

December 2023 VAE Year 70

Wheel Tracks



This MGB beauty is owned by
VAEer Jim Adams of Jericho,
Vermont.
More on page 12

*Merry
Christmas!*



The Official Monthly Publication of the Vermont Automobile Enthusiasts



Fred's Shop Tools...

Phillips Screwdriver.....Normally used to stab the vacuum seal under lids or splashing oil on your shirt when opening old-style cans of oil. Can also be used as the name implies, to strip out Phillips screw head.



A banker fell overboard
from a sailboat.
A friend grabbed a
life preserver and held
it up, not knowing if the
banker could swim,
and shouted to him,

"Can you float alone?"

"Obviously," the banker replied.

"but this is a heck of a time to talk business."

My parents grew so fond of my girlfriend that
they came to see her
as their own child.

Recently Mom started to look for a proper
boyfriend for her!

Thanksgiving is the day some men
start getting into shape.....
to play Santa Claus.

A teacher, seeing one of her students making
faces at others on the playground,
stopped to gently reprimand the boy.
Smiling, she said, "When I was a little girl,
I was told that if I kept making ugly faces, it
would freeze like that."

The child looked up and replied,
"Well, ma'am, you can't say you weren't warned."

A worried looking man went into a florists shop
and asked for potted geraniums.

The shop was out of them, but the clerk
suggested chrysanthemums.

"No, they won't do." The man answered,
"I promised my wife that I would water
her geraniums while she was away."

As long as cocoa beans grow on a tree,
chocolate is a fruit to me!

This & That

From gcf

Maybe you could help solve a tent mystery. I (Gary Fiske) purchased a very nice, used, 13-foot canopy tent and used it for the first time in Hershey in 2022. Bill Erskine and I lived like kings with the tent protecting us from the sun and the rain....lots of rain that year.

When I got home, the tent was still wet, so I left it out to dry in the sun for a few days before stowing it into its wheeled storage bag.

When we had our Model T Chapter/VAE gathering here at the house this last June, I put the tent up and found it was not my tent. Instead of a 13-foot multi color (blue I think) poly material tent, I had a 10-foot white canvas tent. Hmmm!

Can you see the mystery? I think what happened is someone made a not-nice switch with me in Hershey after we packed up and I didn't notice when I dried it out at home. The other possibility is that I loaned it out, and innocently, the wrong one was returned. Did I loan it out to anyone reading this??

Another mystery, only this one has been solved.

Years ago, a friend used to mutter this and I was never able to get what it meant..... **"Illegitimi non carborundum"**.

Then Fred Gonet mentioned a card (pictured) that Lloyd Davis sent him in 2018 with those exact same words. I had never seen the words spelled out before. Fred went to Gael Boardman for translation and it means **"Don't let the bastards get you down."** Who would have guessed?



It turns out it is WWII mock-Latin and was a favorite motto of US Army General "Vinegar" Joe Stilwell via British Intelligence. Don't you love mysteries?

Just one more mystery? A recommendation for getting an old rusted head bolt out of an engine block is to repeatedly heat the bolt, but not red hot. When taking the heat away, hit the bolt with penetrating oil. The expansion and contraction of the bolt breaks the rust bond. Lots of patience and maybe dozens of heatings might be needed.

The mystery..... instead of penetrating oil, some folks use paraffin wax! Now, what is the scientific explanation for this paraffin wax use?

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, rcwrn@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 Lavalley -Communications

Wheel Tracks Printer, Messenger Marketing
St Albans, Vermont



FROM OUR PRESIDENT, MIKE FELIX



Hello fellow VAEers,

2023 has been a very good year for our VAE Club. Our August show recovered from the pandemic years and had much greater gate receipts, flea market participants and registered vehicle entries than in recent years. We had more sponsored events than at any time in Club history - Cars and Coffee during the good weather months in two locations, multiple tours, regular monthly events and two sponsored car shows! In addition, we continue to give back through our Education Outreach Program and we were given a write up in a recent edition of Hemmings Motor News. And, we will continue to modernize our web site throughout 2024.

