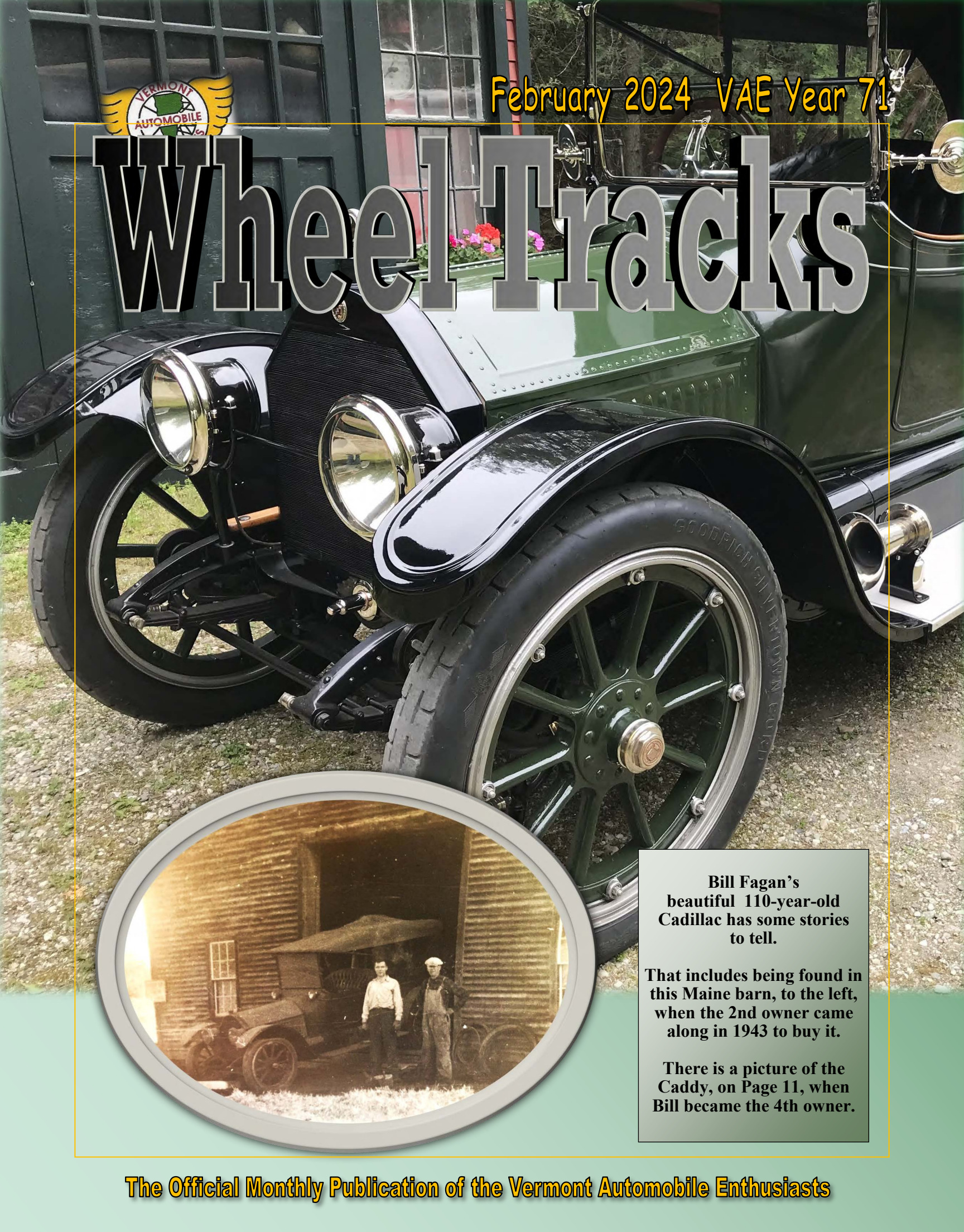




February 2024 VAE Year 71

Wheel Tracks



**Bill Fagan's
beautiful 110-year-old
Cadillac has some stories
to tell.**

**That includes being found in
this Maine barn, to the left,
when the 2nd owner came
along in 1943 to buy it.**

**There is a picture of the
Caddy, on Page 11, when
Bill became the 4th owner.**

The Official Monthly Publication of the Vermont Automobile Enthusiasts



Fred's Shop Tools...

Pry Bar..... A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50-cent part.



Q. How do you make a small fortune with a Jaguar?

A. Start with a large fortune.

Why couldn't the British invent the personal computer?

