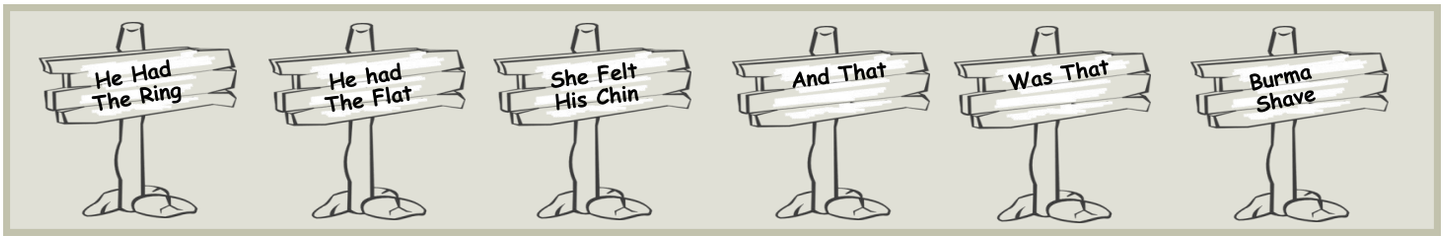
January 2024 VAE Year 71

Wheel Tracks

Travis Cook found this 1929 Ford Model A pickup, with a blown engine, listed for sale in Wheel Tracks six years ago. Since he had a fine "pickled" engine at home, he bought it. Here, you see the model A 3000 miles later, at our 2023 Waterbury Show.

Read more on page 15.

The Official Monthly Publication of the Vermont Automobile Enthusiasts



Fred's Shop Tools....

Straight Screwdriver…….. A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

A wife called her husband at work. "Have you ever experienced piercing pain all over your body? As if somebody has a voodoo doll of you and was sticking pins into it?"

" Um….no, not really," he replied, confused.

"Interesting," she said.

"How about now?"

Three guys die together in an accident and go to heaven. When they get there, St. Peter says, "We only have one rule here in heaven: Don't step on the ducks. If one starts quacking, they all do it, and the noise is terrible."

So they enter heaven, and sure enough, there are ducks all over the place. It is almost impossible not to step on a duck, and although they try their best to avoid them, the first guy accidentally steps on one.

Along comes St. Peter with the ugliest woman he ever saw. St. Peter chains them together and says "Your punishment for stepping on a duck is to spend eternity chained to this woman!"

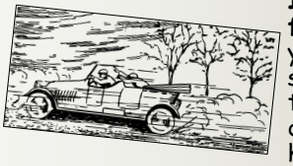
The next day, the second guy steps accidentally on a duck, and along comes St. Peter, who doesn't miss a thing, and with him is another extremely ugly woman. He chains them together with the same admonishment as for the first guy.

The third guy has observed all this and not wanting to be chained for all eternity to an ugly woman, is very, VERY careful where he steps. He manages to go months without stepping on any ducks, but one day St. Peter comes up to him with the most gorgeous woman he has ever laid eyes on a very tall, tan, curvaceous, sexy blonde. St. Peter chains them together without saying a word. The guy remarks, "I wonder what I did to deserve being chained to you for all of eternity?"

The woman replies, "I don't know about you, but I stepped on a duck."

This & That

From Gary Fiske



If it were not for all my VAE friends that I have acquired over the years, my life would be much more simple….in my opinion. They are mainly the ones who have driven this dog-chasing-a-car attitude into my head. Our Yorkie will chase anything with wheels and a vroom noise, but his weakness is trucks.

My weakness is the Franklin brand, and I having a current affair with one in Toronto for heaven's sake. I am too old, too broke, and too busy with car projects, but I can't resist the vroom…. An that is how the VAE has brought me to this point!

Early on, when I was a VAE newbie, I went to Roy Martin for serious advice on handling my vroom tendencies . He told me he had found the cure years earlier by buying an old car early in the year and that would cure the problem for the rest of the year. I should have taken out my calculator and noted my young, impressionable, age at the time, but instead I went happily along my way…with the cure.

That is what I am talking about. My VAE friends should have been more protective….in my opinion. Now it is too late to teach an old dog new tricks.

Thank you for allowing me to unload my problems. Gary

*****

OK, all you "chasers" out there. I do NOT know the location, or the name of the owner, BUT, I heard there is a 1949 Studebaker pickup somewhere in mid-state Vermont that needs a new home. It's original and in need of restoration. The owner wants to practically give it away but has turned down a couple of offers because a good home is one of the requirements. If you contact me, I can point you in the direction of the gatekeeper.

You have to admit, chasing is really fun!

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FROM OUR PRESIDENT, DAVID SANDER

Hello Enthusiasts,

Happy 2024! With a new year comes many changes. One big change for me is I have the great fortune of being the VAE President this year. What an honor! A lot has changed during my association with the VAE.

When I was younger, people worked on their cars. People washed and waxed their cars regularly. People rotated their tires, changed their own oil, and many owners did their own repairs and tune-ups. Remember tune-ups? Cleaning the carburetor, changing the plugs and points, fine-tuning the timing and the carburetor. There were several full service gas stations with two or three full service bays in every neighborhood. Today, all of those full service gas stations are now convenience stores, with self service gas pumps. When I was young, it was very common to see cars on the side of the road. Cars rarely break down anymore. Even the act of driving has changed. I enjoy driving, actually driving the car. I prefer knobs and buttons to touch screens. I still use my mirrors to park, I do not use the cameras and the park assist features. People are amazed when they get in to my car, and they see me driving a manual transmission. I can't believe it, but many people are amazed I actually know how to drive a standard. Yes, many things have changed, but the car hobby is alive and well. I am amazed every time I attend a Cars and Coffee event. Hundreds of different cars with only one thing in common, everyone there likes cars, and they like spending time with car people.

