

May 2023 VAE Year 70

Wheel Tracks



For the rest of this 1926 Franklin's story, go to page 11
Happy Birthday VAE!

The Official Monthly Publication of the Vermont Automobile Enthusiasts



Fred's Shop Tools....

Oxyacetylene Torch, used almost entirely for lighting flammable object in your shop. Also handy for igniting the grease inside a wheel hub out of which you want to remove a bearing race.



I always adjust the seat and mirrors when I drive my husband's car so he doesn't forget he's married.

My boss came to the office today with a new Porsche.

Me: "What an amazing car"

My boss: "Absolutely! If you work really hard, and put lots of hours in and strive for excellence at all times, I should be able to get another one next year".

Do you know a way to really freak out a car salesman?

You say "Tell me if you can hear me", then get in the trunk and start screaming.

What's a mixed feeling?

When you see your mother-in-law backing off a cliff in your new car.

A few of Buzz's observations....

A little boy asked his father, 'Daddy, how much does it cost to get married?' The father replied, "I don't know, son, I'm still paying!"

I already know what I want to be when I get older.....Younger!

Why do they lock gas station bathrooms? Are they afraid someone might clean them?

"You can pretend to be serious; you cannot pretend to be witty."

VAE Business & Other Stuff

From Gary Fiske



"Did you hear the one about.....?"

I go to my neighbor a lot, when I get into trouble in my shop. **John Reighley** is retired from a lifetime of solving mechanical mysteries. Most times, the mystery I am asking advice about, is taken care of in five minutes, then maybe another hour or so is spent covering world-wide mechanical concerns. He told me about a mystery that

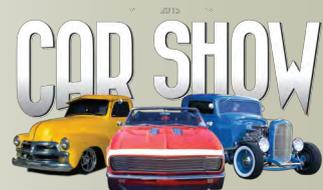
happened many times (to other mechanics) when working on Fords from the 1920s through the early 50s. If you did not take good notes when repairing a rear axle, the garage mechanic could be the subject of the village gossip circle the next day. It goes like this.....

"I heard my neighbor's car now has 3-speeds in reverse after the garage got done with it yesterday."

John explained how easy it was to reverse the gearing in the differential. Another mechanic told me how he always noted that the ring gear was on the left before tearing the pumpkin down. But....that was from the back and gosh forbid if you were looking from the front when putting it back together!

Our new 2nd Vice is hitting the ground running!

Jason Warren has a car show planned for **June 24th** in **Jeffersonville**. Put this date on your calendar and support Jason and all the work he has done putting this event together.



It will be on the elementary school grounds on School Street from 8AM until 2PM. Any make, model or year is welcome. Admission is free and there will be no judging or awards, just bring your ride and have fun showing it off. Food trucks have been invited and the local eateries have been informed. Dash plaques are in the plans for the first cars to the show.

Any questions can be answered by calling or emailing Jason, his contact info is on page 3. Offers of a little help on the 24th will not be turned down.

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Gary Olney	Nancy Olney
John Malinowski	

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**FROM OUR PRESIDENT,
MIKE FELIX**



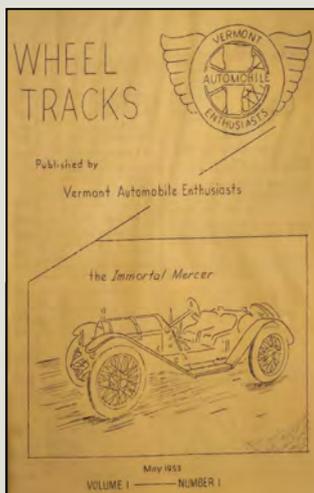
Hello VAEers,

Hopefully you have unearthed your collector vehicle from its winter slumber by now. Make sure to add attending a VAE event to your "to do" list this spring and summer. The Calendar of VAE Events contains the most scheduled events since before the pandemic. Get out there and have some fun revolving around your collector vehicle.

And, it is not too late to volunteer your time to help make the Vermont Antique and Classic Car Meet a success. Contact Duane Leach or Bob Chase as they would surely appreciate whatever time you can give.

Hope to see you at one of our events soon.

