

Happy Birthyear VAE! 1953-January 2023

# Wheel Tracks



**The 2022  
VAE President's Restoration  
Award**

**Goes to.....  
Mike Felix & His 1939 Plymouth**

**More on page 11**



**The Official Monthly Publication of the Vermont Automobile Enthusiasts**





## Fred's Shop Tools....

**My Belt Sander**, an electric sanding tool commonly used to convert minor touch-up jobs into major refinishing projects



9-year-old Ila's favorite.....

Why are the birds that live by the sea, called sea gulls?  
If they lived by the bay, they would be called Bagels.

\*\*\*\*\*

Three guys stranded on a desert island find a magic lantern containing a genie, who grants them each one wish. The first guy wishes he was off the island and back home.

The second guy wishes the same.

The third guy says:  
'I'm lonely. I wish my friends were back here.'

\*\*\*\*\*

I got a Cuda for my wife.  
It was the best trade ever!

\*\*\*\*\*

**John:** "My uncle in Detroit tried to make a new kind of car. He took the engine from a Ford, the transmission from an Oldsmobile, the tires from a Cadillac, and the exhaust system from a Plymouth."

**Dave:** "Really? What did he get?"

**John:** "Fifteen years."

\*\*\*\*\*

What kind of car did Jesus drive?

The answer is that no one knows what Jesus drove, but we know that his Father drove a Plymouth. How do we know? Because it says so right in the Bible. It clearly says that God drove Adam and Eve out of the Garden of Eden in a Fury.

\*\*\*\*\*

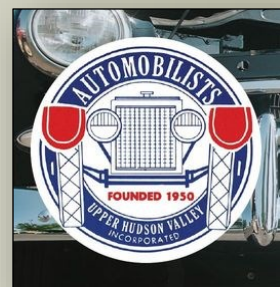
A man asks his buddy for a cigarette. His friend quips, "I thought you made a New Year's resolution that you would quit smoking." The man replied, "I'm in phase one of quitting." Confused, his friend asked, "Phase one?" The man laughed, "Yes. I've quit buying."

## VAE Business & Other Stuff

From gcf

I have understood the **Automobilists of the Upper Hudson Valley Car Club** (in the Troy, NY area) was created about the same time as our car club.....AND by many of the same people. After talking to **Lloyd Davis**, I have found that is a little true, but not exactly.

It was 1950, according to their logo, that the AUHV club began. Lloyd was there. He listed some of the people who were involved, like **John English, Neal Enworth, Allen Burr, and Keith Marvin**. Another gent we have all heard of over the years was also involved and that was **Pevy Peake**.



It turns out, they were not the same folks who started the VAE, but many certainly knew of one another, and had the same love of old vehicles. Today's president is **John Stoodley**. He and I have talked about possible ways to share a gathering or two but physical distance has kept us from finding a way. We are now sharing newsletters and that is nice.

It was not long after AUHV was born that VAE began in January of 1953, which makes this January register our VAE's **SEVENTIETH YEAR!** Isn't that something? The first Wheel Tracks was published five months later, in May.

**Ken Gypson's** Boattail Franklin Sport Runabout was a big part of the beginning of the VAE. So, Ken's 1926 Franklin will be our feature story in May, we are working on the story now.

**It would be great if we could have some stories or pictures from you to celebrate our 70th in the May Wheel Tracks.** We know, most likely, that you were not there when the club began, but we would love to hear some of the reasons you chose to be a member of this club. We would also love to hear some of your ideas as we go forward. What could we do different? What are your ideas to plan for another 70 years? I know you have some. Wheel Tracks will be watching for your emails or phone calls. The editors' info is on page 3.

\*\*\*\*\*

**Editor Gossip.....** Anne Pierce and I (Gary Fiske) have an experiment we would like to try. Somehow we can never fit all our "stuff" into our four pages that each of us are responsible for each month. So, we have decided to try to add two pages to each of our monthly Wheel Tracks duties. This will begin with our next issue in February and go forward every other month. We are thinking of trying this four or five times to see....one....if we can pull it off, timewise and....two....if we will continue to get good "stuff" from you folks.

