

April 2024 VAE Year 71

Wheel Tracks



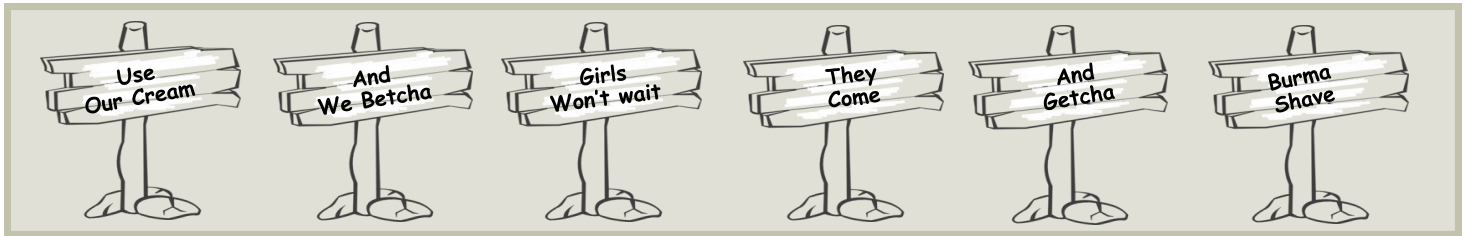
This is not a quiz, just a question.....

**What country do you think built and exported
John Malinowski's
Beautiful 2009 Pontiac G8.**

Plus, what is with "U" John?

Find out on page 15.

The Official Monthly Publication of the Vermont Automobile Enthusiasts



Fred's Shop Tools....

Hose Cutter..... A tool to make hoses TOO short.



Two little boys were sitting together, in a church, during a wedding ceremony. One boy asked the other if he knew how many wives he could have one day. His answer was 16. Four better, four worse, four richer & four poorer.

A lawyer was questioning a difficult witness. "Miss," he said, "you seem like an intelligent, honest woman who wouldn't lie to the court." "Thank you," said the woman. "If I weren't under oath, I'd return the compliment."

Daffy Duck and Elmer Fudd break into a Distillery. Daffy turns to Elmer and says, "Is this whiskey?" Elmer replies, "Yeth, but not as whisky as wobbing a bank."

A lady went to a psychiatrist complaining that every time she goes to bed, she gets a terrible fear that something is underneath. She asks the time it would take to rid herself of this phobia and the cost. The doctor replied that he could fix her problem with about 20 sessions. Each session costs \$80. He called the lady after a few weeks to find why he had not heard from her. She told the doctor that her husband was upset about the 20-session cost and fixed her problem by cutting the legs off the bed.

My body is turning into an old car!
Every time I sneeze or cough,
my radiator leaks a little bit and
my exhaust backfires.

What is the difference between wisdom and luck?
One is clever, the other is clover!

How did the Irish Jig get started?
Too much drink, and not enough restrooms!

The technical term for a warm, sunny day that follows two rainy days is,
"Monday!"

A robber broke into my house to search for money,
I just laughed
and searched with him.

This & That

From Gary Fiske



Remember that "Toronto Franklin" I have been going on & on about the past month or two? Here is a bit about "the rest of the story." I have a feeling the "story" will not end with this issue, I have hopes it will.

I knew, ahead of time, the gent who sold the car to me was not a mechanic, I had lots of evidence of that before I even left home. I did not know there was so much he was not telling me, and how many untruths were sprinkled in. A big part of that is on me, I have lots of excuses for not doing my homework better than I did.



The picture above might tell you a little. You would not believe the tacks, nails and staples driven into rotted wood, that I found with the recently completed amateur upholstery job. So, I am in the carpentry business at the moment and have an appointment with Dane's Upholstery in West Danville later this summer. I have seen some of Dane's upholstery projects and heard some nice things about his business, so this Club Sedan will not have to be shy by the end of the summer.

There is a little more body work than I had expected, so that will be my next job. That is something I have not done a lot of, so the practice will be good. I have a feeling when I begin that job, I will find more than I know about at the moment. Just a rule of the beast, I suppose.

The engine had a lot of fingers in its rebuild, again, something I knew before I departed for Toronto. The thing that made me feel safe was that I know two of the gents involved, they are tops in their field and have a reputation to go with it. I also knew the great reputation of the gent who did the final engine assembly, who had recently passed away. I am counting on them that the few engine issues, I know of, are minimal.

I know now the seller gent got me for a \$K, maybe two. If I had to pay professionals to do the work I am doing, I would be underwater before I start. I am determined, when I get finished, I will not be underwater, and I will have a really nice old car. Remember the tales your dad told of car sellers adding sawdust to the transmission oil, in the old days? All was smooth and quiet for the first 20 miles and then, all hell would break loose. This gent might be just following tradition.

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**FROM OUR PRESIDENT,
DAVID SANDER**

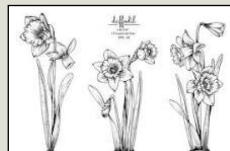


Hello Enthusiasts,

The driving season is almost here! It has been an unusually mild winter. I have not used my plow truck or my snowblower at all this winter. I only used my snow shovel a couple of times on my sidewalk.

