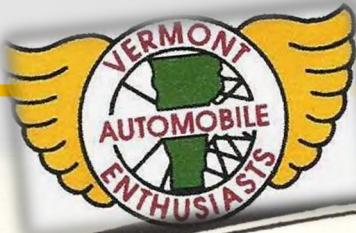


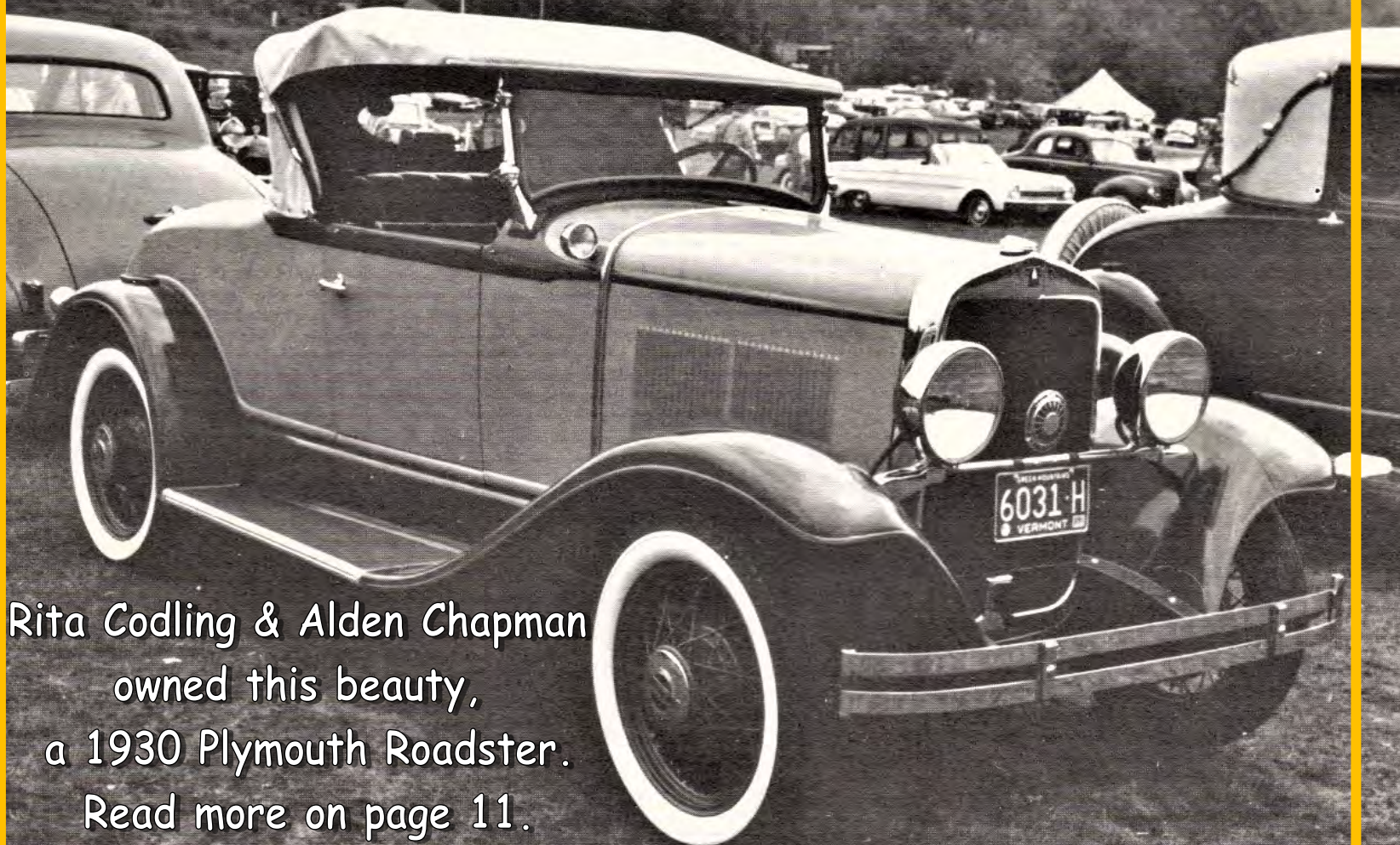
August 2023 VAE Year 70



WHEELTRACKS

PUBLICATION OF THE VERMONT AUTOMOBILE ENTHUSIASTS

1980 Spring



Rita Codling & Alden Chapman
owned this beauty,
a 1930 Plymouth Roadster.
Read more on page 11.