They couldn't make it leak oil.

My uncle said he had never seen a bald dog, so he had himself injected with cocker spaniel hormones. Now he has a head of wavy hair, but his ears flop in his food. He has fleas, and my aunt won't let him sleep on the couch.

I always wanted to marry Mrs. Right. I just didn't know her first name was going to be "Always."

After a big fight, my wife yelled at me, "You know, I was a fool when I married you." So I replied, "That may be true, but I was in love and didn't notice it."

Why do retirees smile so much?
Because they can't hear a word you're saying.

I just found this ad in the paper! It's a language school that will teach you French for \$500, or for \$200, they will just give you the accent.

For my new year's resolution, I decided to read more. So I enabled closed captioning on my TV.

This & That

From Gary Fiske

2024, A Brand New Year To Experience!

When we four editors put the January Wheel Tracks together, it was the first part of December 2023 and we had to pretend it was 2024. Well, I am here to tell you, this is not a drill. It is **January 2nd, 2024 today**, and for real, I am feeling the excitement of seeing 2024. One more year to make memories. I can't wait!

I received a call from a gent in New Hampshire yesterday. He is not a VAE member, but has been coming to our August car show for many years. He said he finally decided to act on something that happened at our show. He watched a 1931 Ford Phaeton being sold and has spent the last ten years thinking about the car and wishing he could find it and maybe even own it one day. His memory of the seller's name was not correct, but between the two of us, we were able to find it. The seller is still a VAE member and I caught up with him at his Florida winter home when I asked permission to give his phone number to the NH gentleman. We can all imagine, and hope, where this story might end. Can you think of a better, more exciting hobby than ours? I can not.



Are you interested in hearing about how "The Toronto Affair" turned out?

The picture to the right should say it all. Gary Olney joined me and we had a great 3-day trip to country we had never traveled before. **Allen Shantz** (left) had owned this 1930 Franklin Club Sedan for 16 years. The car was a "driver" all that time with Allen and his wife, **Mairy**, (that is how she spells her name) clocking over 10,000 miles through New York, Michigan and Ontario. The old car is a bit tired and needs some love and care, which is exactly what I was looking for.



I don't know if you know Gary Olney, so let me tell you about a habit he has. He and his wife, Nancy, were traveling to visit family out west a few years ago, when Gary announced he would like to stop at a friend's just a bit south. If I remember correctly, it was a 2-hour diversion south and then another 2-hour trip north to get back on their westerly trek, after their visit! He had a number of "**Gary Diversion**" suggestions on our trip to Toronto, but I was able to keep him in check. I joked that even Atlanta, GA was out of the question.

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FROM OUR PRESIDENT, DAVID SANDER



Hello Enthusiasts,

Normally, at the end of January my "summer cars" have been tucked away for their winter storage since early to mid-November. This year has been a bit unusual. I drove my Saabs into early December. My "winter car" became too rusty to pass its 23rd State Inspection. I had been borrowing my son's car, but with the mild winter and little snow, I actually started driving one of my summer cars again. It felt strange to be driving it in January.

It looks like our driving season is extending a bit every year. When I was much younger, most cars were rear-wheel drive. I grew up in cars with poor heat, vinyl seats (that always ripped in cold weather), no traction control, no anti-lock brakes, carburetors (not fuel injection), etc. I remember pumping the accelerator to set the choke and prime the carb, and anxiously trying to start the car. I knew if it didn't start on the third try, it was not going to start. I can't count the number of times I had to remove the spark plugs and burn the wet gas off of them. I remember when roads would have hard packed snow cover for days following a storm. Today, we have all-wheel drive, traction control, heated soft comfy leather seats, and not much snow.

When I write my next column, spring will be within sight. I wonder how much snow we will have next month.

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.

You can't make this stuff up...

Back in 1984 or so, Nancy and I and our two boys, Josh and Seth, went on a road trip to Golden, Colorado to visit Nancy's mother. While traveling on the Pennsylvania Turnpike, the boys were in the back seat of our 1975 Jeep Cherokee. They were daydreaming back and forth with each other about what they wanted for a home and land when they grew up.



Josh, our oldest, being a car guy already, claimed he wanted a big garage with a lift and lots of cars. He also wanted enough property to also have a racetrack out back. Seth, who was more of an outdoorsman and avid fisherman, said, "I want a hundred acres with a big pond right in the middle and the only way you can get to it is with a four-wheel drive with a winch on the front." With that, Josh quickly corrected him by saying, "Seth, you mean winch. Mommy's a winch."