Mike



Cover of first
Wheel Tracks
May 1953

In 1953:
 Gas was \$.22-\$.27/gallon
 Milk was \$.94/gallon
 A new Ford was \$1,537-\$2,403
 A new Packard was \$2,679
 A used '48 Kaiser was \$695
 A used '26 Franklin was \$50
 A gas lawn mower was \$85
 A washing machine was \$99
 A car full at the drive-in movies was \$1
 US minimum wage was \$.75
 Average yearly income was \$4,011

When the first issue of Wheel Tracks came out I was 4 years old and Lloyd Davis was already a member. Being one of the current editors for over a year now has Nancy and I proud to be part of Wheel Tracks. It has also given us a great appreciation for Gary's past efforts!

Long live the VAE...Ken

Membership

Only \$35
\$60 for 2 years

Wheel Tracks
Monthly deadline to
the editor is the
5th of each month

**"How to be
a member"**

*Go to vtauto.org
 *Click "Join VAE"
 *Print form, fill it
 out and mail it with
 your \$\$ to our
 secretary

If you want your
latest
Wheel Tracks
earlier.... go to
vtauto.org then to our
Member Only Page.

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

Wheel Tracks

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

Wheel Tracks is 70 years old this month! In 1953 the war was about 8 years in the rear view mirror and the US was in the beginning of many years of prosperity. Prices for goods and material items are really in the rear view mirror nowadays.





Wheel Tracks Academy



OLD CARS AND MODERN ENGINE OIL

By Guest Writer, Dave Sander

A recent conversation with Wendell Noble brought up some questions about older engines and modern engine oils. Should older engines use straight weight or multi-viscosity oil? Should older engines use non-detergent or detergent oil? What about zinc and flat tappets? Doing some research online provided some surprising information.

First, it is important to mention that modern oils are vastly superior to the engine oils that were available even just a few decades ago. I have heard that it is not a good idea to use detergent oils in older cars, but I never knew why. I always knew it was not good practice to use a detergent oil in an engine that has been run with non-detergent oil, as the detergent oil will encapsulate accumulated dirt and sludge. This dirt and sludge will circulate with the oil through the engine, and this can cause engine damage.

A little research uncovered something I had not realized before. Detergent oils can actually cause oil foaming. I found this on Amsoil's website: "Controlling foam is not an easy task. Oil viscosity, contaminants, changes in surface tension and additives can all act as catalysts to the formation of foam. Detergents and dispersants promote foaming and minimize the effectiveness of anti-foaming additives. Anti-foam agents can stop foaming but require effective formulation to avoid trapping tiny bubbles within the lubricant."

What does this mean? Well, it means that some detergent oils can cause excessive oil foaming. This would get worse as the oil broke down, causing the anti-foaming agents to not work as well. I also read research from the Automotive Service Excellence (ASE) website that surprised me. Apparently, oil consumption is noticeably higher with multi-viscosity oils vs. straight weight oils.

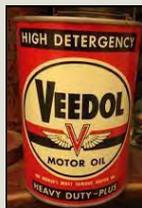
For modern oils, it makes sense to follow the recommendation for engine oils in your owner's manual. For older cars, the answers are not so clear. If the engine condition is known, or the engine was recently overhauled, it may make sense to use a quality high detergent oil. A high detergent oil will have HD in the oil name. If the engine is only going to be used in a specific temperature range, like summer driving, using a straight weight oil may make more sense than a multi-viscosity oil. For older cars, it makes sense to use an oil specifically formulated for older cars. These oils have a higher level of ZDDP (Zinc dialkyldithiophosphate) for proper lubrication of flat tappet camshafts.

Some popular oil choices for older cars include:

- Castrol GTX Part-Synthetic High Mileage
- AeroShell Oil W100 Plus
- Lucas Oil SAE 10W-40 Hot Rod Motor Oil 3X1/5Q
- Valvoline VR1 Racing 20W-50 Motor Oil
- Shell Rotella Synthetic Blend 15W-40 Diesel



A modern oil can also be used with a ZDDP additive, like GM Engine Oil Additive. If the engine does not leak oil, and oil consumption is not an issue, a true synthetic oil like Mobil 1 could be a good choice. I have always been told to use straight weight oil in my air-cooled Volkswagens, due to oil foaming, but I could find nothing in my research to confirm this. I have always used straight 30W in my Volkswagens.