Insurance Claims reprinted from old Wheel Tracks

"I thought my window was down, but found that it wasn't when I put my hand through it"

"I pulled away from the side of the road, glanced at my mother-in-law, and headed for the embankment"



The older I get,
the earlier it gets late

A mechanic was removing the cylinder heads from a car when he spotted a famous heart surgeon standing off to the side, waiting for the service manager to come take a look at his Mercedes. The mechanic shouted, "Come on over here a minute!" The surgeon walked over. The mechanic wiped his hands on a rag and said, "OK Doc, look here. I open hearts, take valves out, grind them, put in new parts, and when I finish, this baby will purr like a kitten. So how come you get the big bucks when we're doing basically the same work?"

The doctor leaned over and whispered, "Try doing it with the engine running."

The only thing worse
than parallel parking is
witnesses



Q: How do you double the value of a Triumph?
A: Fill it up with gas!

Q: Know why the British don't make computers?
A: They couldn't figure out how to make them leak oil!

Q: When does a man open the door of the car for his wife?
A. When he has a new car.
B. When he has a new wife.

For those of you who have never had the pleasure of owning a British car, but want to know what it's like: Next big rainstorm, wait till dark, roll down all windows, leave off lights & heater & wipers and go for a drive. Stop at every intersection and throw out a twenty dollar bill. It's not exactly the same, but it's real close.

VAE Business

From gcf

Gene Fodor passed many of the old Wheel Tracks to me when I took over as editor. They are safely filed next to me as I work on this August 2023 issue. There have been many time, in the past 11 years, I have gone to the old issues for historical information, but it is totally different when you sit and read through an old issue, word for word. There are some fantastic stories in those old issues!

Roy Martin gave a box of old issues back to the club a few weeks ago. We should thank Roy for his thoughtfulness. The box was left in my shop for a few days and while I was taking a coffee break, I read the 1980 Spring issue from cover to cover. That is where I found this month's feature car story.

Chris Barbieri and **Alden Chapman** were the editors then, and Chris has a wonderful, thoughtful, editorial about automotive history. **Ross Snow** has a story called "Amazing Grace" about his 1931 Cadillac sedan. Secretary, **Merlene Codling**, has a detailed report of a November member meeting in Shelburne where 45 VAEers were present. There was the column "From The Greasepit", some very interesting classifieds and then there was **Alden Chapman's Plymouth story**.

Thank, you Chris and Alden, for getting this history into print.

I received a report from **Jason Warren**. The car show he created in Jeffersonville was a success. The weather this summer has been difficult to work around. We don't make any decisions without looking to the sky. Jason also said the Jeffersonville gathering was enough of a success that it will become an VAE annual event.

The combined Model T/VAE gathering turned out great at the Fiske home also. We can attest to the nerve-wracking weather gods showing us who is boss, but we found just forging forward is the best medicine. The trophy, so far this summer, goes to **Judy Boardman** handling the crazy weather. She is a cool lady anyway, but we all learned another level of cool watching her plan and execute the really nice 4th of July gathering at her home. Thank you Judy.

Next up is the Wilson Castle tour in Proctor. The 22nd of July is the date and you will be reading this after the event. This is another event that we can hopefully turn into an annual VAE gathering. We have many members in that area that I hope we can better serve. We are forging forward!

AND, then the Waterbury show! With all this practice, it will be off the charts!



Gary Fiske - Chairman
802-933-7780 gafiske@gmail.com
Mike Felix - President
845-656-7260 felixmike3@gmail.com
David Sander—1st Vice
802-434-8418 dasander@aol.com
Jason Warren – 2nd Vice
802-644-5635 jw790245@gmail.com
Don Pierce - Treasurer
802-879-3087 dwp@melodyelectric.com
Charlie Thompson - Recording Secretary
802-878-2536 charlieandmarion@comcast.net
Judy Boardman – Term ends 1/2024
802-899-2260 judyboardman@gmail.com
Eric Osgood - Term ends 1/2024
802-635-2138 eto1@outlook.com
Bob Hawke - Term ends 1/2025
802-652-9772 rah632@msn.com

Education/Outreach Committee:

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

Please pay dues to:

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

The Vermont Antique and Classic Car Meet Co-Chairs:
Bob Chase 802-253-4579, rcwrrn@stoweaccess.com
Duane Leach 802-849-6174, dmleachs@gmail.com

Wheel Tracks Editors

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

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

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

Clark & Isabelle Wright - Burma-Shave Editors

Justin Perdue - Webmaster

David Hillman -Welcome Committee

John Lavallee -Communications

Wheel Tracks Printer, Messenger Marketing
St Albans, Vermont



FROM OUR PRESIDENT, MIKE FELIX



Hello VAEers,

The July edition of Wheel Tracks was focused on the upcoming Vermont Antique & Classic Car Meet to be held August 11, 12 and 13 in Waterbury. I thought that focus should serve as a reminder to all of us that the club sponsored events are a great source of fun for all of us and for members of the public as well.

