

February 2023 VAE Year 70

Wheel Tracks



**I TRAVEL NOT TO GO ANYWHERE,
BUT TO GO.
I TRAVEL FOR TRAVEL'S SAKE.
THE GREAT AFFAIR IS TO MOVE.**

ROBERT LOUIS STEVENSON

MORE ON PAGE 15



The Official Monthly Publication of the Vermont Automobile Enthusiasts



Fred's Shop Tools....

My Hacksaw, One of a family of cutting tools built on the Ouija board principle.... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.



Two guys grow up together, but after college one moves to Georgia and the other to Texas. They agree to meet every ten years in Florida to play golf.

At age 32 they meet, finish their round of golf and head for lunch.
"Where you wanna go?"

"Hooters." - "Why Hooters?"

"They have those servers with the big boobs, the tight shorts and the gorgeous legs."
"You're on."

At age 42, they meet and play golf again.
"Where you wanna go for lunch?"

"Hooters." - "Again? Why?"

"They have cold beer, big screen TVs, and side action on the games."
"OK."

At age 52 they meet and play again. "So where you wanna go for lunch?"

"Hooters." - "Why?"

"The food is pretty good and there's plenty of parking."
"OK."

At age 62 they meet again.
After a round of golf, one says,
"Where you wanna go?"

"Hooters." - "Why?"

"Wings are half price and the food isn't too spicy."
"Good choice"

At age 72 they meet again.
Once again, after a round of golf, one says,
"Where shall we go for lunch?"

"Hooters." - "Why?"

"They have six handicapped parking spaces right by the door and they have senior discounts."
"Great choice."

At age 82 they meet and play again. "Where should we go for lunch?"

"Hooters." - "Why?"

"Because we've never been there before."
"Okay, let's give it a try."

VAE Gossip & Other Stuff

From gcf



This photo was found in one of the many books that have been given to the VAE. It looks like a Model T to me. Do you agree? Does anyone recognize its passengers or the lady on the sidewalk?

This February issue of Wheel Tracks is our first of our 1 year experiment. This is our first 16 page issue. It will happen every other month, alternating with the 12 pager.

I reluctantly made calls to the printing company and our webmaster hoping they would not hang up on me and run into the woods. You see, it is all a little complicated. They will receive pages 1,2,8,9,15 and 16 from me, and pages 5,6,7,10,11, and 12 from Anne. Nancy & Ken have pages 3,4,13, and 14. Then we go back to the old page count on the off months. I am sure **you** understand completely.....right?

They told me there would be no problem and I hope they understand what is heading their way.

I have hoped for a long time to get back to having 16 pages and I am happy we are on our way. I have to also say, it is a lot of fun with the four of us working together to make Wheel Tracks each month. It is too bad we didn't live closer to one another. We could be just like "Time Magazine" or "The Atlantic", and go celebrate in a bar every month as we "go to press". That is what they do....right?

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FROM OUR PRESIDENT, MIKE FELIX



Hello VAEers,

As we progress through the winter months, I hope you are doing well and have the opportunity to get those things done that you could not get to during the warmer months. And, have had the time to fix those things on your collector vehicle that needed fixing. Let's all look toward the time when we can get our rides out and about.

During 2023 I will work to get more content in our electronic media whether it be email communication, our website, or our YouTube account. In addition, I will also work toward ensuring more financial transactions will be facilitated electronically (paying dues, for example) and utilize QR codes to facilitate more effective communication.

We are exploring the possibility of VAE sponsoring a "pop-up" gathering. That is, we would send out a blast email to our members on a day where the weather and venue appear conducive to allowing a bunch of us to spontaneously meet somewhere in our collector vehicles. The gathering could be at a park, a creemee stand, a food truck or you name it. Send me a proposed venue and we will put it in the mix of venues to consider when planning for this type of event.

Last, but not least, please consider volunteering to help set up or tear down the annual car show in August, even for just a few hours.

Mike

I just read Gary's "VAE Business and Other Stuff" in the January 2023 issues of WT and felt a need to add to it. It was John English that hatched the idea for the AUHV (Automobilists of the Upper Hudson Valley). He sent out invitations to the local members of the following clubs: AACA, VMCCA, SCCA, MSC, AOT, AMOA and to other known car enthusiasts in the area. He invited them to his Troy, NY, home to start a club he called "Automobile Enthusiasts of the Troy Area." I quote the last line in his invitation: "Come in an old or odd car if possible."



In addition to the names listed as founding members, I would add Ken Gypson, Sr. (President, 1991), his brother, Lowell, Jr., and his father, Lowell, Sr. Also of note is J. Peter Helck, son of the very well-known automotive artist, Peter Helck. His most recognized piece is of the "Old #16" Locomobile race car. He was elected an honorary member in 1952. Gary also mentioned Keith Marvin. This fascinating man wrote for Hemmings Motor News for many years and wrote numerous automotive history books, including "What Was the McFarlan?". It was Keith that drove our Franklin from VT to NY when we moved from Essex Jct. to Troy in 1957.

