

# Wheel Tracks

October 2023 VAE Year 70



Lloyd Davis's Antique Car in 1953 was a 1925 Davis, one of 692 made that year in Richmond, Indiana.

Lloyd is pictured above, not because of his car, but because he is one of the 29 Charter Members of the VAE.  
Read more on page 15.



**Happy Birthday Vermont Automobile Enthusiasts**



**Happy 70th Birthday To US**





## Fred's Shop Tools....

**My 2-ton Engine Hoist.....** The tool for testing the maximum tensile strength of everything you forgot to disconnect when pulling an engine.



I don't know if Facebook has ever caused the lame to walk but it has sure caused the dumb to speak.

\*\*\*\*\*

It's a funny thing about getting older:  
Your eyesight starts getting weaker, but your ability to see through people's BS gets much better.

\*\*\*\*\*

I just ordered a life alert bracelet  
so if I get a life  
I can be notified immediately.

\*\*\*\*\*

I just got myself a senior's GPS.  
It not only tells me how to get  
to my destination,  
it tells me why I wanted to go there.

\*\*\*\*\*

I made a huge to do list today.  
I just can't figure out  
who is going to do it.

\*\*\*\*\*

Brain cells, hair cells and skin cell,  
they all die constantly,  
but freaking fat cells seem  
to have eternal life.....

\*\*\*\*\*

The more I learn about people,  
the more I like my dog.  
(Mark Twain)

\*\*\*\*\*

Some call it multi-tasking,  
I call it doing something else  
while I try to remember  
what I was doing in the first place.

## My Shop Stuff

From gcf



Our president, Mike Felix, has a beautiful 1939 Plymouth. If you remember, I featured the car in the January Wheel Tracks this year. The thing that most impressed me was the fantastic sound of the running engine. Mike has been dealing with a small irritant with that engine for a while now, and has given me permission to ask all of you for ideas on how to fix it.

He can go for a 10 or 15 minute ride and all is great. Anything over that and small amounts of oil will start coming out the breather tube. He was told it was because he was using high detergent oil, and changed to 40 weight non-detergent. That was not the answer. He has a small list of things he has done so far, to no avail.

The oil pressure gage reports good numbers. A second gage had the same readings.

A member has just suggested maybe a "sex bolt" was not installed during the engine rebuild or the wrong spring tension. So, Mike is looking into that.

Does anyone have some advice? AND, what the heck is a "sex bolt"?

\*\*\*\*\*

While you are answering the above question, I have another. This is called a curb light, I believe. What is its purpose? It is on the driver's back fender. Should it be on the other fender? The lens pointing back is red, the side is green and the forward is white and if the headlights are on, this is on. Maybe it is for the Christmas season only.



\*\*\*\*\*

One more request for advice.....

Should there be a VAE intervention here, or are we OK with this situation?



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#### FROM OUR PRESIDENT, MIKE FELIX



Hello VAEers,

Well here we are - 70 years. That's right, your club is 70 years old! How many organizations, corporations, marriages, friendships, etc. have a duration of such length? We are indeed fortunate. Our VAE founders developed a structure that would survive and thrive through multiple generations. Many members have contributed tireless hours over many years so that we may enjoy this club. So, continue to enjoy this great organization and contribute to it whenever you can - volunteer your time and expertise. Pass on your affinity for all things automotive and this club to others, especially people much younger than most of us. To sustain this 70 year old club, we will need to continue to add new members.

Fall is here. Enjoy this great New England season by participating in one of our events or by driving your collector vehicle on the scenic byways.

*Mike*

#### Gene Napoliello Estate Sale

Saturday October 7, 2023 from 9AM to 3PM.  
One day only.

Location: 169 Balsam Lane  
Waterbury Center, Vermont.

Furniture, household items, antique car parts, accessories & tools.

All located in our 30X40 foot garage.

For more details visit-  
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#### Membership

Only \$35  
\$60 for 2 years

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

#### "How to be a member"

\*Go to [vtauto.org](http://vtauto.org)  
\*Click "Join VAE"  
\*Print form, fill it  
out and mail it with  
your \$\$ to our  
secretary

If you want your  
latest  
Wheel Tracks  
earlier.... go to  
[vtauto.org](http://vtauto.org) then to our  
Member Only Page.

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

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



Ken was generous enough to share this space with me. (Actually, I didn't give him a choice.) So...a word of caution to the wise. If you are at the Waterbury show and you decide to go to the street dance, please be sure to arrange a ride back to your home/hotel/CAMPER. Every so often, as impossible as it seems, one's significant other might forget you and drive back to the aforementioned home/hotel/CAMPER by himself. Fortunately, in a recent incident, all ended well. There were others on hand to rescue the unfortunate, left behind, stranded in the rain editor. It's tempting to name names, but I will refrain. There is another editor who says I can be snarky. I don't get it!