And, to focus on the fun we must also focus on what goes into laying the foundation to launch that fun activity - work...work provided by many, many volunteers. Please seriously consider volunteering for the upcoming show and other VAE functions. **You can reach Bob Chase or Duane Leach to lend a hand and help ensure the Waterbury Meet will be a success.** Their contact information is on page 3 of this issue of Wheel Tracks.

Consult our Calendar of Events to find an activity to participate in or volunteer for and get out there and enjoy the rest of the summer.

Mike



I hope not to bore you with my ramblings about ancient Wheeltracks. Since the VAE and Wheeltracks are 70 years old this year, I thought it might amuse.

First, notice the Wheeltracks for 1969 (pictured right).

Wheeltracks is one word. Not so anymore. Interestingly, the wheel on the cover gets chains for the winter issues, leaves for the fall issues, and Stowe trophies for the August issue.

The editor at the time, Clark Wright, in an early '69 issue, almost literally begged for material for Wheeltracks and increased attendance at club functions to keep the club alive. Thankfully, we avoid those situations today.

On the Market Page, Marvin Ball of North Ferrisburg was selling a 1938 Ford Tudor V-8. Needing some body work and paint, but with a good engine and near original condition, he was asking \$125!

More old Wheel Tracks, er, I mean Wheeltracks to come.

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 Academy



I LOVE A MYSTERY

By Wendell Noble

I suppose we all love a mystery, especially if we finally solve it. The pursuit of the solution can be exhilarating or agonizing, depending on the rate of progress. For me, getting my old "road iron" running reliably can provide me with enough exhilaration and more agony than I want. I normally choose to enjoy having a couple of my cars on the road each year while the others get to take a year or two off. A couple of years ago I drove my '29 Plymouth roadster into the barn in the fall for its respite. This spring I decided it was time to return it to service. After pushing and pulling it to the barn door, putting in a fresh battery and putting gas in the tank I expected it to leap to life just like when I put it away. After all, it was running perfectly then. I had no such luck. After priming the fuel pump and cranking for a while, the engine just locked in one position. Even with the hand crank, it wouldn't turn any further. I could rock the car back and forth in gear and it would easily turn backwards but then turning it forward it would stop again in the same position. Still no amount of force I could exert with the hand crank would make it move any further. Why? That was my mystery to solve. There was nothing visible on the front of the engine that could stop it. At the rear of the engine, the flywheel and clutch could possibly have a protruding bolt or something catching on the bell housing. I ripped up the floor boards, removed the dust cover on the bottom of the bell housing and opened the access plate on the top. There was nothing to be seen there that would cause the problem. Just in case there might be some odd compression lock, I removed all the spark plugs. That made no difference. This now leaves the ugly thought that something was amiss inside the engine. Wanting to dismantle as little as was absolutely necessary to zero in on the problem, the next step was to remove the oil pan and check the crankshaft and connecting rods. This provided some insight. I couldn't identify the cause but I could see that when the engine was in the locked position, pistons 2 and 3 were a few degrees before top-dead-center (TDC.) If I turned the flywheel in the reverse direction, the same two pistons would come up to a few degrees on the other side of TDC. That's obviously telling me that something, in at least one combustion chamber, is blocking a piston from reaching TDC. The answer had to be covered by the head, so that was the only place left to look. Is there a dead mouse or something atop one of the pistons? Taking off the head revealed, not a dead mouse, but something harder to explain. As the pictures show, there was a chunk of some black material on top of a piston that could be best described as compressed dirt. It was about 3/16" thick and came out intact as one piece. Once it was out and handleable, I could easily crumble it. What is it and how did it get there? Is it a product of combustion or did it accumulate by getting drawn in over time through the intake? Why was it only in one cylinder? I put it under a propane torch flame to see if it was combustible. It wasn't. It just glowed red.

As far as the mystery goes, I now know who dunnit. I just don't know how or why. Everything is back together now and the engine turns over just fine and I've gotten some fire out of it. The next step is getting the brakes working so that when it goes, it'll also stop.





"The Softer Side"

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

.....from Nancy

A PERFECT DAY!

I don't follow baseball anymore but have new rules like timing for the pitcher, etc., boring. I heard one father say that he saves he is getting his money's worth with the

I saw the other day that the Yankees had a celebrating is a game that is few and far be- the Yankees, please forgive me because I don't have to write me a Tweet, Twitter, wondered if after the game the rest of their



been curious about what people think of the making the game shorter and, I guess, less up to take his son to a game and doesn't feel shorter version.