Help us create as many events in '24 as we had in '23 - volunteer your time and expertise.

See you at the get together in December!

Mike



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.

A **sex bolt** is a type of mating fastener (nut) with a barrel-shaped flange and protruding boss that is internally threaded. The bolts sit within the components being fastened and the flange provides the bearing surface. The sex bolt and accompanying machine screw sit flush on either side of the surfaces being fastened. This information is in response to a previous issue where the question came up as to what is a sex bolt.



* * * * *

In 1959, Vermont enacted a law that trucks, trailers, and buses must have mudflaps the width of the rear tires. Fines for noncompliance—\$10 & \$15.

* * * * *

And, Duane wants to know if Gary ate the whole pie. Does anyone know?

Long live the VAE...Ken





Wheel Tracks Academy



WHODUNNIT

By Wendell Noble

A few months ago, I wrote about a mystery I encountered trying to figure out why I couldn't start my '29 Plymouth which had been in mothballs for a few years. The immediate problem was that it just could not be made to turn over completely. With a hand crank, it would turn freely to a certain point and then come up against a hard stop. After eliminating all the simple external possibilities, I removed the head and found a chunk of black material on top of number two piston. This stuff was hard enough to keep the piston from coming completely to top-dead-center. I removed it in one piece and found it crumbled easily. Exposing it to a torch flame showed that it was not combustible. It must have been the product of combustion. I had no idea what it was or why it was only in one cylinder.



There's a sequel to that story. Just as things were getting as bad as they could, they took a turn for the worse. The obvious course from that point was to remove the mystery stuff, reassemble the engine and resume trying to start it. With a bit of a pull down the road to give her some real snap, it started ... on three cylinders. Then there was an awful banging sound and steam was spurting out of the radiator cap opening. This was a bad omen. Upon removing the head again, it was obvious things didn't look right in number two cylinder. The entire top half of the piston was gone and all the little pieces of the piston and rings were in the pan. I probed the cylinder wall for damage with my finger and it stuck right through into the water jacket in places. It was clear at this point that my engine was dead and probably only of use as an organ donor.

What kind of autopsy could reveal the root cause of death? In my new role as coroner, here's my theory based on two observations. 1.) Something had to have been taking place over the years I drove the car in order for that chunk of black stuff to accumulate. 2.) A few measurements revealed that the engine had been rebuilt by a previous owner and the cylinders rebored out by 0.060", thinning the walls a bit. I suspect there had been a small crack in the cylinder wall for a long time and a small amount of coolant bled slowly into the combustion chamber. The volatile components of the coolant evaporated harmlessly into the exhaust stream as the engine ran. Antifreeze also contains silicates as corrosion inhibitors. Silicate ions react with metals to form, well ... rocks. This rocky mineral passivates the metal surface against further corrosive reactions. Rocks don't burn or evaporate. They just stay there. That must be what the black stuff was. When the small cracks in the cylinder wall became bigger cracks, all hell broke loose resulting in loose pieces of the cast iron cylinder wall hammering the piston apart. So that's my carefully considered theory. The nice thing about it is that it frees me from blame. **If anyone has another theory, better or worse, I'd like to hear it.**





"The Softer Side"

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

.....from Anne

My mother celebrated her 90th birthday last month. It really got me thinking about how we throw around the terms "old folks," "elderly," "getting up there," etc. That is definitely not my mother. She is in great health, lives by herself a couple of miles from my husband and I, still drives, and takes care of others in her condominium neighborhood who are 10-15 years younger than herself. She'll get a call from her across-the-street neighbor asking if she would take her to Shaw's. Yep, in the car and off to Shaw's. Another neighbor calls on my mom to accompany her to doc appointments. Does my mom ever say no? Nope. Never.

Can anyone say they've had a best friend for 90 years? That's ninety years. Yep, Mom and Barb still chat every couple months, and the stories they reminisce about that I overhear are just too funny.