*Nancy*





# Wheel Tracks Academy

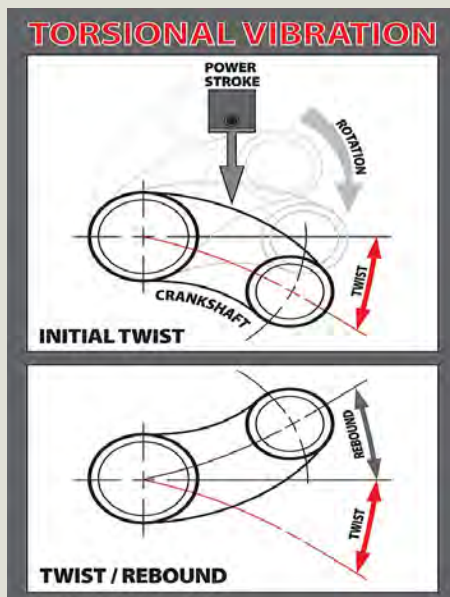


## The Harmonic Balancer

By Wendell Noble

If you've traveled in automotive circles, you likely would have heard the term "harmonic balancer" and likely wondered what it is and does. A harmonic balancer is not the fifth guy in a barbershop quartet. Harmonic balancer is a highfalutin term for a vibration damper. That is the function it serves on a conventional piston internal combustion engine. Not all piston engines have them. Mine don't. The vibrations to be damped are the torsional vibrations of the crankshaft due to the bursts of torque that occur during the power stroke as a piston pushes down on its crank journal. The intended effect of this force on the crank is, of course, to turn the crankshaft and do the work of propelling the car. The heavy crankshaft has its own inertia along with the rest of the drive train. Therefore, the crankshaft will twist slightly. This is elastic deformation. At the end of the stroke when the force ceases, the twist will relax and actually spring back in the other direction and, due to the inertia of the spring back, it will overshoot. This is analogous to the swinging of a pendulum or the ringing of a bell. The result is a torsional vibration with a characteristic frequency determined by the mass and length of the crankshaft and a property of the metal called Young's modulus. That term refers to how much force it takes to create a certain amount of deformation. Too much vibration over enough time will cause damage to the crankshaft in the form of cracks. After all, the liberty bell cracked from too much ringing. The vibration is rattling atoms around in the crankshaft metal and will finally become heat. The vibration is energy that didn't go into propelling the car. That's where the need for a vibration damper comes in.

Vibration dampers have taken different forms over automotive history. The common idea is to provide a concentric non-rigid coupling medium between the unloaded end of the crankshaft and an inertial outer ring, sort of like a mini flywheel. This outer ring can simply be the pulley that drives the fan belt. The vibration absorbing medium can be a slip clutch, viscous fluid, springs or, most commonly used, rubber. The damper absorbs the waste energy which would otherwise dissipate in the crankshaft. It follows then that the damper takes the wear and tear and can ultimately fail. That's fine. It's sacrificial. The damper is relatively cheap and easy to replace compared to the crankshaft. Most of us will probably never have an engine in use long enough for the damper to fail anyway. So that's what the vibration damper, aka harmonic balancer, is and does. Enjoy your ride and take comfort in knowing that, in Vermont, the car will rust away long before it fails.





## *"The Softer Side"*

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

### WHAT A DIFFERENCE 70 YEARS MAKE!

In 1953, I was 5 years old and anxiously waiting to start first grade the next year. There was no kindergarten, no Head Start, no play schools, so you just waited until you were 6 and could start first grade. Here I might add that in Athens, Vermont, there was no bus, so transportation was walking and in good weather biking.

My granddaughter was here the other day, which got me to thinking of what she has been privileged with at 5 years of age. In '53, there was no TV, no internet, no cell phones (for my family anyway), no computers, tablets. You get the idea. We had what is now called a "landline," which the line part was shared with about five other houses. Every group had at least one person who had the time (or took the time) to monitor the calls. Everyone had a different ring, so you would become accustomed to who was getting a call and I guess you would decide if you should listen!

We were a one-car, one-bathroom family, a washer with no dryer, no dishwasher. (My sister and I became the dishwashers and the clothes dryer by helping hang them on the line or, in bad weather, the wooden bars near the stove.) There was still snow in 1953 but no snowblower, just shovels for us, and Grandpa would plow with the tractor. The insulation at our house was lacking so hay bales and piles of leaves went around the foundation. The storm windows were put on every fall and removed in the spring.

My mother had a huge garden and would can, pickle, and store up everything we needed in that line for the winter. I don't recall having a store-bought vegetable, pickle, relish until I was 13 when we left the farm to move five miles to Cambridgeport, where there wasn't room for such a big garden. I remember about that time we were "gifted" with a loaf of Wonder bread! Mother always made her own bread and rolls. As kids, we were thrilled with that loaf of store-bought! How mixed up that was?? My uncle tapped five trees and Mother would boil the sap and get about three gallons of syrup. In her "free time," she made a good share of my sisters' and my clothes. My two brothers wore jeans and shirts, and they were bought or handed down (can't recall).

I should mention here that Mother was a bookkeeper in a retail store in Bellows Falls while doing everything she did for us at home. I get tired just thinking about it!

I won't be around to see what another 70 years will bring and I guess, being truthful, I don't want to!