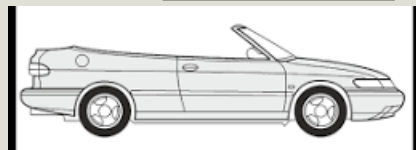
I think I will break a Saab out of storage this week. I will be taking the battery off the battery tender and placing it back in the car. I don't think it will be warm enough to put the top down for a few more weeks, but the way the weather has been lately, I just don't know.

I am not a fan of winter. However, I am hoping we have a better summer this year than we did last year. With the late hard frost in May, the wildfire smoke from Canada, and the multiple flooding events, we didn't have much of a summer.



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.

Most of us have heard of the Devin Sports Cars of the late 50s and beyond. Devin was founded by Bill Devin of Abington, PA. He built, raced, and sold customized fiberglass race cars both complete and as kits.



Interestingly, he also produced a miniature version called the Devin Jr. Two versions were available: Standard Model and Deluxe Model. Both shared the same body, chassis and 2HP air-cooled engine. Also, mutually shared were a 49" wheel base, 32" tread, foot pedal throttle, hand operated friction brake and an approximate weight of 125 pounds. The deluxe model added a safety semi-flexible windshield, padded headrest, and washable two-tone upholstery. Prices were \$295 and \$319 respectively.

In 1959, I was almost ten and would have given almost anything to have one. Heck, mom wouldn't even let dad buy me a go-kart.

Long live the VAE...Ken





Wheel Tracks Academy



POT LUCK

By Wendell Noble

I am going to speculate that any auto enthusiast who has worked on a pre-'80s car shares my frustration with pot metal (aka white metal and other names not suitable to print). That's the name of the stuff that was used to make small cast parts such as carburetor bodies, windshield wiper motors, distributor bodies, and more. Outside of automotive applications, it was also used to make toys, jewelry and other household do-dads.

Frustration arises from the fact that it is usually brittle and can warp and self-destruct with time. I was watching my '29 Dodge Brothers engine run one day and a chunk of the distributor body popped off and flew by me. The distributor drive housing on my '29 Plymouth fell apart in my hands as I tried to remove it. I have a NOS windshield motor that can't be used because it has warped with time to the point that it can't function.



What's good about pot metal is that it is tailored to be die cast. Die casting is the process in which a molten metal is poured into a reusable mold, usually made of steel, under gravity or applied pressure. There is no single recipe for pot

metal but it is primarily composed of zinc with other metals such as aluminum, lead, magnesium and copper. The goal is to achieve a low melting point (400 - 500 °C) metal which flows easily into the mold, thus making finely detailed intricate shapes mass-produceable repeatedly. The properties of the solidified metal depend on the exact composition. Some of the components are easily corroded by any oxidizing agent that may be in the air. The solidified metal

may not consist of a totally homogeneous alloy, but may contain to some extent a mixture of crystals of one segregated metal component which is not completely chemically bonded to the surrounding host metal. The crystal boundaries with incomplete bonding would be weak and susceptible to reaction with any oxidizing agent that diffuses to it over time. This would result in internal stress, cracking and weakening of the structure. This is the result we frequently experience and find so frustrating.

I don't know of any technique to weld or even braze pot metal back together once it breaks. Even if I did, it would be a poor stop gap measure until it breaks somewhere else. Thank God for J-B Weld. Any fool can use that to repair it and the result at least looks good. That will do as a repair until you are willing to spend enough money and effort to cast or machine a new part from aluminum which will last as long as you wish the original one did. I have not found pot metal parts on any of my modern vehicles. Instead, things are made of plastic. Now I will complain because it's indestructible and filling up our landfills.



Next up.....

2024 CALENDAR OF EVENTS

And always open to all members & guests!

APRIL 20: GARAGE TOUR OF DICK MAZZA'S CAR COLLECTION. Saturday at 11:30 AM. 777 West Lakeshore Drive, Colchester. Bring a bag lunch. Coffee & drinks will be provided. Check out Dick's wonderful car collection, then lunch will be at 12:30-ish PM, with regular monthly meeting to follow. Coordinator: Jason Warren.

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, 186 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.



RARE PHOTO OF MOTHER WRENCH FEEDING HER YOUNG. ABSOLUTELY BREATHTAKING!

YES, THEY LIVE AMONG US



"Remember When?" ... with Chris Barbieri



Watered down motor oil?

This article from *Modern Mechanics and Inventions* is most interesting. It identifies the "Oilator" and details about how it works but no information as to where and how to obtain one.

It also implies that watered down motor oil might be a problem during the early years of the Great Depression.

Remember When?

Ref: Horatio's life

Thank you, Wendell, for your brief history of Horatio Nelson Jackson. I've frequently passed his house on the corner of Main and S. Willard in Burlington....now a frat house. The historical marker there really doesn't do Jackson justice for his many accomplishments as you note in the article. The connection between Jackson and the wealthy Richardson Wells family was interesting. It provided the Doctor with the revenue to venture in many businesses rather than practice medicine.

Two minor notes worth mentioning: While Jackson traveled east, he inherited a bulldog named Bud. Pictures show him sitting in the car wearing goggles. The other is the speeding ticket Jackson got in Burlington going 6 miles an hour.



