



March 2024 VAE Year 71

Wheel Tracks



Pictured is Charlie Thompson and Rosie's engine. They are discussing the future and singing their tune.

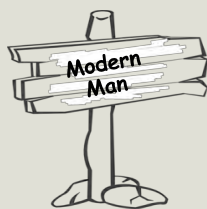
More on page 11



We've been everywhere, man
Breathed the mountain air, man
Traveled our share man

We've been to Augusta, Conway, Littleton,
St. Johnsbury, Hartford, Newport, Albany,
Utica, Buffalo, Binghamton, Bedford, Hershey,
Gettysburg, Cleveland, Toledo, Detroit,
Lansing, Ottawa, Sudbury, Sault St Marie.

We've been to Duluth, Omaha, Rapid City,
Hastings, Custer, Wichita, Santa Fe, Nashville,
Knoxville, St. Augustine, Atlanta.
We've been everywhere man.



Fred's Shop Tools...

Hose Cutter.....A tool used to make hoses too short



A patient told his doctor,
"If there is anything wrong
with me, don't give me a long
scientific name.

Say it so I can
understand it."

"Very well," the doctor said.
"You're lazy."

"Thanks," the patient said. "Now, can you tell me
the scientific name So I can tell my boss?"

Here is Punxsutawney
Phil's ex-wife, Phyllis.
She now lives in Florida
and claims Phil is a
compulsive liar.



If you make a left turn from the right lane,
you're probably careless,
not what the guy behind you said you are.

Remember, your Valentine's card shows you care
enough to send the very best, even though
you're too lazy to put it in your own words!

Q: What did Batman say to Robin
before they got in the car?
A: "Robin, get in the car."

Q: What's the difference between
a Fiat and a golf ball?
A: You can drive a golf ball more
than 200 yards.



Thank you, **Buzz Stone**, for the great
jokes you send to us from sunny Florida.
Our winters are shortened because of
you.

This & That

From Gary Fiske

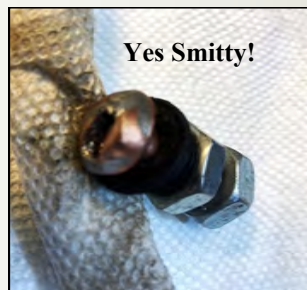
My heart thumped a bit when a
for sale classified came in for this
4X4 Swiss Army radio van. I sat
in it a few years ago and pictured
myself cruising around Vermont in
it.

It was **Hank Baer's** favorite ride
for many years until age has made
it difficult getting in and out. A
few of us can relate, Hank.

Check out his classified on page
10, before I break into my IRA.



It cost me when I decided to use just one wrench, instead of two, on this
starter bolt. I cost me both \$s and embarrassment.



That square in the head of the bolt is located
inside the starter housing and is soldered to the
field coils. I would have had to go searching for
my "really skinny" wrench, but then laziness
kicked in. I needed to disconnect the battery
cable, and ended up twisting the bolt and
popping the solder connection inside.

Smitty, the starter repair gent, had a little
speech for me, while I had to quietly listen.

"If you see two nuts use
two wrenches!"

On page 11, **Wendell** makes reference to our **Igor** friends' help
rebuilding **Rosie's** engine. I wonder where we would be without them. Igor
was a very brilliant lab technician (in the movies) and our **Igors** are expert
engine technicians. They are **Dennis Dodd**, **John Reighley**, and **Don Leopold**.
Thank you for making us all look so good.



For you **VAEers** living in Southern Vermont especially, the
Early Ford V8 Club has just announced the date of their annual
"Wings & Wheels" gathering at the airport in Fitchburg, Mass.
The gates open at 6AM on April 28th.