PERFECT GAME! which I guess with all the tween. If you baseball fans know it was not didn't take the time to fact check and you email, Facebook. You get the idea! I day was as perfect.

It seems that when I go out, something always happens to ruin my perfect day. The other day I was having a great day when, backing out of a parking space, I came close to running over a motorcycle (that was bigger than my car) and, thankfully for me and him, my car has a backup bell which screeched at me. I try to be very careful, but the other guy has to be careful too. His space would still have been there even with a bit of patience.

Some things that have happened lately is a woman almost knocked me over getting to the register at Kinney Drug. It was so apparent that a man grabbed my arm to steady me. Of course, she could have had a bleeding husband in the car, because she did have Band-Aids!

I have a habit of talking to people when I am shopping (thus laying myself open to different reactions). A few seem to enjoy the interaction but certainly not all. I especially like to comment on the children, and that gets you some "dagger" looks, grabbing of the children to protect them from "that" woman. As if at 75 and after raising children of my own I am out looking for kids to snatch. I want you to know that I never put my hand out to touch a child (or a strange dog for probably the same reasons).

Several years ago, Gary and I were traveling to and from Montana, and we had stopped to look at some campers when Gary noticed an old, rusty car with a camper hitched to the back. Well, it started to roll toward some brand new autos and - behold! - no driver. Gary, being quite a bit younger at the time, ran over and jumped in the car to stop it. He was met with two elderly ladies batting and yelling at him to "get out, get out!" He managed to stop the car and get out without any damage to him or the vehicles. After meeting the driver of the car, I felt this could have been the best day in these ladies' lives to have Gary steal them away, and after they calmed down, I think they felt this way too. Gary always said if he were going down for grand larceny, auto theft and kidnapping, it wouldn't be in an old, rusty car and camper and not one but two elderly ladies that could pass as his grandmothers!

I thought I had the perfect day last week. I was waiting for my order at the Mexican Restaurant in Derby when two ladies walked in and ordered. With what one was wearing, I was pretty sure she worked at Dunkin' Donuts, so I asked her (and she did). Then I asked if they sell frozen lemonades anymore, and the answer was no, which I voiced my disappointment. That ended the conversation, and I got my order and started to leave when she stopped me and said if I would come in later, that she would be working and she would make me a frozen lemonade! Wow, I thought this was my lucky day!

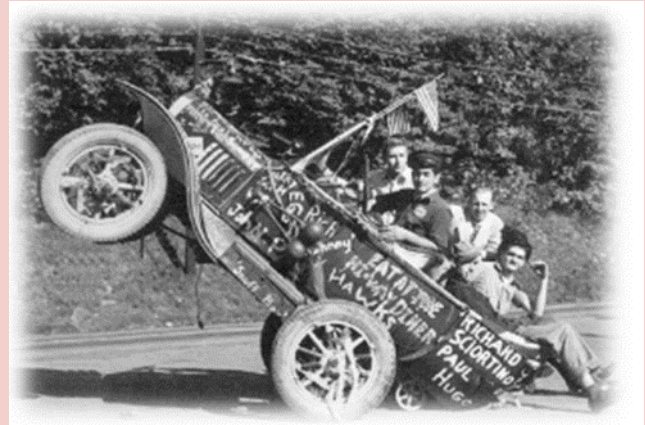
When I went into Dunkin', there were two big signs asking for help and saying they had to close early for that reason. Well, I got my lemonade and was feeling great about the day when the man behind me started yelling, "Can't you all hurry up?"

Just remember, there are those out here trying for a "perfect day," so, please, do your part to help, or at least get out of the way.

Did the Model T Ford Warp the World?

From GCF

The VAE & The Green Mountain Model T Club recently had a gathering and offered a driving clinic. There are now seven Vermonters who can say they have driven a Model T. We will not mention the possible PTSD the instructors went home with that day. Seriously, there are a number of things to driving Model Ts that are quite unique. The big one is having to PUSH the clutch to the floor, and hold it there, to make the car go forward in low gear. Those long hills were very rough on the left leg after having to keep the pedal pushed for long durations. Back is the day there was a little add-on clip that could be used to hold the pedal down.



There are some great stories and adventures told about learning to drive a T, but we never hear much about the other way around.

Lloyd Davis told a neat story recently about his retired neighbor who spent his life driving only Model Ts. Lloyd tells how the farm gent decided to change brands and ended up with a 1926 Buick. Lloyd and other neighborhood boys would all collect for the show when they knew the old gent would be driving his Buick to town. The boys would first hear the engine speed up to a low roar, and when pushing down on the clutch didn't result in the car going forward, the gent would release the clutch. Lloyd said how amazing it was to see the front of the car go in the air!