Long live the VAE...Ken

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Wheel Tracks
Monthly deadline to
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"How to be a member"

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

Wheel Tracks

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



WE SEE THE LIGHT

By Wendell Noble

If your experience is like mine, when you hop in the car and turn the key or hit the start button, the headlights come on and the instrument panel lights up like a Christmas tree. That's a far cry from the first motorized buggies. They went from no lights at all to lanterns whose purpose was more to be seen than to see. That time frame was the late 19th century and the only light source people knew of was a flame, either from a candle or some form of oil lamp. By the early 20th century, brighter, more illuminating lamps using an acetylene flame came into use. Acetylene lamps with reflective backing could actually give off enough light so that a driver could see ahead in the darkness. The acetylene (C_2H_2) for the light flame was either sourced from an onboard generator reacting calcium carbide (CaC_2) with water (H_2O) or carried in a pressurized PrestOLite tank which was filled by a dealer. Finally, around 1912 they brightened up even more with the introduction of incandescent electric lights. Electric lighting served very well to not only light the way ahead but also provide tail lights to be seen and stop and turn signal lights to inform other drivers of your intentions. This remained the state of the art right up to the end of the 20th century. Incandescent electric lights are now being displaced by light emitting diode (LED) lights.

There is a common scientific thread to all of this. Although we have seen different ways of creating it, light comes from only one fundamental mechanism. Understanding that will help in understanding how an LED works. Remember from your high school science that an atom consists of negatively charged electrons going around a positively charged nucleus in discrete orbits. **You were in class that day, weren't you?** An atom absorbs energy by kicking electrons up into higher energy orbits further from the nucleus. When an electron drops back down to a lower energy orbit, it loses that extra energy by giving off light in the form of a quantized photon. A photon is a packet of light whose color is determined by its energy which is, in turn, exactly equal to the energy difference between the electron orbits involved in the transition. For visible light, red is at the low energy end and violet is at the high end. In a flame, energy is released by the chemical reaction of oxygen with the fuel (oil or acetylene). The energy released kicks electrons of the constituent atoms into higher energy orbits and they emit light when they drop back down. In an incandescent light, an electrical current through the wire filament is really a flow of electrons which collide with the metal atoms making up the filament. The collision energy kicks electrons which are bound to the atoms into higher energy orbits, giving off photons when they drop back. In the case of a flame or an incandescent filament, the light energy is accompanied by heat energy. Heat is a manifestation of atoms moving, either flying through open space or vibrating in their bound positions and knocking into each other. Energy can be exchanged between light and heat as interatom collisions occur and collisions occur between electron and atoms. The two systems are in equilibrium with each other. The more heat, the more light.

So what about LEDs? A solid-state diode is made up of two adjoining regions of semiconductor material. One region is made to be rich in conducting electrons by "doping" it with impurities which donate the extra electrons. The other region is caused to have a deficit of conducting electrons due to doping with impurities which immobilize some of them. The electrons on the electron rich side can be envisioned as water in a reservoir behind the gate of a dam. If the gate is lowered, electrons pour into the side with a deficit of electrons and can travel on, resulting in a current. This is forward bias. If the applied voltage bias is increased, the gate is further lowered and current increases exponentially. With an applied voltage bias in the reverse direction the gate is raised further and only a small leakage of current remains. In the forward direction, electrons will drop into lower energy states as they move along and give off photons of light in the process. The beauty of this mechanism is that there is not associated heat. Effectively, all the electrical energy put in, comes out as light. The energy gap across which the electrons drop is characteristic of the particular semiconductor material and determines the color of the light. Silicon, which is the semiconductor used for most of the present microelectronics "chip" applications is not suitable for LED applications because its band gap would result in barely visible infrared light. To achieve the wider band gap needed for useful visible light, a compound semiconductor such as gallium arsenide (GaAs) must be used. The first LED applications I recall were red lights for displays. Remember the LED digital watch? You could tell time in the dark. It appealed to people who really like gadgets, but apparently not to the rest of us. That technology has now been well mastered and LEDs are nicely filling just about all lighting applications.



Well, that's your lesson in quantum physics. It didn't hurt, did it?



"The Softer Side"

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

.....from Nancy

Thoughts.....

There are a lot of eventful days in our lives which we will remember for all time or at least the time we have. One of those days, for me, was December 29, 2022, at 12:30 pm. I am sure that it wouldn't be as important or eventful as "the day that would live in infamy," but in a very small way, it was for me. That marked 65 years of having a paying job, and the day it was officially over, I retired from my job which I held for 54 years.

Now I said I had had paying jobs for 65 years. I got my first job at age 10, and that was when I had to apply for a Social Security number. Just thinking, I never paid any taxes until 1969. Maybe I shouldn't be admitting that but don't think the IRS is monitoring Wheel Tracks, or if they are, maybe the "statute of limitations" has run out!

My first job was at a summer camp in Chester, Vermont, and I was hired to watch the camp owners' four-year-old son during the day, clean, and make the owners' bed (while the child was napping), and help with the family meal at night and clean up. This was a 7-day a week job from end of June when camp started, and went until the end of August when the camp closed and the owners went back to New York City and I went to school.

Must admit, I hated the job. The child was a brat, the owners were super picky, and the grandmother was mean! I look back now and wonder what you can expect from a 10-year-old! Thankfully, it was only one summer. I didn't get a chance at a second "nightmare summer" because the camp closed, and it wasn't because I was a bad employee.

The next summers were more babysitting and cleaning jobs, and in high school, my summers were being a housekeeper, cook, and shopkeeper for the "well to do" in Grafton, Vermont. I guess I did well enough that they offered me a permanent position in their home New Jersey, but I had my eyes set on going on to school after graduation, and did.

That training gave me my lifetime job of 54 years, and I must admit I had planned to work for a few years and find myself a "rich" husband and spend my days in the lap of luxury. Well, I did find a husband. He was not rich, but he was smart - he has been retired for 20 years!!