The heart of the VAE is our membership. I have formed many good friendships with VAEers over the years. I hope to maintain these friendships, and make many more friends for many years to come. I am looking forward to seeing you at VAE events.

Be well....*David*

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.

I received a nice letter from Ellie and Marvin Ball about some of their past buying and selling experiences. I'll paraphrase as best I can in the small space I have. In the 70s, they traded their 1938 Ford for four Model A tires and tubes at Page's Model As in New Hampshire. They felt this was a good deal at the time. In 1970, they bought a new F-100 3-speed, 6-cylinder, small box pickup. In 1974, they bought a low mileage '74 3/4 ton, big box pickup for $2,968. Those were the days. Thanks, Ellie and Marvin.

Well, another Anne Gypson Tour is in the books. For those who were as delinquent as Nancy and I, I want to say that some folks are gluttons for punishment. Congratulations to Judy Boardman and her daughter, Janet, who had the most correct answers. I wonder where Judy will take us next year. (Past practice says that those who win have the privilege of planning the next year's tour. I'm not sure that's necessarily winning!)

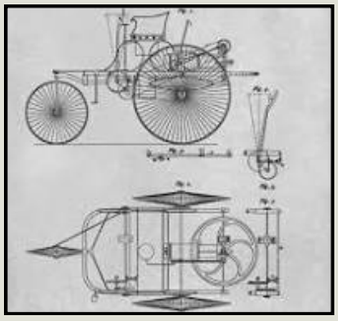
Long live the VAE...Ken

Wheel Tracks Academy

DIESEL: THE ENGINE AND THE MAN

By Wendell Noble

In 1862, French engineer Alphonse Beau de Rochas patented the four-stroke cycle spark ignited internal combustion engine. Since German engineer Nikolaus Otto was the first to actually build such an engine in 1876, it is named after him. The Otto cycle engine was an immediate success. In 1886, Karl Benz put three wheels under it and made the first production internal combustion engine powered car. That became the standard for internal combustion powered cars as we know them today. It became the predominant source of motive power for ground transportation as external combustion steam became predominant motive power for sea transport.



Rudolf Diesel was a German engineer well-educated in the physics of thermodynamics. He understood that when air is compressed, its temperature increases. Therefore, if it is compressed enough, it could get hot enough to ignite any fuel that's present. He recognized that this principle could be utilized to form an internal combustion engine that is more efficient than the Otto cycle. If the fuel is not injected into the combustion chamber until the piston is at or near top-dead-center, there need be no fundamental limit on the compression ratio or the type of fuel used. The higher the cylinder pressure, the stronger the power stroke and the greater the efficiency. In principle, such an engine could be fueled by vegetable oil or coal dust. He published his idea in 1893 and reduced it to practice soon after. This occurred at an ominous time in world affairs. Use of coal and petroleum fuel to power the mechanization of transportation and industry was growing. European countries were competing to build expanding empires which would ultimately be in conflict with one another. Kaiser Wilhelm II of Germany, in particular, sought to expand his country's power. This would require building a naval presence to compete with Britain's dominance at sea. The advantage of Diesel's engine in propelling naval vessels was obvious to all who sought expanding and maintaining military power. It meant greater range, speed and efficiency. This was particularly true for submarine propulsion. Diesel was not concerned with international boundaries as he encouraged companies and institutions to work on refining and producing his engines for any use. By 1913, engines were being built with varying degrees of success in Germany, Austria, Switzerland, Japan, Russia, Britain and the USA. It was the eve of World War I and Diesel was no fan of the Kaiser.

Diesel was last reported being seen alive on the evening of September 29, 1913 by some traveling colleagues as he was on a voyage across the English Channel from Antwerp to London to meet with business partners and friends. A few days later, some Dutch sailors reported finding a body in the water. They removed some personal effects which belonged to Diesel and left the body in the sea. What happened to him remains a mystery today. Had he fallen overboard, committed suicide, been assassinated or not dead at all but having defected to Britain with the help of an MI5 covert operation? All of these possibilities have been considered and weighed against old and new evidence. Evidence consisted of his financial circumstance, recent conversations, belongings left behind, travel records and documents and consideration of any possible adversaries. Since his disappearance occurred in international waters, it was outside the investigative jurisdiction of any nation. Some of the evidence may be deliberately false, hearsay or irrelevant coincidences. World War I came and concluded without bringing any clarity to the mystery. It drips with intrigue. **There is a truth, but we don't know what it is.**





"The Softer Side"

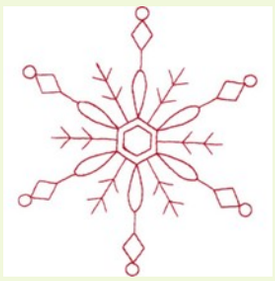
A Column Shared by Nancy Olney (Left), Judy Boardman (Center) & Anne Pierce (Right)

……from Judy

Well, it happened again. It was like shifting from first to reverse, going from summer to winter gear. It usually happens sometime in the end of September when I start thinking about getting ready for winter. All the summer chores and projects, most of which never got done, get put on "next year's list" and I think about putting all the summer stuff to bed. Should I put the lawn mower away or will I need it the whole month of October, like this year? Is it time to clear the porch off and put the furniture away or will we still have some warm weather? Do I get the storm windows out or can I wait a few more weeks? Eventually, it all needs to be done and the weather forecast usually is in control.