Nancy and I laughed until we cried.

Long live the VAE...Ken

P.S. I'm still in the doghouse for telling this true story.



Wheel Tracks Academy

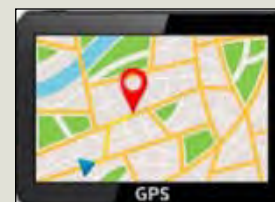
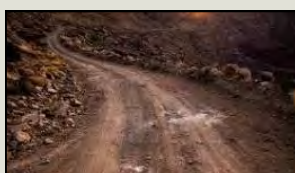
ROADS TO SOMEWHERE

By Wendell Noble



One can't fully appreciate the history of automobiles without understanding the history of the roads they were driven on. Today we can assume that when we leave the driveway in our vintage auto, we will have access to a vast network of paved, or at least well-groomed dirt roads that will take us wherever we want to go. Every road goes somewhere. These roads all have names or even state or federal route numbers and they're easily found on readily available maps. That was far from the case when motor driven vehicles were first available around the turn of the century. Roads were whatever they needed to be to accommodate however people traveled. When horses were the main motive power, roads only needed to be beaten paths within a settlement and maybe to the next town. Long distance travel was required mainly for mail delivery and stage coach travel for passengers. Many towns still have at least one section of road referred to as "Old Stage Road." The first stage coach service was begun in 1783 along much of what was ultimately designated as U.S. Route 1 in 1926. In the East, we also have segments of "Boston Post Road." It was initiated as a mail route between New York and Boston and was part of an ambitious goal called for by King Charles II in 1673. The king wanted a road joining all of his colonies from Charleston, S. C. to Boston. The proliferation of this system resulted in parts of the Boston Post Roads system well beyond that original main route. The introduction and expansion of railroad systems for long distance transport in the 1800s relieved some of the need for a more vast road system, but the introduction of the automobile renewed the incentive. Most of us are surely aware of the adventures of Burlington native Horatio Nelson Jackson and his well-documented first coast to coast automobile drive in 1903. He did it on a \$50 bet that it couldn't be done. Jackson had never driven a car before but, with the accompaniment of mechanic and driver Sewell K. Crocker, undertook to drive a 1903 Winton automobile from San Francisco to New York City. It took 63 days traveling on local roads, paths, stream beds and railroad beds. That proved a point about the need for roads and the prospective capability of motorized transportation. Into the '20s there were still no state or federal designated routes. Between 1901 and 1926, for long distance automobile travel, one could be guided by the privately published "Automobile Blue Book." It was distributed by the AAA and consisted of separate volumes for different sections of the country. The book included detailed maps of the roads and streets of the entire area of interest, along with written directions on how to navigate from one city to another along with an assigned route number for that particular destination. For example, the route from Burlington to St. Johnsbury Vermont was route 555. The return route was 591. The directions told the traveler to start at the corner of Main St. and St Paul St. and proceed past UVM for 4.4 miles to a right turn by a small brick house through to Williston, and so on. The book also told you what sights there were to see along with advertisements for accommodations and necessary services that might be needed enroute.

By the mid '20s state and federal route numbers began to be assigned. The first federal route numbers were assigned in 1926. Along with the numbering came federal and state funding for maintenance. In 1956, the Interstate Highway Act was passed. This initiated the construction of the multilane limited access highway system we know today. This was during the cold war and the Eisenhower administration recognized the national defense benefits of a high speed highway system connecting all parts of the country which would enable rapid easy transport of defense equipment within the country. I recall a time when recently constructed overpass bridges had to be rebuilt with more clearance to accommodate the potential transport of ballistic missiles. We can now travel for hundreds of miles at high speeds without having to stop for anything other than our own comfort. **I'm not going to do that with my 1929 Plymouth though. I'll stick to the slow pace and scenery of old stage and post roads.**





"The Softer Side"

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

.....from Nancy

AGE IS JUST A NUMBER

Maybe it was the fact that the year turned to 2024 and we were inundated with all the happenings of 2023 that got me thinking of my age. I admit, I dwell on it more than I did 40 years ago, but do not think I obsess about it, knowing full well I cannot do anything about it and am extremely grateful, especially when I am with my grandchildren, that I am "still aging." Because if you stop, well, you know what that means. My sister and I talk about when we stopped being able to do such and such and wonder why we did certain things like store your favorite salad bowl on the top shelf and now must ask your son to get it down or do not use it this time.