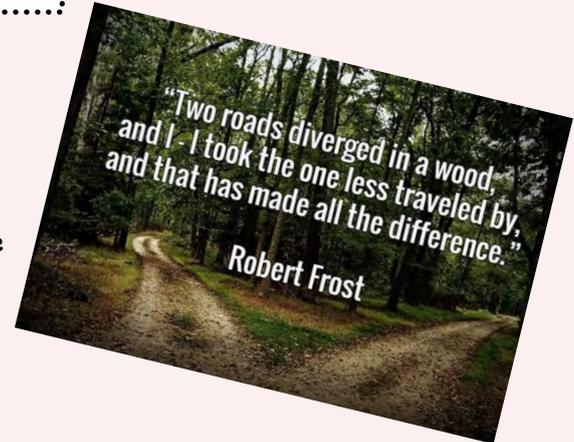
"The Softer Side"

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

.....from Nancy

Is Now the Time in Life for Regrets?

I don't know if others about my age have moments when they think back and kind of scroll through their life and have some regrets about what they did or didn't do, but I have. I think it was Robert Frost who wrote about coming to a fork in the road and "taking the less traveled" which got him where he was at that time. I know I took the "more traveled" as I have never been adventurous; actually, kind of a scaredy cat. As I look back, I know there have been times where I have thought I wish I had done this or that, but it is more in the realm of should have taken a pie to the new neighbor than any life-changing event.



I know I don't regret not moving to New Jersey in the '60s for a housekeeping job, no matter how enticing they were making it sound. I had wanted a daughter, but when I was blessed with two (wonderful) boys, I don't regret not trying again! I don't regret not marrying the undertaker I had been dating, but thinking about that now, maybe it would have made more financial sense as I ease toward needing said service! No, I don't think I have any REAL regrets. I can see what, I think, are things other people will or do regret.

I was watching the Final Four last night and the commentators were sitting at a table "commentating" when a young man came up behind them with a totally inappropriate sign for all the TV world to see. I think he will "regret" what I think he thought was a joke.

About 20 years ago, my son, Joshua, was just out of college and working as an assistant golf professional at a very prestigious club just outside of Boston. This job was special and unique especially for the sports minded as the owner of the Patriots football team was a member and that meant that many of the team would play golf and Josh would get to meet them. One day a man came in and asked if Drew Bledsoe (quarterback for the Patriots) was there because he wanted to get his autograph. Joshua said that "no, he wasn't there, but the backup quarterback was," and the man said, "Forget it. Wouldn't want to waste my time," and left. Do you think that today he is regretting his decision to not "waste his time"? Of course you have figured it out. He passed up getting the one and only TOM BRADY's autograph. Guess this proves that some "regrets" can be bigger than others. Hope you don't have any.



Trivia from Don Tenerowicz

"The Pleasures of Reading an Auto Magazine"

The "barn finds" for many of us brings back memories of the enjoyment and fun with "old cars." Pictured is an early 1930s Rockne that had been converted to a flatbed rear for use as a truck but still had parts that were needed when restoring a Rockne. Another vehicle that spent time in the woods was a 1940 Chevy. Surprising to all of us, after a new 6V battery, air in the tires, cleaning the carb, draining the gas tank and line, using new gas, the vehicle started, although the radiator did leak which limited the drive time prior to being used as a parts car. Just personal preference:

Had the Chevy been a 2DR coupe rather than a sedan, it might not have been destined for parts. Just think in the future of a "barn find" having electrical power.



Not



"MY FIRST CAR" STORIES

I am still hunting for "First Car" stories.
Can I have yours?
Call me at 802-878-2536 or
email charlieandmarion@comcast.net.
Thanks. Charlie Thompson



THE 1958 DeSOTO By William (Bill) Smith

September 1966, south fork eastern Long Island, New York, near my 12th birthday. I was on the bus traveling to the junior high school a dozen or so miles away. On the trip we passed by an auto body repair shop with three bays, two of them being open. Behind the closed third door, I could see the right side of a car facing out. I could see a white stripe down the side widening and turning upwards toward the rear of the car.