.....from Judy

### DO I REMEMBER 1953?

Not really. I was twelve years old (now you know how old I am), taking piano lessons and ballet lessons, riding my bike all over town sometimes with someone sitting on the seat or handlebars, roller skating, playing stick ball and jump rope in the street in front of our house, and getting ice cream from the Good Humor man when he came by.

My father drove a 1947 Dodge, and when he had two weeks of vacation, we headed to Vermont. By then, we discovered The Pines in St. Albans Bay where my father's employer had a camp. He had some connection to St. Albans. My father rented a camp for the summer, and I spent the days on the lake, biking up to the Bay to the store for ice cream and watching ball games on Sunday mornings in the field next to the camps. We had a beagle named Buttons. Buttons was still around when I met Gael. Gael didn't like Beagles or Bassetts. I think Clark Wright's parents might have owned one and it bit Gael once, so he said. He didn't like horses either. One bit him once, so he said.

It was a good time to be young.

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



## 1953 REFLECTION

Those who lived through the 1950s describe it as a sort of "Happy Days" era. And it was. For me, it was because we were about to buy our first new car. No more hand-me-downs !

I knew Dad was serious when I accompanied him to our local Chrysler-Plymouth dealer. I thought my eyes would pop out ! Those shining new cars were everywhere. It was the seed that began my automotive passion.

Dad was not ready to commit yet so he took the Plymouth brochure and home we went. I spent more time reading the brochure than Dad did. Hardtops,



convertibles -- wow ! But money was tight so I accepted it was going to be the base model two-door sedan. What I didn't realize was that Dad was planning no options except the heater. No radio ? Not even the cigar lighter. Even an oil filter was optional, and Dad passed it over. But Dad explained the cost of our new car and even tried to convince me that the Plymouth bumpers were an option !

The Plymouth dealer ordered a metallic green, two-door sedan base model. It arrived about a month later and provided our family many years of trouble-free rides. During those years I saved enough to add a radio and even a cigar lighter to fill that chrome spot for the lighter. The Plymouth became mine when Dad bought a new 1960 Plymouth Valiant, which even had a radio !

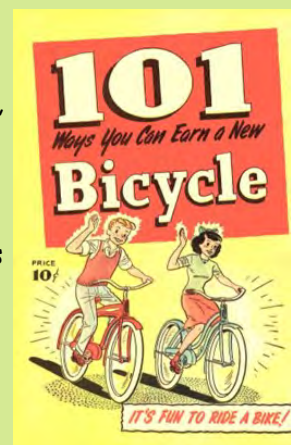


## "The Pleasures of Reading an Auto Magazine"

In 1953, at age 13, I was driving my English Raleigh 3-speed, thin tire bike for recreation and a Western Auto bike for two newspaper routes. Having lost interest in model car

building, the bookcase garage was full, the anticipation of my own car. Thanks to supportive parents, my desire at the time was to have a flat head Ford V-8 standard shift to customize and install the ultimate... dual exhausts with Smithy mufflers and chrome extensions. Three years later at age 16, my parents took me shopping, and as my birthday gift, the purchase of a 1952 Ford V-8 2-door. Remembering, with the dual exhausts, leaving the off-site high school parking lot coasting downhill in second gear to the sounds of the V-8. The Ford had a switch for a rear shelf speaker along with lowering, removing the hood and trunk emblems, "frenched" head and tail lights and a naugahyde interior. The start of a lifetime of enjoyment with autos that continues to this day. Some of the past vehicles have ranged from a 1936 Buick 4-door Model 40 that was a prop in the Boston movie Great Brinks Robbery, 1965 Pontiac with a factory Hurst 4-speed shifter, 1967 Jaguar XK-E Coupe, 2014 Porsche, 2014 Mercedes CLA45 AMG, and a 2019 Corvette ZR1 which I recently sold. The daily driver when I had the Jaguar was a 1969 Rambler 4-door.

## Trivia from Don Tenerowicz





## 2023 Gypson Tour

The 2023 Gypson Tour had 16 participant vehicles with members and friends or relatives in attendance. The weather changed from overcast to beautiful sunny skies as we traveled across the Route 2 Causeway north toward the Champlain Island. We were treated to fantastic views of the lake, the Adirondacks and greens, open spaces, the surrounding shorelines, farms, and countryside.

After approximately 30 miles of driving, we met at The Pier Bar in North Hero where we sat down for lunch with good food, friends, and panoramic views of the lake, Butler Island, St. Albans, Fairfax, and Georgia.

After lunch we had a drawing for \$25 gift certificates that can be redeemed at North Hero House or The Pier Bar. Winners of the drawing are: Lee & Geri Carpenter, Judy Boardman, Roy Martin, and Buzz Stone.

And we had a new member join the club at the beginning of the tour - Richard Wobby.

VAE members & friends  
on tour:

Buzz & Sandy Stone  
Fred & BJ Gonet  
Wendell Noble  
Duane Leach  
Christina & Paul  
McCaffrey

Ron & Tony Tofani  
Judy Boardman &  
daughter  
Joe & Judy Paradis  
John & Jane Spencer  
Richard Wobby & friend  
Lee & Geri Carpenter  
Mike Felix  
Gary Fiske

And see all the photographs taken by Gary Fiske of the cars driven on Page 10.