At the beginning of the pandemic, before we were all buttoned up in our homes, Mom, at 87 years old, had knee replacement surgery, and after 2 weeks of the VNA physical therapist visiting her post-surgery, that was to be no more, so I took over as her personal physical therapist. I went over every day, and we'd lie on her bed and we'd start off with whatever the first exercise was on her list. I'd say, "Up, 2, 3, 4, 5; down, 2, 3, 4, 5. Up, 2, 3, 4, 5; down, 2, 3, 4, 5." Over and over and over again. It wasn't just "up." It was more like "uuuuuup." And then we'd start laughing and laughing all the while getting the exercises done. It turned plain old PT into a fun time! At her post-op appointment, her doc commented that she was the oldest (there's that word again), healthiest patient he had ever done surgery on! What a compliment to my mom! He then asked her when she wanted her other knee done, to which she promptly replied, "Now." And it happened soon after that.

My mother was born during the Great Depression. She remembers little things from childhood but, thankfully, wasn't as affected by the depression as others were across the country due to her age. But she does remember walking up to the creamery for her family's ration of butter and eggs, and collecting metal for the war effort. And one of her most memorable stories happened when she was in grade school, which was just around the corner from her house. The school caught fire in the dead of winter, and everyone was evacuated safely though without coats, hats, boots. She remembers looking over her shoulder on the way out the door to see the curtains in the gym going up in flames! Her father happened to be driving down Main Street at that exact time and glanced over to School Street and wondered to himself why all the kids were outside without their winter coats!

It's hard to reconcile the terms "old," "elderly," "aged" when my mom is going strong. Yet we at times flippantly use those terms to describe friends and family members in their 70s and 80s who are sick or suffering from dementia or dying. I often wonder what my mom thinks when we use those terms, and I'm noticing myself more and more trying to downplay the age as opposed to the condition because, to me, my mom is not old, elderly or aged.

Is life fair? No, we all know life is not fair. We take the good with the bad and keep on plugging away hoping to reach whatever magic age number we choose happy and healthy. And I hope to follow in my mom's footsteps.

Happy 90th Birthday, Mom!! You're the best. And Happy New Year!

EDITORIAL APOLOGIES to Nancy Olney. In the October 2023 Wheel Tracks column *The Softer Side*, Nancy's name was inadvertently left off identifying her as writing "What a Difference 70 Years Make."

MORE FUN FACTS:

The first full-scale, self-propelled mechanical vehicle was released in 1769. It was a steam-powered tricycle that was used to haul cannons around town. (But, it weighed 8,000 pounds!)

AND

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



"The Pleasures of Reading
an Auto Magazine"

Trivia from Don Tenerowicz

In the mid-1950s, the interest with the high school group in modifying a vehicle had mostly centered around Fords with the flathead V-8. Chevrolet 6 cyl. engine modifications were limited to installing a home "split" exhaust, which had its own unique sound. The ultimate at the time was to bore and stroke a Mercury block, multiple carbs, high-compression heads, full race or 3/4 cams, dual exhausts with headers, along with straight thru Smithy's fiberglass mufflers. When the fiberglass burned out, the deep rumble became louder and louder which pleased everyone except even back then the sound-and-noise police. Forgot the year and if originals or reproductions, but I still have a new pair of Smithy's in the box.

Then a new phase started with engine swapping, and one of the first was installing the Oldsmobile OHV V-8 in place of the Ford flathead V-8. This was prior to the introduction of the 265 and 283 Chevrolet V-8 from the 1955 era. A local center of attention was the barn garage of a hot rodder that was swapping out the Ford V-8 all with homemade parts using the Olds V-8 in a 1940 Ford coupe. The exhaust made from flex pipe which had a tendency to leak requiring multiple tack welds. The transmission might have been from an earlier Ford with a floor shifter. The performance was not the main consideration but to open the hood at the local gathering point and the WOW factor of viewing the Olds OHV V-8. As time moved on, use of the OHV Chevrolet V-8 became more popular. As with the Olds V-8, use of the Mercury V-8 in a Ford had a higher status, just by mentioning.