The first mention of snow and that's when there is a mad scramble to get it all done. The trouble is, at my house, all the places that the summer stuff goes is filled with other stuff that accumulated during the summer. That stuff never goes away.

There's the talk around town….When are you having your snow tires put on? Do you think you have enough wood for the winter? Did you notice all the holiday things in the stores already? The weather usually gives us enough time to get it all done, but then one day you realize you finally have to shift to that winter mode. Everything gets done, sort of, and the porch is filled with wood once again. It happens quickly but it usually all gets done. Then, I'm in winter mode.



Yes, I do need new snow tires, and Phil Potvin of Phil's Automotive in Underhill has ordered the new set. I have found the snow scrapers in the barn, and the snow shovels too. Winter boots and coats? Yes, I know where they are. Gloves too.

The one thing that really throws me off is setting the clocks back. That's when winter officially starts for me. It's dark so early and I'm ready for bed about 8.

Somehow, I muddle through the holidays with less enthusiasm every year. A sign of getting older? Do I bake the fruitcakes that Gael liked or not? All the grandkids are adults now so a quick trip to the gift card rack usually takes care of that. Winter sets in. Then, one day, you hear someone talking about the fact that he noticed that the days were getting longer and there is talk about tapping trees. Someone has seen their first robin and someone else has noticed a crocus in bloom somewhere. Is it time to think about shifting from winter mode to summer mode? Maybe not yet, but it always happens. Get out that summer chore list that you put away and throw away that winter list that never got anything crossed off. Reading a book instead has always worked for me.

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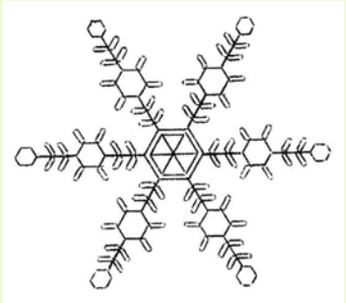
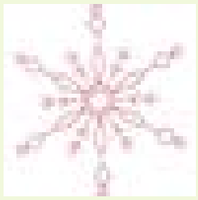


Winter mode 2023 is here, folks, like it or not, and I'm going to bake fruitcake today.



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

This full-page color Cadillac ad appeared in a 1962 edition of *National Geographic*. It's a bit "snooty" claiming "Cadillac Superiority," adding that "Cadillac craftsmen build only Cadillacs—unique among America's fine cars." The message from Cadillac is simple: We are superior to Ford's Lincoln Continental and Chrysler's Imperial.... period. Cadillac production for 1962 was 160,840.

Neither Ford nor Chrysler took Cadillac's "superiority" claim with ease. Both also had full-page ads in the same *National Geographic* edition and both gave different reasons to buy their luxury offerings.

Lincoln's ad features a young boy sitting in Dad's Lincoln waiting for, "When you're old enough to drive." Then it lists why Lincoln is better than Cadillac, including, "Four walls and roof are welded into a single solid structure that cannot be shaken loose - ever." Also is Lincoln's extensive use of galvanized and stainless steel along with body rustproofing. Lincoln claims as well that each, "Continental is tested and re-tested before you can buy it." Production for 1962 was 31,061.

Imperial, in its full-page ad, claims to be, "America's Most Carefully Built Car." Its marketing also takes a more personal approach by targeting the Chief Executives of the 100 top American banking firms. They were offered that, "Within the next week or two, you (and a select number of your colleagues in finance) will be invited, by phone or letter, to drive a new 1962 Imperial." The ad continues.... "This is much more than a casual offer to let you drive one of our cars around the block." And it continues with the reasons you should consider an Imperial when buying your next "Fine Car." In small print at the bottom of this full-page ad reads this: "RSVP: If you don't happen to head a financial institution but would like to take a 1962 Imperial on a Comparison tour, write on your letterhead to: General Manager, Imperial Division," etc. Production for 1962 was 14,337.

Remember When ?

Trivia from Don Tenerowicz

"The Pleasures of Reading an Auto Magazine"

Quote: Those are amperage and voltage handles, not a crank. If anything, electric cars were highly sought after because you did not have to crank start them. You could just get in and go and would have an average range of about 80 miles, which was favored by doctors and other professionals. The fact is, electric cars were very popular prior to the advent of mass production by Henry Ford and the Model T. The average cost of an electric car was right around $2600, and if you wanted an upgrade to the Edison nickel batteries, you could probably tack on another $600. On the other hand, you could get a Model T for as cheap as $66.

If you want more reading, there is Detroitelectric.org, Edisontechcenter.org and Energy.gov.

Source: reddit

Lady at her electric car charging station, 1912.

WHAT IS A STEAM ENGINE and HOW DOES IT WORK?

A steam engine is a machine which converts thermal energy to mechanical energy with steam pressure by burning fuel such as coal or wood. The steam produced from the heated water is directed through pipes to a cylinder, and the steam pressure in the cylinder moves a piston, which performs mechanical work in whatever machine the engine is a part of.

The first steam engine was created by English inventor Thomas Newcomen in England in 1712. They were first used to pump water from coal mines. Later, engines, such as the engine created by James Watt in 1765, increased the efficiency and convenience of the steam engine. The steam engine's introduction to industry and transportation became a key development in the Industrial Revolution. During the 20th century, steam engines were mostly replaced by new technologies like internal combustion engines and electrical power. Nevertheless, the legacy of steam power is evident in the highly-mechanized and technological world of today.