Upon arriving home after school, I tore through my car books (not my school books) to find out what kind of car I saw. My research indicated that a 1958 Desoto had that exact stripe. For four years I managed to get a seat on the bus to keep an eye on it and dream of driving it one day.

September 1970, with a freshly printed driver learner's permit, my mom's car and my mom, I drove over there to ask about buying it. As I got closer, I could see it was a convertible with no right front inner or outer fender. The trim had been removed and stuck through the open rear window, the front bumper loosely attached, and some body work had been done some time ago. I still wanted it.

These 2 pics were taken right after I got it home.

The shop owner/car owner said it wasn't for sale, adding that I was just a kid and would wreck it. I didn't say that it looked like that already happened as I wanted to ask again someday. Every so often I would stop by but the answer would always be no. As time went on, life got more interesting, and I didn't keep as close an eye on it as I had been as my travels didn't take me past there very often.

Around 1977, I drove past and the shop was closed and vacant and the Desoto was taken to the fenced-in yard behind the building and covered. In short order, the tarp covering it blew off and was subject to the elements.

December 1980, a friend who had moved to Connecticut had a wiper motor fail and asked if I knew where to get one. The junkyard my friends and I hung out at had a car just like his, and after removing it, I scanned the yard to see if anything new came in. Lo and behold, way back in the corner, the Desoto! It was sitting there just as it was in the shop with all the trim sticking out the window, the unfinished body repair and missing fender.

After buying the wiper motor, I didn't have the \$125 for the Desoto, but the yard owner knew me and said he would hold it. It was a good visit over the holiday. I got my friend's wipers working and was eager to get back and retrieve my prize.

January 1981, the long-awaited purchase was complete! The registration given to me had an expiration date in 1963. Apparently it had been wrecked sometime before then. A friend's uncle, a few years older than us, remembers the car regularly racing at the nearby drag strip back in the day and had usually done well.

After dragging it home, much to my Mom's chagrin, I set to work to see if it would run. I changed the oil and transmission fluid with the appropriate filters, removed the spark plugs and shot some light oil into the cylinders. With a new battery and a hose from a gas can to the fuel pump, it started right up with no engine noise! The odometer showed approximately 55,000 miles, but I rebuilt the engine anyway. The fuel tank was replaced with another from a Pennsylvania junkyard.

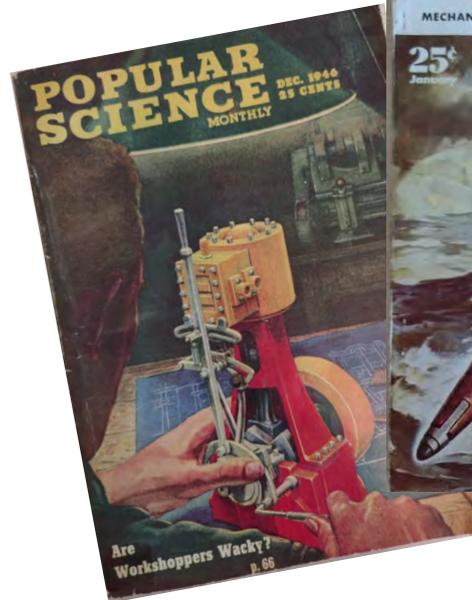
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"Remember When?" with Chris Barbieri



Remember when Popular Science was an almost 300-page monthly magazine full of how to fix most anything and how to build most anything? I recently stumbled across a couple of issues that I had stashed away; one from Dec. 1946, the other from Jan. 1953. In that short span of a little more than 6 years, a lot had changed. Here are some gems from each edition:

1946: "How to Drive a Locomotive" - "How Good are Synthetic Tires?" - "Glass in the Atomic Age" - "300 mph Airliner." Surprisingly, there wasn't much about automobiles themselves in this issue, considering the monster market for new cars at the time. There was a lot of car-related "stuff" like tires, batteries, oil and filters, etc. There was, however, a full-page article and picture of Willys introducing the Overland 6-70, "a new entry in the lightweight division for 1947." The 6-70 was a 1940ish looking 2-door, 5-passenger sedan riding on a 104-inch wheelbase. Despite the picture and hype, the Overland 6-70 never went into production. There were lots of car accessories and maintenance items in this issue, but not much about the cars themselves.