VAE CALENDAR OF EVENTS



FEBRUARY/MARCH/APRIL/MAY: Unfortunately nothing was scheduled when Wheel Tracks went to print, but watch for John Lavalley's emails for any last-minute program additions.

JUNE 10 & 11: This will be a combined gathering for the VAE and the VT Model T Club at Sharon & Gary Fiske's home in Enosburg. More details later. A "Learn how to drive a 'T'" and an interesting tour are planned.

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.

OUR FIRST-EVER VISIT TO THE HERSHEY CAR SHOW

By Eric Osgood, Guest Columnist

Sunday, October 2, 2022, at 8 a.m. Glenda and I leave Johnson in our 1949 Cadillac. The 1949 model 7733X limo Cadillac named the "Countess" has a full tank of gas and a rear rider compartment overflowing with "only a week's worth" of luggage. We are leaving for an 8-day trip to Hershey, Pennsylvania, for the AACA largest classic car show in the world. We planned our departure with our first stop in Bennington for lunch with our son and his family at the Madison pub and restaurant. We had a wonderful lunch with our 3-year and 1-year old granddaughters before continuing to Kingston, NY, where we spent the night. Near Hudson, NY, we crossed the Rip Van Winkle Bridge. Very impressive.



We are avoiding the interstate, traveling about 200-plus miles per day. Monday, we head out for the final leg to Hershey. This route took us briefly into New Jersey before crossing the Milford Montague Toll Bridge and continuing our travels, landing in Hershey midafternoon. First stop a '50s themed diner named the Soda Jerk Diner for a nice meal.

We have arrived, and while I am ready to bust at the seams with excitement, I am truly amazed at how well Glenda is able to contain her enthusiasm! I am sure she has got to be equally boiling over inside like a child on Christmas morning. Or maybe just a good sport and will go as a ride-along because she has nothing else to do this week! Nah, she must be ready to explode with excitement. 😊

Our first day of the show, we awake to a very dismal, cold, and rainy day. Pawing through the hotel brochure display, Glenda happens upon a brochure for a town called Intercourse, to which she proclaims, "Who would ever want to live in Intercourse?" I wisely kept my thoughts to myself..... moving on.

Who would have thought they would build a chocolate factory in the town of a car show, but they have! We spent the day touring, sampling, making chocolate, and bringing home enough samples to satisfy our chocolate cravings for months to come.



The next two days were beautiful, sunny days. Wednesday we walked the Chocolate North section of the flea market, Thursday the Chocolate South and Orange sections (there were 3 more sections). I did not go with a grocery list of items to look for; however, I must believe if you need something and it is anywhere, you will find it at Hershey (of course I did get some "must have" trinkets). We were totally overwhelmed by the expansiveness of this place.



A benefit of driving a vehicle to be entered into the show that I expected was a place to park (like we do at Waterbury). We were looking for this designated parking in Hershey and they do not have it. After getting directed to a few different public parking lots (some mud ones like Stowe), we finally had a gate attendant who directed us to a "special" maintenance parking lot. Since we had never been before and had no reference point, we did hear some talk around that the show was about 80% of what pre-COVID shows were. To us, it seemed like lots of people, vendors, show cars, corral cars, as well as folks of every walk of life and some speaking languages we did not recognize. I guess we can only imagine what it was like pre-COVID.

We did meet up with Don & Anne Pierce both days and enjoyed dinner together. Both meals were in nice restaurants with good food and great company (however, Anne put us on the hook to write an article for the Wheel Tracks!).

Friday before 8 a.m. we had the Countess on the show field, parked and preparing to be judged. It does not really seem right that a car driven 500 miles and "original" was being judged alongside immaculate, fully restored beauties! However, we did get a Junior 2nd place. Imagine my surprise when the judges came walking over and there was the friendly face of none other than our own Steve Carpenter from Newport, Vt. Did this help? If so, I will take it. 😊



After the judging, I walked the show field of over 1000 cars. Wow! There were the range of totally restored early 1900 to late models, drivers to trailer queens, some rough unrestored, from Metros to a fuel tanker, muscle to land yachts, and everything in between. Like the flea market, the show was a steady walk without much time to stop if one is determined to try and see everything. The Hershey car show could fill a 2-week time slot and probably still have things left to discover.

Friday evening we went to the awards banquet. We had a nice meal, chats with fellow enthusiasts, and walked away with a trophy. The adage about it being a small world really came home for us in Hershey. We ran into Frank (Jay) Barrett staying at our hotel, originally from Post Mills and currently living in Greensboro Bend, a friend I have known for years and the owner of some fine old Buicks. With the thousands of people at the flea market, we also ran into two guys who used to work here in Johnson: Bruce Whitehill and Troy Dolan. We found a friend, Ryan Thibeault from NH, with a flea market booth, as well as I finally met the editor for a 1929 Buick newsletter, a subscription I have had for many years.



However, the real shrinkage of our world came to us at the banquet, a room full of hundreds of people, while doing the courteous introductions around our table: the "Oh, you're from Vermont. I have relatives there." "Whereabouts?" "From Bradford area." "Really? We are from there." "What are their names?"..... My grandfather, Cliff French, married Ester Thurston (my step-grandmother), who, as it turns out, was the aunt to this woman, Melissa Mekdeci. She even knew Silver Annie. A stranger becomes a relative through marriage within a matter of a few minutes. Wow!

All good things come to an end. Saturday we are on the road by about 8 a.m. for our trip home. We stay in Schenectady, NY - impressive downtown area - one of those cities I had driven by while traveling the interstate numerous times and never realized the little gem to be had.