Fast forward to today: Who would've thought that within a few months of each other, Wheel Tracks would find itself in the enviable position of having TWO articles submitted by VAE members, each with application of the steam engine in a different conveyance.

Paul Baresel of Buxton, Maine, came upon a Model T Ford train railcar when he and his wife visited the Wiscasset, Waterville and Farmington Steam Railroad Museum in Alna, Maine, and very quickly became consumed with its engine restoration. And soon thereafter, Bill Clark and his wife, Bernice, of Springfield, Vermont, encountered a contingent of steam-powered boats in Moultonborough, New Hampshire.

Many thanks to both Bill and Paul for contributing these articles to Wheel Tracks. Here are their stories:

Lee's Mills Steamboat Meet

By Bill Clark

For over the past 30+ years, the "Mountain Slow Spokes" have been touring around New England. This year's annual Fall Tour was centered around the Conway, New Hampshire, area. Lots to see and do with our friends and lovely New England scenery made this a special time as usual. Tours of museums, old car collections, and even a train ride on the Conway Railroad, and, of course, too much good food!

Sometimes, though, as life has it, some of the best surprises are off the beaten or planned roads, and this tour took a very fun and unexpected turn.

As we were finishing up our Lake Winnipesaukee boat ride on the ship "Mount Washington," one of our members told us about a steam-powered boat event nearby. So, off we went to Lee's Pond in Moultonborough. We soon found about 25 steam-powered boats at the Lee's Mills Steamboat Meet. We saw a wide variety of steam-powered boats there, which I believe were all wood powered. They come from all over and meet in different places around the Northeast. Like our VAE group and the passion we have for our old cars, we saw a very similar passion from these folks for their steam-powered boats. This was their first day, so only half of the expected boats were there. But, like us old car buffs, they were more than eager to share their wealth of knowledge and passion with us.

My natural curiosity led me to start a conversation with Dean Merrill, a retired machinist from Queensbury, NY. I asked him what he was doing, and

(*Continued on next page.*)

Wiscasset, Waterville and Farmington Steam Railroad Museum

By Paul Baresel

About a year and a half ago, Felicia and I attended a spring tour planned by Toby Stinson of Owl's Head Transportation fame, to go over the river and through the woods, not to Grandmother's house, but to the Wiscasset, Waterville and Farmington Steam Railroad Museum in Alna, Maine. All the antique cars followed each other like sheep and traveled down a dirt road to a big surprise. There in front of us were steam trains, a pavilion that offered us a barbeque, and blue grass music.

The WW&F Railroad has worked hard to extend its track line as well as to build new projects. The pavilion was great as it offered a roof overhead for everyone. More so of interest are the train turntables, not of the vinyl record type but a movable platform to turn the train around and go in the opposite direction. There are two turntables, one at each end of the railroad track. It was amazing to watch two members of the museum turn a 13-ton train around and go the other direction from which it arrived.

We boarded the train and traveled to the beginning of the line where the repair shops, woodworking shops, and building for train passenger cars are. It was there that Felicia and I noticed a Model T Ford railcar in need of some repair. The engine head and manifolds were removed along with several other engine parts. Curiosity got the better of me and did not kill me like the cat. I discovered the engine was rebuilt, but the black soot on the pistons, cylinders, and head indicated that the fuel mixture was very rich. I tracked down

(Continued on next page.)

The VAE Whippet Engine Poject

Once there was a 1930 Whippet, with its 40HP engine, travelling to far off locations from Vermont, and owner Charlie Thompson was taking in the many sights at 38MPH. Then, one day, the engine decided to make some odd noises while on a tour. While making those odd noises the trusty engine was also cooking lunch for its passengers on its exhaust manifold. That engine was able to complete the cooking project that day but had to get a ride home on a trailer. That was four or five years ago.

The time has been too long, in VAE years, for the Whippet to be laid up so the Education/ Outreach Committee decided to create a project to rebuild the engine and see the Whippet on tour again.

A decision was made to begin with a spare engine that Charlie has and after many measurements and opinions on the spare engine, we have decided to open the "lunch engine" to see if the numbers are better.

Bore Measurement Tool

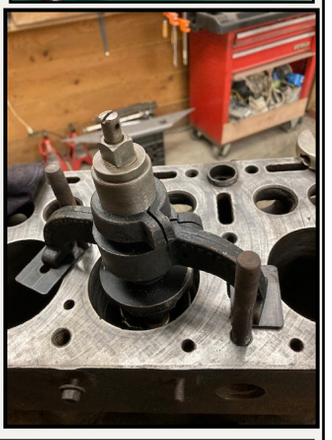
You can see the bore gauge to the left, one of three that we used. Engine cylinders have a tendency of wearing egg-shaped and also wearing at the top much more than the bottom of the cylinder. The egg-shaped measurements ranged from 0 to 2 thousandths. The second measurement is called taper and the results there was 2.5 to 7 thousandths. We are told the 1st measurement is OK but, but .004 is the max for the 2nd.

2 other bore Measuring tools

Another important consideration is the bearing conditions. Most old cars use babbitt bearings instead of roller bearings, the type many of us are familiar with. There are bearings on the crank shaft for the connecting rods and the main bearings that hold the crank shaft in place and bearings on the cam shaft to operate the valves and again, bearings to hold the cam shaft in place.

Are your eyes glazing over yet? I will continue, as there really are members who want to rebuild their own engine someday.