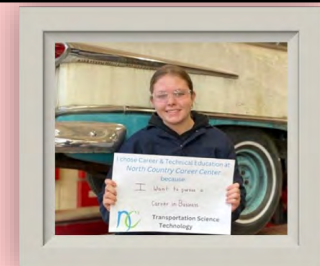
That's history that all of us can in some manner relate to. In the future, will there be "motor" swaps for performance improvements with EVs? A recent article mentions kits for replacing an ICE (internal combustion engine) with an electric motor. Interesting that some of the parts are sourced from Tesla, which still has a commanding lead in EV sales compared to all others, market share for the first 6 months in 2023 of 60%, down from 68% last year.

A straight-line performance testing standard dating back to the early years that is easy to relate to for comparison purposes continues to be the 0 to 60 time, including the gradual transition to EVs, even with the introduction of the rolling start at 5 mph. In times past, when the less than 10-second barrier zero to 60 time became more achievable and easily obtained without a high performance option, thoughts of a 4 to 6 second time was distant in the future. With EVs now having front and rear high-energy motors, just seems less than 10 seconds zero to 60 is becoming more common. *Road & Track* tested a Porsche Taycan Turbo EV at 2.4 seconds, being careful with EVs to use "motors" and not engines when mentioning the power source. A newer abbreviation, BEV, being battery electric vehicle, might be there is a new power source we are not aware of.

FROM THE DESK OF

THE EDUCATION & CHARITABLE OUTREACH COMMITTEE

We caught up with Ally Hammond of Newport Center, VT, this week as she completes her senior year at North Country Union High School, to find out a little bit more about how winning the 2023 Golden Wrench Award has impacted her life.



We asked Ally what interested her, as a young woman in a male-dominated trade, to enroll in the North Country Career Center's Transportation Science Technology program as a junior and to excel in that program. She told us that there was no particular reason except her mom made her take the intro class so Ally would know how to change a tire if she was ever stuck on the side of the road somewhere with a flat tire. She told us she really liked the course and decided to keep going with it, enough to rise to the top when it came time for her instructor to choose a student to receive the GWA.



Ally is currently splitting her time between finishing her senior year at NCUHS and attending CCV for a business degree in the early college program. She plans on continuing with CCV after graduation next June and one day hopes to own her own automotive shop or maybe becoming a manager at a shop of some kind. She also tells us that it was really quite nice to have the opportunity to have gotten the tools and scholarship, and she frequently uses the tools from the award, especially on her favorite car, a Subaru Forrester.

"Remember When?" with Chris Barbieri



This edition of *Remember When* doesn't take me long to remember. It happened more or less a year ago on a sunny spring Saturday. It was my first time driving a Tesla sedan. It was a spontaneous opportunity and I couldn't say "no." Here's the setting:

It was a Saturday morning at home. A good friend drops by to say hi with his 16-year-old grandson. When the coffee, Diet Pepsi, doughnuts were consumed, it was time for friends to leave. We walked to their car only to find that it was a Tesla! I'd seen Teslas on the highway and in showrooms but never in our driveway. The friend offered a ride, and we were seated before you could say Shazam! I sat in the front passenger seat with the 16-year-old (learner's permit only) behind the steering wheel, with wife, Laurel, in the back. This was my first ever in a car fueled by 100% electricity.

We live on one of Vermont's popular 2-lane, paved roadways with lots of twists and turns where speed limits don't mean much. I commented to our youthful driver that I heard electric vehicles were very fast. That was confirmed on our first straightaway. He also confirmed that the Tesla was very quick off the line. Very quick. Then our driver said to me, "Would you like to drive?" ~ That was one of the quickest "yes" decisions I've ever made. My first observation was that the dash didn't have many gauges. Accelerating was quick and quiet. Then my 16-year-old "drivers ed. teacher" says something: He tells me to take my hands off the steering wheel - on a curvy road with traffic coming from the other direction at 50-plus miles per hour! He insisted, so I figured he didn't want to die any more than I did, so I took my hands off the steering wheel, but kept them close. It was a scary minute or so, but, sure enough, the car drove itself.