I am not sure if it is me who has to nudge Anne along each month or if it is the other way around, but I think we can do this. (I feel very safe with my "Anne words", I have some very special hiding places in the woods.) Please wish us well, and please send us your "stuff".

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#### FROM OUR PRESIDENT, MIKE FELIX



Happy New Year,

I am the new VAE President for 2023 and I invite all of you to make a contribution to your Club this year.

That contribution can be as a volunteer at our annual show in August. That contribution can be as a sponsor for a Club activity or that contribution can be an idea you have for something new for our Club members to enjoy. Reach out to me via the contact info contained here in Wheel Tracks and let's talk about your contribution. Let's face it. The Club functions best when many individuals make contributions to its success. Again, I invite you to contribute to our success in 2023.

This year the VAE celebrates its 70<sup>th</sup> Anniversary. Quite an accomplishment! If you would like to contribute some material, whether it be photos, reminiscences, etc., to the special 70<sup>th</sup> Anniversary edition of Wheel Tracks this May send your material to the editors listed here in Wheel Tracks.

A little about me, the new guy - originally from New York, married my high school sweetheart, raised two children, have 3 grandchildren, just retired and currently downsizing. Through all that life throws at us I have had a never ending affinity for all things automotive and have moved my collector vehicles, parts, car models and assorted toys that I really needed from house to house to house. I love the stuff...oh, and my family, too.

Let's all contribute to a very successful 2023!  
Mike

The times they are a changin'. Dad (Ken Gypson, Sr.) accumulated a large collection of magazines. He had subscriptions to Autocar (British) and Road and Track. I enjoy looking through them at times. During Nancy's and my bout with Covid-19 in November, I found some old want ads in Road and Track that opened my eyes...wide! Two summers ago, I bought an Austin Healey 100. It's not a bad car. No rust, new upholstery, and rebuilt engine. It needs a clutch, paint, and wiring harness. In 1956, Road and Track had five 100s listed for \$2,000 or less. My recent purchase was almost 18 times that! When I was a senior in high school I had a 100 that I paid \$60 for with my paper route money. I drove it for three years as my only transportation...sigh!



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](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.





# Wheel Tracks Academy



## TPMS SYSTEMS

By Guest Writer, David Sander

As a result of the fallout from the Ford Explorer/Firestone Tire rollover problem in the late 1990s, the federal government mandated low tire pressure warning systems to be installed in new passenger vehicles sold in the United States as part of the TREAD act passed in 2000 and signed into law by then President Clinton. Over 100 people died as a result of rollover deaths associated with under inflated Firestone Wilderness A/T Tires installed on Ford Explorer SUVs.

**So, what is the TPMS system?** On Board Tire Pressure Monitoring Systems began to appear on European luxury cars in the 1990s. This system alerts the driver of potentially dangerous tire pressures by illuminating a yellow tire symbol on the dashboard. Some systems have a chart showing the actual tire pressure of each tire on the vehicle. Simpler systems only illuminate an icon when one or more tires are under inflated or if there is a problem with the system. Under the TREAD act, installation of a TPMS system became mandatory on passenger cars sold in the United States. Unlike the regulations specifying a universal on board diagnostic systems with the OBD II system starting in 1996 model year vehicles, there is not a universal system for TPMS systems.

**So, how does this system work?** The Schrader valve on the tire is replaced with a pressure sensor. This pressure sensor has a battery in it and monitors the tire pressure. This pressure is sensed by a reader in the car. The reader takes the input from the sensors and sends this information to the main control module. The control module then compiles the information and will indicate a low pressure situation or a fault with the system with a warning on the dashboard. On our Ford F-150 all the tires and their tire pressures are displayed on the dashboard. If one tire is low, the display will indicate which tire is low, and what the tire pressure of that tire is. When the tires are changed, the truck will automatically recognize the new sensors and read them accordingly. There is no need to program new sensors to the truck. On our Subaru, the individual tire pressure sensors need to be programmed to the vehicle with a tool that reads the sensors and programs the control module through the OBD II port. These programming tools are rather expensive, starting at about \$400 (pictured below on right). Without this tool, the vehicle needs to be taken to the dealer or a tire shop with the proper scan tool. This needs to be done even if the tires are rotated on the vehicle. As I do all my own tire changes and rotations, I had to buy such a scan tool to reprogram my TPMS sensors.

