reno where it again becomes I-80 into California and on to San Francisco. I think I'll get started in the Whippet next week.

Pictured right, the Lincoln Highway through Ely, Nevada.



2022 VERMONT ANTIQUE & CLASSIC CAR MEET MONDAY, 8/15



I WANTED TO THANK ALL OF THE VOLUNTEERS THAT HELPED WITH THE SETUP AND DURING THE SHOW AND THE TEARDOWN OF THE SHOW. EVEN THOUGH WE WERE SHORT ON THE NUMBER OF VOLUNTEERS THIS YEAR, WE HAD A GREAT SHOW. MAYBE NEXT YEAR WE WILL GET MORE PEOPLE INVOLVED.

THANK YOU. DUANE LEACH, CO-CHAIR

A
N
S
W
E
R

459

Past VAE Presidents...

1953 Ken Gypson
1954 Rod Rice
1955 Rod Rice
1956 Walter Jones
1957 Walter Jones
1958 Lloyd Davis
1959 James Mc Glatlin
Dale Lake
1960 Bob Jones
1961 Charles Arnholm
1962 Robert Slade
1963 Don Brown
1964 Richard Evans
1965 Willis Spaulding
1966 Wesley Pope
1967 Bill Young
1968 Leo Laferriere
1969 Adrian West
1970 Chuck Haynes
1971 Lloyd Davis
1972 Wayne Martin
1973 Larry Johnson
1974 Tom McHugh
1975 Rod Dolliver
1976 Bob Gioria
1977 Alden Chapman
1978 Richard Turner
1979 Genevieve Morgan
1980 Al Ward
1981 Russ Snow
1982 John F. Gray
1983 Mike Hayden
1984 Bob Groves
1985 Dave Gonyon
1986 Peter Crosby
1987 Bonnie Groves
1988 Tom MacLay
1989 Tom McHugh
1990 Bill Dexter
1991 Avery Hall
1992 Jan Sander
1993 Bob Jones
1994 Bill Fagan
1995 Frank Mazur
1996 Don Rayta
1997 Bill Sander
1998 Bill Erskine
1999 Joe Paradis
2000 Mary Mazur
2001 Fred Cook
2002 James Willett
2003 Gael Boardman
2004 Ray Tomlinson
2005 Conception Conti
2006 Bob Chase
2007 Andy Barnett
2008 Nancy Willett
2009 Gene Fodor
2010 Don Rayta
2011 Wendell Noble
2012 Dave Sander
2013 Jim Sears
2014 Robert Lalancette
2015 Dan Noyes
2016 Dan Noyes
2017 Dave Stone
2018 Dave Stone
2019 Jan Sander
2020 Duane Leach
2021 Duane Leach
2022 Gary Fiske

Wheel Tracks

"VAE in Scale"

from VAEer Dick Sirola

MODEL BEHAVIOR

As drag racing began its rapid expansion in the 60s, both technically and instructionally, it made a place for a cadre of loyal originators. This took the form of a class of race cars constrained to the use of pump gas, as opposed to the exotic nitromethane mixtures in development. These "Gassers" had performance limited by chemistry, although the use of superchargers ("blowers") was allowed in class AA Gasser. This class also required the use of a body shell adapted from production cars. For compactness and affordability many teams utilized the body from a 1940 Willys coupe.

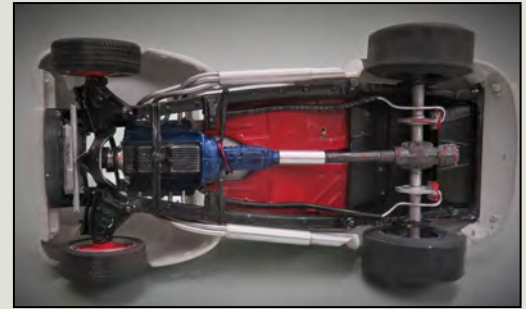
This iconic auto was released in 1/25 model form by AMT/Ertl in 2001 as kit #31221, allowing a build in the form of a Gasser or a street rod pickup. During the Great Covid Layover one of these kits fell into the able hands of a master kit builder Anon Neemus, of Ferrisburgh, Vermont, where it had the good fortune to be turned into a highly detailed Gasser.