Mike Felix - Chairman
845-656-7260 felixmike3@gmail.com
David Sander - President
802-434-8418 dasander@aol.com
Jason Warren - 1st Vice
802-644-5635 jw790245@gmail.com
Judy Boardman—2nd Vice
802-899-2260 judyboardman@gmail.com
Don Pierce - Treasurer
802-879-3087 dwp@melodyelectric.com
Charlie Thompson - Recording Secretary
802-878-2536 charlieandmarion@comcast.net
Wendell Noble—Term ends 1/2026
802-893-2232 wnoble@myfairpoint.net
Eric Osgood - Term ends 1/2025
802-635-2138 eto1@outlook.com
Bob Hawke - Term ends 1/2025
802-652-9772 rah632@msn.com

Education/Outreach Committee:

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

Please pay dues to:

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

The Vermont Antique and Classic Car Meet Co-Chairs:

Bob Chase 802-253-4579, rcwrrn@stoweaccess.com
Duane Leach 802-849-6174, dmleachs@gmail.com

Wheel Tracks Editors

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

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

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

Clark & Isabelle Wright - Burma-Shave Editors

Justin Perdue - Webmaster

David Hillman -Welcome Committee

John Lavallee -Communications

Wheel Tracks Printer, Messenger Marketing
St Albans, Vermont



FROM OUR PRESIDENT, DAVID SANDER



Hello Enthusiasts,

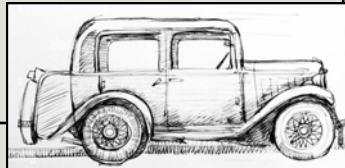
This is already my third column of 2024. How can that be?

The mild winter weather continues, and the groundhog saw his shadow. I am already looking forward to longer days, warmer weather, and planning my spring to-do list. I hope my enthusiasm continues as the weather warms, as I have a lot of car projects to do.

I had a good time at our January monthly meet in Waterbury. I always enjoy seeing what people bring to this meet to share. Every year someone brings something unique and I always learn something new. This year, I was fascinated by Wendell Noble's Blue Book, the go to guide to trip planning before GPS, or even the foldable road map.

I am looking forward to the road trips and the automobile adventures ahead.

Be well....*David*



As I sit to write March's editorial it's only January 28th. I'm way ahead of schedule. (I've already written the editorial and Ken's Corner for both March and April!) Why, you ask? My go to typist and proofreader had her shoulder replaced on Valentine's Day. (The co-pay was less expensive than flowers.) (Co-editor's note: Flowers? I seem to recall getting flowers in 1973. But, really, who can remember back that far?) Suffice it to say she'll be one-handed for awhile.

Our last foray into public places before her surgery was the 2024 memorabilia gathering in Waterbury on January 27th. If you missed it, consider coming next year. The food was outstanding. The displays along with the explanations of each were very interesting. (Leave it up to Duane to end with morbidity. He brought a device to put under a flat tire of a funeral procession so that if a car had a flat, this device would enable said vehicle to continue without changing a flat tire.)

The best part of the day, as is always the case, was the VAE members. Nancy and I wish we lived closer to the core group so we could attend more functions. What a great club with a great group of people!

Long live the VAE...*Ken*

Membership

Only \$35
\$60 for 2 years

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

"How to be a member"

*Go to vtauto.org
 *Click "Join VAE"
 *Print form, fill it out and mail it with your \$\$ to our secretary

If you want your latest
Wheel Tracks
earlier.... go to
vtauto.org then to our
Member Only Page.

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

Wheel Tracks

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



Wheel Tracks Academy

HORATIO'S LIFE

By Wendell Noble



In writing about the evolution of the highway system in the U.S., it can't be done justice without mention of Horatio Nelson Jackson's 1903 drive across the country. One shouldn't write about Dr. Jackson's drive without consideration of the man himself. Even if he had not accomplished this, his other achievements would still be worthy of note. Ken Burns did a commendable job of detailing Jackson's drive in his 2003 documentary, "Horatio's Drive."