**So, what can go wrong?** If any tire is changed, either due to a flat or a seasonal changeover, or the tires are rotated to different positions on the car (front to back) or a sensor battery dies and the sensor has to be replaced, and the vehicle is not capable of self re-learn, the sensors need to be re-read and programmed to the vehicle with a scan tool. Many tire sealants are not compatible with TPMS sensors and will ruin them. Often, sensors do not work in very cold temperatures.



Pictured (left) are a TPMS sensor on the LEFT and a typical Schrader valve on the RIGHT. The TPMS sensors can cost anywhere from \$50 to over \$200. The simple Schrader valve on the right cost about \$1.00. Both are installed in the rim by pulling them up through from the inside. To remove the TPMS sensor, the small torx screw (arrow) needs to be removed. The sensor can then be removed from the inside and the valve stem can be pulled through the hole in the rim. The TPMS sensor needs to be replaced when the battery is drained. TPMS sensors are vehicle specific and there are several different frequencies used.





## "The Softer Side"

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

.....from Judy

Here we are once again, December, and the upcoming Christmas holiday. Thanksgiving is over and it's all about leftovers and pumpkin pie for breakfast. Now it's the craziness of Christmas. The grandchildren are all adults now and the days of board games and new mittens are a thing of the past. Now it's gas cards and Visa cards. One stop shopping at the local grocery store. I like that. And no wrapping boxes. I'm beginning to sound like a grumpy old lady. Well, I guess that's what I am. So be it.

Looking back on all our Christmases, one thing Gael and I agreed on from the get-go was trimming the Christmas tree on Christmas eve. It's what his family did and what my family did. For a few years I believed Santa trimmed our tree. Our first Christmas after we were married, we trimmed our little tree on Christmas Eve with the help of P.F. Peake. I think I have pictures of that. Gael gave me an Electrolux vacuum cleaner that year. The next year it was a belt sander. But that is another story.



When we moved to Underhill, I started cutting our own tree. I don't remember much about the trek into the woods, but I do remember going across the river and up on the side hill across from the house. How I got there, I'm not sure, but I dragged a tree back to the house. A few years later, we purchased the property where we are now, and I had trees everywhere to cut, and they were easy to get to. I do remember taking walks in the summer and marking future trees for cutting, forgetting that we might get a good dumping of snow early in December. I did have to scramble then. In the process of driving back and forth on our road every day, I would spot good trees close to the road. There were only a few houses on the road back then, and people didn't post their land the way they do now, so I would carry a saw with me just in case I spotted the perfect tree. Fast forward to Christmas eve when the kids finally went to bed, we would bring the tree in and secure it with anything we could find. In a few years the kids were old enough to help trim the tree. My mother would come out, and she and Gael's mother were the tinsel people. I would read *The Night Before Christmas* to the kids from a book that I had when young. My name is written in the front. I still have it.

In recent years, because all of our good trees have grown too big, I actually buy a tree from the local Boy Scout troop. I don't know if I will ever get a fake tree, but the friends that have them think it's great. Gael always thought a table tree would be good. I may be headed that way. We'll see. Fruitcake, anyone?



**JANUARY 28—MEMORABILIA GATHERING:** 11 AM, St. Andrews Parish Hall, 109 So. Main St., Waterbury, VT. This will be a pot luck luncheon, so please bring your fav dish to share. And do you have a neat collection or item that you would like to show other attendees? There's a table reserved for just such a purpose. Also, there'll be a VAE sale table available for items you'd like to donate to our education fund. The sale table has become a big part of our January gathering, so plan on taking a treasure or two home!