I haven't driven or even ridden in an electric car since. Not that I wouldn't; the opportunity just hasn't presented itself.

Transitioning to electric vehicles has its ups and downs. The ups are well known and obvious. There are two biggies on the downside you don't hear much about. One is the quick speed these EVs can reach off the line, folks that, like, drag race at stoplights are going to be very pleased. So are the dragstrips. The second is that they are very quiet. As pedestrians, we use sound as well as sight of motor vehicles to alert us of traffic crossings or just crossing a rural, country roadway. There was an article in *Motor Trend* magazine a while back about the 2024 Dodge Charger being rumored to be all electric. To keep new Charger owners happy, the cars would be equipped with fake zoom-zoom sound! Can you believe it?!

IT'S WORTH REPEATING.....

Wendell Noble sent the following to John Lavalley for distribution to VAE members last month:

"I stumbled onto a scam in old car parts. If your search for old car parts leads you to a website 2040-parts.com, run away. I was looking for a distributor drive housing to replace the pot metal original from my '29 Plymouth and a Google search led to them. As soon as I tried to order and entered my credit card number, it informed me my number couldn't be processed and I should try another. My phone immediately rang, and it was my credit card company calling to say there had been a questionable charge for \$2 to a software store. To me, software is something you buy at Victoria's Secret, so I knew it must be bogus. Kudos to the credit card company. I have subsequently done some searching about that website, and there is a thread of comments from others saying it is a scam and nobody has reported actually getting a part from them. I must say they manage to look very credible and evidently are just downloading pictures of parts from eBay and using them as bait.

WELCOME NEW MEMBERS:

MATTHEW PARISI,
JR., of Fairfax, VT

MEGAN PRICE
of Charlotte, VT

2023-24 CALENDAR OF EVENTS

NOVEMBER 19: VAE Annual Meeting. Sunday, November 19, 12 PM—4 PM. Holy Family Church Community Center, 4 Prospect St., Essex Jct. PLEASE JOIN US! As in the past few years, our annual meeting will also include a Pot Luck Luncheon, so.....dust off your cookbooks and bring a dish to share. Coffee, soft drinks, plates, utensils, etc., will be provided. Coordinator: Dave Sander.

DECEMBER 2: VAE Annual Holiday Gathering. Saturday, 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. Cost per person is \$25. 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. 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. Coordinator: Charlie Thompson.

JANUARY 2024: Memorabilia Gathering. More info to follow: Coordinator: Jason Warren.

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.

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

HAPPY 70th ANNIVERSARY, VAE!!

This being our last anniversary issue of the inception of the VAE, Ken Gypson sent along this receipt, saying, "I found this in my father's stuff. My dad and Rod Rice bought this car when the VAE was only 2 months old!"

BURLINGTON, VERMONT

February 27, 1953

(8350⁰⁰)

For value received, I, Darcey LeBeau, sell and convey to
KENNETH F. GYPSON and *Rodrick C. Rice*
a 1924 Stanley Steamer - Motor No. 4029
Serial No. 33509

I further warrant the same to be free of all liens and encumbrances.

SIGNED: *Darcey LeBeau*

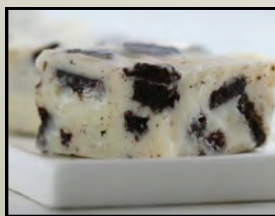
WITNESSES: *Robert Rice* *162 Franklin St., Burlington, Vt.*
Thomas H. LeBeau *162 Franklin St., Burlington, Vt.*

DASHING THROUGH THE SNOW, IN MY
RUSTY CHEVROLET,
DOWN THE ROAD I GO, SLIDING ALL THE
WAY. I NEED NEW PISTON RINGS, I NEED
SOME NEW SNOW TIRES. MY CAR IS
HELD TOGETHER BY A PIECE OF
CHICKEN WIRE.