We have found warn bearings as expected. We have found valve seats that might need replacing and a crank shaft that needs to be trued up by regrinding it. We are told the babbitt material might be crystalizing, which is not good. The valve springs need replacing along with rings for all six cylinders.



The opinions on the spare engine vary, but come down to how much money should be invested vs the life expectancy we could plan on. One of the three or four experts we are asking for advice believe the spare should change life and become a boat anchor. We don't all agree.

One of the huge benefits, for all of us involved, is discovering tools and their use, that we are unfamiliar with. The tool you can see to the right is for removing ridges in a cylinder. Ridges are created because the piston doesn't usually go all the way to the top of the cylinder. As the rings on the piston wears the cylinder walls, but not that small area at the top, ridges are left. In our case, the ridges are as much as 2 to 3 thousandths. This wonderful little tool was a gift to Gary from Fred Gonet, and called a Lisle Ridge Reamer.

Another gift to me from my neighbor, John Reighly, is a set of six Timmerman spring compressors. One is pictured right. The type we were familiar with is pictured left. It is clunky and one out of five valve springs that were removed ended up flying by my head when the tool could not hold on. The Timmerman holds the spring snug as a bug and the bonus is…..they were built and patented by the Green Company in Morrisville, Vermont.

So…… once we have the "lunch engine" torn down and measurements taken, we will know the direction we need to go…..maybe. It might even mean a suggestion to Charlie that an air-cooled Franklin would be a good choice. In fact, we know where there is an available 1918 Franklin engine, just waiting to be placed in a Whippit. We will fix you up, Charlie!

Written by Gary Fiske

BTW, we have an email chain we use to keep interested folks informed, just notify a committee member if you want to be added OR, join us. We are having fun!

Cheyenne Martindale is sitting with her dad, **Philip**, between his 1973 Dodge Charger and her mom, **Traci's**, 1955 Pontiac Chieftain. This picture was taken at the Waterbury Car Show this past August.

Cheyenne is a winner of VAE's Golden Wrench Award. She is now a senior at River Bend Career and Technical Center in Bradford, Vermont. This quarter in high school, she is taking Auto Tech (of course), math, India literature, and biology. She is number two with two sisters and a brother.

We on the Education/Outreach Committee have the privilege of meeting many Technical Career students over the program's eleven years, and it can be said that Cheyenne is certainly a part of the elite group of shakers and movers. She will be starting classes in September at **Lincoln Tech in Connecticut,** working in her chosen field of Auto Body & Collision. She is also working on getting an apprentice position with **Sargent's Metalworks**, a world-renowned exotic car restoration shop in her hometown. We are sure you understand the "shaker and mover" now!

She will be applying for the $500 scholarship for juniors that goes with the Golden Wrench, but when asked, she did not know about our new $1000 scholarship for seniors who are continuing their education in the auto industry. We expect to hear from you, Cheyenne, and we wish you well with your wonderful future plans.

Two wonderful pictures from Orleans, Vermont in 1928.

Above, **Mr. Perlie** readyies his team of Dapples for oil delivers from the Standard Oil Company.

Right, the **Derrick family** with their new (we believe) 1928 Buick sedan.

Continued from previous page.
By Bill Clark

he said "I'm getting up to steam to take a ride. You want to come along?" Surprised by his invitation, I asked Anne Pierce what she thought. Her answer was a resounding "YES!" So, for the next 45 minutes, Anne and Don Pierce, along with Bernice Clark and myself, were treated to a lovely ride around Lee's Pond.

Dean's boat is one he salvaged and his engine is one he made himself. This beautiful two-cylinder engine is really a thing of beauty and purrs, or maybe putts, along. The steam whistle was pretty cool as we coasted along at about 5 miles per hour, getting lots of waves from the locals. We saw that their group is very popular with the residents around the pond. Besides waving and cheering when the boats go by, sometimes they put out firewood on their docks. (So far in my travels, I've yet to see someone put out a can of gas for the old cars, but maybe someday!)

Our skipper, Dean Merrill.

Our very fun journey ended with our gracious host gently bringing the boat into the slip. One little fact about Dean Merrill is that besides building engines for steam boats, he's also built a steam-powered ice cream maker! I'd love to try that.

So, in conclusion, all I can add is: Take that road less traveled and be surprised by what you might find.

Continued from previous page.
By Paul Baresel

the museum superintendent, Jason Lamontagne, and got permission to work on the railcar. After all, the volunteers were steam engineers and not Model T mechanics.

The rail car was built by Leon Weeks, one of the WW&F volunteers, about 10 years ago. It was modeled after the Bridgton and Sandy River railcar that was used to transport people. The original car is homed at the Boothbay Rail Museum. Leon invested his time and money to build the railcar and rebuild a Model T engine. He took into consideration most people today are larger in height and girth than 100 years ago. It is easy to get into the passenger seats with plenty of leg room. The engine was modified from coils and a commutator ignition to a Texas T distributor.

I assessed the railcar for mechanical issues and found quite a number of them. I was traveling 4 hours a day from our home, the museum, and back to home. Felicia agreed to go camping with our RV so that I could get some quality repair time on the railcar.

Leon Weeks (L) and Brendan Barry

Peter Towle (L) and Paul Baresel

Brendan Barry, another volunteer, offered his assistance in the engine repair, and then the glorious day came when the engine started. Good cheer and handshakes went around with all available hands. This first session ended that fall.

I was able to start the Model T railcar this spring with the help of a friend, Peter Towle, who I have slowly begun to mentor on Model T Fords. It ran great, but there were some other issues to repair that I planned to service. Well, that turned out to be an understatement due to the Gremlins.