"Those damn Fords ruined him."

VAEer Dennis Dodd tells the family story about his Grandfather Wanzer, having driven Model Ts for many years, purchased a new 1923 Dodge. When speaking about Mr. Wanzer's driving abilities, the words, "Those damn Fords ruined him," would often be said during a family gathering. Dennis remembers the stones flying when his grandpa would head home from a visit, even after 58 years of driving modern cars. He would bring the engine to a small roar and, when pushing the clutch to the floor resulted in no movement forward, you would let the clutch out..... and the stones would fly !



CONGRATULATIONS

to **Jason Warren**, VAE's 2nd Vice President, on his vision of implementing the 1st annual Jeffersonville car show held this past June. We had a number of vehicles representing the 1940s to the 1990s and beyond. Many spectators came out to enjoy the display of autos despite the inclement weather.

Jason hopes to make this a yearly endeavor. This was promoted as a Cars & Coffee event with any car welcome. An added bonus: We all enjoyed the bake sale organized by Dana Warren .

FUN FACTS

In 1913, the Ford Model T became the first mass-produced automobile. Three years later, 55 percent of all cars in the world were Model Ts, which is a record yet to be broken.

The first Chevrolet Camaro to ever come off the production line was black. And, originally, the Camaro was going to be called the Panther.

Only 11 prototypes of the Porsche 916 exist. It's one of the rarest cars in the world, as it was soon replaced by the less expensive Porsche 911.

Flip-out headlights on the Dodge Charger were used for the last time in 1973. Apparently, they didn't seem very family friendly.

"Remember When?" with Chris Barbieri



The Cole Automobiles

This advertisement for Cole Automobiles appeared in the Burlington Free Press on Friday, June 18, 1920. If interested in a Cole at the time, you could stop in at Brodie & Niles, the local Cole dealership on St. Paul St. in Burlington.

Cole was for many years the Cole Carriage Co. of Indianapolis, building about 3,000 units annually. In 1909 they renamed the business the Cole Motor Car Company and offered their first motorized vehicle, the Cole Model 30. It was a 90" wheelbase Runabout with a 2-cylinder, 14 horsepower engine offering two or four seating. About 100 units were built in 1909. The final Cole automobile rolled off the factory in 1925.



The ad focuses on the Cole Aero-Eight. It boasts BALANCE TO ZERO, PLUS Cole's uniform efficiency and economy....."Traveling at 60 miles an hour seems like 30." "There's a peculiar fascination about the manner in which the Aero-Eight performs."

There is a lot of "puff" in the ad that might not pass the fact checkers of today. Cole tops it all off with a rather nifty reminder that "There's a Touch of Tomorrow in All Cole Does Today."

As for Brodie & Niles, the named Cole dealership in Burlington, I could find no information.

Anyone..... Remember When ?



"The Pleasures of Reading an Auto Magazine"

Trivia from Don Tenerowicz

RUC, Road Usage Charges, will be a topic of concern with the increased EV sales and higher gas mileage for modern fuel-efficient cars. As EVs gain acceptance with improved range and charging capabilities, the loss of gasoline tax revenue in lieu of ICE-powered vehicles will have a substantial impact. EV sales in the US rose from 0.1% of totals car sales in 2011 to 4.6% in 2021. A prediction by S&P Global Mobility is 40% of sales by 2030 will be an EV.

There is general acceptance on the concept of paying a tax on the quantity of fossil fuel for the ICE vehicles, which we have all become accustomed to. With no better alternative, taxing fuel usage has served its purpose. Picture the I-95 corridor for gasoline sales to non-resident vehicles. The first Federal Gasoline Tax in the US was created on June 6, 1932, at the rate of \$0.01/gal, with the enactment of the Revenue Act of 1932. An inquiry on the first Vermont gasoline tax was not successful. The challenge will be to implement a new taxing system to financially support the motor vehicle usage of the roads and bridges both traveling within the state and trips out of state which the gasoline tax at the individual state level has accomplished.

EV growth opens another topic not commonly discussed. From a UK study, analysts employ what they call the "fourth power formula," which is used by roads and highway engineers to determine road wear, applied to the effect of the increased EV weight due to the batteries. The formula maintains that "if weight on a vehicle's axle is doubled, it does 16 times the damage to the road." Problem is the heavier weight of an EV would impact rural, low-trafficked roads and bridges more than the major highways, that were never designed to take the additional weight affecting town road maintenance expenses. A higher RUC for EVs based upon the registration would seem not to be an attractive alternative.