**EDUCATION & CHARITABLE OUTREACH COMMITTEE MEETINGS:** Generally the 3rd Saturday of each month in Williston at 10 AM, 338 Commerce Street.

**VT ANTIQUE & CLASSIC CAR SHOW COMMITTEE MEETINGS:** 3rd Wednesday of each month at 7 PM at Revitalizing Waterbury, 46 So. Main Street, Waterbury.

Watch for John Lavalley's email messages for VAE news, reminders, and the latest planned events. Our website is [VTAUTO.ORG](http://VTAUTO.ORG).



## THE LINCOLN HIGHWAY

By Charlie Thompson

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



### "Marking the Lincoln Highway"

Back in the early 1900s there were no directional signs or route numbers as we know them today. The Lincoln Highway was the first in the nation to be marked throughout its length. It was marked four times. The first time red, white and blue bands were painted on any convenient tree, rock, or post, done by local automobile clubs, civic organizations, and individuals. Later, the Lincoln Highway Association designed its official insignia consisting of red, white and blue rectangles with a large letter "L" and the words "Lincoln Highway" printed above and below the letter. The Association provided stencils and designated the paint so the work would be uniform. The painted signs wore out quickly being painted by inexperienced painters and inferior paint.



In 1915, the Sparks Withington Company offered to place signs on the post of their advertising signs, having already obtained permission to erect signs from Ft. Wayne to San Francisco. These were enameled on steel, and the company placed about 4,000 of them.

Finally, in 1916 the Association sent out its own crew of painters. The Willys Overland Company donated two vehicles painted with Lincoln Highway colors to help with the work. Companies producing quality paint and brushes donated these materials. In the first season, these workers placed 8,000 markers from Jersey City to the Nebraska-Wyoming line. The Automobile Club of Southern California signed the feeder road from Los Angeles while the California State Automobile Association put up signs from San Francisco to the Nevada border. The Southern Club,

together with the Lincoln Highway Association, finished marking through Salt Lake City and on to Omaha. To help, the Autocar Company donated two trucks and General Motors donated a Chevrolet car for the foreman.

With this work completed by 1921, the entire highway was marked with handsome, permanent enameled steel signs. However, by 1924, 2,157 signs needed to be replaced. They made ideal targets for bullets or stones, and damage was especially noticeable in sections where there was much hunting and near country schools.

Considering that a large part of the damage was attributed to boys, an Association official wrote an article saying, "We need more Boy Scouts." Seeing the article, Mr. E.S. Martin, chief of the editorial board of the Boy Scouts, wrote that the Scouts were interested in participating in public works. He proposed that if the Association would finance a Boy Scout motor trip across the country to organize more troops, the Scouts would take over setting and maintaining of permanent concrete markers. The Scouts would dig the holes, get volunteer local transportation to get the monuments to the required locations, and, to make the work spectacular and dramatic, set them all, from New York to San Francisco, in one day. The Reo Motor Car Company donated a truck to transport the boys, and Hudson provided a car for the Scout officials.



*Continued on next page.*





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



Remember when you could get away with an advertisement like this? Well, you could, and this full-page Triumph TR3 ad appeared in a number of magazines in 1957. Norms were a little different then, and having this kind of excitement and fun was still ok. In marketing lingo, the ad was a "grabber," meaning it got your attention.

The ad points out that "This kind of suspension is a once-in-a-lifetime thrill!" and that "Next to your first threshold, being carried away by your first Triumph is the thrill of a lifetime." The ad copy then gets down to business, touting the Triumph TR3's low slung body and center of gravity close to the ground with wishbone-type firm



suspension. Featured is the new Girling disc-type brakes always at your command. "So you see, love at first sight can end in perfect unity when your choice is a Triumph TR3!"

Triumphs were built in England and sold in the US by the Standard-Triumph Motor Car Company located in New York City. Specifications included top speed at 110 mph, 4 cyl ohv motor pumping out 100hp.