(Continued on next page.)

Continued from previous page.
By Paul Baresel

The distributor ignition system went out of time. Brendan and I discovered some issues in the manufacturing of the VW distributor. We had to repair the distributor, which was the biggest problem at the time. And I began to train Ben Richards as a Model T driver and mechanic. He caught on quickly both driving and working with me on the car.

It was announced to me that the railcar has been chartered for the first wedding event to be held at the museum. The request was made by the two members who were getting married. The Gremlins went to work, and the car suddenly would not start one day. The wedding was a few days away.

Pressure!! What pressure?!?! What happened now? It turned out to be a bad intake manifold. The ring gland cast inserts were almost gone causing the ring gland not to seat correctly. This caused an air leak and thinned out the air fuel mixture in the carburetor.

Time was of the essence, and we had to wait on getting another manifold. A decision was made not to immediately replace the manifold as no telling what the Gremlins would cook up next for trouble.

The day of the wedding came, and everyone was there with bated breath waiting to hear the purr, not roar, of the Model T engine coming to life. Ben and I got there early, and it took some creative cursing to get that engine to run. The air leak slowly began to decrease as the engine warmed up and the intake manifold expanded to close the air leak. No more hiccups or backfires. Quickly, we washed the grease off our hands and faces, removed our work clothes, and got changed into our chauffeuring clothes.

It was time for the wedding, and it was time to start the car again. After a quick prayer to the gods of ignition, the Model T started right up. The bride and groom, Steve and Shelia Ellsworth, took their seats in the rail car and off we went like a herd of stampeding turtles. We made it to the pavilion, and the wedding ceremony was a great event, after which the Model T railcar started up again, and we made it back to the shops in the same day.

The Happy Couple

I have to say that the members of the WW&F are very talented and dedicated with many skills to share. I have been impressed with the work they did on developing rail wheel and drivetrain for the Model T Ford railcar.

These are dedicated members with many skills to share. After all, how many people get to see a railway steam engine being built from scratch? I would recommend people to visit the museum and get as real a feel of what steam train history is all about. And for more info on the museum and train rides, you can visit wwfry.org.

From the VAE archives…..Here's a photograph from our car meet on August 13, 2011. The costume competition was taking place here.

How many people & vehicles do you recognize?

Was this the "real" McClay wedding or did it happen later?

Do you notice how many real cameras are being used here? Not one cell phone taking pictures!

I.D. the most people and let your Wheel Tracks editor know, and you can get your name in the next WT edition!

2024 CALENDAR OF EVENTS

Next up.....

And always open to all members!

JANUARY—Memorabilia Gathering. Do you have a cool collection or maybe a single item that you would like to show other members? There will be tables set up for just that purpose at the meeting. Also, it generally is potluck! Date, time & place TBD. Please watch your email for the nitty-gritty details.

ONGOING MONTHLY MEETINGS

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

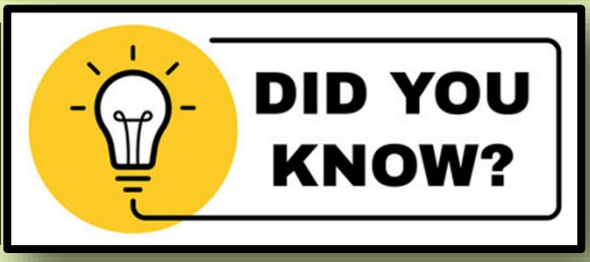
CARS & COFFEE VERMONT: Third Saturday of each month (starting May) at University Mall, Dorset Street, South Burlington. 7 AM—9 AM. Coordinator: John Malinowski. http://carscoffeevermont.com

CARS & COFFEE MIDDLEBURY: First Saturday of each month (starting June) at A&W, Route 7, Middlebury. 7 AM – 9 AM. Coordinator: Dave Stone. 802-598-2842.

CARS & COFFEE WAITSFIELD: First Sunday of each month (summertime) at Vee's Flowers, 4036 Main Street, Waitsfield. 9 AM—12 PM. Coordinator: John Lynch.

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

There's approximately 50 pounds of copper wiring in the average car. There's about 40 pounds of copper in the electrical system, and 10 pounds of copper are found in non-electrical systems.



Have you ever noticed that most car horns sound the same? That's because when drivers honk their horns, it's in the key of F. There's, of course, other sounds, but typically the honk is in F or F#.

That famous "New Car Smell" is made up of about 50 volatile organic compounds. Most car manufacturers are trying to find ways to eliminate this smell because it contains harmful chemicals. The volatile organic compounds, or VOC, come from petroleum-based solvents in the plastic and vinyl parts of the car.

Brake lights were invented in 1905. Prior to that, many drivers relied on hand signals to let others know where they were going. This was a major problem at night when it was difficult to see the hand signals.

Prior to the invention of the steering wheel, drivers used a lever to steer the car. Steering wheels were invented in Cleveland, Ohio, by a man named Alexander Winton. Back in 1896, Winton began a series of inventions relating to cars and is most known for his steering wheel.

In 1922, the first car radio was introduced by Chevrolet. The U.S. government wanted to ban it because it could be considered a distraction, but the ban didn't go through. By 1963, most vehicles had radios in them.

The term "tune-up" was created by Henry Ford while working on his first automobile prototype. Mr. Ford spent a lot of time working on the automobile, and he noticed that when the coils worked together properly, they would buzz. If the coils didn't make the buzzing sound, it showed they needed an adjustment that he later called a "tune-up."