Jackson's famous drive and his later achievements were made possible by Paine's Celery Compound. Certainly, that requires a lot of explanation. After graduating with a medical degree from UVM Medical School in 1893, Dr. Jackson practiced medicine for only seven years. In 1899 he married Bertha Richardson Wells, whose father was one of the richest men in Vermont. William Wells was a principle of Wells, Ricardson & Co., the producer of Paine's Celery Compound. This was a patent medicine which they bought the rights to from druggist Milton Paine in the late 1800s. The claimed benefit of this elixir was that, "It Makes People Well." It definitely made Wells rich. Jackson's sudden ascension to independent wealth through marriage and a mild case of tuberculosis removed any need or incentive to continue his medical practice. It was his "gentleman of leisure" lifestyle that led him to be vacationing in San Francisco and making a \$50 bet that he could drive an automobile across the country. He made that drive, but never collected the \$50. Back in Vermont, his wealth allowed him to become owner and publisher of the Burlington Daily News. The newspaper, which he now owned, then purchased WCAX radio which is today WVMT. The Wells family connection further led him to become owner of the Burlington Trust Company. It was primarily a private family bank managing the Wells family financial assets.



With the entry of the U.S into World War I in 1917, Jackson sought to answer the call of duty. Since he was by then 45, his eligibility was a problem. His approach to that problem was to meet with former president Theodore Roosevelt and ask for his help to intercede. He had rubbed elbows with Roosevelt in the past and it worked. Dr. Jackson enlisted in the U.S. Army medical corps as a major. He served honorably and fought in several major battles in France. As a consequence, he was awarded the French Legion of Honour, the Croix de Guerre and the American Distinguished Service Cross. Upon his return home, he helped found the American Legion Department of Vermont. He capped his endeavors with two unsuccessful runs for governor of Vermont.



With all of that, his cross country drive is what he is best known for and seemed proudest of. He spent his later years telling all who would ask, tales of his cross country adventure. In 1944 he proudly donated the 1903 Winton he drove to the Smithsonian Museum. In 1955 he died at the age of 82 in Burlington, Vermont.

Who knows what the story of his life might have been were it not for Paine's Celery Compound.



"The Softer Side"

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

.....from Anne.....



If you'll all allow me to gloat this month, I want to tell you about a very special young woman here in Vermont, and that's my niece, Michelle Archer. You may not recognize her name, but I'm sure you've heard of the events of December 17 where two children fell through ice on a pond in Cambridge, VT. One child was pulled from the pond by the elderly landowner, but the second child still needed to be saved. On that day, Vermont State Trooper Michelle Archer was in the right place at the right time and went into that pond and rescued the little girl, who thereafter made a full recovery after a short stay in the hospital.

What I'm sure you haven't heard about is that Michelle, the youngest daughter of my brother Tom and his wife, Beth, grew up in Milton, and after taking a very circuitous route after college graduation, then became a Vermont State Trooper. She is unassuming, kind and considerate, unflappable, helpful, tough, and stubborn! When she puts her mind to something, it happens. Michelle will probably kill me for telling these stories, but to prove the point of her stubbornness, when she was young, maybe 4 years old, this trait exhibited itself in numerous ways, one of which was when her grandmother would pick her up from daycare and they might stop at the grocery store for an item, Michelle would want candy and be told no, not today. Michelle would then sit in her car seat in the back seat of the car and not say one dang-blasted word to Grama on the ride from the store all the way to home. Not one! No cajoling could make her break her silence.



Another time, when she, her sister and parents were at my folks' house for dinner and it came time to go home, even though her father would ask her/tell her/plead with her/threaten her to put her winter boots on because they had to leave, she would....take....her.....own.....sweet....time, whether it be 5 minutes or 15! Boy-o-boy was she stubborn.

Fast forward to today: If you google "Trooper Michelle Archer," you will see and learn all about the rescue, but what isn't mentioned is the fact that Michelle is barely 5 foot two inches tall and the pond where the little girl was, was 8 feet deep. You also may not see in her bodycam footage that she had the presence of mind to immediately unhook and drop her utility belt holding her gun, baton, flashlight, and who knows what all else, just before going into the 40-degree water that had thin layers of ice on it. Now, she was fully clothed in her trooper uniform, all the way down to her black boots that have got to weigh 3-4 pounds! Yet she knew she had to swim to that child and swim back to shore with her in her arms.