WELCOME NEW MEMBERS!

Steve & Carla Hornibrook of Williston  
Brian Sargent of Williamstown  
Jason Henske of Brattleboro  
Robert Kubli of Braintree  
Terence Hook of Jericho Center  
Bruce Benedicto of St. Albans  
Jerry Reilly of Bristol  
Richard Wobby of Northfield

## Jan Sander Remembers 1953

I was seven years old and four things come to mind. In February of that year, my appendix burst. My parents didn't think I was sick. I proved them wrong and ended up spending two weeks in the hospital.

I was very enamored of Princess Elizabeth of Great Britain, and when her coronation took place, of course back then we didn't have instantaneous TV like we do now, so the news reel had to be flown across the ocean, and I remember running home from school to see the broadcast.

In the early summer of that year, my parents bought a 1953 Chevy, white on top, the loveliest light blue color on bottom.

And lastly, that summer was the final year spent on vacation in Ontario on Lake Erie, and then we moved from Buffalo to Kenmore, NY, and I very much disliked the school and the non-city atmosphere.

*Jan Sander lives in Jeffersonville  
and is a 40+ year member of the  
VAE.*

## DID YOU KNOW.....

.....that two members of our club were at the inaugural meeting of the VAE 70 years ago, though one may have had a pacifier in his mouth to keep him quiet!?? They are pictured below at or around that time. And when you see them now, please congratulate them on a job well done!



*Lloyd P. Davis  
of Rutland, Vermont.*

*And  
little Kenny Gypson,  
pictured with his father,  
Kenneth Gypson, then of  
Wyantskill, NY, now of  
Poestenkill, NY.*





# Member Stories from 1953

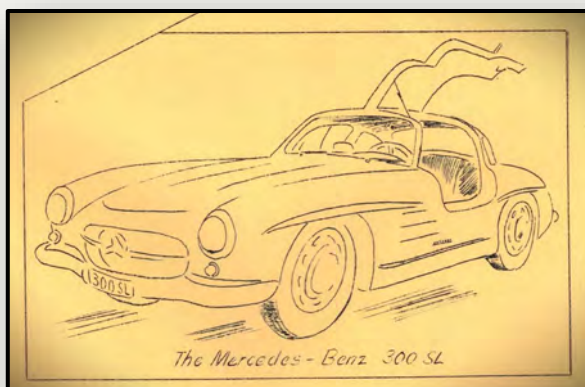
## Ed Hilbert from Bristol, our E/O Committee Chair

The first car I can remember in our family was a maroon 1947 Ford. I don't remember it too well except that Dad was able to fit cots between the back of the front seat and the back seat. My sister and I slept on those when on trips.

What I do remember well was our next car, a 1953 two-color Ford. The car was a six-cylinder with a standard transmission. The only other luxury item was an AM radio with a 'Magic Station Search Bar' that automatically searched for stations.

What really set this car apart, was the addition of seat belts! Dad flew quite a bit in DC3 and DC6 airplanes at the time. They had seat belts and he figured if the belts kept you in your seats during turbulence, they would keep all of us in our car seats if we had an accident. So, in 1953 we had Hickock airplane seat belts holding us in our car seats.

Years later I bought my first car - a dark blue 1953 Ford with a flathead V8 and standard transmission. As for seat belts? I had grown up with them and wanted them in my car too. Before trading the '53 in on a 1960 Rambler, Dad took the seat belts out and kept them. In 1966 I installed those same belts in my new '53 Ford.



A drawing for an early 1950s Wheel Tracks cover. Most likely by Ken Gypson Sr.

## Gary Irish of Jericho.....

Here is some of what I was doing in 1953:

If I drove anything, it was a tricycle. My father had a 1936 Chrysler 4-door sedan, which he soon traded for a 1936 Dodge. There were two people in town who were still driving Model A's, and I always watched them drive by whenever I had the chance. My family had had a phone since 1905, but none of those rotary things in 1953. We still had the crank phone, where you had to ring central to place a call. I remember being held up one Christmas so I could talk to a friend, as the phone was way above my head. Not too much else comes to mind from back then.

## John Emerson from Middlebury.....

I was seven years old in 1953.

My family drove a mid-1930s Plymouth, and it died in 1952. My Dad ordered a 1952 Ford Customline sedan which arrived in fall, 1952. It was black with gray upholstery with red seat-covers that came from the factory. It had the new-design Mileage Maker Six with stick on the steering column and no radio. Buying a new car was exciting for me as a second grader, and it sparked my life-long interest in cars of all kinds. After the Oswego County (NY) snow had melted in spring 1953, I spent many happy hours cleaning and polishing the car. Because of a materials shortage resulting from the Korean War, the bright finish on the bumpers and on other "chrome" pieces was of poor quality and corroded quickly in spite of my polishing. But, at least in 1953 the shiny black-and-chrome sedan was a real beauty!