OH, RUST AND SMOKE, THE HEATER'S
BROKE, THE DOOR JUST BLEW AWAY. I
LIGHT A MATCH TO SEE THE DASH AND
THEN I START TO PRAY-AY. THE FRAME
IS BENT, THE MUFFLER WENT, THE
RADIO'S OKAY. OH WHAT FUN IT IS TO
DRIVE THIS RUSTY CHEVROLET!!

Da Yoopers



The Roadside Diner

COOKIES AND CREAM FUDGE

2 and 1/2 cups sugar
 1/2 cup butter (1 stick)
 1 can (5 ounce) evaporated milk
 7 ounces marshmallow fluff
 8 ounces white baking chips
 1 teaspoon vanilla
 12 Oreos, crushed



Nancy Gypson

In heavy saucepan, combine sugar, butter and evaporated milk. Bring to boil. Continue to boil, stirring for 3 minutes. Remove from heat and add marshmallow fluff, baking chips and vanilla. Stir until smooth. Cool slightly and blend in Oreos. Pour into greased 8" or 9" square pan. Cool completely.

BENSON CHEVROLET

A quick Google search revealed to me that Benson Auto, Inc. in Franklin, New Hampshire has been, "Family owned since 1911 - Four generations of proud sales and service. We are the oldest Chevrolet dealer in the United States of America!" The company was started in November of 1911 by two brothers, Harold and Ray Benson. They initially sold Pierce Arrows and then began to sell Chevrolets in 1915. (Much later, in 1955, Chevrolet held a contest among their dealers. Harold won a gold Chevrolet, which prompted Harold and Ray and their wives to take the car on a road trip to Fairbanks, Alaska.)

In the early 1920s, Ray and his wife and two boys moved to Royalton, Vermont where Ray took up farming. Two more boys were added to the family. In addition to being a farmer, Ray seemed to be a "jack of all trades." He had a Abenague one-lunger and became known as an expert in the area and was often called upon to fix them. He produced maple syrup in his sugar house, and bought and sold cows. He also sold firewood (which his boys cut with a drag saw) and operated a portable sawmill, which was run by steam. In his spare time, he served on the Board of Selectmen in Royalton for 9 years and was a town representative in the legislature for one year. After WWI, he had a government contract for lumber; the lumber was transported to the railyard by horse and buggy. Later, he built a sawmill with his son, George, which still exists on the original farm property.

Google let me down so I don't know the exact date, but sometime in the mid to late 1920s, Ray opened Benson Chevrolet in Bethel, Vermont. He partnered, again, with his brother, Harold, as well as a cousin, Roy. Wallace, Ray's youngest son, was born in 1924 so he wasn't able to recall the exact year. Ray was the manager of Benson Chevrolet for about 20 years. He was known to take unusual items in trade for his cars. Ray's grandson, Bruce, recalls a trade for a Cletrac tractor as well as several trades that involved cows.

Aside from the many responsibilities required of a farmer's wife and mother, Ray's wife, Jessie, gave piano lessons to local children. She was shy about her talent and, when asked, would not play for others. However, if you were to approach the door quietly, you might hear some amazing honky-tonk piano.

Eventually, Ray and his family moved to the house across the street from Benson Chevrolet. Ray continued to farm in Royalton 6 days a week in addition to managing the car dealership in Bethel. When Wallace returned from WWII, Ray wanted him to take over the proprietorship of Benson Chevrolet, but Wallace wanted to go to college instead. Soon thereafter, Ray sold Benson Chevrolet and the business became known as Valley Motor Sales, Inc. The property was later sold to GW Plastics.

All of this recent talk about 1953 inspired me to talk to my cousin, Bruce, about family history. And, VAE member, Lester Felch, connected me with another cousin from Royalton whom I hadn't seen in over 20 years.