I do not think I thought about a broken limb as I traversed the Alps in Austria and Switzerland years ago, but now going from my house to the car, or car to store, I think about it. I have a "plan" for every scenario. Like I have my cell phone in my pocket with a car and house key when I am taking out the trash on pickup day. If I go down, I want to be able to call someone. Or if the house door locks by accident, I can get in. I have a lot of these "little plans." Did not have them 40 years ago because I did not think I needed them!



Last Tuesday I was confronted by my "age" big time! We have had a problem with blocked calls (calls we DO NOT want blocked), and I have spent hours on the phone with Xfinity trying to correct the problem, to no avail. So they sent Tony, an Xfinity technician, to help us out. Within 15 minutes he found the problem: US! We were hitting the "Block Call" button in error - thus, blocked calls!



No, Grandma.
Listen. Click the
big X.

To somewhat redeem Gary and I, I had thought of that but could not find any place to unblock. I even went to YouTube to see if there was an answer for it, like when I could not open the panel on my dryer, YouTube showed me how. Anyway, in 30 minutes tops, Tony had unblocked my blocked calls; taught me how to get on Netflix, Amazon, and any other app that might suit my fancy; tested the wiring (suggested upgrade); showed me how to record shows, delete all the shows (we didn't know we had recorded); looked on my computer and found the password I was needing for my Wi-Fi but thought I had changed. Must admit, I was embarrassed as I watched him do all this as easily as I could read a recipe and hope I have not forgotten something! Gary is always saying, "Why don't they make a start-to-finish instruction book now?" The reason is that most young people do not need all the steps. They know them.

There will always be a gap between ages, what the young ones know as "common knowledge" and some of us "born earlier" trying to catch up. Of course, the young nowadays do not realize that they too in a few years will be trying to catch up.

Another subject, AI, or Artificial Intelligence: What most do not realize is that it isn't new. Artificial intelligence has been around longer than me!

OOPS AGAIN!

In last month's issue about the steam engines, we inadvertently sent you to the wrong page for a continuation of the article. Our sincere apologies for the mixup.

MORE FUN FACTS:

The World's first automobile race was in 1895 with a winning speed of 15 mph.

The inventor of the cruise control, Ralph Teetor, was blind. He got into an accident when he was five years old that caused him to be blind. The accident never stopped his curiosity though. He eventually set out to create a mechanism that could keep the vehicle speed constant in order to save fuel. This first cruise control mechanism was called a "Speedostat."

VERMONT ANTIQUE & CLASSIC CAR MEET 2023 CLASS AWARDS**

CLASS 2

1st Place: 1914 Cadillac 30 Phaeton owned by *William Fagan* of South Hero, VT

CLASS 3

1st Place: 1926 Cadillac Model 314 dual cowl Phaeton owned by *Mike & Rosa Goldblatt* of Norwich, CT

CLASS 4 is sponsored by VAE member

Wendell Noble

1st Place: 1923 Ford Model T mail truck owned by *Dan Noyes* of Wolcott, VT

CLASS 5

3rd Place: 1930 Ford Model A coupe owned by *Dennis Rosolen* of North Woodstock, VT

2nd Place: 1929 Auburn 8-90 Cabriolet owned by *Matthew Parisi Jr.* of Fairfax, VT

1st Place: 1930 Chevrolet Roadster owned by *William Mackey Jr.* of Northville, NY

CLASS 6

2nd Place: 1935 Chevrolet Standard sedan owned by *Daniel Gow* of Greenwood Lake, NY

CLASS 7

3rd Place: 1946 Cadillac Series 62 owned by *Jan & David Sander* of Jeffersonville, VT

CLASS 8

3rd Place: 1954 Chevrolet 210 owned by *Frank Keene & Terry Carty* of Chelsea, VT