1953: This issue features 11 pages "About Glues and Gluing" and "Electric Harpoons." However, it was also loaded with cars themselves. Included are articles on the new '53 Ford, Mercury, Lincoln, Pontiac, and even a Spanish sports car. Willys was still in the car business also introducing their new Aero hardtop. For Vermonters, the highlight of the Jan. '53 Popular Science issue might be the article titled "Vermont Lights Way to Safety." It's a 4-page, detailed article about Lyndonville, complete with pictures. It appears that Lyndonville was the first town in the USA to replace their dull street lights with 6-foot size fluorescent tubes that spread a "cool, white, glareless glow evenly over the thoroughfare." It's a detailed story about nighttime accidents and the 5,000 fatalities as a result of poor lighting.

If you get your hands on the 1946 and later PS's, they make great reading.

Remember When ?

Continued from Page 6

THE 1958 DeSOTO

The fuel lines and the entire braking system were replaced and the radiator rebuilt. I was very fortunate to find a pair of brand new front fenders from a parts vendor in Massachusetts!

My wife and I were married in May of that year, and she bought the 3-piece NOS front bumper from that same vendor and cleverly presented them to me during Christmases of 1981, '82 and '83. I drove it for several years without a front bumper, primer gray fenders and blue doors from a parts car. What a sight.

August 1990, tired of driving the mess, I prepped the body and painted it in my parents' backyard. Finally, with all the trim and front bumper installed, I could drive it with my head held high. It's not going to win any trophies, but it looks good to me.



My "finished" '58 DeSoto

Bill Smith lives in Hyde Park, Vermont.

2023 CALENDAR OF EVENTS

★ MAY 20: Mike Felix is planning a Senior Housing Tour to visit a number of local facilities. Watch for John Lavallee's email for details and please plan to attend. Get your rides out and give 'em a tuneup and good exercising!

JUNE 10 & 11: Two-club gathering — VAE and the new Vermont Model T Chapter — at Gary & Sharon Fiske's in Enosburg. Plans are for a Model T driving clinic, a potluck lunch, and short tour on Saturday, and a longer 50-mile tour on Sunday. More later.

★ JUNE 24: One-day car show in Jeffersonville. Coordinator: Jason Warren. Very central location. More later.

JULY 4th: Judy Boardman has invited us all to her traditional 4th of July celebration and potluck lunch in Underhill. More later.

★ JULY 22: The Wilson Castle gathering in Proctor is officially on for Saturday, July 22. The huge hope is to make this into an annual castle gathering for the Automobilsts of the Upper Hudson Valley and the VAE, so this being the first year, details are still in flux. However, we do have a rain date for the following day, the 23rd. The two clubs are working together and planning a "Potluck Parking Lot" lunch, a castle tour (which is awesome), and a short car tour. Any input would be welcomed. We will continue to update you as info becomes available. Coordinator: Gary Fiske.

AUGUST 11, 12 & 13: The Vermont Antique & Classic Car Meet, Waterbury.

★ SEPTEMBER 9: Gypson Tour in the Champlain Islands with lunch at North Hero House. Coordinator: Mike Felix. More info later.

★ OCTOBER: VAE gathering in Bristol. Coordinator: Ed Hilbert. More later.

NOVEMBER: VAE Annual Meeting. Coordinator: Dave Sander. More later.

DECEMBER: VAE Annual Holiday Gathering. Coordinator: Charlie Thompson. More later.

ONGOING MONTHLY MEETINGS

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

THE VT ANTIQUE & CLASSIC CAR MEET COMMITTEE MEETINGS: 3rd Wednesday of each month at 7 PM at Revitalizing Waterbury, 46 So. Main Street, Waterbury. Co-chairmen: Duane Leach & Bob Chase.