Ray and Jessie were my grandparents. Wallace is my father. He will be 100 in June of 2024.

Nancy



Wheel Tracks Classifieds

Free to all Enthusiasts



December Bumper Sticker...

**Behind Every
Great Man
Is a Woman
Rolling her Eyes.**

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

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....17 sets of points, new in boxes, 2 new 8 cyl distributor caps, 8 new 6 cyl distributor caps, 15 new capacitors, 11 new PC valves, 1 new 4 cyl dist cap. Sell as a lot for \$100 obo. 802-862-6374 or roymart@comcast.net.

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....1925 Maxwell 4 door sedan, last started 20 years ago. Needs upholstery, new roof treatment, paint, rust repair on running boards and other minor repairs. Asking \$5,000. Car resides in Williston as do we. Please call Steve Hornibrook @ 770-364-3565 or Carla Hornibrook @ 404-451-5050 between 8AM & 5PM.

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...Price Reduction to \$10,000. 1966 VW Beetle Sedan, 57K orig. miles. Starts & runs well. Bahama Blue over black vinyl interior, needs a new headliner. Second owner, original condition car with the 6 volt system. Maintenance during our ownership: all 5 wheels refurbished & painted, brakes, tires, starter, ignition, ignition wiring, battery, shocks, hub caps, horn ring & repair/repainting of two fenders. Some minor rust on the leading edges of both rear fenders. Owners' manual, jack & tool roll included with maintenance receipts available for the last 38 yrs. Car is located at our home at 2284 East Street in New Haven, VT. If interested please contact: don@studioperdue.com



FOR SALE...1930 Model A Town Sedan. Body in good shape, runs well. Many new parts. Contact Jim @ 802-372-8308 or hoagj2@comcast.net \$8500 OBO



FOR SALE....1967 Chevrolet three quarter ton, two wheel drive; 283, 3 speed standard, good condition; 1971 Chevrolet one half ton short bed, stepside 350. 3 speed standard, good condition. Philip Allan, 50 Route 10, Piermont, N.H. 03779, 603-850-9299 or philipallan528@yahoo.com.

Continued from front page.....

Jim Adams writes:

In the spring of 1983 on my daily drive to my office, I drove by Al Martin Motors which then was on the Williston Road. In the showroom was a reddish orange sports car just begging me to stop and look at her. One day I could no longer resist and thus started a 40-year odyssey with a 1980 MGB MK IV.

My experience with cars began in 1960, when I was 15. My neighbor was a car salesman and one day he brought home a 1936 Chevy 2-door sedan and parked it in front of my house. A good sales pitch! After persuading my parents to lend me \$25, I was the excited new owner for a total sum of \$50. Needless to say, I learned much about mechanics and body work. That 1936 Chevy was followed by a 51 Ford, a 55 Chevy and then back to a 51 Chevy which was my daily driver in 1970!

By 1983 I was married with 2 children and was ready for another car adventure. Growing up in the 50s and 60s I became interested in British sports cars such as MGs, Austin Healeys, and Triumphs, and their successes on the European race tracks. In 1962 I had the thrill of driving my oldest brother's newly acquired Austin Healey Sprite. The car was quick and responsive and a blast to drive with a 4-speed transmission. I knew then that at some point I needed to have a sports car!

MGs have a history going back to the 1920s when Morris Motors was in its infancy building primarily sedans. A group of the workers began experimenting with building more sporty models and soon spun off another company with the famous MG moniker. In the 1940s MG sports car models took off with the MG TCs, MG TDs, MG TFs, MGA and finally the MGB. From the model year update in 1975 until its demise in 1980, the MGB was looked down upon by MG purists. In mid -1974, US regulations required the original MGB to have better crash protection which resulted in raising the car 1 inch and adding rubber bumpers. In addition, new pollution regulations caused MG to add a quirky emission system of air pumps, a catalytic converter, and a single Zenith carburetor. This emission system caused a real decline in performance and purists actually expressed hatred of the rubber bumpers.