2nd Place: 1955 Chevrolet Bel Air owned

Richard Cutrumbes of Westford, MA

1st Place: 1954 Studebaker Champion owned by *Gene Cassanelli* of Granby, MA

CLASS 9

3rd Place: 1964 Cadillac Fleetwood owned by *Peter Clark* of Bomoseen, VT

2nd Place: 1964 Chevrolet Nova SS owned by *Robert Lalancette* of Essex Jct., VT

1st Place: 1959 Chevrolet Impala owned by *Henri David Jr.* of Old Saybrook, CT

CLASS 10

2nd Place: 1967 Ford Falcon owned by *Cathy Martineau* of Sanford, ME

1st Place: 1969 Ford Cobra owned by *Dan Reed* of Essex Jct., VT

CLASS 11

3rd Place: 1970 Pontiac GTO owned by *Kevin Steadman* of New Haven, VT

1st Place: 1975 Chevrolet Caprice owned by *Doug Bailey* of Gardiner, ME

CLASS 13

3rd Place: 1997 Ford Probe GT owned by *Don & Anne Pierce* of Colchester, VT

2nd Place: 1993 Dodge Viper owned by *Jacob Dwinell* of Grand Isle, VT

1st Place: 1985 AMC Eagle owned by *Matt & Mike Reutershan* of Farmingdale, ME

CLASS 14

3rd Place: 1968 Ford Mustang owned by *Norman Michaud* of Acton, ME

2nd Place: 1995 Ford Mustang owned by *Matt & Ashley Reutershan* of Farmingdale, ME

1st Place: 1998 Ford Mustang owned by *Fred Costello* of Montpelier, VT

CLASS 15

3rd Place: 1964 Ford Thunderbird owned by *Carl Hamel* of Victoriaville, QC

2nd Place: 1988 Chevrolet Corvette coupe conv. owned by *Ernie Eldred* of Stowe, VT

1st Place: 1960 Chevrolet Corvette owned by *Stephene Dumaine* of Roxton Pond, QC

CLASS 16

3rd Place: 1988 Jaguar XJ-SC owned by *Sylvia & Henry Huxsel* of Oka, QC

2nd Place: 1988 BMW M6 2dr. owned by *David Fox* of Center Harbor, NH

1st Place: 1991 Nissan Figaro 2dr. owned by *Kitty Gondek* of Montreal, QC

CLASS 17

3rd Place: 1964 Porsche 356C owned by *John & Judy McMullen* of Ludlow, VT

2nd Place: 1964 Porsche 356 owned by *Brett Wright* of Mount Holly, VT

1st Place: 1984 Porsche 911 Carrera coupe owned by *David Fox* of Center Harbor, NH

CLASS 18

2nd Place: 1997 GMC Yukon 2dr. owned by *Brian Warren* of Jeffersonville, VT

CLASS 20 is sponsored by American Legion Donald McMahon Post #64

2nd Place: 1941 Dodge WC 1/2 ton truck owned by *Jim Shover* of Johnson, VT

1st Place: 1953 Ford F-100 pickup owned by *John McCullough* of Calais, VT

**Some placement awards weren't handed out due to lack of entries or not meeting minimum points.

Continued on Page 8

"Remember When?" with Chris Barbieri



For many of us when planning a vacation our mode of travel is our trusted family car or truck. In most cases, we know where we want to go but not always how to get there. Enter GPS, our high-tech highway map buddy that even tells us how far to go next and when to make turns.

But flashback 100 years. There was no GPS, and highway maps were not easy to get. However, there were travel books, some with hard covers and hundreds of pages with thousands of travel options. One such book was the 1923 *Automobile Blue Book* created by Charles Howard Gillette and published by Automobile Blue Books, Inc. Two years later, Mr. Gillette turned over publishing rights to AAA. Yes, there was a Triple A, founded in 1902!

This 802-page *Blue Book* hardcover 1923 edition covers anything and everything you need to know when planning a vacation in New York and New England. Included are 18 detailed maps of New York, New England, and even nearby eastern Quebec townships. Amazingly, there is a 24" x 16" unfolding detailed map attached to the back inside of the book as well.



With a little patience, you find it easy to use the *Blue Book*. With a little effort, you will find the Vermont section and 10 pages of directions to accommodations such as Hotel Berwick in Rutland, the Woodstock Inn, or the Waterbury Inn. For example, the *Blue Book* provides detailed directions right to their front doors. You could even find your way to service your car at the Richmond Garage, which also served as the local Chevrolet dealer.

Featured paid advertising space was available throughout the *Blue Book*. Taking advantage were Vermont's Woodstock Inn, Hotel Berwick, the Waterbury Inn, Hyde Park Inn, and the Mt. Mansfield Hotel which boasted being 4,389 ft. above sea level.

The *Blue Book* even includes a full page entitled "How to use the *Automobile Blue Book*." It's very detailed, but this will

wait 'til another time!

Remember When ?