CARS & COFFEE

★ MAY 13 CARS & COFFEE VERMONT SPECIAL EVENT: At Vermont Sports Cars, Catamount Complex, Route 7, Milton. 7 AM-9 AM. Coordinator: John Malinowski

CARS & COFFEE VERMONT: Beginning in May. Third Saturday of each month at University Mall, Dorset Street, South Burlington. 7 AM-9 AM. Coordinator: John Malinowski
<http://carscoffeevermont.com>

WAITSFIELD CARS & COFFEE: Beginning in May. First Sunday of each month at Vee's Flowers, 4036 Main Street, Waitsfield. 9 AM-12 PM.

★ Date changes, new events, info updates,

Watch for John Lavallee's email messages for VAE news, reminders, and the latest planned events. Our website is VTAUTO.ORG.



The Roadside Diner

Maple-Soy Salmon

Approximately 2/3 pound salmon
 1/3 cup maple syrup
 2 tablespoons soy sauce or tamari
 2 cloves garlic or 1 teaspoon minced garlic
 Ground black pepper



Nancy Gypson

Put salmon in greased baking dish. Whisk rest of ingredients and pour over salmon. Marinate 1/2 hour or more. Bake at 400 degrees for 15 minutes. Serves 2.

KEN'S CORNER: SPINDIZZIES

Spindizzies, also known as tether cars, are an interesting and not so new form of racing. They are called spindizzies because originally the operator stood holding a tether connected to the side of the model race car. As the car ran in a circle, said operator also had to keep turning around and around with the car....hence, spindizzy.

They first came about in the late 20s and early 30s when auto racing was becoming America's largest spectator sport.

Initially scratch built, manufacturers popped up overnight. The craze lasted until the mid-60s.

These were not "toys". With chassis made from metal alloys, bodies from aluminum, and axles with ball bearings, they were quite sophisticated. All were powered by single cylinder model airplane engines displacing 0.6 CI and producing 5 hp pushing them to speeds as much as 150 MPH by the 1940s! The record speed was set in 2019 at 215 MPH! At the NYC World's Fair in 1939, in the Court of Peace, there was a 70' diameter track that attracted over 50 competing manufacturers.

Collecting them and racing them today can be expensive. Official races happen every three years in a number of countries including the US, Russia, Australia, Switzerland, and others. Spindizzy collectibles from the 30s through the 50s range in price from about \$200 for a Thimble-drome to \$7,000 for a Dooling Brothers.

Ladies and Gentlemen...start your engines.



Wheel Tracks Classifieds

Free to all Enthusiasts



May
Bumper Sticker...

**Make it idiot proof
and someone will make
a better idiot.**

FOR SALE...Complete running, 1926 Ford Model T Chassis. No sheet metal. \$1800. Call Fred Gonet at 802-226-7844.

WANTED...1922 or earlier cars that are drivable and in decent overall condition for sale under \$10,000. Chris Barbieri, cgeeb99@gmail.com, 802-249-0272

FOR SALE...Available 1926-29 Ford Model T parts to build vehicle. Everything from new tires to three frames, one being a factory aftermarket. I can send pictures if you like. Asking \$3,900 or make an offer. Email aogradytravel@gmail.com or call Anne at 802-598-4730.

FOR SALE...6 volt windshield wiper motors, arms, repair kits, etc. Four used wiper motors, Two never opened TRICO 1065-X windshield wiper repair kits, Two never opened TRICO 7 1/4" wiper blades, Two never used 11 1/4" wiper blades. One never used Trico AL-60-X wiper arm in the original box, and two ATLAS wiper arms, \$10.00.
Mike Felix, 845-656-7260, felixmike3@gmail.com

WANTED...1928 Chevrolet Carter Carburetor RAKXO, intake manifold, crankcase to carburetor air breather pipe and a hand crank. I will be willing to accept parts or a complete carburetor.
Paul Baresel, 620 River Road, Buxton, ME 04093
pgbaresel@yahoo.com, 207-727-5855

FOR SALE...Two tear drop headlight buckets and reflectors. Both in original black, painted condition. Neither is perfect, they do have scratches, and one has a small area of rust through on the bottom of the bucket.
Mike Felix, 845-656-7260, felixmike3@gmail.com

WANTED...Ruckstell rear end for my T. A midship like a Warford would also work. Call Dave Welch at 802-989-8881.