Sunday October 9th and we are home in Johnson for lunch. My other son and his family from Nashville had flown in and taken over the house during our absence (we did know they were coming). We now get to spend a week with another grandchild. Retirement sure is great!

The Countess went 1,037 miles, through 4 states, in a car show, on Interstate 87 (coming home), and an untracked number of gallons of gas, without one mishap. Will we go again? Definitely. Will we go next year? Not sure. Certainly a must-see for any car buff and an experience to cherish for years to come.

Eric & Glenda Osgood live
in Johnson, Vermont.

*Editor's Note: See, Eric? That wasn't so difficult now, was it?
Now you just have to get other VAE'ers to contribute their own stories.*

"VAE in Scale"

from VAEer Dick Sirola



Model Behavior

Long ago, in a meeting room far away (Colchester), a group of scale model enthusiasts gathered for one of their monthly BOGSATs (Bunch Of Guys Sitting Around Talking). Among them was an automotive modeler, a master of whimsical ideas and meticulous execution, who never let a kit go by without taking it far beyond whatever the box art showed. As he looked around the table it was apparent that his creations were surrounded by a plethora of olive drab models, most depicting military equipment designed with pointy things to deliver "Kaboomies" to the enemy in real life. He began thinking about how to draw some of these modelers back over to the civil (or is it "civilian"?) side. Before the next meeting he saw a multi-kit lot of SnapTite kits on Ebay for sale at deep discount and bought them. The kits were all a 1999 release of what was called the "New Thunderbird" in 1/25 scale, and while intended for younger modelers, the kits had decent form and detail and were easy to build.



At the next meeting he plunked the shipping box on the table and proceeded to hand out "New Thunderbird" kits to all, declaring that these were "challenge kits" and were to be modified and customized and finished in accordance with the inspirations of individual builders. A completion date was set two months hence. One "challenge kit" ended up with Yurs Truuley. Yurs contemplated the kit, which was a Thunderbird convertible, and tried to imagine modifying such a vehicle so that it could be used for more than Vermont's thirteen days of summer. After all, nobody drives open cockpit transportation in the winter. Or, do they? How about snowmobiles? With a snowmobile Thunderbird, Yurs could take the back way up to Milton for winter supplies. And so it started. As expected, the kit body shell was simple and required little work. Two blanking plates were made from sheet polystyrene for the rear wheel openings and glued in place against stiffening bars glued horizontally inside the shell. The trunk lid was left off, presenting the perfect support deck for a drive belt. Two half cylinder supports were attached under the bottom pan to maintain a level

attitude for the car with the drive belt attached.

The front skis were made from strips of styrene with sanded nose shapes and stiffening strips glued on top. The fronts were curved upward by banding the skis to a small wood block with the tips extended, and immersing in a pan of hot water until the tips slowly yielded to an upward curve. The skis were mounted to the kit's stub axles, intended for wheels, and utilized inverted suspension bits for attachment. Miniature springs were incorporated to embellish the attachment and fool people into believing they actually did something.

Finally, the interior was finished off as stock. The seat pads and steering wheel center were brush painted the body color by decanting the rattle can into a clean and dry yogurt cup and allowing the paint time enough for the propellant to de-gas. The remainder of the interior was left bare black plastic, just as the SnapTite kit intended.

A grand assembly followed: body shell on, interior installed, windshield attached, skis mounted, headlights and tail lights inserted, and drive belt attached, all leading to the vehicle seen here.

I presented my creation at the BOGSAT that concluded the Thunderbird Challenge. It was met with enthusiasm and approval by the Whimsical Master, which was indeed a well appreciated honor. And, yes, several other entries were finished in olive drab and had pointy things that went Kaboomies real life.

A call for help.....

For many years our VAE car club has been involved in Vermont's high school career centers. Our 13 years of presenting the "Golden Wrench Award" has introduced us to some of the most amazing teachers and students you can imagine. Of the many skills that are taught in these 16 career centers from Bennington to Enosburg, we are involved with the automotive technology programs.

We have just been asked to put the word out about one of these centers, the Northwest Tech Center in St. Albans. Their instructor, of many years, is retiring and they are looking to hire his replacement.

There is a full-time vacancy for an Automotive Technology instructor for the remainder of the 22/23 school year and with opportunity to continue beyond.

You can get all the details on the human resources page of the school's website. Please pass the word about this great job.



To the Editor

Dave Sander's column about tire pressure monitors in our modern cars was very interesting. So, what happens when you need to get your vehicle inspected in the winter and you have your snow tires on with the wheel you picked up at the junkyard, with no pressure devices? If there is just one flashing light on the dash, your vehicle will not pass inspection.



I was in a garage recently and a gent in a pickup had it all figured out. When I noticed his "winter wheels", he invited me to look in the bed of his truck and there sat his four summer tires, mounted on the wheels that will keep the dash lights happy. He said he was told he needed one but was playing it safe and threw in all four. Can anyone tell me if that is true?

On a different subject, I had an old uncle in the 1960s who owned a service station in Sheldon Junction. He was as honest as they came and I remember being in the garage one day while he was changing a customer's oil while doing a tune-up. He would leave each quart container draining in the customer's engine for a while, then stick the empties up-side-down in a container under his work bench for the rest of the day. He told me, the drippings that were left, would take care of oil changes in his three vehicles.