Trivia from Don Tenerowicz

"The Pleasures of Reading
an Auto Magazine"



When the Dark Horse model of the Mustang was first introduced with unknowns on delivery dates and allocation, a local dealer I contacted set the delivered price as MSRP and a \$15K premium. The use of the MSRP as a base number followed by the potential premium markup has varied as car enthusiasts desire to be the first owners of a new model or resell at a profit, i.e., once in a lifetime opportunity. The website <https://www.markups.org> tracks user-submitted reports of dealer markups for the entire country which a major car magazine considered to be authentic. The Window Sticker MSRP dates back to the Automobile Information Disclosure Act of 1958 and has been greatly expanded after the original intent to inform the public of the manufacturers' pricing.

Some states, such as Connecticut and Vermont, do not allow car manufacturers to sell their vehicles directly to the public but must be sold by a dealer. Tesla had petitioned CT to change the law with extensive lobbying and was not successful. CT is one of 19 states that still prohibit the direct auto manufacturers' sales. Tesla got

around the CT state law by opening in mid December 2023 a sales, service and delivery center at the Mohegan Sun Casino, which is tribal sovereign land and not subject to the CT state law.



Vermont state law was changed in 2021 to allow the EV manufacturers direct sale to consumers. Construction of the Tesla facility (pictured above) is currently underway on Shelburne Road in So. Burlington with an opening in January 2024. However, the amendment to the VT law is very narrow and applies to those manufacturing only EVs, which leaves in place the mandatory dealer network. The Vermont Tesla Owners Group estimates approximately 3,000 Tesla owners will now benefit by having in-state service.

2024 CALENDAR OF EVENTS

The Events Committee is meeting January 18, and once they have put together the calendar for the year, we will print it in the March Wheel Tracks.

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

Continued from Page 6

VERMONT ANTIQUE & CLASSIC CAR MEET 2023 CLASS AWARDS**

CLASS 21

3rd Place: 1978 Ford F-250 Ranger owned by David Mannai of Waitsfield, VT

2nd Place: 1994 Nissan D21 hard body owned by Chad Trieb of Milton, VT

1st Place: 1987 GMC Caballero V6 4.3 owned by Kimberly Benoit of Livermore, ME

CLASS 22

2nd Place: 1953 Willys M38A1 Jeep owned by Dean Percy of Stowe, VT

1st Place: 1973 Steyr-Puch Pinzgauer owned by Hank Baer of East Barre, VT

CLASS 23

2nd Place: 1986 AM General M944A1 owned by Peter Percy of Stowe, VT

CLASS 24

1st Place: 1970 Honda Trail 90 owned by Dan Reed of Essex Jct., VT

**Some placement awards weren't handed out due to lack of entries or not meeting minimum points.

WELCOME NEW
MEMBER:

RUSSELL DESI of
Colchester, VT

VERMONT ANTIQUE & CLASSIC CAR MEET 2023 SPECIAL AWARDS

CANADIAN FRIENDSHIP AWARD

1947 Chrysler Town & Country owned by Mike Comeau of Standstead, Quebec

GENE NAPOLIELLO YOUTH JUDGING AWARDS

1st Place: 1971 Dodge Challenger owned by Pam & Charlie Smith of Waterville, VT

2nd Place: 1981 Chevrolet Camaro owned by April Alderson of West Gardiner, ME

3rd Place: 1947 Chrysler Town & Country owned by Mike Comeau of Stanstead, Quebec

KENNETH SHERRER MEMORIAL TROPHY

1949 Cadillac 7533X owned by Eric Osgood of Johnson, VT

MILITARY IMPACT AWARD

Bob Chase

BEST IN SHOW - PREWAR

1915 Ford Model T owned by Fred & BJ Gonet of Proctorsville, VT

BEST IN SHOW - POSTWAR

1960 Chevrolet Corvette owned by Stephane Dumaine of Roxton Pond, Quebec

THE PRESIDENT'S AWARD

1964 Ford Thunderbird owned by Carl Hamel of Victoriaville, Quebec

THE CO-CHAIRS AWARD

1950 Studebaker Champion owned by Randy Lavallee of Winooski, VT

The Roadside Diner

SKILLET GNOCCHI WITH PEAS



1/4 cup butter, divided in half
16 ounces gnocchi
1 teaspoon minced garlic
1/2 teaspoon thyme
1 1/2 cups low-sodium chicken broth
1/2 teaspoon pepper
10 ounces frozen peas
1 tablespoon lemon juice
1/2 cup grated parmesan cheese



Nancy Gypson

Melt half of butter in skillet. Add gnocchi and sauté for 10 minutes. Add garlic and thyme. Cook for 1 minute. Add broth and simmer 5 minutes to reduce. Add pepper, peas, lemon juice, and remaining butter. Simmer 5 minutes. Add cheese and serve. Makes a great side dish.