In January 1953 I saw TV for the first time, as my cousins had just acquired one. The first program I watched was President Eisenhower's Inaugural Parade. I do recall a shot of him standing in the back seat of his white 1953 Cadillac Eldorado convertible. It was quite different from other cars, even Cadillacs, with the lowered profile, the convertible hard boot, and the wrap-around windshield. To me it seemed like a space ship. And Ike was a family idol...Mamie, too. I still have the photo of Ike in the Eldorado, arms outstretched, a hero to much of the American public. Those were uncomplicated times of unbridled optimism!

## Frank Mazur from S. Burlington.....

In 1953, my close friend and his dad were restoring a 1917 Oakland. Influenced by that restoration work my dad bought me a 1930 Model A Sedan to take apart and do a partial/simple restoration like painting the wheels, restoring the water pump, points and head gasket. I was 14, without a license but had an expired NH plate on the car with the date hidden so I could drive it around the streets near my home. I did have an adult in the car with me but never told him the car wasn't insured or registered. Since then, I've owned several Model A's and sold last one 7 years ago.

## Bill Smith of Southampton, NY.....

I was born in September 1954.

The earliest cars I remember my parents using were a 1950 Buick Special Sedanette fastback (which I received a paddling after sliding down the back after a snow storm) and a 1949 Plymouth.





# Member Stories from 1953

## **Marge Turner from Bethel, Vermont....written by GCF**

I had a great phone conversation with Marge. Maybe if I am lucky I will meet her in person someday. When I asked about what she was driving in 1953, she said she was in high school and had no car. She did buy her first car in 1955; it was a 1953 Chevy Crestline. She was immediately recruited for this Wheel Tracks page.

Marge drove the '53 Crestline through the rest of the 50s until she was to be married in 1962. One of the last days she drove it was a planned 30-mile journey to Rutland, with her future mother-in-law, to purchase her wedding dress. They had driven only a few miles when her passenger shouted that her seat was falling through the floor! The rusted floorboards had finally given out. Marge turned around and they made it safely back home. The next day her fiancé borrowed a friend's car, with no reverse, and the two ladies were able to make it to Rutland and back with no other problems.



She said part of the Crestline is still in her back yard doing its job as her pulley clothesline. Her husband, Bill, used the rear axle, initially, for a backyard rope tow that the neighborhood kids used for a number of years. Then it was re-purposed for the clothesline. Bill was a machinist if you want to know where his genius came from. He passed in 1992. Marge has continued her VAE membership over the years. The senior center folks, where she works, look forward to the Wheel Tracks jokes she brings them each month.

One other note: I have found an old VAE Roster from 1980 with **William & Marge Turner** listed. That is as far back as I can go, which means Marge has been a VAE member for at least 43 years. WOW! Congratulations, Marge Turner.

## **Mike Felix of South Hero & our president....**

In 1953, I was one.

My paternal grandfather drove a used, gray 48 Plymouth 4-door in '53.

My maternal grandfather did not believe a car was necessary (had a wife and 5 kids). He never owned a car nor obtained a driver's license. Everywhere he and the family went was by some sort of public transportation or they walked to the destination.

## **Anne Pierce of Colchester, one of our four editors....**

1953, let's see. From the 1950s until he died in 1972, my maternal grandfather, the town physician in Milton, VT, always drove a Chrysler New Yorker. I grew up riding around in that boat, though it wasn't until the 1960s!

And, my paternal grandparents bought a Pontiac every two years and sold their car (that would've been the trade-in) to my parents or my uncle & aunt. So every FOUR years we got a "brand new, though 2-year-old" Pontiac. I always remember, when driving at night with cars coming at us, my 2 brothers and I would yell out "Pontiac on" or "Pontiac off" for my dad to turn the high beams off or on. And we never knew how he did it!!

## **Christina McCaffrey of Burlington, our club secretary....**

Born in Sept 1950.....

There were 5 kids by the end of 1953. We had a black Ford Country Squire station wagon. The back seat folded down and we had a mattress for naps.

When we moved to Scotia, NY from Chicago I remember being put in charge of reminding the movers to take special care packing a glass table lamp. It survived and is in my living room now.

## **Gary Fiske of Enosburg, VT editor.....**

I was 8 years old in '53.

Eisenhower's inaugural, like John Emerson, was the first TV show for me. The family had a '41 Chevy sedan and rust had claimed one of the rear fenders. When Mother backed into a maple tree and knocked the 2nd rear fender off, she claimed she had very little room backing between two trees. Father and I, with my uncle, later measured the distance between those trees. We found there was room to park four cars between them. The family is still telling that story.





**2023 Gypson Tour**  
See previous page  
for details.





## Year 1953 Fun Facts, Trivia, and History

### Air conditioning

Prior to the 1950s, the idea of air conditioning in cars had been bandied around by Packard Motor Company to no great success - its early systems were unreliable and ultimately unpopular. That all changed in 1953, though, when Chrysler introduced the 'Airtemp' system in the Imperial which featured low, medium and high settings. Shortly afterwards, General Motors started selling virtually all of its cars from Cadillac, Buick and Oldsmobile with an air conditioning system built by Frigidaire. In both cases, the air conditioning unit was installed in the back of the car. GM eventually ended up selling its Frigidaire systems to British Leyland and Rolls-Royce.