Frank Mazur
So. Burlington, VT/
Fort Meyers, FL

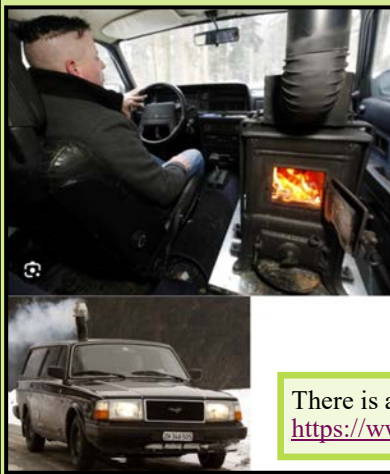


"The Pleasures of Reading an Auto Magazine"

Trivia from Don Tenerowicz

By now we have all been exposed to the pros and cons of converting from ICE (internal combustion engine) to HEV (hybrid electric vehicle) to pure EV (electric vehicle). No doubt I missed a few of the other abbreviations with various undefined combinations for the power unit. A clarification has been made: ICE will be an "engine" and electric power will be a "motor." Seems the nomenclature has been used interchangeably. I borrowed the power unit term from Formula 1, which is more complex than our traditional street-driven autos: "The F1 power unit is made up of six different elements - the ICE, Turbo, MGU-K, MGU-H (motor generator unit), Control Electronics, and Energy Store.

The creativity of marketing and advertising will be challenged should all these terms ever be used with the consumers. One of many concerns is the announcement of the phasing approach to discontinuing the sale of the ICE engine by the specific date of 2035, supported by the EU, US Gov, and the States which follow the CA lead of the CARB. The announcement would appear to be missing a corresponding upgrade of the electric power grid and availability of reliable quick charging compared to a gasoline fill-up time and readily available nationwide public charging stations.



A comparison can be made to the number of gasoline pumps now available to the public on a 24/7 basis, even with the government-published rush to have a full tank with the predicted inclement weather or just starting a long trip and taking the rest stops and refueling at the driver's convenience. Imagine the chaos when severe winter storms arrive, as experienced this year with the miles of vehicles stuck on the interstates. Might be there is a future for Road Assistance arriving with charging capability sufficient to at least get to the next charging station.

There is a solution for conserving the battery in an EV during the winter: wood stove heat.
<https://www.youtube.com/watch?v=NdCfZQsZEHQ&t=4s>



"The Softer Side"

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

.....from Nancy

Joy in Giving

Hopefully, I haven't been spending too much time in my writings on the fact that I am aging, and it seems to be at a much faster rate than I had ever thought possible in my "younger" years. But as they say, "It is what it is," and so here I go again.

Probably a good share of you who are reading this have, like me, lived well over half of our lives and have thoughts that go with this time in our lives. I have been thinking of what I have that my children and grandchildren would like to have handed down to them to enjoy. If you have ever visited me, it is obvious that I have a tremendous amount of "stuff" but am certain that probably 98% needs to find its way into a yard sale or most likely a dumpster.



What I do have that is special are a few antique pieces, some of which are from family, and both my boys and grands love family-related things. They seem to become more loved if they have been fortunate to meet the family members and have seen them in use with them. I have a few pieces of nice jewelry (very few because I have never been a "jewelry person," and I am married to a man that thought that "investing" in jewelry was a poor investment!

In thinking of what to "hand down" and to who had been on my mind for a while but had not put any of the thoughts into motion. It all started quite unexpectedly this past Christmas. Our family celebration was split this year between families; as you all know, one is working, or the day was not working for all to get together, so we had two get-togethers.



The first was on the Saturday before with our youngest son and family. We went to the Eastside restaurant for a wonderful meal and then back to our house for a few gifts. My granddaughter, Addison, noticed I had a ring on that she had never seen before. I had not worn that ring for several years. It was a gift from my sister I would guess 20 years ago. It was silver with four diamonds. She tried it on and said how much she loved it and maybe I could put it on "the list." (We have mentioned to the family that if they see something they might like, we should have a list.) I could see how much she liked it, so I said, You can have it! She said, You mean today? (I guess she was expecting it might be hers when I passed on to another place.) She left with her ring and leaving a very happy Grandma to remember the look on her face and how happy she was with this Christmas surprise.

As I said, Christmas was split, so on Christmas day we went to celebrate with our oldest son and family. A slight dilemma: I have a second granddaughter (Addison's cousin, Grace), and I hoped that Grace had not gotten a text from her cousin about the ring. We had a great day, a wonderful meal, exchanged gifts, and when everyone thought it was coming to an end - Grandma gave Grace one last gift. I had wrapped up my diamond engagement ring and my wedding ring. (Believe it or not, I had the original box.) I can still see her beautiful face when she opened it and what a look, and then she burst into tears and said, I cannot talk.



It made me happier giving the rings than them receiving them. To think I could have missed seeing their reactions if I had waited and they got them as "part of the estate."

Now my thoughts are what I can give my grandsons. Maybe cars would fit that bill.



WELCOME NEW MEMBER
THOMAS H. RUSHMORE of
Pelion, South Carolina



DID YOU KNOW?