Michelle spent her summers growing up on the shores of Lake Champlain in Milton where our family camp is. She, being the youngest of 4 siblings at age 9, persevered to outdo them all when she got up on water skis first and skied around the lake with this big, goofy, smug look on her face. And when the time came to "put the water in" in May, she would help her dad with the chore, braving the mid 40-degree water. Just maybe that chore prepared her a little for the rescue.

Michelle's brother has a maple grove, and she and her sisters help him place thousands of taps in the trees, so there's always maple syrup around. Well, if you watch the video of the rescue, as Michelle reaches into the back of her cruiser for the flotation device, there sitting squarely in view is a half gallon of Vermont pure maple syrup. She is a born and bred "Vermont" state trooper.



Michelle has been called a hero, justifiably so, along with Trooper Keith Cote, who arrived on scene in time for Michelle to hand the child off to him, who then ran the child to the waiting ambulance. Their boss has recommended them for the department's lifesaving award. Also, Michelle is now a finalist in a group of 4 for the Trooper of the Year Award from the International Association of Chiefs of Police, awarded in San Antonio, TX, on March 14. She has been interviewed on WCAX, NBC5, Fox News, Inside Edition, WVMT talk radio, along with much more press coverage on local TVs and newspapers across the country, and it's spread online throughout the world on social media.

But Michelle is the same trooper today that she was on patrol on December 17. And she's still that cute-as-a-button, smart, kind, considerate, humble....and, of course, stubborn kid that I've known all these years. She doesn't think she's a hero; she was just doing her job, and, as she has said, everything was aligned that day!

Many thanks to Beth Nichols and Laura Nichols for the photographs.



IN THE DRIVER'S SEAT

With Guest Columnist Eric Osgood

ARIZONA MODES OF TRANSPORTATION – PART 1

(i.e., Travel Adventures of Eric & Glenda Osgood)



My wife and I flew in to Phoenix, Arizona, my first time to the desert state, for a 10-day stay. Landing in Phoenix in January, just outside Scottsdale, and what is happening? The Barrett-Jackson auction. Billed as the “World’s Greatest Collector Car Auction,” you can guess where we went the next day. We went to the auction without any eye towards purchasing. No checkbook. I am told by upper management (my wife) to “sit on my hands and do not even scratch your nose.” Truth be known, she did not have to worry as we were

not springing for the much more expensive tickets with access to the bidding area. Ticket costs vary. The later in the week, the general admission cost increases along with the value of cars being auctioned, and depending on your section selection or bidding seats, they are all at an increased cost.

Surprising to me was what was not there -- much in the line of pre-war cars. We saw some high-end pre-war cars that included a ‘37 Mercedes, a black trimmed-with-chrome open chauffeur space ‘38 Packard in the roped-off areas, as well as a few Packards, Mercedes-Benzes, Model A’s in the general tent areas, and a ‘27 Nash that went across the auction block for \$16,000. However, what they lacked in pre-war they made up for in everything else. The “everything under the sun” cars (and even a few tractors) were under 6 circus-size tents. Each of these tents were 6 cars wide and for about as far as the eye could see in length. There were also vehicles parked outside around the perimeter and in-between areas, even an Ahrens-Fox fire truck (about a 1930 model) from Falmouth, Mass., shined and ready for the auction block.



At Barrett-Jackson we met up with fellow VAE’ers and Mountain Slow Spokers Don & Anne Pierce, who we spent the rest of our time in Arizona with. While Don and I continued exploring the cars, Anne and Glenda went in the main building to observe the vehicles going across the auction block.