Vermont is a member of The Eastern Transportation Coalition. They say, "We've been doing it one way for 100 years and that way is not going to work anymore." To the auto hobbyist, such as VAE members, that have non-daily drivers, an equitable road use charging system will be a necessity. Adding a road usage fee, in lieu of calling the charge a tax on registrations, comes with its own limitations and acceptance.

2023 CALENDAR OF EVENTS

AUGUST 11, 12 & 13: OUR PREMIERE EVENT: 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

CARS & COFFEE VERMONT: 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: First Sunday of each month at Vee's Flowers, 4036 Main Street, Waitsfield. 9 AM–12 PM.

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

SOME SCENES FROM THE JULY 4TH CELEBRATION HOSTED BY JUDY BOARDMAN IN UNDERHILL

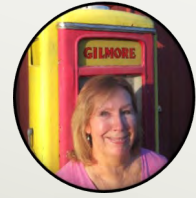


The Roadside Diner

Little House Lemon Ice Cream

My grandfather used to make this treat for us when we visited them in the summer in North Fayston, VT.

1 cup whole milk
1 cup sugar
1 cup heavy cream, whipped
1/2 cup freshly squeezed lemon juice



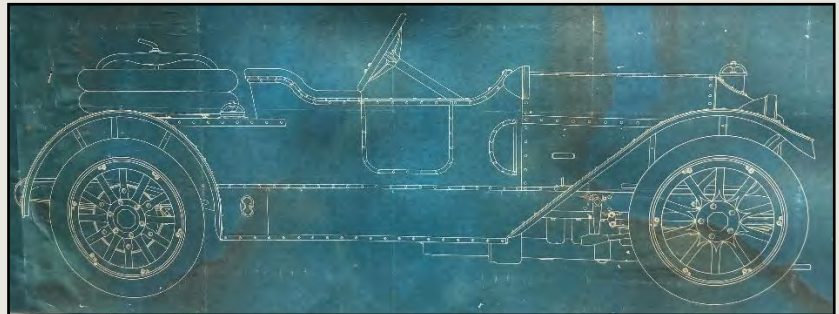
Nancy Gypson

Stir milk and sugar until the sugar dissolves. Add lemon juice. Add whipped cream and stir thoroughly. Pour into 8" or 9" square pan. Cover and freeze. Stir once during thick, mushy stage.

KEN'S CORNER: A STORY FROM PAUL BARESEL

Hi Ken,

We attended the Gael Boardman auction at his home several years ago. I was interested in collecting some automobile posters and was very pleased that some were available at the auction. My most prized piece is not a poster, but a blueprint. It is a blueprint of an early automobile, but no one knew the make or model. The blueprint was in rough shape from water damage. Also, the blueprint had faded to a green print. I was able to get it professionally framed and conserved. Recently, I was thinking about the auction and the blueprint. I contacted the AACA and their library to see if the librarians could help identify the car. Ms. Amoi Goldman and Dan Reed were very enthused about the blueprint photo I had sent them. Dan began his research and was able to identify the make of the car as an Abbott-Detroit.



The Abbott-Detroit was an American luxury automobile manufactured between 1909 and 1919. It was designed by John G. Utz, designer of the Chalmers, who had previously worked for Olds Motor Works and the Autocar Company. Considered powerful and well-designed, the Abbott sported a Continental engine. The cars were guaranteed for life by 1913, when electric lighting and starting had been standardized.

Total production for the 1911 model year was expected to be 3000 cars. By 1916, production of these cars had reached 15 to 20 units a day, so the company moved from Detroit to a larger facility in Cleveland. This proved too stressful on the company's finances, and they declared bankruptcy in April 1918. These cars were built during WWI and some of the models were built with a military design. The cars were made with heavy steel plates and riveted together. The rivets show up as white dots along the body of the car blueprint. The blueprint appears to be either an Abbott 44-50 Artillery or Submarine roadster.



1912 photograph from the Abbott Motor Company

I wanted to share this story with the VAE. One never knows what treasures one may find through the VAE.

Regards, Paul Baresel

Wheel Tracks Classifieds

Free to all Enthusiasts



**August
Bumper Sticker...**

**A little gray hair is a
small price to pay for all
this wisdom.**

FOR SALE...Car collection: Ford Model A Roadster, '36 Ford Roadster, '40 Woody wagon, '56 T-bird, '62 T-bird and a '72 Mercedes. Call Ella, 207-729-3553

FOR SALE...Please buy some of my old hot rod magazines, several different titles. Can deliver to Waterbury. kengypson@yahoo.com or 518-423-7565

The VAE is TAKING BIDS.... Pair of auto lamps. Not sure of the brand, some call them E&J lamps, some call them Model T lamps. They are complete, no mounts but the bolts and nuts are on the back. Chuck Geary has gifted the lamps to the VAE education fund. Please send your bids to Gary Fiske at gafiske@gmail.com. Embarrassingly low bids will be thrown out and never heard of again.