KEN'S CORNER: MOTOR BYWAYS

My father, Ken F. Gypson, while living in Essex Junction (1952-1957), was a columnist for the now defunct Vermont Sunday News in Burlington. The column's name was "Motor Byways." The subject matter was ANYTHING automotive. The following is a partial column from June 26, 1955.

SAFE DRIVER? In the latest publication of the American Legal Association, one article pertains to a most intriguing question: **Are you a safe driver?**

It states that the chances are that ten out of ten drivers would answer "yes" if they were asked the question. And, that is only natural because nobody thinks they are an unsafe driver. But, there are unsafe drivers and of the ten persons queried in the hypothetical poll the odds are that some are somewhat less than safety conscious behind the wheel.

The article continues, there are around 38,000 traffic fatalities a year in this country and the human factor is the underlying cause. A car does what its operator wants it to do and if the driver is reckless or careless or negligent the car will respond in like manner.

Answering the following questions truthfully, it states, will help you determine your own case:

Do you always stop at stop signs?
Do you reduce your speed at night?
Do you reduce your speed when driving in unfamiliar territory?
Do you stop and rest when you become tired or do you try to make those last few miles?
Are you extra alert when approaching intersections?
Do you pass cars only where it is safe to pass as indicated by the road markings?
Do you always dim your lights when approaching or following another vehicle at night?
Do you keep your car in good mechanical condition?
Do you observe posted speed limits and other highway signs?



If every driver would determine to drive in such a manner that he could truthfully answer "yes" to all the questions, the highways would become much safer places. And, there would not be 38,000 deaths a year.



In 2022, there were 42,795 traffic fatalities in the US. With the thought that there are more cars and drivers on the road today than in 1955, safer automobiles keep the numbers down. Statistics indicate that a full 40% of 2022 automobile accidents deaths involved alcohol.



Wheel Tracks Classifieds

Free to all Enthusiasts



February
Bumper Sticker...

You know you've got it made when
your kids make bail on their own.



FOR SALE...1918 Oldsmobile 5-passenger Model 37 Touring, 6-cylinder. Ready to show and go. Time to reduce the fleet. Shown by appointment most anytime. \$19,500. Sky Borst, Belleair, Florida, until May 1st, 727-584-5588, SVBNH@aol.com. All summer 802-698-8421



FOR SALE....Sales brochures for most American and some foreign makes, both pre-war and MANY post-war makes and models. Send e-mail or call with your interests, and I'll respond with availability and price.
John Emerson, jemerson@middlebury.edu, 802-388-7826

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



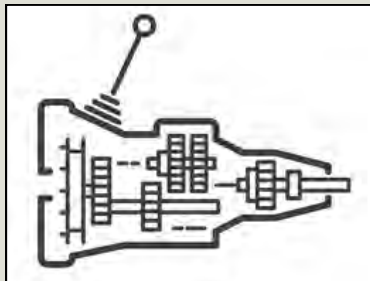
FOR SALE OR WANTED...Your FREE classified advertisement could go here!

Please contact:
nancygypson@yahoo.com.

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

FOR SALE...Vintage Hot Rod & Kustom magazines, complete run of Custom Rodder, Rodders Journal, and 90% of Rod and Custom including issue #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.

WANTED...A 3-speed Chevy transmission with an open drive shaft. Most from Chevys 1955 to 1990 would work.
Call Bill Erskine,
802-878-5303.



SCAMS....If you encounter a scam or suspected scam, you can report it to the Vermont Attorney General's office at the following website. The website also alerts us to the scams that are being encountered in VT.

<http://ago.vermont.gov/cap/stopping-scams/>

WE MIGHT BE OLD ...