The 1969 Dodge Charger Daytona was banned by NASCAR. The car was named for the Daytona 500, and with its record-breaking speed, it won the first race it was entered in. Unfortunately, however, it was just too fast to last.

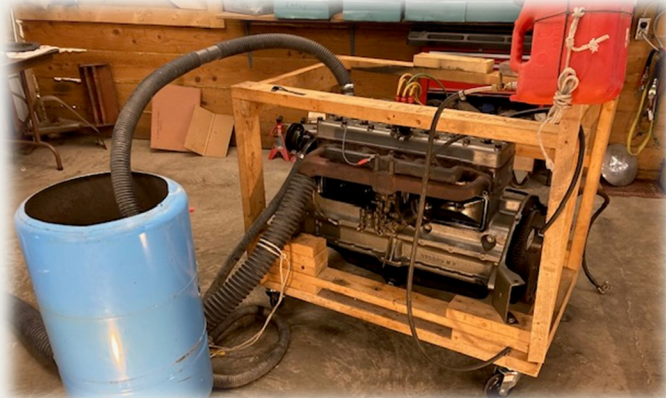
The VAE Whippet Engine Project

Written by G. Fiske

The picture to the right was taken in July of 2020, in Morrisville.

You would think Charlie Thompson and grandson, Eric, were working on their car. Well, you would be wrong. They are working on their lunch that had been cooking while sitting on the Whippet's exhaust manifold during their 40-mile journey from Colchester. The meal might have been great, but Rosie the Whippet, was finished for the day with engine troubles, not to be heard from for over three and a half years.

That silence ended on the 4th of March, 2024, with three or four smokey coughs and then the most beautiful Vrrrom you could ever imagine! Its too bad Rosie was not there to hear it as the engine was sitting in a wood stand, in a garage forty miles away.



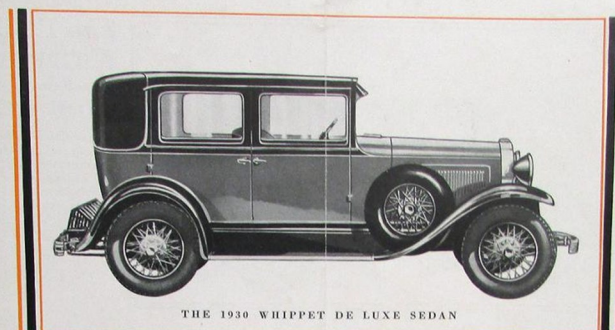
After a visit with one of our experts (Joh Reighly), we found we had everything perfect, all we had to do was change our plug wires on the distributor so the rotor was pointing to #1 and then simple put the remaining five wires in proper firing order. John explained before he would tear an engine down, he would always note the position of the flywheel, the #1 piston and the rotor so all would be the same after reassembly. He said that is what he does, but many mechanics do what we did, and that is correct also. All we had to do, back when lining the marks on the crank and cam shafts, was to go around one more time to put #1 piston at TDC and we would have not had to rearrange the plug wires.

We still need to make some final tuning adjustments, so we have added a better cooling and exhaust arrangement to run the engine longer. Next is to get the engine back into Rosie before touring season.

I can say this has been a great learning experience. Only a few years ago, I had never been into an engine and the first time was scarier than all get out. Someday, when I grow up, I would like to be just like John, or Dennis, or Don, but please don't tell them, they will stop giving away their secrets.



Charlie, Wendell Noble and I worked on the final assembly that day, and put the engine into the wood stand that Charlie had built a few years earlier. As we got close to finishing, a question came up that stumped the three of us amateur mechanics. I think we all had the basic idea correct, but when we began questioning our work, confusion crept in. Things were not lining up when we started setting the timing. When we had #1 at top dead center, the rotor in the distributor should have been pointing toward #1 plug wire. It was not. We were sure we had set the timing marks correctly before we installed the timing chain. We were sure we were at TDC on #1 etc., but that daggone rotor was not pointing in the right direction!



THE 1930 WHIPPET DE LUXE SEDAN

The 1930 Whippet is a car of proved superiority

BACKED by many million miles of driving and a record of fine performance in the hands of hundreds of thousands of satisfied owners, the Whippet continues to win still higher public regard.

Certain cardinal features have consistently been responsible for the Whippet's ever-increasing success. Beauty of design—remarkable operating

economy—reliable performance—long life—amazingly low prices—a full return in car value for every dollar the buyer spends—many engineering advantages usually found only on costly cars—these and other sound points of policy make the Whippet outstanding in its price class.

The 1930 Whippet is enhancing this world-wide reputation for quality and value.



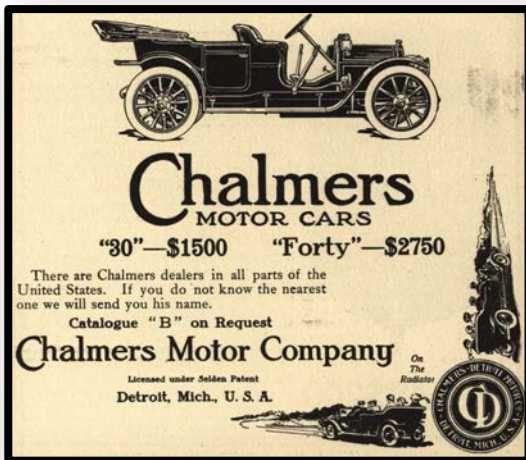
The 1930 WHIPPET
Four-Passenger Roadster, a
dashing, colorful model with
rumble seat.