They certainly had four-wheel drive selections, with a surprisingly low number of Willey’s Jeeps, an amazing number of Humvees, and Dodge Power Wagons available for purchase, a respectable number of Chevy Blazers, and more Ford Broncos than I can ever recall seeing.

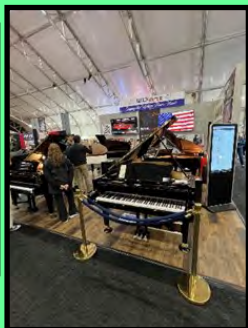
For \$40,000 we could have owned a ‘52 Ford Wagon with matching tow-behind camper for those trips to the lake. No boat? No problem. The package included a boat strapped on the roof of the camper.

Or how about a “78 Ford Pinto wagon for only \$10,500?!



If someone was more into muscle cars or the cushy boats of the ‘70s, these were a dime a dozen; or a fair number of hippy Volkswagen buses for the pittance price of \$65,000.

If the purchase of a new (some were not really that old either) car was not in the budget, then everything from old fuel pumps, off-road campers, speed boats, helicopters, jewelry, lawn ornaments, pianos, and much more, was for sale.



Barrett-Jackson, a must see for the bucket list! Maybe even a re-do.



"Remember When?" with Chris Barbieri



Planning for a multi-purpose and unique-type vehicle under the Plymouth brand began as early as 1998. The outcome was the PT Cruiser, intended to be introduced in 2000 as a Plymouth model. That all changed when Chrysler and Daimler-Benz merged that same year. As a result, after 72 years, the Plymouth brand was dropped leaving only Chrysler and Dodge brand passenger vehicles remaining from Chrysler Corp. That's when the decision was made to label the PT Cruiser as a Chrysler. What did "PT" mean? There were all kinds of guessing, but the consensus seems to be Personal Transportation. Any Guesses?

The Cruiser is a 4-door, very unique vehicle. Is it a wagon or sedan? It can seat up to 5 passengers. But flip the rear seats forward and it's a wagon. Those rear seats can be easily removed and then you have a panel truck. Open the rear hatch and there is a table conversion for picnicking.

Under the hood, when introduced, was Chrysler's two 4-liter, 4-cylinder producing 150 hp. Over time, power was bumped to 180 hp, and a 2005 option was a 230 hp high output turbo.

Motor Trend magazine named the 2001 PT their "Car of the Year," describing it as "Really New, Really Different, and Really Cool."

Chrysler produced 1.3 million PTs during its 2000 to 2010 run at its Toluca, Mexico, and Austria assembly plants. If looking today for a PT Cruiser, they are out there. Convertibles were produced from 2005 to 2008 and are the best investment. Numerous editions of the PTs, like station wagon, dream car, and many more variations, were available. Plenty of these funky PTs can still be found on the road and lots more online.



Laurel and I have 2 PT Cruisers: one, a 2001 4-door; the other, a 2005 convertible, both with relatively low mileage and both trouble free.

Remember When ?

Trivia from Don Tenerowicz

"The Pleasures of Reading
an Auto Magazine"



A few years ago a 6-foot round lunch table was constructed as a finishing touch to the hobby garage I built. The end of a wood cable reel became the top, and the distressed wood has a natural finish. Threaded metal water pipe was used to construct the base and a coating applied to prevent rusting. At the time, I thought it was unique, rather than having a plain table.



In our years in the auto hobby, there are many parts and assemblies we have accumulated that can be used for a creative table base.

Ingenuity surfaced when an individual constructed a table base using an engine, appropriately a Porsche 911 air-cooled flat six from 1974. The twin banks of triple barrel carburetors were retained with four of the six velocity stacks being used to hold the 36-inch circular glass coffee table top, 22 inches tall. Versions of the overhead camshaft engine had 150 to over 175 HP from 2.4 to 2.7 liters.

In a similar manner, another auto enthusiast built a roadside mailbox using crankshafts as the pole.



Do you
think you
could make
this?