I always wondered about that until I changed the oil in my farm tractor recently....it was close to 60 degrees that day, if you ask. I did the same thing with my eight containers, as my old uncle had done, and ended up with 1/4 cup of oil from the drippings!
Thanks, uncle.

G. Fiske, Enosburg, VT

To the Editor:

Chris Barbieri's "Remember When" article in the December Wheel Tracks features a snowplow attached to the bumper of a passenger car and he asked if anyone remembers when they saw a car snowplow.

I follow the Memory Lane stories and can relate to most of them as I started in the service station and garage business back when WW2 gas was rationed and have responded or commented on many of his stories. So, I do remember. When I bought my Wells River service station business in 1956, it came with all the tools and equipment. It also included a car bumper attachable snowplow. The former owner used it on his 1939 Buick family car to plow the station yard.

The plow was a factory built straight blade set at an angle to push the snow off to one side. The bumper clamps were padded with heavy duty fabric and had never harmed the Buick bumper. For use on my pickup, I modified it to push straight ahead and attached it to the big front bumper of my pickup. I also made ratchet-type trailing skids that would lift the plow up when in reverse.

I used that plow for several years with cement blocks in the pickup bed for weight. I also had Town & Country Sandpaper Snow tires for traction. Anybody remember them? Eventually, one of my customers purchased a bucket loader and cleared my lot. I gave the snowplow away and never saw it again.

John Mahnker, Wells River, Vt



Vermont Auto Enthusiasts Membership Application

Membership fee....\$35 for 1 yr.....\$60 for 2 yrs.

Please make payment payable to:
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89 Ledge Road
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What old things are you interested in? Circle some or all!

Check out our member vehicle list on our web site, vtauto.org. You will find hundreds there and most likely a model of the very first car you drove. An online application can also be found at vtauto.org.

Dear Wheel Tracks,

I thought I might send in some words relating to an issue that is important to all of us: protecting our vehicles from mouse infestation!

I store my 1925 Franklin open touring car in my unheated barn, up on blocks. This barn also has a section that is open to cattle for their use in inclement weather. It is easy for mice, chipmunks and squirrels to enter the barn. When I purchased the Franklin, it had been stored for several decades and had been lived in by mice for a long time. The entire interior was original and in bad condition, mostly due to mouse damage, with many old nests and a strong smell that would nearly burn your eyes. It took a very long time cleaning the body and replacing all seat padding and covering, along with other interior material, before the smell was finally not noticeable.

I previously had experienced mouse nesting in a motorcycle, which resulted in a destroyed magnesium engine crankcase due to the entry of mouse urine when they chewed through the air filter and made a nest in the airbox. I have tried various methods to protect my vehicles, and have found a system that has worked for me for many years perfectly.

I use the smallest version of the Havahart trap, for mice. I have caught mice in every trap some days. I use peanut butter and drown the mice in water, then throw them out in the field and the crows have them gone very soon. Of course it is important to check the traps daily. Larger sizes of the trap are used around the barn for squirrels and raccoons.

Good luck!

John Gallagher, Moretown Vt

THE JUDGES' CORNER

INTRODUCTION TO JUDGING AT THE VERMONT ANTIQUE AND CLASSIC CAR MEET

Did you bring your car to the Vermont Antique & Classic Car Meet in Waterbury last August? Did you have it judged? Are you aware of the judging standards applied to your vehicle? When show day arrives, is your vehicle restored or preserved in the condition it was when delivered by the new car dealer? Exceptions are allowed for safety items such as seat belts & radial tires. Everything else should be authentic. The examples are endless, but here is a brief list of everyday items to consider: radiator cap, hoses, muffler clamps, light bulbs, screws, batteries and battery cables. Fortunately, aftermarket parts are available for many of these items that LOOK completely original.

So evaluating authenticity is roughly half of the judging standards applied. The other phase of judging, and at times most difficult, is condition. Inspect the paint. Are there any dents or bubbling from corrosion? Are there any Bondo sanding marks, streaks, or paint drag? Is there any corrosion or pitting on the bumpers or other chrome? In what condition are the tires and rims? Do you know the correct size(s) of them, and are they correct for the year of the vehicle? Do the materials, fabrics, and color combinations in the interior match what was available at the time of production? Did the owner/restorer install correct carpeting and headliners?

On Page 11 is our Judging Form. Please take the time to read it.

Finally, if you're sufficiently motivated to bring a vehicle to the meet to be judged, you should consider becoming a judge. No special experience is necessary. We will train you. You will gain an incredible amount of knowledge and meet interesting people! There will be more information on becoming a judge in a future article.

Remember, even if you are showing your car, you can still judge! Please bring your knowledge and enthusiasm to the club!

Mark Bennett, Judging Chairman
Steve Carpenter, Chief Judge

"Remember When?" with Chris Barbieri



"Tumbler Auto Beauty Process"

"Smart people don't drive DULL cars." It's a clever and creative headline as our smiling driver knows. Why? Because her car is not dull, thanks to the Tumbler Auto Beauty Process. Tumbler is the J.A. Tumbler Labs in Baltimore, Maryland, also with offices in Toronto, Canada.

"No matter how well you're dressed, a dingy automobile can make you look and feel shabby. Yet it isn't much trouble to keep your car lustrous and new looking all the time," said Tumbler.

Why finish dullness? "Tumbler discovered that the real cause of motor car dullness is finish oxidation, the same sort of thing that makes iron rust." Tumbler's response was to create cleaning and polishing liquids that make a hard job easier. It's positively thrilling to use!" Today's version of Tumbler's products is any popular brand of compound product.