I found this 2010 photo in a box of old car books that someone had donated to the VAE.

I did not know the car, but I knew the driveway, and had been there a number of times over the years. The owner of the driveway is Lloyd Davis and it happens he also owns this 1910 Chalmers-Detroit Touring car.

The back of the photo noted Gael Boardman's name and it turns out Gael had stopped by to help fix a tire on the old car. You can see the front tire a bit off the ground with a chunk of wood holding it in the air.

According to the Standard Catalog of American cars, Lloyd's car company began in 1908 as **Thomas-Detroit**. Two gents by the name of Howard Coffin and Roy Chapin started the company



with the financing of Ross Thomas. Soon, that year, Thomas left the company, and Hugh Chalmers joined and the name was changed to Chalmers-Detroit. The name 'Detroit' was dropped in 1911. The two gents who started the company wanted to build a car in the under \$1000 range to compliment the high-end Chalmers. Mr. Chalmers did not want to continue the smaller car project, so Coffin and Chapin found a department store owner who bought the design, and broke off from the Chalmers-Detroit company. As it turned out, Coffin and Chapin joined the small car company and left Huge Chalmers to go on alone. The new car company was named after the department store owner, and the Hudson Car Company was born.

Chalmers became a very high-end automobile and in their 17 years of production, over 85,000 vehicles were built. The WW1 depression caused Chalmers and Maxwell to join up and when the two companies started to fail, a new company was begun when Mr. Chrysler bought them out in 1924.

Lloyd's Chalmers came to Vermont with the Emporium Lumber Company to log off Danby Mountain. When the company left town in the 1940s, they left the 1910 Chalmers behind. Lloyd purchased it in 1948.

A group of VAEers recently made their way to Windsor and the Vermont Precision Museum.

Their task was to deliver our annual \$1000.00 donation to this wonderful piece of Vermont history.

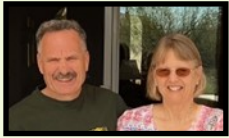
The group below, from the left is VAEer Jim Sears, the museum's, Devon Kuhrau, VAEers, Gary Olney, Judy Boardman & Wendell Noble, the museum's Steve Dalessio and VAEer Fred Gonet.





IN THE DRIVER'S SEAT

With Guest Columnist Eric Osgood



ARIZONA MODES OF TRANSPORTATION - PART 2 (i.e., Travel Adventures of Eric & Glenda Osgood)

WAYMO ONE

Back at the hotel outside Phoenix with Don and Anne Pierce, following a long day at the Barrett Jackson auction, and it was dinner time. Not having to worry about transportation to the restaurant, I hailed a "Waymo." Waymo is currently only located in Phoenix and San Francisco, California. What is a Waymo? Waymo is a driverless taxi that operates like an Uber vehicle.



I hailed the Waymo like you would an Uber, putting in the app where we wanted to go—my phone provides our current location—and received a message back of the arrival ETA. When the car arrived outside the lobby, it found a safe place to stop. I was able to select "unlock" on the app, door handles popped out, I got in the passenger seat, Don, Anne and Glenda got in the rear seat. The next thing we knew, after the car told us all to buckle our seat belts, we were off, turning onto the 4-lane divided highway, heading to our destination. We were all laughing, taking videos, having a grand time with this adventure when we were interrupted by a voice from the control center. Our Waymo, it would seem, had turned us in. After the voice asked if I was Eric, he proceeded to inform me that 2 passengers in the back seat had not buckled their seat belts. The voice stayed on the line while, after much laughing and struggle in the back, they finally found their seat belts and got themselves buckled up; then the voice told us to



Here I am watching the steering wheel turn all by itself.

enjoy the rest of our journey (of course the car never stopped).



Glenda's getting into the back seat.

Following our meal, we again hailed the Waymo for our return trip back to our hotel, this time ensuring that we all put on our seat belts. The ride itself was very smooth with the car's accelerating, stopping, and turning being done in a very smooth action, giving the sensation of a very safe riding experience. The only slightly unnerving piece was looking over to an empty driver's seat where the steering wheel is turning all by itself, all while speeding down the highway.

When we stopped at a red light, the front console monitor displayed all the cars at the intersection along with their movements and where pedestrians were as well as their movements. The car also maneuvered a U-turn at a red light as the highway was divided and our restaurant was on the opposite side, requiring a slight backtrack.

Asked if I would ride in this again -- I felt very comfortable experiencing this ride (except for looking at the empty driver's seat) -- I would not hesitate if I had the opportunity. As the "young" waitress at the restaurant told us, she liked it because, "I do not need to strike up a conversation with the driver." Of course a young person would say this; for me, I liked it because I did not have to tip the driver. 😊

GRAND CANYON

Leaving Scottsdale, we headed to Williams where we spent the night before catching the train to the Southern Rim of the Grand Canyon the next morning, riding in a dome car (thank you, Glenda & Anne) enjoying some spectacular views, having a very relaxing ride.

(Continued on next page.)