Do any of our Wheel Tracks readers have a TR3 story to tell? One of my college friends had a somewhat worn '56 TR3. It was fun to drive when not in for repairs.

Remember When ?

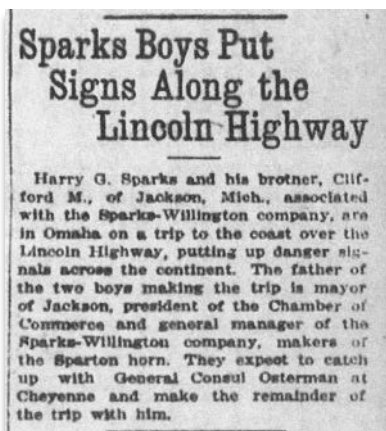
## "Marking the Lincoln Highway" By Charlie Thompson

Continued from Page 6.

A monument was designed consisting of a concrete post, octagonal on the bottom and square on top, reinforced with 4 steel rods and bearing the Lincoln Highway insignia and a bronze medallion of President Lincoln on the front and directional arrows on the sides.

With everything organized, on September 1, 1928, the Scouts placed 3,000 monuments from New York to San Francisco. Some troops set monuments on more than 100 miles, with one troop in Nebraska covering 175 miles. These monuments lasted many years. Highway crews would remove them for safe storage during construction and replace them when complete.

Unfortunately, in my travels in Pennsylvania, there seem to be none left today, no doubt finding their way into museums and private collections.



FUN  
FACTS  
and  
FUNNY  
PICS



Each member of The Monkees was given a new Pontiac GTO. As part of their contract, everyone on the hit TV show got a hot car for personal use.



A 1977 Pontiac Trans Am starred in the movie *Smokey and the Bandit*. Four were provided for the movie - all of which were badly damaged during production.





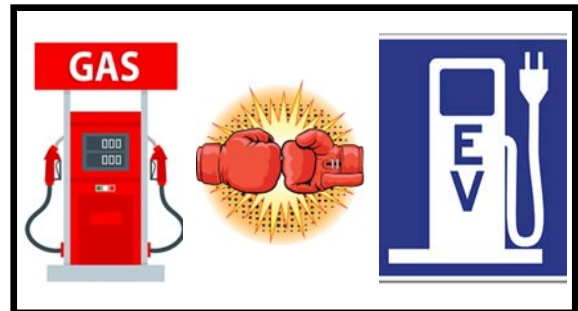
"The Pleasures of Reading  
an Auto Magazine"

## Trivia from Don Tenerowicz

With the introduction of additional EV vehicles along with the advancement of the technology, appears it will be when and not if regarding substantial market growth. A great deal of the recent emphasis has been on the range between charges and the availability of reliable chargers, although the potential use of the Tesla network chargers might ease the apprehension of being stranded.

All of us have seen the demand for filling up the gas tanks prior to inclement weather or long holiday weekends. Recently, for Thanksgiving weekend, at a big box store with multiple gas dispensing lanes and pumps, the backup was more than 5 to 7 cars deep at each pump. With total fill-up time at the pump being possibly 7 to 10 minutes, the line does not move very fast. For EV, the charge rate and time spent at the charger station might be in the 30-minute-plus range for each vehicle. The charger cords will need the extra length to reach any portion of the vehicle for attaching to the charger port. For some vehicles, the charge might only be to the 80% level rather than a full tank of gasoline. There was a cartoon where the AAA road service vehicle came to the aid of a stranded motorist with a can full of electricity. One can only wonder how soon all the road service vehicles will have high-capacity chargers, enough of a charge to get the vehicle to the charging station. Or, more flatbeds.

For the New England winters, the accumulation of ice on the windshields with the heating element on high has to impact the driving range. Yet, to date I have not seen any articles mentioning the need in the winter to not let the batteries get depleted hindering ice and snow removal. Same would apply to those without garages or parked at work that have been accustomed to letting the hot air/water system run for a time period to remove the ice before venturing out. Must already be happening now to those owning EVs.