First, much time and effort went into the engine: the kit's Oldsmobile unit was replaced with a more detailed Chevy race engine, Front end pulleys and V-belts were built to finer detail than kit parts, and scale ignition wiring added. A blower was added from the Bin of Doom, where unused plastic parts from previous kits go to await their fate.

Continue to Supp-2



An air screen was added to the engine top, using a look-alike faucet filter screen from the hardware store. For exhaust pipes, thin-walled aluminum tubing was painstakingly bent into form by hand, each pipe slightly different, and brought into convergence with a hand formed longitudinal exhaust pipe. This exhaust system was left in its natural aluminum finish. Finally, a more detailed differential from a sprint car kit was added to the drive train, and this completed the underside work.



Now for the body. The kit did not include a roll cage, so one was fabricated from scratch with aluminum tubing. This cage might have been quite fragile for subsequent handling, but short pieces of appropriately bent wire were inserted from tube-to-tube before gluing. The cage was then painted red and attached to the floor pan. Remaining cockpit items (steering wheel, dashboard, seat, and pedals) were cleaned up and additional detail added. At the rear, the trunk door was cut free of the body shell and detailed with locating pins and a scratch built T-handle at the bottom. The now-revealed rear floor pan had a fuel cell from a NASCAR donor kit installed, and an electrical control box and associated wiring attached.

Heading over to the paint booth, the car body was finished in white by using regular automotive touch-up lacquer spray cans. Since any lacquer will attack the kit polystyrene, a protective basecoat primer was required first. The finish was applied in five coats with smoothing of each, and a final burnishing at the end. Decals came from an aftermarket sheet by Gofer Decals, and the Gofer decal logo was added ahead of the lower door frame in appreciation. Finally, the racer was ready for the strip.

But, how to get there? A trailer? Anon set about building a scratch built trailer based on a few sketches and real-world commonality. The trailer frame was built up from strips of structural shape plastic made by Evergreen Plastics. Wooden deck planking was cut from thin sheet balsa and stained to resemble old wood: sections of sheet plastic built up the front deck. The deck was populated with a 6 gallon utility can, a jack, and fuel cans from a NASCAR kit, several items from the Bin of Doom, and a toolbox from a Tamiya kit manufactured garage set.

And that was it. Load the race car onto the trailer and it's off to the track. And, for the curious among you, a $\frac{1}{4}$ mile drag strip in 1/25 scale would be 52.8 feet long!

Afterward, when asked what he thought of the kit, Anon replied, "Well....it was a real gasser." Indeed.

Yr Hmbl Scribbler,
Dick Sirola

What do you folks think? We would like to hear more at Wheel Tracks.

Model building is very different from working on the real thing in the shop, but it sure brings us back to our earlier days when we would run straight to the model kit shelves when we visited the five and dime store.

Is there someone else who would like to write about modeling? Our 4-times per year 4-page supplement will have the room.

In fact, we hope to get something going on steam power in our supplement also. Full-sized steam vehicles, full-sized steam engines, steam models, and anything steam. Can you help us out? Call or email me with your ideas. I want to hear about them.

My contact info is on page 3. I am Gary Fiske.





Lyndon Institute, Lyndon VT....Cooper Harvey, picture left, is receiving the 2022 VAE Golden Wrench Award from VAEer **Phil Drake** and Cooper's teacher, **Dan Camber.**

Cooper is one of sixteen juniors in Vermont career centers to receive the award this year for his excellent skills in Automotive Technology.

Lyndon Institute is an independent high school that began in 1867 and offers a 150-course curriculum. The Northeast Kingdom institute serves 500 students.

In memory of Gene Napoliello :

I've just returned from working at the VAE show in Waterbury, VT. What a great show for me! Yet this year was not the same for me as there was a person missing. The one who taught me so much about correct components on a car. That was Gene Napoliello. He passed away this spring. I don't think he realized what a mentor he was to me, and I'm sure, to many others.

When I initially started bringing my truck to the show some 20 years ago, I knew nothing about judging a vehicle. I just wanted to bring my truck to the show. That was my first encounter with Gene. When they came around to judge my truck, they found fault with it, a lot... it looked like that to me. I still received a Trophy. Wow! I thought, this isn't so bad.