FOR SALE...1961 Lincoln Continental. White with red and white interior and red roof. All original leather and interior (roof fabric replaced 13 years ago), first year of the 4th generation of Lincoln's. Known as the "Kennedy" Lincoln, only 2,800 made. Drives like a dream, inspected, 79k miles, located in Jeffersonville Vermont. A car for a collector or enthusiast. Asking \$72,000. Email with serious inquiries to corksaver@msn.com.



FOR SALE...Sales brochures for Pre-WWII cars: Buick (1940), Cadillac (1930-42), Chevrolet (1940), Chrysler Royal & Imp (1937, 38), Ford (1923, 1928, 1931-42), Lincoln Zephyr (1938), Packard Six & Eight (1935-37), Pierce-Arrow (1937 reprint), Plymouth (1932), Studebaker (early post-war). Send e-mail or call with your interests, and I'll respond with availability and price. John Emerson jemerson@middlebury.edu, 802-388-7826



FOR SALE.... NOS rear fenders for a '28/'29 Model A Sedan. Nothing like the awful after market stuff. Near perfect condition, \$200 each. Call Wendell Noble 802-893-2232

FOR SALE... 1923 Fordson with '28 fenders. Former owner did a ring job. I overhauled the valves. Excellent wheels, clean and complete. Pictures available. Pick up, cash please, \$1,300. Pair of V8 Ford heads and manifold for a 1951/52. Cash, pick up, \$50. 802-425-3529, ellieb@gmart.net

DONATION WANTED....Rebuildable Model A Ford engine for Model A Tudor body restored by the Stafford Career Center students in Rutland. Contact Ernie Clerihew, britishjalopies@aol.com

WANTED...Will buy your model car and toy car collection(s). kengypson@yahoo.com or 518-423-7565
(Co-editor's note: Yeah, like the man needs more toys!)

FOR SALE....Beautiful, completely restored 1955 Chevy Belair 350, 3 speed automatic, disc front brakes, dual Flowmaster exhaust, vintage AC, American racing chrome wheels, AM/FM with Bose speakers, 27,500 miles. Car located in Florida. \$54,900, call Mike, 772-918-4247. Local contact Buzz Stone, parbuzz40@gmail.com



FOR SALE...Model T all steel, original parts including 2 rear center body panels \$400 for one, \$200 for other. 2 fenders, \$200 for set. 2 Model T frames, one after market for \$400, \$250 for second frame. 1 Model A frame \$50. Dashboard, \$30, 1 windshield frame with original glass, \$150, 1 windshield frame, \$50. 1 gas tank, \$100, Many other parts. If interested, please call Anne at 802-598-4730 and leave message, will return call. Or, email aogradytravel@gmail.com

WANTED... I have a 1951 Mercury Convertible that needs a right-rear window frame. Gene Napoliello had set one aside for me. If anyone knows where he might have stored it, please call me. My long restoration project needs that frame to continue. Better yet, if you have a frame to sell, call me. Paul Shawn, 862-205-9023.

Continued from front page.....

Our 1930 Plymouth Roadster

By Alden Chapman
(Written in 1980)

Having had three roadsters previously and selling them for various reasons, we decided it was time to find another one, this time to restore and enjoy. At the 1974 Gypson Tour, mention was made of a Plymouth Roadster up for bid in an estate sale. Asking a few questions, it turned out that another member of VAE, **Steve Stepheson**, had been trying to purchase the car for a number of years from the original owner, but had been put off each time.

Steve would visit the owner several times a year, and the owner would have a different reason each time for not selling. I called Steve and related what I had learned. Steve said that he had enough cars and to go ahead and bid on it. A few minutes later, I called and made a bid of what I thought I could afford. I was told there were other bids from folks who had high hopes, but empty pockets. I was then told the car was mine, but that I had to get it off the property by 8 the next Saturday morning.

Having purchased the car, sight unseen, and wondering what I had bought Steve suggested that we go down Wednesday night and see the car. It turned out the car was basically complete and in not too bad shape. Some rust, but all wood was very good. The administrator had repeated that he wanted the car gone by Saturday morning with nothing fishy, make the check out to the estate and be gone by 8 AM. Saturday morning, Stephenson, **Del Saben** and I left Barre with Steve's truck and a borrowed trailer long before sane people were awake and headed for West Rutland, arriving at the farm around 7. We loaded the Plymouth with no trouble and headed home, well before the deadline.