The ad copy goes on about your car looking new again and more. There is also a Tumbler Auto Beauty Kit [shown] that includes Haze Remover and Brilliant Finish, both liquids. Tumbler also suggests taking the Beauty Process Fender Test. The kit can be tested on a small spot on your front fender to prove it works. [I think I'd choose a more discrete location.]

The ad asks you to find out if your Dealer carries Tumbler products. If not, Tumbler asks you to send them the dealer's name and they will ship to the dealer directly.

This is an interesting ad. Automobile makers for decades have often targeted the female audience knowing that women buy cars as well as men. This 1930's Tumbler ad clearly shows that female car owners also take care of their cars.

"Smart people don't drive DULL cars."
Now that's one to Remember When !



Vermont Automobile Enthusiasts CLASS JUDGING FORM

Date: _____

Judges' Names: _____

UL Approved
Fire Extinguisher
Yes _____ No _____
(If no, do not judge)

	OK	CONDITION		AUTHENTICITY	
		MINOR FLAWS DED. 1 PT	MAJOR FLAWS DED. 2 PTS	INCORRECT DED. 3 PTS	MISSING DED. 4 PTS
EXTERIOR					
Entire Body or Body Parts					
Paint					
Chrome and Stainless					
Headlights (no halogens, sealed beams OK after 1940)					
Weatherstripping					
Other (specify)					
INTERIOR					
Steering Wheel and Dashboard					
Seats and Doorpanels					
Carpeting or Floorcovering					
Headliner or Convertible Top					
All Glass					
Trunk Liner and Spare					
Tire Change Tools					
Other (specify)					
CHASSIS					
Wheels and Tires (radials OK)					
Suspension (springs, shocks, control arms)					
Exhaust System					
Underbody (frame, pans, lines)					
Other (specify)					
ENGINE COMPARTMENT					
Battery and Wiring					
Engine					
Carburetor and Fuel Lines					
Electrical System (starter, generator, voltage regulator, coil)					
Belts and Hoses (accordion not correct)					
Hose Clamps					
Radiator					
Radiator Cap					
Other (specify)					
Column Points Total					

Grand Total of Deductions

1st (Maximum ded. 8 points)

2nd (Maximum ded. 15 points)

3rd (Maximum ded. 20 points)



"The Pleasures of Reading
an Auto Magazine"

Trivia from Don Tenerowicz

1940 Chevy & The Offenhauser Lamp

In the mid-1970's my brother and I were looking for a 1940 Chevrolet 2-door coupe. There was no intention of purchasing a show quality or period correct vehicle. Just a driver to have fun with. One reason was the unique sound of a Chevy 6 cyl with a "split" exhaust manifold and dual exhausts when everyone else had the Ford flathead V-8. From an advertisement in *Hemming's*, a good possibility was a vehicle located in Manchester Center, VT, and had been in storage for a number of years.

After a discussion with the owner and having discussed price and condition, we traveled to VT with a flatbed from our home in CT. Intention being to return with the Chevy, knowing the vehicle was not running. The owner's description was exactly what we were looking for, agreed upon a price and now had our driver.



Prior to making the trip, we had been in contact with a high school auto vocational instructor that had worked on Chevys, and delivered the vehicle to his home, having a backyard garage. In short order, the Chevy was running and road tested. Within a year, the exhaust manifold had been modified for the split exhaust and a local muffler shop fabricated the exhaust system using steel packed Smithy's.



While at Hershey I acquired a Chevy Offenhauser dual carb manifold, but never installed. A few months ago I decided to use the intake manifold as the base for a decorative lamp. The wood uprights were made from tiger pattern maple with vertical LED bulbs and plastic tubing etched with a pattern for the lamp chimneys. The electrical switch mounted in the front is an original Bakelite.



January 3, 2023

I am responding to Don Tenerowicz's enjoyable "Trivia" article in the January 2023 WT issue. He mentions that time spent at an electric car charging station "might be in the 30-minute-plus range." This assumes that there is no one else ahead of you in line to charge their own car. On a recent trip down the NJ Turnpike, just before the Delaware Memorial Bridge, I noticed lines of no less than 4 cars waiting to get to the available chargers at the service area. This would mean a stop of 2 1/2 hours before you could get back underway. Until this "stoppage" time is more like what we're used to, I'm sticking to petrol!

Ernie Clerihew
Pittsford, Vermont

December 13, 2022



I hate to be the bearer of bad news, but your correction in the December 2022 issue on page 2 is incorrect. In the bottom picture with 3 people, it is of Lyndon Institute Auto Shop. The student pictured on the left is "Deago Eastman," Class of '23; your VAE member (Phil Drake) in the Center; and me, Dan Camber, on the right in the plaid shirt. St. Johnsbury is my competition. I hate to see them get our accolades, LOL. Thanks again.

Dan Camber
Lyndon Institute Auto Tech Instructor
Lyndonville, Vermont

Editor's Note: I guess you can say third time's a charm!

The Roadside Diner

Paprika Pork



Approximately 1 1/2 pounds pork tenderloin
2 tablespoons butter
2 teaspoons flour
4 teaspoons paprika
3/4 teaspoon salt
1/4 teaspoon pepper
3/4 cup heavy cream



Nancy Gypson

Cut pork into 1" cubes. Dredge in mixture of flour, paprika, salt, and pepper. Sauté in butter for 4-5 minutes. Add heavy cream. Bring to boil and cook, stirring, for 5-7 minutes until thickened. Serve over egg noodles or rice. Serves 4.