As the ownership of EVs continues to grow, increasing demand and capacity shortages on the electric infrastructure will surface. Unlike other electric-use requirements, regulating use of chargers only during low-demand time periods would be unreasonable.

Would be an interesting article if a VAE member owns an EV and recaps their experience, especially if traveling long distance and had to plan their mileage to stop at charging stations.



12/7/22

I am responding to Chis Barbieri's query in this month's (December) "Remember When" about cars with snowplows. There are numerous vehicles around the state that have car bodies on the frames of various 4x4 trucks that, in my

opinion, are nothing more than "yard trucks" that only operate, with any regularity, during the winter months. One in particular that comes to mind is located just outside of Cambridge heading up 108 towards the notch. It looks like an early '50s GM mounted on a short bed 4x4 frame. It also looks like it spends most of its time in the guy's yard.



To get back to Chris's original question: I fondly recall seeing, get this, a '66 or '67 Chevy Nova, still RWD, with a plow mounted on the front of it right on Rt. 15 on the Essex Ctr./Jericho line near the current Whites' Christmas Tree Farm. This wasn't just a "yard car." I would also see it being driven regularly in the off months with the plow frame still mounted on the front of the car! Each time it came into view, I couldn't help but wonder just how efficient it was at plowing snow. It certainly looked odd. The other thought that would enter my mind was how much of a travesty this was due to the fact that the car appeared to be a V8 2-door — automotive "gold" to some, me included. I had been told that the car was owned by a gentleman that ran a service station in Essex. I haven't seen the car now in quite some time, leading me to believe that it may ultimately have suffered the same fate as many '60s cars did, succumbing to Vermont winter road maintenance habits.

Thanks for reading my "2 cents."  
Clet Walker—Milton, Vt.





## The Roadside Diner

### Spaghetti Bolognese

2 pounds ground turkey, 85% lean  
2 medium onions, chopped  
2 teaspoons Italian seasoning  
1 and 1/2 teaspoons minced garlic  
2—24 ounce jars marinara sauce



Nancy Gypson

Sauté chopped onions in olive oil. Add turkey, brown, and then drain. Add Italian seasoning, garlic, and sauce. Simmer for 1 hour. Serve with your favorite pasta. Serves 6-8.

## KEN'S CORNER: CLASSY(FIED) STORY

Some things in life you just can't make up. But, when it's a car story going back some 30 plus years and proves how our old car hobby is a small world, it's worth telling.

This past September, I got a call from my cousin's wife, Elaine, who lives in Louisville, KY. Being from East Longmeadow, MA, she was visiting her sister and mother in East Longmeadow. Her sister, Judy, was in the process of getting her in-law's house ready to put on the market, since both had passed. Her father-in-law died in a car crash in Florida in 1998. Elaine was helping Judy go through some paperwork and discovered some letters between my father, Ken Gypson, Sr., and Judy's father-in-law. Stay with me now.

Evidently, sometime in the summer of 1993, I was at a car show in MA and met Judy's father-in-law. Upon discovering that he had a 1950 Sunbeam Talbot 90 convertible and knowing my dad had several of these, I got his address, gave it to my dad, and gave the man dad's address as well. They never met, but corresponded a number of times until the father-in-law's death in Florida.

Fast forward to this last September. Nancy and I drove the 1 and a half hours to East Longmeadow to see the car. As it turns out the car was restored around 1991-1992, was rarely driven and was mostly unused after 1998. The car was used in a wedding and/or a parade in 2015. This past summer Judy was given a lowball offer which she refused. In October, my son, Josh, and I trailered the car back to my shop in NY.

The body has held up very well. The top is like new. The chrome is mostly good. The interior could use some attention. Within 2-3 hours I was driving it up and down my road. It needs a master cylinder and all 4 wheel cylinders to be roadworthy. (Parts are available from Kipp Motors in Texas.)

The car is being offered at \$10,000. The price is negotiable. Please contact Ken Gypson (call or text) at 518-423-7565 or email [kengypson@yahoo.com](mailto:kengypson@yahoo.com).