(Cont'd. from previous page.)

ARIZONA MODES OF TRANSPORTATION - PART 2
(i.e., Travel Adventures of Eric & Glenda Osgood)



Don (r) heading to train.



On our arrival we took a bus tour of the southern rim. I am not going to try and describe this wonder as no words or pictures can do the Grand Canyon justice. All I will say is I was totally overwhelmed by its sheer beauty and magnitude.



We spent the night at the rim, and enjoyed most of the next day taking in the breathtaking views all on a beautiful sunny day even with snow patches on the ground.

Later that afternoon, we left the Rim on the train heading back to Williams in our dome car, again taking in the beautiful scenery.

TUCSON BOUND



After spending the night in Williams, we were off for Tucson via Sedona. Again, we witnessed some of the spectacular scenery that Arizona has to offer. Traversing the switchbacks down a canyon wall into Sedona was simply breathtaking. After a brief stop in Sedona for charging the Pierces' Lightning, we were again onward to Tucson for the duration of our visit to Arizona.

During our time in the Tucson area, we did make the

time to go visit fellow Yesteryear Motorcar and Mountain Slow Spoke members Steve & Nancy Gray and check out Steve's '36 Plymouth touring sedan.



Nancy, Steve, Eric, Glenda, Anne & Don



We then headed off to the Titan Missile Museum. The tour included a briefing of what life was like for the airmen on their 24-hour shifts, as well as the gates, doors, chambers, timed travels, codes, phone messages required to get into the silo and down to the control room. Within the control room, there was a demo for the process of events if the order of a nuclear strike were ever made

by the President, along with the safeguards in place to keep a rogue member from setting into motion World War III. Sort of surreal in the sense of everyone above ground going about their daily business while generally oblivious to the fact there were people down there with the keys and power to end life on Earth as we know it. The missile, while inert and gutted, is about 6-stories high contained in a silo about 10-stories high, and impressive nevertheless.

Lastly, transportation themed, was our visit to Tombstone where we did the downtown tour in an old horse-drawn stagecoach with the tour guide pointing out various figures' homes and where events happened such as shootouts & poker games.



Finishing up our Arizona trip, we toured the Karchner Caverns and drove through Saguaro National Park, both very impressive!

The day finally came that we bid farewell to the sun, warmth, and pool for an uneventful flight back out of Phoenix for the snow country of Vermont. **It was a trip of transportation modes that included old cars, planes, a missile, Waymo, trains, and a stagecoach.** Many thanks to our "tour guides" Don and Anne for a wonderful trip, and many laughs.



Eric & Glenda live in Johnson, VT.



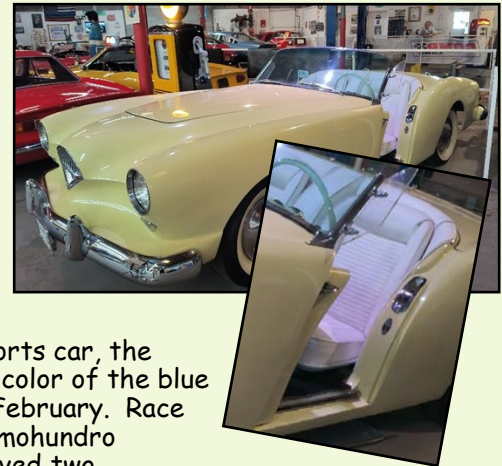
TUCSON AUTO MUSEUM

It's small but mighty. We're talking about the Tucson Auto Museum located in - where else? - Tucson, AZ. We've visited this little gem, tucked away in the heart of the city, three times now. Some cars remain year to year, but a number of them are changed out yearly, always making for an interesting couple of hours.

Tucson Auto Museum was started by Wayne Gould after he retired and then decided he needed a hobby. So he picked up a few cars for his empty building, then picked up a few more, which outgrew that space, so he moved it all to its present, larger location, which of course was big enough for even more cars. Gould acquires his cars through auctions and dealers around the country and he strives for a fully restored condition. There's 50+ beautifully restored cars on display.

During our tour, we saw a 1913 Ford Model T Roadster, a '37 Packard Twelve, a '29 Dusenber Model J, a '37 Cord 812, and a '49 Delahage. And there was a 1967 Griffith and a '63 Tatra manufactured by the Czechoslovakian Tatra Co. There's even a 2012 McLaren MP-4-12C and a 1957 Zündapp anus, which is a microcar model made by Zündapp in Germany between 1957 and 1958, the only car ever built by the company.

Anne fell in love with a butter yellow 1954 Kaiser Darrin Roadster. History has it that Henry Kaiser was upset that Howard Darrin, employed at the time as a full-time consultant for Kaiser Motors, had wasted resources designing this car "on company time" without Kaiser's knowledge; however, Darrin informed Kaiser that he had worked on this project on his own time, and if Kaiser didn't want to manufacture it, he would himself. Well, word was that Kaiser's new, younger wife said she thought it was the prettiest car she'd ever seen, and that was enough for Kaiser to put it into production. Anne noted that the best part of the roadster was the pocket doors that slid into the front fenders and cowl.