The world record of the highest vehicle mileage is 3,039,122 miles. Irv Gordon of Patchogue, NY, was able to put just over 3 million miles on his 1966 Volvo 1800S back in 2014. That is almost the same distance as 120 trips around the earth!

The Roadside Diner

BEEF IN MUSHROOM GRAVY

2 1/2 pounds beef top round steak
1 envelope onion soup mix
1 can cream of mushroom soup
1/2 cup water

Nancy Gypson

Cut steak into serving size pieces. Put in slow cooker. Combine other ingredients and pour over. Cook on low for 8 hours. Great with mashed potatoes.

KEN'S CORNER: MODEL Z FRANKLIN/YARIAN

How many Franklin owners know what the Model Z franklin was...or was supposed to be? H. H. Franklin, in 1921, had a team in place to produce a lower cost, 4-cylinder air-cooled sedan. The project team was headed up by James L. Yarian under the guidance of chief engineer, John Wilkinson, who had been working for several years on said concept/project. H. H. Franklin's instructions were to keep Franklin's quality and performance commensurate with the larger model (Series 9B at the time) and sell for under $1,000. Design wise, it had a more vertical and less pronounced grill than the "horse collar" grills used until the deCausse "conventional" grill debuted in 1925 as the Series 11.

By 1923, it was determined that the project could not accomplish H. H. Franklin's goal of keeping the price under $1,000. This was even after introducing the "Z" to the public at the Hotel Commodore in New York City in January of 1922 and predicting that by 1923 100 cars per day would be produced!

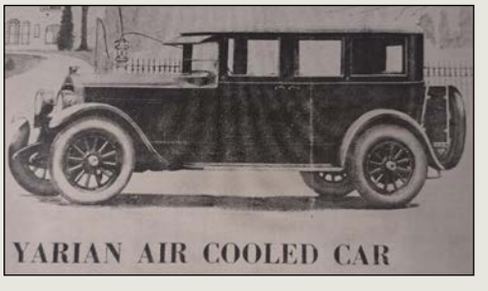
In Yarian's own words, "I'm fired," gave way to the demise of his own car. In 1924, he incorporated the Yarian Motors Corporation in Delaware, to the tune of $33,000,000! Oddly, like most other start up auto companies of the era, he offered no stock options.

There is no history of a physical plant or site where he made what is thought to be several prototypes. The cars had many design attributes similar to Franklins and many notable differences.

Similarities	Differences
Design of air-cooled engine	Pressed steel frame wood
Tire sizes	Underslung vs. overslung rear suspension
Design of body	17 more horsepower

The Yarian came and went out of sight quickly. Speculation puts forth two scenarios. First is the lack of financing and secondly the possibility that there was litigation with H. H. Franklin over patent rights. In the end, Franklin only survived until 1934 as a manufacturer of automobiles.

Franklin Model Z



Wheel Tracks Classifieds

Free to all Enthusiasts

January Bumper Sticker...

Don't Ever Play Leapfrog With a Unicorn!

FOR SALE...1939 Chevrolet dump truck in good condition.
Philip Allan, 50 Rt. 10, Piermont, NH, 603-850-9299

FOR SALE...2 Sets of 4 Car Dolly's. They are made of steel with steel wheels. Don't need them any more. Price is $100 for each set. Contact Don Rayta at 50dodge@pshift.com or call 802-644-2776.

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...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@comcomcast.net.

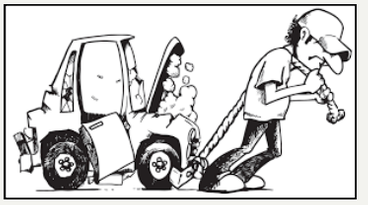
FOR SALE... Vintage Hot Rod & Kustom magazines, complete run of Custom Rodder, Rodders Journal, and 90% of Rod and Custom including issues #1. Other titles including: Custom Cars, Custom Craft, Customs Illustrated, Car Speed Style. Also have many Hemmings Special Interest Auto. Contact Ken at kengypson@yahoo.com or call 518-423-7565.

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 your information and amusement, following is an official conversion chart which might help you interpret antique car ads:

If the ad says:	It really means:
Rare model	Nobody liked them when new either
Older restoration	Can't tell it's been restored
Needs engine work	It's been frozen for 30 years
Uses no oil	Just throws it out
No rust	Body and fenders missing
Rough	It's too bad to lie about
One owner	Never been able to sell
No time to complete	Can't find parts anywhere
Needs interior work	Seats are gone
Rebuilt engine	Has new spark plugs
May run	But it never has

(Provided courtesy of Paul Barasel)



Continued from front page……written by Gary Fiske

Evidence indicates this Model A might have begun its life in Mississippi. Travis speaks of a windshield inspection sticker from that state. There is also a gas ration sticker on the truck from October 1st, 1942. It's interesting how these old vehicles can "talk" to us!

For Sale...1929 Model A pickup truck! This truck needs an engine. Comes with a bad one. Otherwise, It's in very good condition. Everything works. Might make a cool Hot Rod or drop an engine in it and have an original. More pics available.

Same owner over 40 years and former club President. Located in the Rutland area. Asking $5000.00 OBO. John Gray

Travis answered a Wheel Tracks ad in 2018, and that is when the truck found a new home in his Connecticut garage. It had been owned by VAEer, John Gray of Proctor, our VAE president in 1982. How many have heard of a "pickled engine?" That was a new term for me. When Travis explained, I could only see a huge crock, full of oil, with an emerged engine sitting in it. Wrong……. the engine was simply well oiled while waiting to pull a vehicle down the road again.