# Wheel Tracks Classifieds

Free to all Enthusiasts



**FOR SALE....** Sales brochures and magazines for Ferrari. More than 80 items, 1975, 1984-2015. Also, around 25 Lamborghini items. Send email or call with your interests, and I'll respond with availability and price. John Emerson, jemerson@middlebury.edu, 802-388-7826

**January  
Bumper Sticker...**

**I've had my patience  
tested.  
I'm negative.**

**OFFERED FOR FREE...** Sales brochures for most makes of American cars from late '80s through about 2010. Many boxes of brochures stored in a dry barn, located in New Haven, VT. Ideal for a dealer. Contact: Michael or Maria Farnsworth at 802-373-9957 or mer38@hotmail.com. Or call John Emerson, 802-388-7826.

**WANTED...** Looking for an older horse drawn wagon, as pictured below or similar. Not an antique or one of high value, but reasonably good condition with wheels. Will be placed in the backyard boulder garden for display purposes. Don @ 860-872-9013, dtenerow@earthlink.net



**FOR SALE...** A huge collection of bronze boat items. Portholes, cleats, vents, deck plates, a galley pump, bilge pump, oarlocks, trim rings, and more, marked Wilcox Crittenden, and Perko. Also nav lights, oars, paddles, anchors big to small, tiller extension, Forespar mini galley (never used), a British Seagull outboard, and more. All for sale, let's talk. Also, a Cozy propane heater and a vintage Stanley miter saw. Grant Corson, 802-879-5492, Essex, VT

**FOR SALE...** 1948 F-6 truck built July 6, 1948. V8 turns over, 4 speed transmission, 2 speed rear end, usable cab and doors, 6 original tires. No rack, no radiator. \$1,000. Marvin Ball, Ellieb@gmavt.net, 802-425-3529

**FOR SALE...** Late Dart "A" body grilles, molding, tail lamp assemblies, headlight buckets, and more. All in fair condition. Too much to individually list or photograph. \$500 for the whole pile and there are a couple of treasurers in there. Will Dodge, Cell 802-345-5529, email vtfuryman@aol.com.

**FOR SALE...** All of our Waterbury field PA system that was last used in the 2021 VAE August Meet....except the speakers and security boxes. We had five stations set up with spares. There are 6 or 7 Motorola Radius M1225 2-way radios, about the same number of 115 volt to 12 volt power supplies and Speco 30 watt amplifiers to drive the speakers. Also a dedicated transmit station, along with piles of cables & jumpers. A few items are fairly new but most are 12+ years old. We need the storage room. Highest offer gets the lot. Call Gary Fiske at 802-933-7780 or email gafiske@gmail.com.

**FOR SALE...** 1920s/1930s seats, front and back, leather covering gone, have 12, \$60 for all. 2 overdrive transmissions adaptable to antique cars, \$100 each. 1930s Chev front bumper, curved cross section, \$50. 3 bumpers, unidentified, from 1920s or 30s, \$40 each. Pair of top bow irons, \$10. Lots of parts available cheap for your flea market. Roy Martin 802-862-6374 or roymart@comcast.net

**FOR SALE...** 2 lathes, very old and very heavy. Possible connection to Lozier Auto Factory in Plattsburg, NY. Definitely built to outlast the human race. #1 Stamped "Star Tool Co, Providence, RI." Approximately 6 feet long. #2 indistinct stamp, somewhat ground off. Maybe "Rasking Tool Co., Cincinnati, Ohio," 6 feet (plus) long. \$250 each. Jim Farnam, Saranac, NY, 518-293-7656

**FOR SALE.....** Four Model A Ford wheels for best offer. Philip Allen, Piermont, NH, 603-850-9299

**FOR SALE...** Upper Valley, NH, south of Warren/Wentworth. Serious inquires only please.

**1997 Toyota Landcruiser**, six cylinder, 289,713 miles. On road/inspected 2022, possible head gasket blown Oct., VA vehicle, many recent repairs/tires. \$6,300.