### On average, how much did a car cost in 1953?

Low unemployment rates improved the standard of living for many families in America. More carmakers started offering longer-term payment options for cars, which had an average price tag of just under \$4,000.

### What was the best selling car in 1953?

Hudson Hornet. Sadly, the Hudson brand and the Hornet model would not last the decade, but in the early 1950s, this long, surprisingly modern car was quite the looker.



### What was the fastest production car in 1953?

Pegaso Z-102. The base 2.5 liter model had a 120 mph top speed, but it was the biggest 3.2 liter, gear-driven desmodromic DOHC alloy V8 that produced a prodigious 360 hp and a top speed of 155 mph.

### How much was a dozen eggs in 1953?

A dozen eggs cost 70 cents, or about \$6.59 in today's dollars.

### The Corvette

A 1953 Corvette cost \$3,490, or \$39,957 in today's dollars. The first example of America's sports car rolled out of the factory in Flint, Michigan. The first Corvette, the dream vehicle designed by Harley Earl, was hand-assembled. Workers at the factory took the parts, pieces, and materials and painstakingly combined them into a functional automobile. All 1953 Corvettes were sprayed Polo White, with interiors upholstered in red.



### Who won the World Series in 1953?

New York Yankee



### AVERAGES

Income per year: \$4,000  
Cost of a new house: \$9,550  
Monthly rent: \$85  
Cost of a gallon of gas: 20 cents  
A first-class postage stamp: 3 cents

### Windshield Wipers

Mary Anderson (1866 - 1953)

On a trolley ride in New York City, Mary Anderson noticed that during snow or rain, the front windows had to be opened so that the motorman could see. In addition to freezing the entire cabin, this had the result of soaking the driver from head to foot. Upon her return to her home in Birmingham, Ala., Anderson designed the very first windshield wiper. Anderson's manual windshield wiper was a rubber blade operated by a crank. Although Anderson's wiper was effective, the wiper only became an automobile standard after her patent expired.



## 2023 CALENDAR OF EVENTS

*Next up.....*

And always open to all members!

**OCTOBER 4:** Tiffin Motorhome RV Rally at the Champlain Valley Expo Center, 10 am—2 pm. Mr. Bob Tiffin, at 81 years old, is an avid antique car collector. We're all invited to come out and bring our antique cars on the 4th, which is the day they celebrate Bob and his wife. Lunch will be provided at no charge. If you are interested in attending, please RSVP to Mike Felix at [felixmike3@gmail.com](mailto:felixmike3@gmail.com). [This is not a VAE-sponsored event.]

**OCTOBER 7:** VAE monthly meeting at RPM, Restoration and Performance Motorcars, in Vergennes. Our host is Peter Markowski, and Peter and his workers specialize in the restoration and maintenance, sales, and much more of classic cars such as Ferraris, Porsches, Jaguars, Mercedes, Alpha Romeos, and many other exotic cars. Their work and expertise on these amazing cars brings in customers from literally around the world.

Our schedule for the day is:

11:00 Tour the shops, work areas, and see the amazing inventory.

12:00 Have our monthly meeting and eat a bag lunch which you supply. Drinks will be supplied by VAE.

1:00 With good weather, we can take a short tour of the Vergennes area. The foliage should be beautiful, so hopefully we can have a nice tour in our classic cars!

RPM is located at 462 Monkton Road in Vergennes. Website: <http://www.rpmvt.com/>. Coordinator: Ed Hilbert.

### NOVEMBER REMINDER:

You will not be receiving a Wheel Tracks for November. The editors are taking a much-deserved rest. Please watch your email from John Lavallee for any last-minute changes to any events on the calendar.

**NOVEMBER:** VAE Annual Meeting. Coordinator: Dave Sander. Watch for John Lavallee's email for the date and location of the annual meeting.

**DECEMBER 2:** Elks Club, 10 Jefferson St., Barre. Arrive after 11:00 am for buffet luncheon at noon. ALL MEMBERS WELCOME! Please join us as we kick off the holiday season with a delicious meal and gift exchange. We are still waiting on the cost per person. As soon as we know, you'll know! Stay tuned for an email from John Lavallee. And payment may be made at the door BUT Charlie Thompson needs a head count for the Elks Club BY NOVEMBER 26, so if you plan on attending, please call him at 802-878-2536 or email [charlieandmarion@comcast.net](mailto:charlieandmarion@comcast.net). Checks should be made payable to VAE. Also, you do not have to participate in the gift exchange, but if you do, please bring a wrapped gift with a suggested cost of no more than \$20.

### 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:** October 21st — last one of 2023! University Mall, Dorset Street, South Burlington. 7 AM—9 AM. Coordinator: John Malinowski. <http://carscoffeevermont.com>

**CARS & COFFEE MIDDLEBURY:** October 7th — last one of 2023! A&W, Route 7, Middlebury. 7 AM - 9 AM. Coordinator: Dave Stone. 802-598-2842.

**WAITSFIELD CARS & COFFEE:** First Sunday of each month at Vee's Flowers, 4036 Main Street, Waitsfield. 9 AM—12 PM. The month of October was unable to be verified. [This is not a VAE-sponsored event.]