Then Gene came around the corner. He started a conversation with how nice my truck looked, BUT, here is what you need to do to make it better. I thought, who the heck is this guy telling me what to do with my truck. I left not sure what to do (if anything) to my 1955 Ford. After a while I decided to do a few of the things he had suggested. Then, back I went the next year. Here he comes AGAIN, I thought. He looked over the laundry list of items he had suggested I do, and complemented me on what I had done. Maybe he wasn't so bad after all! Then he asked me why I had put a velour seat covers on. I told him because that's what I wanted. He grinned and said, "if that's what you wanted, I guess its your choice." But, I just knew this was coming. He said, "You know if you put the correct cover on, you would have it almost perfect, as delivered from the dealer." This type of compliment was not something I was expecting from him. The next year I returned with the correct cover. He rushed over to check it out, and with a grin, he told me it was a nice seat cover. I was placed in the senior class after that.

Our friendship just kept growing. Somehow, Gene convinced me to start judging for the show. Then he mentioned judging at Hershey. Not really knowing what this new venture would entail I decided to give it a shot. I learned about the AACA and got involved with judging there. Gene was usually at the same meets encouraging me. At some point he asked me to be on the judging committee for the VAE. I am, to this day, not quite sure how he managed to convince me to do that. I think he just kind of volunteered me, I couldn't say no! But without that little push (or shove?) I don't think I would have done any of the above. I would have missed so much. The things I have learned, the great people I have met, and the comradery. Gene Napoliello's knowledge and friendship will be missed by many.

Fly high my friend until we meet again,
Steve Carpenter



Gene with his wife, Lucille



The Green Mountain Military Vehicle Club has had a huge presence in our August show for many years.

Pictured left is Bob Hargrove (left), the club's secretary and Dean Percy, president. It seems John Vetter has

never left the club when you speak to the members. John died in June of 2021. The club still gathers at John's shop in Glover to work on their projects. There are 60 members in this Vermont club that began 40 years ago.

These members have a special bond with these wonderful military vehicles. A salute to John Vetter and this military

club was presented by Joanna Conti at the Waterbury Show this year.

A small token (above) and a huge thank you from the VAE, for the work they do in preserving history.



Everyone who works at the show gets a VAE hat & shirt.

If you don't show up to collect your items then **Jane Hicks** (left) and **Linda Craig** know your number, and will hunt you down.

These two ladies are just two examples of the many who help at the show. Cooking our meals, fixing our electric wiring, and laying our field out to fit the many vehicles and vendors, erecting the tents, then tearing them down, keeping our fleet of golf carts put-putting.....the list goes on.

If we counted, that list of workers would be well over 100, and you will have a hard time finding one without a smile on their face.

Thank you to you all!



Pictured left.....

"OK, where is that vender spot they gave me to sell my wares?"

Sorry we did not get your name but you sure impressed us! You mean business when you come to the show, don't you?

Below....

Dean Zwicker holds his new purchase from the vender field. Any guess what that muffler goes to?

One vender was asked how he was doing and replied, "It could be better."

To make his point he told of a vender leaving early, the day before.

The vender next door hollers, "Do you know why he left early? He sold everything he brought, plus the two items he bought here."

We love hearing that.





"Remember When?" with Chris Barbieri



The year was 1936, and here we have a good example of target advertising focused on RV aficionados that like to travel in the fall and winter. An RV trailer named Covered Wagon was "so staunchly built and comfortable for all weather use that it justified every reason for ownership." The Covered Wagon Company, located in Detroit, promised this and even more.

He was determined to build the first ever fully enclosed trailer complete with bed, toilet and kitchen.

He displayed his first model at the 1930 Detroit Automobile Show. So positive was the response that Mr. Sherman created the Covered Wagon Company. He credits his son for suggesting the name.

"staunchly built and comfortable..."



Production of Covered Wagons increased dramatically. By 1936 Sherman employed 500 workers and produced over 1,000 units per month. Prices ranged from \$395 for the base Master model to \$1,185 for the Custom model. Made-to-order units were a specialty of the company.

But everything changed with the advent of WWII. During the war the company shifted to producing truck cargo bodies for military use. When the war ended, so did the Covered Wagon Company. It's not clear why, but it was sold to the Ironrite Ironer Company, makers and distributors of all kinds of irons. Despite the thousands of Covered Wagons produced, only six are known to exist today. Two are displayed at the Volo Museum in Volo, Illinois.

The Covered Wagon Company was founded in 1929 by Arthur G. Sherman, a scientist and inventor. His motivation was a tent trailer collapse during a rainstorm while camping with his family.