Don took a shine to an American sports car, the 1948 Kurtis-Omohundro Comet the color of the blue sky on a gorgeous day in Tucson in February. Race car builder Frank Kurtis and Paul Omohundro collaborated on a project that involved two aluminum-bodied sports cars that were based on the Kurtis design - the 1947 and 1948 Kurtis-Omohundro Comets. Each car took Comet Industries one year to complete. These two cars were lost for over 50 years until discovered by the Undiscovered Classics team, and eventually restored to what you see today.



Remember the 1967-1975 TV show "Mannix" starring Mike Connors? Well, the completely original Oldsmobile Toronado Roadster he drove in that hit show is parked at the TAM. It was customized by George Barris complete with a secret hidden gun compartment and a shelf nestled between the two seats that held Mannix's yellow rotary dial phone.

The last car that tickled our fancy (actually, it was the front-end ensemble) was the 1934 Brewster-Ford Town Car, one of just 26 surviving Town Car configuration examples. This Brewster was marketed as "the newest and smartest little town car" and sold for \$3500 in 1934.



So if you're ever in the Tucson area, make sure you carve out a few hours to check out this gem of a museum.

The Tucson Auto Museum is located at 990 S. Cherry Avenue in Tucson. www.tucsonautomuseum.com

The Roadside Diner

Killer Sticky Buns



Nancy Gypson

1 frozen bread dough, thawed
Filling: 6 tablespoons butter, melted
1/2 cup packed light brown sugar
2 teaspoons cinnamon
Topping: 6 tablespoons light brown sugar
3 tablespoons butter, softened

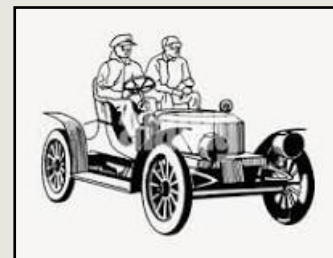
Roll or stretch bread dough into a rectangle. Mix filling ingredients and spread over dough. Roll up and pinch to seal. Slice into about 12 slices with serrated knife. Mix topping ingredients and spread in an 8 or 9 inch round baking pan. Top with cut slices. Bake in 375 degree preheated oven for 17-20 minutes, until lightly browned. While still warm, invert onto serving plate. Scrape remaining topping from pan onto sticky buns.

KEN'S CORNER: VT & NY STEAM CARS

With the press that Bill Erskine and Wendell Noble have gotten recently about steam power, I became curious about whether any steam vehicles were produced in VT and neighboring NY. I was surprised on two counts. One was that VT actually had two and, second, my research turned up no less than 19 in NY. In VT, John Gore of Brattleboro built what was to become known as the "Wizz Wagon" in about 1836! Up in Barre, W. A. Lane, who did custom work for the granite industry, teamed up with a Mr. Daily to form the Lane-Daily Company and created a 3,200 pound steam wagon in 1901.

Following is a list of steam-powered vehicles manufactured in NY:

Howard	William S. Howard's Chainless, Troy, became Howard's Trojan Launch and Automobile Works, 1901-1903.
Dormandy	Four made and switched to gas, Troy, 1903-1905.
Hidley	Four made at Hidley Auto Company, 257 Broadway, Troy, 1901.
Lane	Lane Motor Vehicle of Poughkeepsie, 150 made, 1909 (One can be viewed at Virtual Steam Car Museum, Dallas, TX.)
Chautaugua	Chautaugua Motor Car, Dunkirk, 1911.
Covert	Switched to gas in 1907, Lockport, 1901-1907.
Elite	"A" model built by D. B. Smith and Co., Utica, 1900-1901.
Empire	Designed by W. H. Terwilliger of Empire Auto Co., several made, Amsterdam, 1904-1905.
Federal	Federal Steam Co., Brooklyn, 1901-1903.
Foster	Foster Auto Mfg., 165 made, relaunched as Artzberger Auto Co., Rochester, 1901-1903.
Henrietta	Henrietta Motor Co., NY, NY, 1901.
Ophir	Century Motor Vehicle Co., manufactured steam, electric and gas vehicles, Syracuse, 60 made and 3 still exist, 1 for sale at \$83,500, 1899-1903.
Prescott	Prescott Auto Co., NY, NY, went bankrupt when an employee stole all cash, 1901-1907.
Riley & Cowley	Originally manufactured yachts, Brooklyn, 1902.
Springer	J. H. Springer Motor Vehicle Co., NY, NY, 1904-1906
Stearns	Stearns Auto Co., Syracuse, 1900-1904.
Wood	Wood Vapor Vehicle Co., Brooklyn, 1902-1903.
Wood-Loco	Wood-Loco., Cohoes, 1901-1902.
Cunningham	1930s cost \$9,000, Rochester, 1907-1933.



Wheel Tracks Classifieds

Free to all Enthusiasts



April
Bumper Sticker...

Be decisive. The road of life is paved with flat squirrels who couldn't make a decision.



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.



WANTED... Stock MOPAR 6 cylinder engine to fit a '39 Plymouth, can be in pieces or just the block. Contact Mike Felix, felixmike3@gmail.com, 845-656-7260

FOR SALE...1954 Plymouth Belvedere. 38,000 miles. Original yellow and cream paint, very pretty car. From four feet away, looks like a brand new car. Located in Enosburg. \$12,000. Call Barry at 802-933-2737.