2024 CALENDAR OF EVENTS

MARCH 16: VERMONT HISTORICAL SOCIETY MUSEUM. Saturday at 11 AM, 109 State Street, Montpelier. Meet in the Snelling Room for our monthly business meeting and bring a bag lunch. Then we'll get a guided tour of the facility. Admission for us is free. See their wonderful collection and library. It will be a fun day. Coordinator: Gary Fiske. Any questions? Call him at 802-933-7780.

APRIL: GARAGE TOUR OF DICK MAZZA'S CAR COLLECTION. 777 West Lakeshore Drive, Colchester. Date & time TBA.

MAY: Possible event in Bradford. Stay tuned for further developments. Coordinator: Gary Fiske.

JUNE 29: CAMBRIDGE CAR SHOW. Saturday at 9 AM. Cambridge Elementary School soccer fields, 1886 School Street, Jeffersonville. Free admission! Just bring your car! If you'd like to help at the bake sale table or with field setup/takedown, it would be most appreciated. Host/Coordinator: Jason Warren. Questions? Call Jason at 802-477-2430.

JULY: WILSON CASTLE TOUR, 2970 West Proctor Road, Proctor. Date TBA. Coordinator: Gary Fiske.

AUGUST 9, 10 & 11: VERMONT ANTIQUE & CLASSIC CAR MEET. Farr Field, Waterbury. Coordinators: Duane Leach and Bob Chase.

SEPTEMBER: GARAGE TOUR OF BOB CHASE'S CAR COLLECTION. Stowe. Date & time TBA. Coordinator: Bob Chase.

OCTOBER: ANN GYPSON TOUR. Date, time & location TBA. Coordinator: ??

NOVEMBER: Annual VAE Meeting. Date, time & location TBA. Coordinator: Dave Sander.

DECEMBER: VAE ANNUAL HOLIDAY GATHERING. More info to follow. Coordinators: Charlie & Marion Thompson.

ONGOING MONTHLY MEETINGS

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

THE VT ANTIQUE & CLASSIC CAR MEET COMMITTEE MEETINGS: 3rd Wednesday of each month at 7 PM at Revitalizing Waterbury, 46 So. Main Street, Waterbury. Co-chairmen: Duane Leach & Bob Chase.

CARS & COFFEE

CARS & COFFEE VERMONT: Beginning in May. Third Saturday of each month at University Mall, Dorset Street, So. Burlington. 7 AM—9 AM. Coordinator: John Malinowski. <http://carscoffeevermont.com>.

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

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

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

WELCOME NEW MEMBERS:

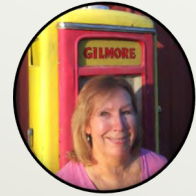
Allen Begnoche of So. Burlington, VT
Mark Gervais of St. Lazare, Quebec
Kathleen Langlais of Williston, VT

The Roadside Diner

TORTILLA-TACO CASSEROLE



1 pound ground beef
2 tablespoons taco seasoning mix
1/2 cup water
3/4 cup salsa or taco sauce
3 of 8" flour tortillas
2 cups shredded Mexican cheese
Optional: 1 can black beans, rinsed and drained
Optional toppings: Sour cream, shredded lettuce,
chopped tomatoes



Nancy Gypson

Brown the ground beef in a skillet. Add taco seasoning mix and water. Simmer 3 minutes. Add salsa or sauce. In greased round baking dish, layer tortilla, optional black beans, beef mixture and cheese. Repeat layers two more times. Bake at 350 degrees for 25 minutes. Serve with optional toppings if desired.

KEN'S CORNER: WHAT'S IN A NAME?

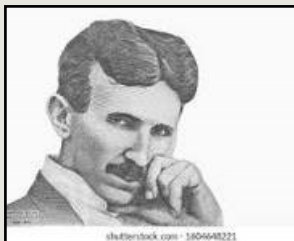
All the talk we're bombarded with and about electric vehicles, the one EV we hear the most about is Tesla. Elon Musk named his EV creation in honor of Nikola Tesla, a native of Yugoslavia, who was born in 1856. Nikola came to the US in 1884 to work with Thomas Edison.