FOR SALE...Three 9-inch hubcaps, used, originally for 39 and 40 Plymouths. They can be yours for \$10.
Mike Felix
845-656-7260
felixmike3@gmail.com



FOR SALE...Dozens of sales brochures from late 60s through early 2000s. All in excellent condition. Call Chris, cgeeb99@gmail.com or 802-223-3104

FOR SALE...Sales brochures for Mustang, SVT, GT350, GT500, Lightning, Ford GT (2004-06). Most items 1993-2023. Send e-mail or call with your interests, and I'll respond with availability and price. John Emerson, 802-388-7826, jemerson@middlebury.edu.

FOR SALE... EPSCO Plater- Model RECT 50. Dimensions 14.25x14.25x9.75. This is a 50AMP Rectifier used for electro plating. Continuously variable output control 0-12 Volts D.C. 0-50 AMPS D.C. USED VERY LITTLE, \$550. Contact: Warner Hodgdon at roadwarriorv8@hotmail.com or 607-481-1069.



FOR SALE...1919 Ford Model T in good condition. The vehicle is in North Adams, MA and has been in my family since about 1956. You can email me or call me at the number below for any information.
Steve Rose, stevemro@hotmail.com or 781-608-5623

WANTED...Steering shaft bushing, also called a flex coupling disc, for a 1980 Ford Pinto, Ford part #EOFZ 3B67 6A.
Contact Gary Irish, gairis1@aol.com

FOR SALE... 1939 Packard V12 front suspension (tie rods, "A" frames with drums, springs) and steering column with gearbox. \$50 for the lot. Large quantity of items from 1920s and 1930s priced for your summer flea market. Inquire. 1936 -120 Packard mechanical and body parts including hood, fenders, block, seats, etc. List available. 802-862-6374, roymart@comcast.net

WANTED...Looking for a 1967 Dodge parts source: 1967 Dodge Monaco 500, specifically the chrome metal trim around the inside of the rear window.

Contact Don,
dtenerow@earthlink.net



Continued from front page.....

I promise that this is the last time I'll toot my family whistle in regards to the beginnings of the VAE. After all, Gary told me, "It's about the car." I've said in past Wheel Tracks that the Franklin was the car that inspired Anne Gypson to have Ken's car friends over for his birthday and to form a club.

Oh yeah, the car. Dad spotted the Franklin in farmer Harold Green's field on the west side of Route 22A in Addison, Vermont. Being a Franklin and a boattail roadster to boot (Franklin's official model designation is 11A Sport Runabout), he couldn't not stop! It was being used, of all things, as a chicken coop. (No, not coupe.) Dad had to really twist Harold's arm and part with \$50 so Harold could build another chicken coop. The sale receipt is pictured right.