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... Lots of old tube radios: 10s or 20s, several 1930s. Tall wooden cabinets, some from the 60s-70s. Package deal. \$300.00 firm. Must see to appreciate. Ask for Marvin. 802-425-3529

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

More informative auto ad conversions from Paul Barasel:

If the ad says:

It really means:

- | | |
|---------------------------------|-----------------------------------|
| Low mileage..... | Third time around |
| Many new parts..... | Keeps breaking down |
| 29 coats hand-rubbed paint..... | Needed that much to cover rust |
| Clean..... | It sat out in the rain yesterday |
| Always driven slowly..... | Won't go any faster |
| Prize winner..... | Hard luck trophy 3 times in a row |
| Stored 25 years..... | Under a tree |
| Real show stopper..... | Orange with purple fenders |
| Easy restoration..... | Parts will come off in your hand |
| Ready to show..... | Just washed it |
| Top good..... | Only leaks when it rains |
| Good investment..... | Can't depreciate any more |



Continued from front page.....from John Malinowski

**I grew up in Western New York, in a town called Elma.
One of my first jobs was at a beer distribution company,
I worked as a beer truck mechanic.**

Later I took a job at IBM as a field service technician working with Selectric typewriters. From there, we moved to Yorktown Heights, NY where I joined IBM's Research Center before finally landing in Jericho, VT in 1996.

I have a mechanical curiosity that came from my father. My much older brother kept coming home with a variety of Mach 1s and Boss versions Mustangs and that got me hooked. Once I got my license, I picked up a '73 Chevelle and a '67 GTX, spending many hours keeping them going with minimal funds and the skills I picked up at the BOCES tech center in East Aurora. I earned an ASE autobody certification after high school, and found painting was fun and rewording once done right.

Somehow, I went for a hands-on mechanical life to "Imagineering" as I started a 40-year career in semiconductors where you need a scanning electron microscope to see what you were building. Yet, I still had the drive for hands on-work.

One day in Vermont, with our family growing, I spotted a remarkable new vehicle sitting in a lot in St. Albans. It was a 2009 Pontiac G8. I fell for the looks and performance immediately. RWD, a 6.0-liter LS V8 engine weighing only 4000 pounds. At the same time, I figured with my daughter going to school in Boston, we needed a reliable vehicle, newer than the 2000 van we were driving..... what a coincidence!

Not only was the G8 stunning and powerful, but it was also a import. GM had a subsidiary called Holden, in Australia, manufacturing a world car called the Commodore. Manufactured in LH and RH drive versions it was marketed in the United Kingdom (**Vauxhall VXR8**), China (**Buick Park Avenue**), South Africa (**Chevrolet Lumina SS**), South America (**Chevrolet Omega**) and South Korea (**Daewoo Veritas**). The chassis is known as the "Zeta Platform" which is the same as used in 2010-2015 Camaros with most chassis and engine parts interchangeable.

After a few years, the car had been driven less and became a weekend/fun car, a unique car with daily driver manners. This G8 was built in Elizabeth, Australia on 10/22/2008. It is 1 of 1527 built in Red Passion Metallic (Sport red in USA) with premium options. A 6L80 six speed automatic transmission sends power to the independent rear suspension.



From Wikipedia..... By December 2008, the rear wheel drive G8 had not become the expected sales replacement for the previous front-drive models, with 11,000 unsold G8s in the inventory and just 13,000 sold. During the 2009 global economic downturn, market prices had dropped by \$3000-5000 below GM's sticker price for the car. By July 2009, there were only 5,000 unsold G8s in inventory, with almost 30,700 sold.

With the imminent demise of the Pontiac brand, a result of GM's Chapter 11 bankruptcy, the 2009 model year marked the end of all Pontiacs, including the G8. However, in July 2009, Bob Lutz made an off-hand comment during a press review that the G8 would be revived as the Chevrolet Caprice. Subsequently, Lutz retracted this statement, citing market conditions. Nevertheless, General Motors announced the Chevrolet Caprice Police Patrol Vehicle (PPV) in 2009, which Car and Driver described as a successor to the G8. To fill the gap left by the G8, GM announced the Chevrolet SS, a RWD V8 powered sedan for 2014 based on the Holden Commodore (VF). **Editor note..... A few Caprice Police Vehicles even made it to Vermont.**





April 2024



Allan & Elaine Wheeler of Milan, New Hampshire brought their 1951 Crosley Station Wagon to our 2023 August show.

Crosley's all-steel Wagons were their best sellers from 1950 to 1952. The engine was a CIBA (Cast Iron Block Assembly) producing 27 HP. About 15,400 were built during that period.

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

Check out this cool vehicle!

A gun sight for a hood emblem?

I could find no information on this vehicle heading for the 2023 VAE Waterbury show parade.

If the owner sees this, please email some specs and birth date, I would like to know more.



This pretty little girl was walking through last summer's VAE Waterbury Flea Market when she noticed a person dropped a 20 dollar bill on the ground.

She ran to pick up the bill, then ran to give the person the bill that he had dropped.

We wish we could follow this lovely girl through a bit of her life. We know it will be magical.