Tesla studied in Graz, Austria and at the University of Prague. He was considered a great genius of electrical science. In the early part of the 20th century, he was almost a household name after he invented the induction motor and perfected the principle of the rotary magnetic field used in transmitting electric power from Niagara Falls. Tesla invented and/or improved dynamos, transformers, induction coils, condensers, arc and incandescent lamps and lamps that used electrically charged gas that were the forerunners of modern florescent lights and neon tubes. He is also generally credited with laying the scientific foundation for "beam" transmission of electrical power, which eventually led to the cyclotron used to smash the atom!

Tesla had a falling out with Edison and went to work for George Westinghouse, another great inventor and the founder of Westinghouse Electric Company. In 1915, Tesla and Edison were both jointly offered the Nobel Prize in Physics. But, Tesla refused to share it with Edison along with saying that his "work had not yet been proven." The 1915 Nobel Prize was then shared by W. H. Bragg and his son, W. L. Bragg, "for their services in the analysis of crystal structure by means of X-rays."

Tesla died in New York City at the age of 87 and will be best remembered for his contribution to the design of the modern alternating current electricity supply system.

Given today's varied opinions on the subject of electric vehicles, I wonder what Nikola Tesla would say to Elon Musk.



Wheel Tracks Classifieds

Free to all Enthusiasts



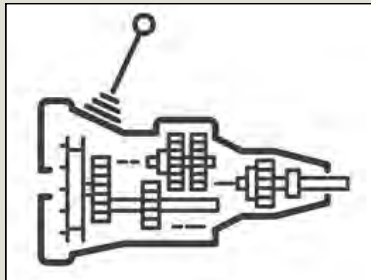
March
Bumper Sticker...

I don't always go that extra mile, but
when I do it's because I missed my exit.



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.



FOR SALE... 14 banana boxes full of desirable and saleable pre-war auto parts/accessories at a fraction of sale price for your flea market stock. Listed. Call to discuss price or more info. 802-862-6374 or roymart@comcast.net

FOR SALE...I purchased a name brand upright air compressor, but my plans have changed and I need to sell it. Still in factory package, never used. Over \$1000 new, for sale at half that, or best offer. Located in Enosburg. Call John @ 803-933-6319.

FOR SALE...1973 Pinzgauer Model 710K. It's an ex Swiss Army radio van, great for camping. In near perfect condition. Has a 4-cylinder air-cooled engine. 33,000 miles, runs excellent. Too many updates to list here. \$26,500. Hank Baer, 802-272-6933.



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

Please contact:
nancygypson@yahoo.com.



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/>

Continued from front page.....

From Charlie Thompson:

The VAE Whippet Engine Project

After much deliberation, we decided that the "spare" engine should move into the "boat anchor" category. You can see on the front page, we have installed the anchor chain.

Despite being rebuilt in its past, the "anchor" appeared to have run many hours since. The deciding issue was the unacceptable amount of out-of-round and taper of the cylinders. They had already been bored 0.030" oversize and to correct this issue, they would have to be bored again to 0.040" or more oversize. One of our experts noted that .040" oversize pistons are not available and would have to be custom made at exorbitant cost.



Meet Miss Rosie. Ain't She A Beauty?

If you recall, Gary's suggestion in last month's Wheel Tracks was to equip Rosie with a nice air-cooled Franklin engine. You would think if air-cooled was so great, they would have put them in airplanes. Oh, that's right, they did!

So, back to the Whippet's (Rosie's) original "lunch" engine. It is, by the way, not original to the car. Based on serial numbers, it is a 1929 engine in a 1930 car. No problem, those two years of Whippets were identical. Having pulled the engine from Rosie, it now sits in Gary's shop next to the boat anchor. The bad bearing that we had surmised was a main bearing based on the sound - thump, thump - turned out to be a rod bearing. All else looked acceptable with a bit of adjustment of the bearing clearances. The bad rod bearing was repaired by using a rod from the spare engine.