Remember When?

Next up.....

Coming VAE Events for 2022

OCTOBER 1st: Gypson Tour. All members welcome! Meet at the Underhill Town Hall, Underhill Center, at 10:30. A pot luck lunch will follow, so please bring a dish to share. 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. All members welcome! 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! All members welcome! Stay tuned for more details.

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



"The Pleasures of Reading
An Auto Magazine"

Trivia from Don Tenerowicz

A Benz, a Chevy & a CD

Mercedes Benz skipped the model year of 2022 for their AMG GT Coupe. The 2023 model will be introduced in the Fall of 2022. Unlike the C8 Corvette, Mercedes has decided to remain with a front engine vehicle along with RWD, V-8 powered with twin turbos. Until the M-B specifications are released, unknown as to the transmission offerings. Must be a new experience to listen to the C8 Corvette with a flat plane V-8 at the 8,600 RPM redline. If there is a C8 ZR1 model, it's also unknown whether a manual will be offered or only an automatic. The last of the C7 ZR1 model offered both an automatic and manual transmission. Price of the 2023 M-B AMG GT Coupe is rumored to be competitive with the Z06 Corvette. Still favor the long hood design, similar to the Jaguar XK-E.

** *** **

"To ensure maximum performance, Chevy equips the Corvette Z06 with a new flat-plane V8 engine. It has an 8,600-rpm redline, which helps you to dominate the competition. Output stands at a formidable 670 horsepower. Power is sent to the rear wheels through an eight-speed dual-clutch automatic transmission. An estimated 0-60 mph time of 2.6 seconds puts the Corvette Z06 in an elite class of sports cars. An optional Z07 Performance Package helps ensure quicker lap times on the track."

** *** **

MotorSport Magazine (UK) published years ago a CD, "The Sounds of Goodwood." Simon Taylor, interviewing Nick Mason, drummer of Pink Floyd. The 50-minute interview includes the exhaust sounds on seven of Nick's vehicles approaching in front of the recorder, then going by and traveling into the distance: ERA, BRM V16, Jaguar D Type, Maserati 250F, Lotus 18, Ferrari 250GT and Ferrari 512S. Outstanding interview and the exhaust sounds are superb. If you have the opportunity to listen to the CD, you will not be disappointed.

VERMONT ANTIQUE & CLASSIC CAR MEET 2022 SPECIAL AWARDS

CANADIAN FRIENDSHIP AWARD:

1967 Ford Thunderbird owned by Carl Hamel of Victoriaville, Quebec

MILITARY IMPACT AWARD in remembrance of John Vetter & John des Groseilliers:
Charles Grondona of Woodbury, Connecticut

BEST IN SHOW - PREWAR:

1910 Maxwell Model AA owned by Billings Cooke & Sarah Moon of Hyde Park, Vermont

BEST IN SHOW - POSTWAR:

1955 Packard 400 owned by Amos Roleau of New Haven, Vermont

THE PRESIDENT'S AWARD:

1955 Buick Special owned by Francis Marineau of Sanford, Maine

THE CO-CHAIRS AWARD:

1956 Dodge C4 Power Wagon owned by Jerry Mattison of Shaftsbury, Vermont

GENE NAPOLIELLO YOUTH JUDGING AWARDS:

1st PLACE: 1970 Dodge Charger 500 owned by Matthew & Ashley Reutershan of Farmingdale, Maine

2nd PLACE: 1971 Dodge Challenger R/T owned by Pam & Charlie Smith of Waterville, Vermont

3rd PLACE: 1955 Ford F100 owned by Steven Carpenter of Derby, Vermont

WELCOME TO NEW MEMBERS

Skip & Mary Barton of Burlington, VT
Jim Hoag of Grand Isle, VT
Christopher Shenk of Waterbury, VT
Dennis & Mary Kay Brown of White River Jct., VT

How many cars were registered for the 2022 Vermont Antique & Classic Car Meet in Waterbury in August? Was it:

A) 537? B) 398? C) 459? The correct answer is on Page 6.