Back home again, we had a close look at the car in daylight. It would need a new engine, water had been left in and froze. Parts of the head were at least 1/4 inch above the rest with cracks around each plug hole and bolt. The rear wheel seals were gone with no brake linings, just metal against metal. We wondered how old Sam stopped?

The next evening Del Sabens stopped by. He had found an engine for me. Did I want it before the junk man got it....I sure did!

Now that I had a car and an engine, I needed to finish my garage to make a place to work on it. My nephew, Charles Codling, installed the ceiling and insulation and added a heater. I was now ready to start the restoration.

Bill Werneke straightened the fenders while they were still on the car and made a new rear fender from a collection of new and old pieces. With the fender basically straight the car was then dismantled. Although most Chrysler-built cars had black fenders and undercarriage, this Plymouth has a green undercarriage and fenders in body color. As my sister and I are the second owners and the car had never been in an accident, this would have to be a factory job.

As finances permitted, work went on. The upholstery material was selected to come close to the green leather and compliment the original colors. **Romania Grenier** of Washington thought it would be an interesting experience to upholster an antique car compared to antique furniture. Sure is, isn't it?



The engine was pulled out of the car and stripped of all usable parts and the rest junked. The engine that was to be used was sent off to the rebuilders for a complete rebuild. More about this engine overhaul later.

After having been disassembled for two years, the parts were stored in the attic, the cellar, my bedroom and everywhere else that you would find old car parts. The frame was cleaned, sanded and painted. Then

assembly started and things went slowly but smoothly. The engine came back from the rebuilders, was installed and given a short run. A new clutch was installed, but proved defective. Another new clutch was obtained and worked fine although I think I can take out the transmission and clutch and replace them blindfolded by now.

By April '79 things had progressed far enough to register the car and get it inspected. Early one Saturday morning we started the Plymouth up and headed for the inspection station 3 miles away. We never made it. In less than a miles a knock developed. Not knowing what was wrong, and not wishing to do any more damage, we rode home on the back of a flatbed wrecker.

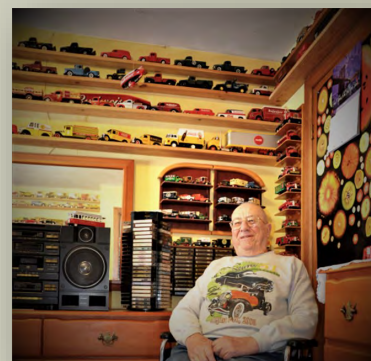
We put the car in the garage up on ramps and I started to tear into the engine. All of a sudden, the car rolled off the ramps, out of the garage, and into the back of my everyday transportation. Minor damage to the Plymouth (no dents or scratches- just one bent bolt and a broken bar), but the Chrysler almost collapsed into a pile of rust. Getting the Plymouth back into the garage and properly secured, the engine was pulled. Number one rod was burned out for no apparent reason. The engine was further disassembled and it was found that the oil channels in the main bearings had not been opened up. No other damage was done. The rebuilder supplied a new rod and the engine was reassembled, installed and started. Still a knock. Good oil pressure, but still a knock. We pulled the engine apart again and still found nothing wrong. The third time, it was discovered that the wrist pin bolts were only finger tight. Replacing the old bolts and torquing them properly, the engine ran just like a four cylinder Plymouth should.

Editor notes.....

Alden Charles Chapman
June 8, 1927 - May 23, 2016

In 1980, when Alden wrote this story about he and his sister buying and restoring their Plymouth, Alden and **Chris Barbieri** were the editors of **Wheel Tracks**. Alden had also served as VAE president in 1977.

I met Alden for the first time in 2013, when I took this picture for **Wheel Tracks**. It seems a hundred years ago. He told me in a very positive way that he missed his old cars and driving them, and had found collecting diecast cars was the next best thing. One of his two cats insisted on attention from me, the second just stood and stared at me the whole time. Alden assured me, with that great grin of his, that I was safe that the cat would not attack. We had a great talk that day.





August 2023

VAE members are still talking about our 2018 airport gathering in Highgate, VT.

Pictured is Ed Hilbert's 1958 Mercedes Benz in front of a Soko 522 airplane. The plane is a two-seater, Yugoslav military trainer and light attack aircraft produced in the 1950s.

Attention....

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

There was a very good turnout on June 11th for the combined VAE/Vermont Model T Chapter.

A few of the cars are pictured right. The driving and tech clinic was a total success.

A tasty pot luck lunch and a 20-mile tour rounded out the day.



VAEers, Fred and BJ Gonet, helped in setting up the New England Brass and Gas tour in Ludlow, VT this past June.

The 4-day event was the 11th New England club event sponsored by the Horseless Carriage Club of America.

Fred said there were 56 vehicles in attendance (pictured left).