According to the 1933 Motor's Repair Manual, the main bearing clearance should be 0.002" and the rod bearing clearance should be 0.001". Adjustments to remedy bearing clearances greater than that are made by filing the bearing caps. Most of Rosie's bearings were close, needing only a little filing to achieve the desired clearance. We preferred to stay in the range of .0025—.002.

Of greater concern was the worn timing chain which was "toast" according to Dennis Dodd. (I'm not sure if that is a technically correct term, but you get the picture.) I just happened to have, in my garage, a cigar box with 3 timing chains. Been there for years. One was new, but only 71 links instead of the required 85. A second chain was worn. Both had "master links". So, we set about cannibalizing extra links from the worn chain to bring the new chain up to 85. We learned how these chains were made and the difficulty of disassembling them. Gary found a beautiful new 85 link chain on the internet, but unfortunately it was a "center guide" instead of an "edge guide" required by Rosie. These chains are one inch wide. A center guide has links in the center which ride in a groove in the gears. The edge guide has similar links on each edge which capture the gears between them. I still have two more parts engines here which might have better chains but must get out in the cold to disassemble them.

We have been cleaning engine parts and Gary has applied paint to the engine block and head. I had been told that the original engine color was a grayish green. Without that color available, Gary bought a can of "racing green" from NAPA. With that Rosie will feel pretty sporty as she cruises along at her usual 35 to 40 MPH!

From Wendell Nobel:



Let's introduce the Franken-engine syndrome. We have two fatally disabled engines which were identical when new. They are disabled for different reasons. Therefore, it should be possible to assemble one good flawlessly working engine from judiciously selected parts, leaving the other as a boat anchor. I've got my fingers in two of these cases right now. One is Charlie Thompson's '30 Whippet and the other is my own '29 Plymouth. The judicious decisions are driven by the economics of expensive outside specialist machine shops, if they are to be found, and new parts.

Swapping a good crankshaft to another engine means rebabbitting bearings and line boring, if available within driving distance. Regrinding out of round or damaged crankshaft journals can't be done in Vermont. Getting correctly sized pistons for oversized rebored cylinders is doable but expensive. With help from a faithful lab assistant, Igor, we will ultimately breathe new life into both car's engines. We've got a good supply of Igors, but a limited supply of funds.

From Gary Fiske:



Like Wendell, we all have engine "stuff" going on. I might have mentioned something about a Franklin I recently brought home from Toronto. I got a good deal on it, and I am glad I have it, but... I need to find out why I have low compression in three cylinders. These old cars always have surprises!

We less experienced mechanics, with confidence issues, are always looking for early ways to test our engine before completing assembly. A few of Rosie's valves were found to leak a bit by using compressed air and Windex bubbles. Those bubbles were also used to find over-worn valve guides. Some simply put the engine upside-down and squirt a little gas into the backside of the valve head. A good valve and seat will hold the gas back very nicely. A compression check is also planned the minute Rosie's engine head is fitted in place.

Do you think we give enough credit to the early 19th century engineers and mechanics who had no "experts" guiding them?



**John Weiner had to coax his shy
1936 Chevrolet FB Low Cab
to its show spot on the field last August.
It is great to see these wonderful pieces of history.
Can you imagine the story these have to tell?**



March 2024

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



**This is Carroll Bean's 1955 V8 Ford Country Sedan Wagon
heading for the VAE parade in Waterbury last August.
Ford built 106,284 of these in 1955 according to the "Standard Catalog of American Cars."
Ford started building this model in 1952 and stopped in 1974.
In those 23 years 1,495,741 of this popular station wagon were built.**

**We are a bit disappointed in you, Carroll.
We are certain this was the only Ford in the world with a red shag rug headliner and hanging ding-balls,
in the world when you purchased the car 35 years ago.
AND, you removed this bit of art.....**