The Roadside Diner

APPLE CRISP

6 cups peeled and sliced apples
 1/4 cup orange juice
 1 cup sugar
 3/4 cups flour
 1/2 teaspoon cinnamon
 1/4 teaspoon nutmeg
 1/2 cup (1 stick) butter, melted



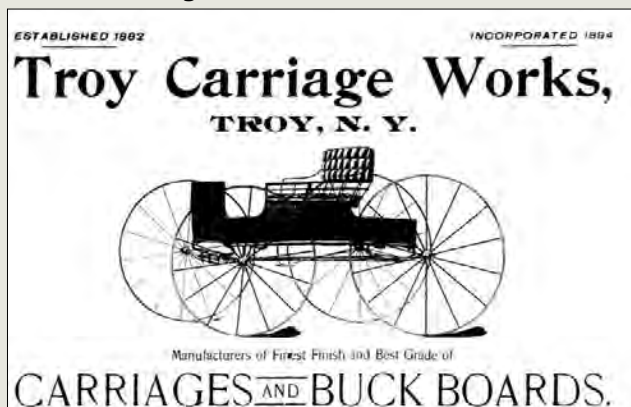
Nancy Gypson

Put apples in greased baking dish. Sprinkle orange juice over apples. Combine dry ingredients and put over apples. Pour melted butter over all. Bake in preheated 375 degree oven for 45-55 minutes or until apples are tender. Serve warm. Great with ice cream.

KEN'S CORNER: THE DORMANDY CAR OF TROY, NEW YORK

Troy, New York, located on the east side of the Hudson River across from Albany was an Industrial Revolution powerhouse. Because of the many tributaries of the Hudson, Troy had plenty of water power. By the late 1800s and well into the next century, Troy's image to the world was that of shirt and shirt collar manufacturing. To this day, Troy is still called "The Collar City."

One of the largest and best known companies was the United Shirt and Collar Company which was run by James Knox Polk Pine. By 1890, the company was worth over two million dollars. Shirts and collars were not Pine's only business. He also owned the Troy Carriage Works that he started in 1882. They manufactured surreys, buckboards, sleighs, and fine carriages.



In approximately 1903, Gary Dormandy, an employee of Pine's at Troy Carriage Works, began

design of a car body for a four-cylinder air-cooled engined automobile for the Pine family. The car was called the Dormandy.

There were four cars built between 1903 and 1905. All were red. Body styles included were: coupe, runabout, and 7 seat touring. All were for Pine family use. It has been rumored that a Howard Dormandy drove one to California and that the car ended up in a museum. A later descendent has not been able to verify its existence.

The only photo that I was able to find of a Dormandy (rumored to be the **only** picture) is of poor quality.



P.S. I want to express my heartfelt thanks for the folks that helped me line up cars for the awards presentation at this year's Waterbury car show. It literally went perfectly! Again, MANY thanks...Ken

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

October Bumper Sticker...

**I used to be a people
person, but people
ruined it.**

FOR SALE...1935 Packard 12 or Super 8 dash with instruments, \$1500 obo., 1935 & 1936 Packard body and mechanical parts, 1928 Packard transmission, 1937 Packard 120 block, pan, head, flywheel, manifolds, etc., \$150. Two overdrive transmissions adaptable to Packard, Chrysler, etc., \$100 each. 1947 Cadillac speedometer, clock, parking bucket assembly, 1932 Cadillac shop manual, radio, mascot (new), horns, 2 generators. Call Roy Martin 802- 862- 6374

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...Stair Chair. A Harmar Pinnacle SL600, rated for 350lbs, bought new 11/2020. New price \$4K to \$6K. I am selling for \$2500. Email markfronhofer@gmail.com.



FOR SALE...1974 YAMAHA 650 OHC, two seats, engine guard with foot pegs, sissy bar with bag. Carbs need rebuilding. \$3,000 or best reasonable offer.
REAR BUMPER (new) for 1969 Pontiac Firebird.
FRONT BUMPER (like new) for 1968 Pontiac Firebird.
BUCKET SEATS w/HEADREST (black) for 1969 Pontiac Firebird.
FRONT BUCKETS, REAR SEATS & SIDE PANELS (white) for 1968 Pontiac Firebird.
1966 Pontiac 326 Intake and Carter 4 bbl carburetor.
1966 Pontiac TRI-POWER with linkage (carbs need rebuilding).
Contact Mike Smith 802-868-7628 or 802-752-5592.
Please leave message if no answer.

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...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....2001 Chrysler Sebring Convertible. 2.7 liter DOHC, 104,521 miles. Bought in 2010, inside winter storage since then. No VT road salt or rust. Needs: Fix directionals, wipers, radio and AC recharged. Asking \$1500.