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



Among the foods invented in 1953 were Cheez Whiz, Eggo Waffles, Honey Smacks cereal, and Tater Tots. Chicken Tetrizzini was a popular dinner casserole in the early 1950s. This is an easy version that's nice in cool weather.

## The Roadside Diner

### Chicken Tetrizzini

1 can cream of mushroom soup, undiluted  
1 cup cut up American cheese  
2 cups cut up cooked chicken  
2-3 cups cooked spaghetti  
Splash of cooking sherry, optional  
1/8 cup grated parmesan cheese



Nancy Gypson

Preheat oven to 350 degrees. Mix all ingredients except for parmesan cheese. Place in greased casserole dish. Sprinkle with parmesan cheese. Bake 30 minutes or until bubbly.

## KEN'S CORNER: GETTING THE WORD OUT

(The following is an article that appeared in the Burlington Free Press in early 1953.)

### AUTO ENTHUSIASTS FORM VERMONT CLUB IN BRISTOL

Bristol—The official formation of the Vermont Automobile Enthusiasts Club took place at the Bristol Inn recently.

The organization was formed for those interested in automobiles as a hobby, and to promote better and safer motoring. Varied interests including antique, classic, custom, foreign and sports cars, are represented in the group.

The club plans to hold meetings once a month, and in the summer meetings will be held outdoors. Future plans include forms of competition motoring such as rallies and tours.

During his recent visit, James Melton, well-known radio, TV, motion picture star and automobile collector, was made an honorary member of the Vermont Automobile Enthusiasts.

Officers of the new organization are Kenneth F. Gypson of Essex Junction, President; Roderick C. Rice of Burlington, Vice-President; John H. Cummings of Essex Junction, Secretary; and Rodney Galbraith of Essex Junction, Treasurer.

(See complete list of charter members on page 15.)

Pictured at right is James Melton, mentioned in the Free Press article. He was a famous tenor in the Metropolitan Opera and well-known on the radio and early TV. He visited Burlington in early 1953 and was bestowed the aforementioned honor by the club for being one of the earliest celebrities known to be an avid car collector. In one book written about him, he was credited to "knit two technologies together...the air waves and the automobile." He's pictured here with his 1948 Daimler.



# Wheel Tracks Classifieds

Free to all Enthusiasts



## October Bumper Sticker...

**I want to be 14 again  
and ruin my life  
differently. I have new  
ideas.**

**FOR SALE...**1941 Ford fire truck.  
\$6,500 or best reasonable offer.  
Located in South Royalton.  
Call Bill Kelley, 802-291-3134

**FOR SALE...**A 50 year collection of car parts, about 2 pickups full, for someone's flea market stock. Most have not been offered for sale before. Included are 36, 38, and 39 Packard parts, 1925 Studebaker parts, parts that fit various cars, etc. Sell as a lot at discounted price.  
roymart@comcast.net or 802-862-6374.

**FOR SALE....**1967 Chevrolet 3/4 ton, 2-wheel drive, 283, 3-speed, 8-foot Fleetside. 1971 Chevrolet 1/2 ton, 2-wheel drive, 350, 3-speed, short bed-stepsides. Philip Allan, Piermont, NH 603-850-9299 or philipallan528@yahoo.com

**FOR SALE...**A 1915 Model T wrecker in good condition is offered for sale. The present owner is in his late 80s and has owned it for most of his life. It's time to part with it. If interested, contact Terry Badger at 802-891-9937 or email terrybadger1929@gmail.com.

**FOR SALE.....** 1975 Fiat Spider.  
Comes with hard top, has new soft top installed, New seats installed, About 75,000 miles, Non-starting. \$1500 or best offer. Franklin, 802-285-6652



**FOR SALE....** Harmar Stair Chair, Pinnacle SL600 model. Installed new and used a very short time. Call Mark at 802-393-2525.

**FOR SALE...**Old time jack. Name is a Wills Sainte Claire Buckeye, asking \$75. Pick up, cash.



Nice hand push auger horn, loud.  
Cash, pick up, \$150.  
Ask for Marvin, 802-425-3529



**FOR SALE...**Brass era T, 1915 Ford Model T touring. Located in the Sandgate, VT area. My husband was partially through a complete restoration of the car before he passed. \$7000 or best offer. Phone Karen at 802-366-0545.



**FOR SALE...**Old hot rod magazines, several different titles.  
kengypson@yahoo.com or 518-423-7565

**FOR SALE...**16 foot Aluma auto trailer, less than a year old. New price \$8000+. Will sell for \$7000 or best offer. Call Ken at 802-760-0416.



**FOR SALE....**1949 FORD TUDOR sedan. All original, 49k miles. Flathead V8. Inspected. \$15,000. Call or text Brian Sargent 802-477-2161



**FOR SALE...**1966 VW Beetle Sedan, 56K original mileage. Bahama Blue over black interior, needs a new headliner. We are the 2nd owners and the car has been garaged for 38 years. Starts & runs well. Original car with the 6 volt system. The following maintenance & replacements have been performed including refurbishment/repainting of all 5 wheels, tires, replacement starter, ignition, ignition wiring, battery, brake system refurbishment, shocks, hubcaps & repair/repainting of two fenders. Some minor rust on the leading edges of both rear fenders. Owner's manual, original jack & tool roll included. Maintenance

receipts available for the 38 years we have owned and loved this car. We can include an extra non running engine, 2 complete original doors, 2 extra wheels, the original hubcaps, and other assorted original spare parts.