**1967 Plymouth Barracuda**, slant six; 93,613 miles. Last running/inspected 2012, always garaged, NC vehicle, but mice have eaten up a very good interior. \$9,900.

Email Paul: nhdron@protonmail.com  
Phone: 603-865-4661





Continued from  
front page.....

From  
Mike Felix:

I never  
intended to  
own a  
'39 Plymouth.

It was  
happenstance  
that wed me  
to this car.

Let me  
explain.



During the summer  
of 1998, I attended  
a car cruise in  
Highland, NY and  
struck up a  
conversation with

an attendee in an all original, low mileage 1937 Dodge. At the time, I was looking for parts for my '37 Dodge  $\frac{1}{2}$  ton and thought this gent may be aware of some part sources I was not familiar with. Turns out he did not. But he did point me to the widow he bought the Dodge from and said she had some parts for sale.

Later that summer my Uncle William and I arranged to meet the widow at her house to see the cars and parts she had for sale. Turns out her recently deceased husband restored cars for a hobby and had 10 or more cars in various stages of restoration when he passed away. She had sold all of them and their parts but one. She was unable to sell this last one. None of the buyers were interested in it. You guessed it, the unwanted leftover was a '39 Plymouth.

It was partially disassembled, had delaminated glass, a destroyed interior, a dented trunk, missing running boards and who knows where all the parts were...and it was a four door.

Well, we looked the car and parts over and determined there were no parts that could be interchanged between that '39 Plymouth and my list of parts needed for my '37 Dodge. We thanked the widow for her time and began to walk away. She stopped us and asked me if I would buy the car. I explained I had no interest in it and I could ask around and determine if I can find a buyer for her. We thanked her again and walked away.

My uncle and I were about to leave her long driveway when she yelled, "Wait!". We turned around and she asked if I would take the car for free. I replied that the car and parts have value and I would help her try to find a buyer and that, again, I had no interest. She then explained to us that she no longer had the luxury of trying to find a buyer for the car and parts. She further explained the buyers of the house (we did not know the house was for sale) would not schedule a closing date until the "junk" car and boxes of "junk" were gone from the property. And she did not want to pay someone to take the car and boxes of parts away.

At that point, my uncle and I opened our wallets and counted out somewhere just over 200 bucks between us. I offered her \$200 for the car, which she refused at first because I would take the car and parts off her hands. After a few back and forths, the widow grudgingly accepted \$200 for the car and parts. We wrote up a bill of sale and I returned a few days later and loaded the car and parts on a truck and off we went. That was twenty five years and five homes ago.



This 1939 Plymouth Roadking  
4-door sedan has 82 HP and 3-speeds forward.  
It weighs about 2900 pounds and the new price  
in 1939 was about \$790.00.

This is one of the 423,850 Plymouths built in 1939.





**Randy LaVallee's  
1950 Studebaker Champion.  
Randy lives in Winooski, Vermont.**



**January 2023**

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



**Jan and Bill in one of their MGs  
(Can you see Jan there on the left?)**

### **William 'Bill' Sander**

**October 29, 1940—November 25, 2022**

Bill Sander passed away at the age of 82. He was in the comfort of his own home and quietly and peacefully passed away after years of declining health.

In November 1966 he married Jan and they recently celebrated 56 years of marriage. They raised three children, Leslie, David, and Lisa. Before settling in Vermont, they lived in the Buffalo, New York area and the Glenwood Springs area of Colorado.

Upon settling in Vermont, they continued to run a group home boarding school for troubled youth that they had started in Colorado. After this he continued his career for 23 years for the State of Vermont in the Social Services division.

Bill was VAE president in 1979. He and his beloved MGs and big black caddy have been a constant in our club. His conservative advice and good guidance will be dearly missed.

Memorial contributions can be made to Lamoille Home Health and Hospice or The Leslie R. Sander Scholarship Fund, Bard College at Simon's Rock. Services will be held later at a date to be announced. Please visit [awrfh.com](http://awrfh.com) to share your memories and condolences.