Jim Boylan, Waitsfield.
802-486-4621



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.....



Bill Erskine found his first Loco steam engine at the AACA gathering in Hershey, PA, a few years ago. He had to make a few parts, that were missing, but soon had it running smoothly on compressed air. The engine was built in 1901 to run on 200 PSI from steam produced by the boiler pictured below.

Bill and a friend in New Hampshire have a long-away dream of building the 1901 Locomobile around this engine. Of course now, two will need to be built.

Wendell Noble came across the 2nd engine earlier this year and for some reason Bill did not know about it until our August show in Waterbury. Can you imagine the "back and forth" these gents must have gone through before Bill carted his 2nd Loco engine home?

Everyone has heard about the Stanley Steam Car, but did you know there were two Stanley brothers who built that car? In fact, they were identical twins, Freelan and Francis.

Freelan and his wife, Flora, are credited with being the first individuals to drive an automobile to the top of Mt. Washington. That was August 31, 1899. They were driving the steam powered Locomobile they had built using an engine just like Bill Erskine's.

The brothers had a successful business manufacturing photographic plates before they started tinkering with steam cars. They completed their first in 1897 and a year later sold their auto business to John Walker for \$250,000. Mr. Walker, then asked Mr. Amzi Barber if he would like to join him as 50-50 partners for only \$250,000. Barber accepted, but the partnership ended within months when he found he had been a bit hoodwinked.

The Locomobile brand continued until 1929. Their little Runabout weighed about 850 pounds and later in 1918, their prized gas-powered Locomobile Sportif weighed in at over 6000 pounds. Quite a weight gain!

The Stanley brothers soon left the Loco company to produce the car we all know, the Stanley Steamer.

The engine pictured right is one of their first for the Stanley Steamer, very similar to the Loco, wouldn't you say? The Stanley autos were built from 1905 until 1925, all using steam power.

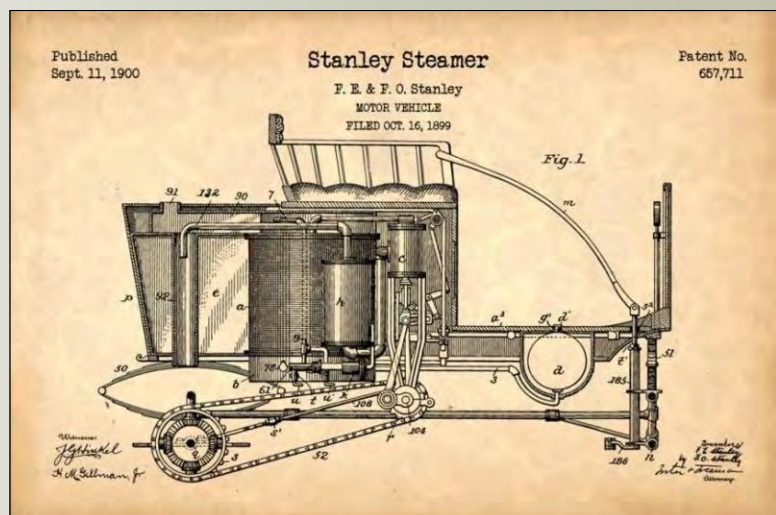


Wouldn't it be interesting to see all the steam engines, side by side, that steam car manufacturers used in 1900? There were 61 steam car brands in the United States at the time. You can see the September 11th, 1900 drawing below was called "Stanley Steamer". All the while the brothers were working as Locomobile plant managers for Mr. John Walker, that stellar gent who fooled Mr. Barber.

It seems like the auto business was a little like the wild west in 1901.

Francis and his twin brother Freelan Stanley were born June 1, 1849 in Kingfield, Maine. They also had a sister named Chansonetta, a gifted photographer. Francis died from injuries sustained in an automobile accident in 1918. Freelan died on October 2, 1940.

If you are ever in Kingsfield ME, you can find the Stanley museum at 40 School Street.





Dennis Dodd and family returning from the Sheldon Old Home Day parade in July.

Dennis is driving the Model A in front with his eleven-year-old grandson, **Mason**.

Son, **Justin**, is driving the Model T Speedster with his eight-year-old son **Chole**.



October 2022

Attention....
The date printed after your name
is when your VAE membership ends.