KEN'S CORNER: BLAH BLAH BLAH

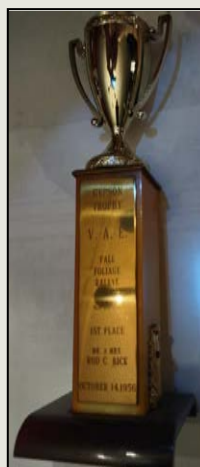
As a catch up from fall and my column from the December issue, the annual Anne Gypson Tour was won/lost by Anne and Don Pierce. Actually, they tied with Ed Hilbert. Ed has won his fair share of these tours and was gracious enough to have the Pierces receive the trophy (which was presented by me) at our Christmas party.

+ + Note to Gary (see Gossip, page 2): We're in as long as there is peanut butter whiskey involved! + +

Ah, British cars! I've always held to the saying that, "The British build the most charismatic pieces of junk." To that note I must respond to Chris Barbieri's request for TR-3 stories. After I sidelined my Austin Healey 100 that had no clutch (story to follow), I bought a 1960 TR-3A. Nice car. No rust. Nice top and upholstery. One bad cylinder. As it turned out, it was ONLY a bad head gasket. After 2 new gaskets I had the head planed. Still it blew the head gasket after 250-400 miles. Being a college student, I couldn't afford to do the same with the block. I got so I could change that gasket, hot torque the head, and be on my way in about 35-40 minutes. After that happened a number of times, mostly in the rain or at night, I went back to my old flame...my Healey with no clutch. I drove that 100 with no clutch for nearly six months. 1. Start the car in second gear. 2. Learn to shift via matching road speed and RPM. 3. Knock it out of gear at red lights and stop signs. 4. Repeat.

I've never learned my lesson. In my almost 60 years of car ownership (Co-editor's note: Yikes! You're old!), I've owned another 3 Triumphs (GT-6s) and about 8 or 10 Healeys. And, yes, there's a '56 100 in the shop right now getting a new wiring harness. You all know Lucas' wiring motto, "Home before dark." It's also why the Brits drink warm beer....think about it!

1st Gypson Tour Trophy
1956



Won by Rod & Emily Rice

Austin Healey 100



Triumph GT6



Wheel Tracks Classifieds



Free to all Enthusiasts

FOR SALE...If you plan to run a flea market this year or sell online, I have 6 pages listed of small to large used parts for various cars from 1925 to 1950. Cheap. Call 802-862-6374 or email at: roymart@comcast.net.

February Bumper Sticker...

**No sense in being
pessimistic. It wouldn't
work anyway.**

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.

FOR SALE...1950 Sunbeam Talbot 90 Convertible. See January 2023 WT, Ken's Corner, for info. Asking \$10,000. Ken Gypson 518-423-7565



FOR SALE... Farmall Cub, "barn find", early 1950's, complete but needs some TLC and paint, has left and right plows and cutter bar. More photos available. Located in NH. \$1000 or offer. Charlie Thompson, 802-734-4010, charlieandmarion@comcast.net



FOR SALE...Sales brochures for most American and some foreign makes, both pre-war and MANY post-war makes and models. Send email or call with your interests, and I'll respond with availability and price. John Emerson, jemerson@middlebury.edu, 802-388-7826

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

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 gafiske@gmail.com

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...2003 Polaris HO ATP 4-wheeler. We do not use it, 366 miles on odometer, has dump bed, Always maintained, and like new condition. \$2800. Call G Fiske, 802-933-7780



FOR SALE...1923 Ford Model T delivery truck. It is unrestored and runs fine. The bed is factory built by Martin & Perry. A one-off T. \$12,000. Call Fred Gonet for more info, 802-226-7844

FOR SALE...30" all steel wheels & 2 axles. \$100 firm, cash, pick up. Marvin/Ellie, ellieb@gmavt.net, 802-425-3529

FOR SALE...

1. Rotary Phase Converter will power up to a 3HP 3 phase motor. Unit professionally built a number of years ago and recently tested.—\$250.00.



2. US Motors VariDrive Speed Reducer unit—1HP 3 phase motor. Speeds from 1900-190 RPM. Tested and works fine—\$300.00.



Dave Carpenter
802-759-3081
north12dave@yahoo.com
Delivery may be possible for VAE members.

Continued from front page.....

Travel.....[trav-el] verb

To move from one place to another: seeking places to discover. A journey to a distant or unfamiliar place; a slow and steady pace can be done by train, plane, ship and especially an automobile; a one way or round trip.

To uncover cultures and open the mind; to grow and yourself find, makes you pine for places never known; makes you not want to go home.

"The Road Not Taken"

Two roads diverged in a yellow wood,
And sorry I could not travel both
And be one traveler, long I stood
And looked down one as far as I could
To where it bent in the undergrowth;

Then took the other, as just as fair,
And having perhaps the better claim
Because it was grassy and wanted wear,
Though as for that the passing there
Had worn them really about the same,

And both that morning equally lay
In leaves no step had trodden black.
Oh, I marked the first for another day!
Yet knowing how way leads on to way
I doubted if I should ever come back.

I shall be telling this with a sigh
Somewhere ages and ages hence:
Two roads diverged in a wood, and I,
I took the one less traveled by,
And that has made all the difference.

Robert Frost

The Old Car

Well, the AC works fine in the winter,
And the heater works well in the summer.
The radiator leaks and the left wiper squeaks,
but the motor is strong;
she is a comer.