A unique way of keeping dry

Travis said all he had to do was install the engine, replace the rusted aprons and buff the old paint. Last year he did do a major revamp of the front end, and the braking system. The pickup sits with two other Model As, a 1930 Murray bodied 4-door sedan, and a 1931 slant-windowed A. It seems like "that old car thing" also exists down country. One old car is good, but more than one is even better!

Travis says he and his buddy of 40 years, **Pete Johns**, will be coming to next year's VAE car show with a 1977 Chevy Caprice Classic. He describes the car as having a lot of horsepower and maybe a bit more noise than normal. I can't wait to see it. He has been a club member for 20 years and speaks of his many adventures in Stowe and Waterbury. Over the years he has become friends with Stowe restauranter, **Franke Salese**, thus the **"Salute"** advertisement on the Model A's door, in honor of his friend. Sign making and advertising has been Travis' career, and his handywork is evident. BTW, friend, Pete Johns, can be seen, on the front page, sitting at the rear of the pickup. The easy banter between the two was what drew me to the Model A that day in Waterbury. I remember saying that I hoped they were friends, which caused another round of funny cross-comments between the two.

Travis was married to Pauline for 47 years whom he lost her four and a half years ago. She was mentioned many times as he told me of their old car adventures over the years. He is also a proud Army vet. Thank you for your service Travis.

Model A production ended in March 1932, after 4,858,644 had been made in all body styles since 1928. From that total, there were about 482,000 pickup trucks built. Travis said the Model T line ended in 1927, and that Ford used many of the leftover model T parts in the 1928 models. By 1929, the pickups used no leftover parts.

Ford's 1929 Model A pickup truck was based on its Model A car. It used the same four-cylinder, 40-horsepower engine. Ford's pickup was available in open and closed-cab versions. Factory price for the open-cab pickup was $430, while closed-cab trucks started at $445. Ford sold more than 212,000 trucks in 1929.

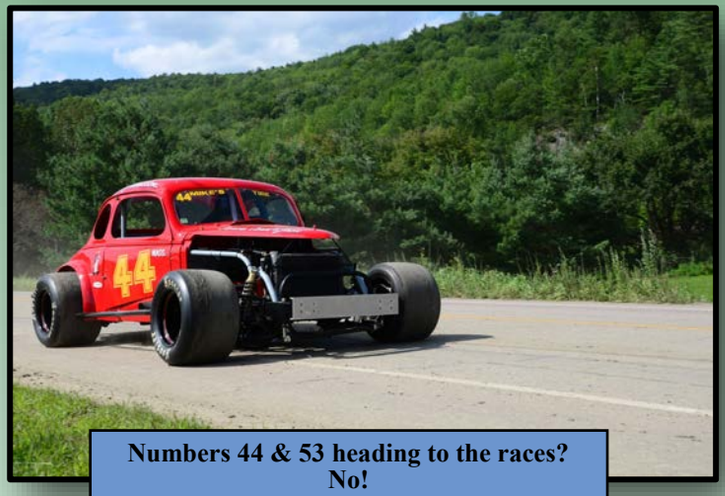
The road manners of these trucks are surprisingly nimble, thanks to stiff suspension and quick steering. Speeding tickets probably won't be a major concern, as a Model A feels happiest running along at around 45 MPH.

Robert Giddings of Pittsford, Vermont owns the beautiful Chevy, a 1971 El Camino.

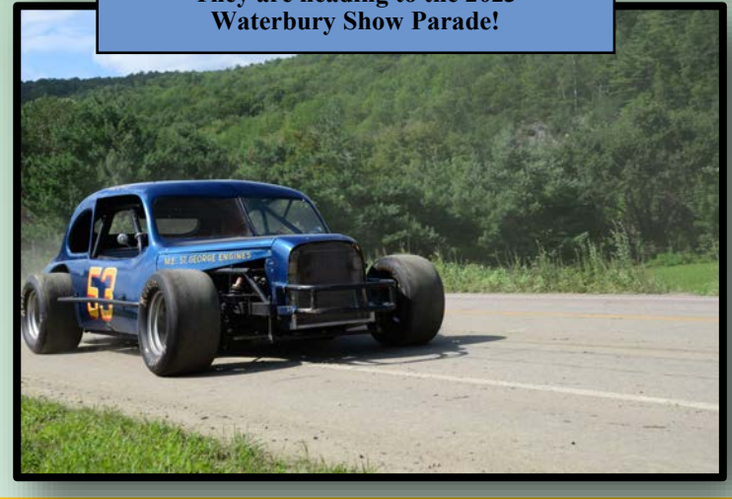
Robert's El Camino is one of 47,142 built in 1971, and 1,015,865 built in the car's 25 years of production between 1964 and 1988.

January 2024

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



Numbers 44 & 53 heading to the races?
No!
They are heading to the 2023 Waterbury Show Parade!



Kenley D. "Ken" Squier

April 10, 1935-November 15, 2023

This is how many VAE members will remember Ken Squier. Accommodating a request of a small group of VAEers to sit on a bucket in his unfinished 1932 Plymouth PB says it all for us.

His giving heart, his good cheer and his wanting a better world has benefitted our 71-year-old car club over many years.
You can read of Ken's many accomplishments in his obituary or better yet simply type his name in your browser. You will be amazed what this Vermonter has done.

Thank you, Ken, for your many gifts to
The Vermont Automobile Enthusiasts.