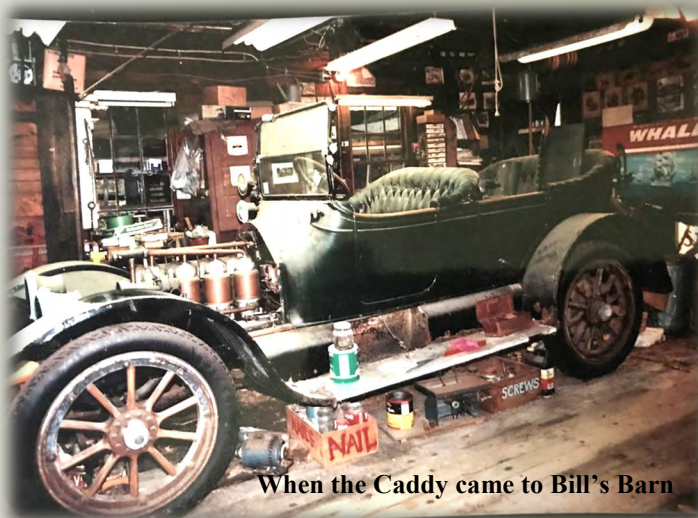
**BUT WE HAD GREAT HAIR,
LISTENED TO COOL MUSIC,
AND DROVE THE BEST CARS!**

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

Do you remember the Cadillac engine story from the March 2020 Wheel Tracks? It was about an engine that Fred Gonet restored. There is even a video, on our VAE website, of Fred starting the engine for us. I remember the sound was fantastic!

That engine is now back in its home of Bill Fagan's 1914 Touring Cadillac, and Bill has completed his multi-year restoration project. The second owner had driven the car until the mid-1950s when it was put into storage for many years. The family had tried, unsuccessfully, to get it running when they damaged the rear engine seal, so it continued to languish until it made its way to Bill's barn in 2007.

Bill told how he was on a Brass Era Frostbite Tour in Massachusetts when a friend said he had just run across this barn find '14 Caddy.



When the Caddy came to Bill's Barn

"I was interested, needless to say, and drove to his place in NH the day after the tour to make the deal. Because the car sat in the barn with a damp floor, the fenders, splash aprons and wheel rims were quite rusty and had to be repainted. The body and upholstery are original and in excellent condition. I've gone through the running gear and the frame, painted them and the wheels and nickel plated all the bright work."



The car made its debut at our Waterbury car show this past August, winning 1st place in the brass category.

You could purchase this car for about \$2000 in 1914 when a **Ford Model T touring** car sold for about \$500. That was when Henry Ford was in his second year using an assembly line to build his cars. Henry often bragged how he could build a model T in 33 minutes at his factory. 202,667 Ts came off the assembly line that year.

There was no assembly line for these beautiful Cadillacs. They were hand built in 1914. A total of 14,000 Cadillacs were built that year.



The Whippet Engine Project

Ok, it is time to get serious and not use those awful names for these two, nice old 1930 Whippet engines. We (I) have been naming "Lunch Engine" for the one on the left and "Anchor Engine" on the right. A VAE member reminded me that 99% of our old engines can be rebuilt, especially if we can find no replacement. To think of throwing away an old engine is totally against our grain. I know of one engine that spent many years buried in the ground. It is from a 1913 International high wheeler and considered a great find. It can be a running engine with a lot of work or at the very least, a pattern for building a new one.

Here's the latest on the Whippet Project. The engine that was taken out of the car has much better specs than the spare engine. So far, all that has been found wrong is a spun babbitt crank bearing in the #4 connecting rod. That has been fixed by using a good connecting rod from the spare engine. The wrist pin was the wrong size so the bronze bearing insert was taken out of the damaged rod to accommodate the original wrist pin. We are still looking for other damage, but it looks like we can soon begin reassembling the engine and get it back into the car.

We wanted to be sure the replacement rod didn't vary a lot in weight that could make an imbalance in the engine. This is what was found by weighing all the assembled rods/pistons ready for installation.

#1- 3lbs 2.1oz	#3- 3lbs 1.5oz	#5- 3lbs 1.9oz
#2- 3lbs 2.0oz	#4- 3lbs .3oz	#6- 3lbs 1.8oz

1.8 ounces was the difference between the heaviest, with the repaired #4 being the lightest. It will be a group decision, but I will vote to make them all close to equal by taking material off the heaviest.

Pictured right, #4 is the 4th from the right. You can see a different shade to the babbitt and the lube hole still needs to be drilled.

(Any mistakes in this column were made by GCF.)



February 2024

Attention....

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



VAEer, friend Joe Stumpo, of St Albans has had this 1972 Barracuda 340 for a lot of years.

He had a choice of getting rid of it after an accident or keeping the car and he chose the latter.

Below, it is finally ready for the painter.

Joe said he performed all the body work. Above, you can see the rotisserie that was used.

The Cuda was truly a family friend before the accident. We can understand why he made the choice that he made.