That the radio's shot
doesn't matter a lot;
I can sing or perhaps be a hummer.
But when she breaks down
and I'm ten miles from town,
I just stick out my thumb....
I'm a thumber!

Cowboy Ron Williams



**'We're away! and the wind whistles
shrewd / In our whiskers and teeth; /
And the granite-like grey of the road /
Seems to slide underneath.'**

Australian bush poet, Banjo Paterson

Driving Through

This could be the town you're from,
marked only by what it's near.

The gas station man speaks of weather
and the high school football team
just as you knew he would -
kind to strangers, happy to live here.

Tell yourself it doesn't matter now,
you're only driving through.
Past the sagging, empty porches
locked up tight to travelers' stares,
toward the great dark of the fields,
your headlights startle a flock of
old love letters—still undelivered,
enroute for years.

MARK VINZ

**Once she was straight
And full of pep,
Had a fast gait
And kept her step.**

Now she is faded
And beginning to wrinkle,
Her eyes look jaded
And refuse to twinkle.

Her time is not long
'Cause her lungs are weak,
Her voice once strong
Is reduced to a squeak.

My eyes they fill
When I'm tempted to part,
Because she still
Holds a place in my heart.

She carried me to hunt,
She carried me to marry,
Without a single grunt
Or suggestion of tarry.

Along the countryside
Or down by the river,
I've enjoyed every ride
In that dear old "flivver".

King A. Woodburn

My old car knows, when I am near.
We have road trips in mind, to places
unknown. New adventures to feel, it has
been awhile.

We leave soon to a place, far away.
Her old bolts and bushings, be darn, lets
go and not wait. Lets go right away.

We head out, to the north. The road
moving below, the sounds are nice music
to us.

I traveled this road, hundreds of times.
But today with my friend, it is all brand
new. Did you see that, old girl? I didn't
see it before. What's that up ahead?

Anonymous



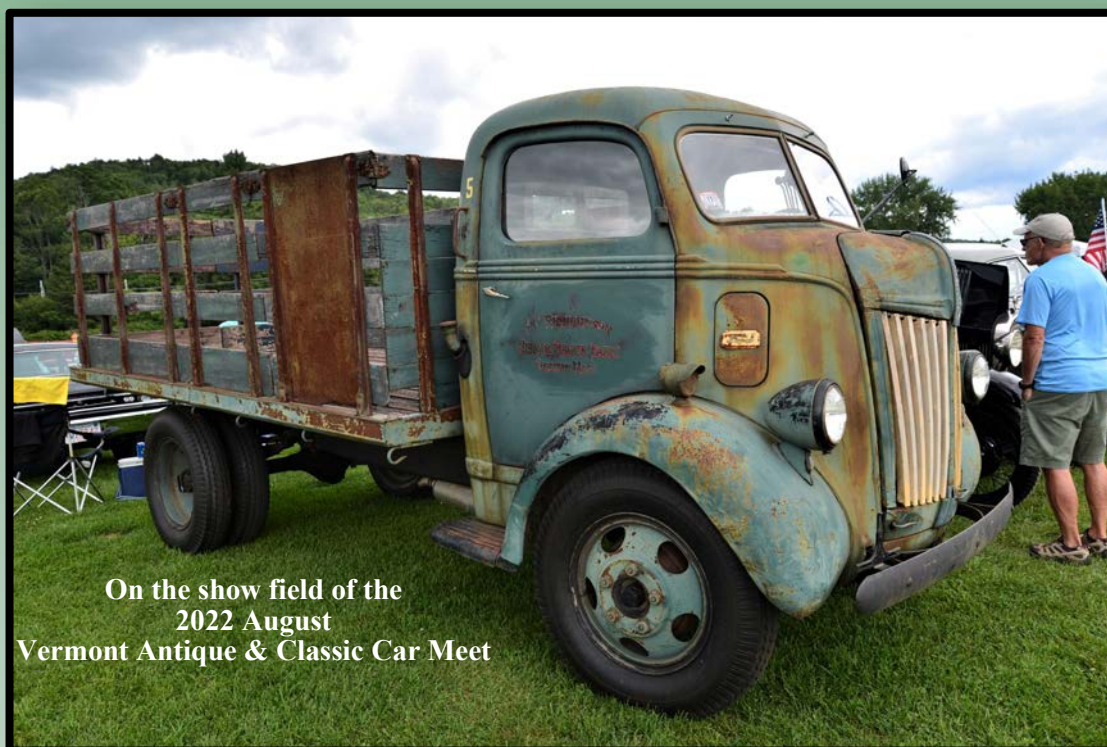
**This beauty is owned by
Richard and Diane Shortsleeves
of Brandon, Vermont.
It is a 1924 Ford Model T Pickup.**

You can find our latest VAE events on page 5



February 2023

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



**On the show field of the
2022 August
Vermont Antique & Classic Car Meet**

Eric Adams of Stowe, Vermont, owns this wonderful original Cab-over 1941 Ford stake truck. That is, he owned it for a few months. He had plans that would make major changes to the truck and did not have the heart to disturb its originality.

The truck spent most of its life on the Beaver Brook Farm in Dracut, Massachusetts, hauling the farm's annual squash crop. The farm owner's name on the door is JC Richardson. Eric said the doors have a different shade of paint because they were taken off during the work months in the summer to decrease the heat in the cab.

Interestingly, Eric sold the truck to someone who lives in a town neighboring Dracut.

The old girl has made it back to her roots!