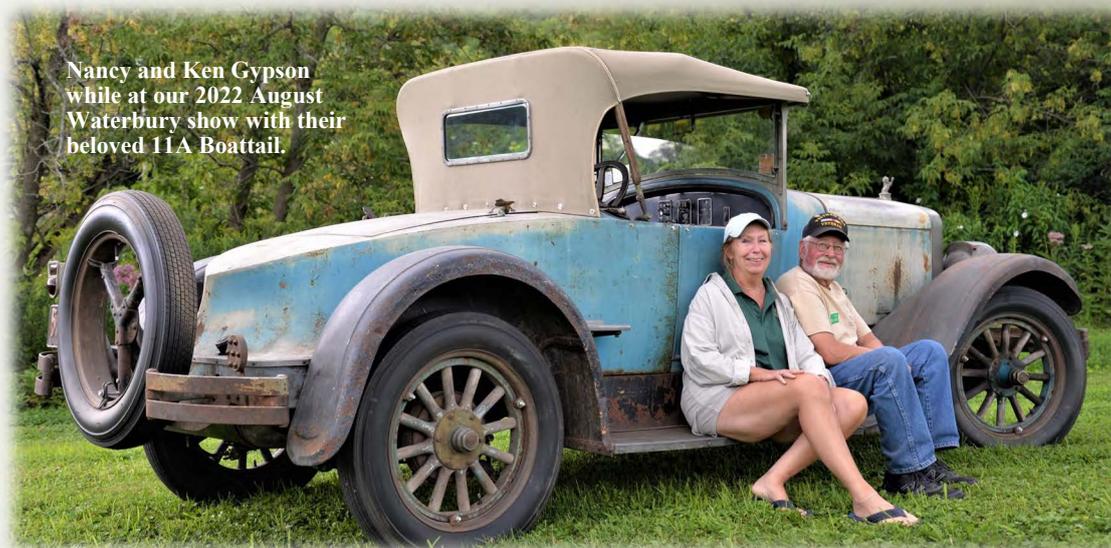


Ken Sr., Anne and 3-year-old Ken Jr, in the Franklin

Dad was able to drive the car home to Essex Junction. I'm guessing that there are Gypson, Rice, and Galbraith stories long lost on that trip. When he got the Franklin home it just needed tires and a tune up. As I've written in the past, Keith Marvin drove it to New York when we moved to the Albany area. The engine was rebuilt by the last living (and legally blind) Franklin mechanic from the Troy Franklin Motor Sales Co., Inc.

Dad drove the car very little and had intentions of restoring it. Midgets and sprint cars got in the way. After dad's passing I inherited the car. All I've done is put new tires on it, had the top and side curtains redone, and installed an electric fuel pump as a backup to the vacuum system. The car is insured, NYS inspected, and driven about 100 miles a year.

Editor's note.... I hope you can see why we chose May of this year to feature the Franklin; our 70th year as the Vermont Automobile Enthusiasts! The ideas, hopes and dreams of that small group in 1953 was the beginning of this world class auto club we have today.



Nancy and Ken Gypson while at our 2022 August Waterbury show with their beloved 11A Boattail.

More editor notes....

The Franklin auto company was located in Syracuse, NY and built cars from 1902 until 1934. Their total production was reported at 154,022 automobiles. It is also reported that about 3700 Franklins have survived to today.

The year our featured Franklin was built, a total of 7606 automobiles were built. The models included sedans, coupes, limos, cabriolets, and roadsters. A sixth model was a sport runabout, Nancy and Ken's model.

The Franklin was a high-end automobile in its day. In 1926, a Chevy or a Dodge could be purchased for around \$800, A Ford model T touring car sold for \$290. The least expensive Franklin, according to the Lester-Steele Handbook, was the 5-passenger touring car that sold for \$2635. Some say, this is the main reason the company did not surviving the depression.

The Franklin engine was the center of the brand's importance, you see, they were allows air cooled. The 1903 engine, when the company began, was an air cooled, 4-cylinder, that produced 10 HP. By 1905, they were using 6-cylinder engines that produced 30HP. From 1930 to 1934 their engines were producing 100HP.

Nancy and Ken's aluminum bodied car, weighs about 2500 pounds and is powered by a 25 HP air cooled engine.

Franklin's "very light" engines were also favorites for airplanes and helicopters and were used extensively during WWII. After the war, Preston Tucker purchased the Franklin engine patent, and added a water jacket for his line of automobiles. The air cooled engine lives on today, in Poland. The Polish government purchased the engine rights in 1975 and the design is used mainly in their helicopters.



Can you recognize anyone in the 2013 photo?



May 2023

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



Isn't this Champion a beauty? It is owned by Randy Lavalley of Winooski, VT.

There were five generations of the Champion while it was built between 1939 & 1958. Our "Standard Catalog" claims there were over 270,000 Champions built in 1950, Studebaker's historical peak year. The L-head six-cylinder engine was rock solid with its cast iron block, it put out 85HP.

From Donald Pittenger's book on auto styling.....

"Studebaker was ahead of the curve as automobile stylists in 1950 began using aircraft and science-fiction space ships as inspiration for possible future designs. Flashy air intakes, faux jet exhausts and other such details appeared on a number of cars during the 1950s. Perhaps the most obvious example of airplane style borrowing, was the frontal design for 1950 and 1951 Champion."