Asking \$12, 000. Car is located in New Haven, VT.

don@studioperdue.com





Continued from front page.....written by Gary Fiske

# Happy Birthday Vermont Automobile Enthusiasts

The VAE began 70 years ago, in 1953, with these 29 Members.

Bradford Benson, Hyde Park  
C.M Broadwell, Morrisville  
Alan Burr  
William Cole  
John Cummings, Essex Jct.  
Lloyd Davis, Middlebury  
Ruie DuBois, Rutland  
William Egger, Essex Jct.  
F.W, Fredette, Barre  
Rodney Galbraith, Essex Jct.

Kenneth Gypson, Essex Jct.  
Clifton Havens, Burlington  
Robert Jones, Morrisville  
Walter Jones, Morrisville  
Dale Lake, Ripton  
Charles McNally, Katonah, NY.  
David Otis, Burlington  
Peverill Peake, Bristol  
Roderick Rice, Burlington  
Al Romano, Rutland

Edward Rotax, Ferrisburg  
Robert Russel, Underhill Ctr.  
P.A. Ryder, Wolcott  
Steve Scott, Burlington  
Kenneth Squier, Waterbury  
Bert Sweetland, East Hardwick  
Robert Sweetland, East Hardwick  
Paul Taplin  
Ronald Terrill, Morrisville

I mentioned Lloyd Davis's antique auto that he had in 1953, on the front page. He still has it! Like all of us, once we get our hands on an old car, we do not let go.

I sat down with Lloyd recently and was able to get a little of his history, I hope I took good notes, Lloyd.

He used his GI Bill for college when he got out of the Army in 1954 and graduated from UVM with a degree in Ag Economics. The "old car" fever might have begun at UVM when he became friends with people by the name of Pevy and Hockeye, to name just two.

He was drafted in the Fall of 1950 when Korea started heating up, but luckily he never left the states. He was assigned to the **980th 1st Engineer Army Battalion, Company B**, at an ammo depot in Virginia called Camp Pickett. He was trained as a plumber, an electrician, low pressure boilerman, plus a number of other skills and became an Army Utility Repairman. The jobs he had could fill all the pages of this publication.

The one job that is the most memorable for him was being a part of building a movie set on the Army base for the 1953 movie "Battle Circus". The movie was about a Mobile Army Surgical Hospital (MASH) unit that later was used to base the weekly TV series. The movie stars were Humphrey Bogart, June Allyson, Keenan Wynn and Robert Keith, all of whom Lloyd met while the movie was being made.

Lloyd and a couple of GI friends were actually in the movie... well "in" meaning involved. There was a scene where a jeep had crashed and while on its side, you can see a front tire still spinning. Lloyd and his pals were assigned to pull a long piece of clothesline, off camera, to make that tire go around. I have found the movie online and when I finish this column, I plan on finding that spinning jeep tire.



As mentioned, Lloyd went to UVM after being discharged, and after college, spent much of his career working for Eastern States Co-op and The Agway Corporation. He was born and brought up in the Rutland area where he still resides. Like many of us VAEers, his love for old cars has lead him to many adventures over the years and he has met and become friends with an amazing group of people.

**One brand of automobile in Lloyd's garage is the air-cooled Franklin.** Lloyd is the 'go to' person for those first-time Franklin owners, and for those of us who have had Franklins for a while. He was the librarian for the H.H. Franklin Club for many years. Beside his knack for details and extensive personal library, I am sure those years as librarian also helped in his knowledge of the car.

Lloyd went through the VAE's 4-year process of being 2nd Vice, then 1st Vice, President and Chair. It appears from our history books that this happened twice as he was president in 1958 and again in 1971. We all try to do our part for our club and Lloyd has certainly done his.

**I need to get one more thing into print so it will never get lost.** I stopped at Lloyd's home one afternoon unannounced and found him repairing shingles on the roof of his two story home. This was not too long ago. I reminded him how far the fall could be, but he didn't seem concerned. I often ask, when we talk, if he has been on the roof lately and a couple of years ago he told me his southern roof was a definite no-no, but the other sides were OK to be on. Asked why, he told me his doctor lived next door to the south, and he didn't want to have deal with him if he got caught. Sorry, my friend, but this had to be written.



A beautiful  
1955 Pontiac Chieftain  
owned by  
Traci Martindale of Fairlee, Vermont.

The Chieftain model was built  
from 1949 through 1958.



October 2023

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



Kitty Gondek, from Montreal, brought a very interesting car to this year's  
Antique & Classic Car Meet in Waterbury.

20,073 were produced, all right hand-drive, and only in 1991.

The Nissan Figaro is a front-engine, front-wheel drive, two-door, 2+2, manufactured by Nissan.  
It is one of Nissan's so called "Pike cars."