My 1980 MGB has 95H, a 4 -speed transmission and an electronic overdrive. I believe the overdrive has been instrumental in reducing the wear and tear of high RPMs on the engine allowing it to effortlessly reach 100,000 miles. During the 40 years I have had my MGB, it has been well maintained with the expert help of Arlo Cota and his team at Imported Cars in Williston. The IC team performs mechanical magic! The car has been annoying at times and has needed some emergency intervention. I have had two gas line leaks which have been the demise of many MGs. I was fortunate to catch them early before flames erupted! Once the catalytic converter literally fell apart at the top of Smugglers Notch after becoming fiery red. Recently the engine quit coming down the east side of the Notch. Cause was Lucas electrical!

Quoting from the April 2013 Wheel Tracks page 15, I consider my car "Perfect but not Correct". In order to improve the performance from its original configuration, a Weber downdraft carburetor along with new headers and a Triumph Trophy exhaust from Moss Motors was installed. Just recently my B was upgraded with a Pertronix electronic distributor resulting in a marked increase in power. Other "not-correct" changes include aftermarket wheels with 185x14 tires mounted (original were 165x14). Ongoing maintenance during its life have included a clutch replacement, engine seals, suspension and brake repairs. The MGB's body and frame is solid with no rust. The only body repair was the need for a new hood resulting from a sled dropping down on it from my garage rafters.

I have enjoyed this MGB even though I think an Austin Healey 3000 is the ultimate in English sports cars! With all the performance changes made throughout its life, this car is fun to drive through Vermont's beautiful countryside with the top down and its 4-speed gear box and overdrive.

From the editor..... I recently spent some time on the VAE's web page "Member Vehicles." Interestingly, the brand with the greatest representation is Ford with 437 entries. I found 11 English brands totaling 114 and 44 of them are MGs. I also agree with Jim as my daily driver, for 12 years, was one of these 11 marques. To this day, SU carbs and even Lucas electric holds, almost, good memories for me.



The Whippet engine gets loaded

From Charlie Thompson.....

AN ENGINE REBUILD

VAE's Education and Outreach Committee has taken on the rebuilding of Charlie Thompson's 1930 Whippet engine as a club project. This will be a learning process that we will share with VAE members in a monthly column, detailing our progress and what we have learned. We plan to work together when possible, with Charlie bearing the cost of materials and work delegated to professionals. To date, we have moved the engine to Gary's shop and disassembled it. We have cleaned the crank and smaller parts, measured the crank and cam shaft journals, and shared the measurements with a couple experienced mechanics seeking guidance. Babbitt work is another ongoing topic, how much is needed and who does babbitt work anymore.

We have an email chain being shared with about a dozen members. We invite any other VAE'ers to be included. If you are interested, just give one of us in the committee a call or note. And, wish us luck; this is looking like a daunting task to us novices.

Below, you can see the very old engine grease buildup...and the slightly old dude, with a grease build up. "Vermont Engine" in Burlington will be used to further clean it up and evaluating it for us.



December 2023

Attention....

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



Richard "Dick" Hurd

October 7, 1942

October 19, 2023

Dick Hurd, is pictured here with his beloved '57 Nash Ambassador.

Dick was a husband, a dad, a lifelong upholsterer, a singer

& actor, and a VAE member with old cars and motorcycles.

He was an interesting, unassuming gentleman.

It was only a few weeks before his passing that he and his '37 Ford Tudor joined the annual 5-day Slow Spokes Tour. Dick was one of the founders of the tour and missed only one in its 31-year history.

He was asked recently if he still does upholstery and he answered yes, but not automobiles any longer. Asked why no cars, he said he can still do the work but has found he did fine getting around the inside of an auto, but needed help getting back out. Dick was in the trade for 53 years.

He wrote a short story recently about how he had collected his four old cars. The first was in 1983. He finished the story with..... "The barns are full and the pockets are empty." Dick Hurd's normal low-key humor always came when you were not quite ready for it.

We will miss you, Dick.