

July 2024 VAE Year 71

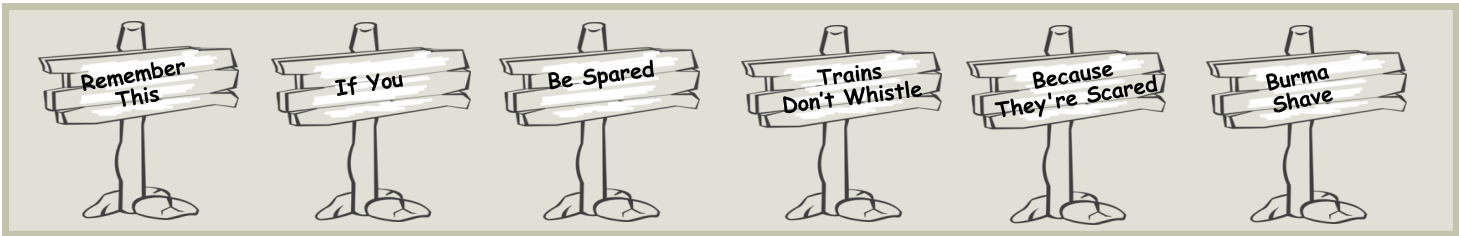
Wheel Tracks



**Bill & Marie Smith's
1989 Oldsmobile Custom Cruiser
is one of three station wagons known to be owned by VAE Members.
More on page 15....**

Special Vermont Antique & Classic Car Meet Edition

The Official Monthly Publication of the Vermont Automobile Enthusiasts



Fred's Shop Tools....

SOB Tool..... Any handy tool that you grab and throw across the garage while yelling “SOB” at the top of your lungs. It is also, most often, the next tool that you will need.



When one door closes, another opens. Or you can open the closed door. That's how doors work.

Everybody knows that 40 is the new 30. But the police officer, giving me a speeding ticket, could not be convinced!

The bank keeps calling me to give me compliments. They say, I have an "Outstanding balance."

A customer at a seafood counter asked the clerk to throw his selection to him. "Why?" The owner asked. " So I can tell my wife I caught it!"

A girl turning 16 asked, "Daddy, do you think I'm old enough to get my driver's license now?" " You?" he replied, "yes. Our car? No!"

Everyone asked a 100 year old man and his 98 year old wife for their health secrets.

The old man said, "I promised my wife that when we quarrel, the loser has to walk for three miles.

So, I've been walking three miles every day for the last 75 years!"

People applauded and asked,

"But how is your wife so healthy too?"

"That's another secret.

Every day for 75 years, she's followed me to make sure that I walk the full three miles!"



This & That

From Gary Fiske

Fred's Shop Tools (above) has reached the last tool. Some have said they never read it, but others have told me they could not wait for the next installment. Thank you, **Fred Gonet**, for sending them to me.

I am now looking to replace the column with something else that is fun, and auto related. I would like to hear from you if you have ideas.

Another Thank You goes to **Buzz Stone** for supplying much of the humor column.

Here is a little technical item that will make the pro-mechanics either smile or feel sorry for me. I took my '33 Olympic to the Bradford gathering a couple of weeks ago, and had to listen to some odd noises during our 30-mile tour. All that time with a pro-mechanic in the passenger seat and my friend **Bob Chase** in the back seat. The car is a wonderful driver and very powerful with the 100HP air-cooled aircraft engine under the hood.

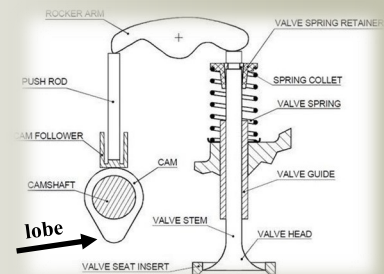
The three of us took turns trying to figure out the strange engine noises while keeping up with our speedy leader, **Charlie Thompson**, in his red sports car. **Dennis Dodd** was the person in the passenger seat and I am sure he restrained himself with me being so sensitive about my old car.

It turned out to be a simple problem. I had set the valve clearances a few weeks earlier and had not tightened down the lock nut on #5's exhaust rocker. The sounds changed as we went farther with the nut slowly loosening each mile we went.

Thus the comment.... "making the pro-mechanic smile or....."

I also found I had been setting the clearances wrong all these years. I read years ago to find the spot that the cam allows the valve to close as the lobe passes the end of the valve stems. Then stopping on the "shoulder" of the cam, to set the proper clearance. I was stopping too soon, not allowing the lobe to move far enough, which in this case added .004" to .006" to the clearances.

So, now I move 180 degrees from the lobe to set clearances.



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FROM OUR PRESIDENT,
DAVID SANDER



Hello Enthusiasts,

Wow, 2024 is flying by. I am looking forward to an active summer. I recently did something I have been putting off for years. I just had a total hip replacement. I was awestruck with how routine this surgery has become. It is major surgery, but it is now done as an outpatient procedure. For the first time in 20 years, I have no hip pain. I am looking forward to being able to walk normally, without constant pain.

Before long it will be August, and it will be time for the big car show in Waterbury. We are always in need of volunteers to run this event. We need help with field set up and tear down, and there are always plenty of jobs that need to be done during the show. We also really need judges for Sunday. If you are interested, please reach out to Duane Leach or Bob Chase. If you are interested in being a judge, please contact me.

I am looking forward to seeing you soon at a VAE event.

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

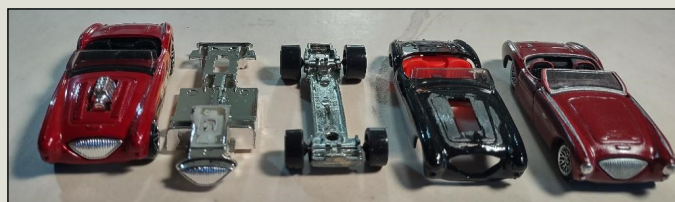
Wheel Tracks
earlier.... go to
vtauto.org then to our
Member Only Page.

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.

Tired of always getting dirty and you're having trouble getting out from underneath that wonderful old-time machine? Try something different, but still car related. In past Wheel Tracks there have been some articles about model building/collecting. Not your thing? How about working on or modifying something that you can find on the shelves of Wally World? Case in point: Hot Wheels' Austin-Healey 100. Being the owner of a 1956 Austin-Healey 100-BN2, I was thrilled with Hot Wheels' release of the Healey. But...a blower sticking through the bonnet was just plain wrong!!! I commenced to correct that. I drilled out the chassis rivets, cut the blower off, filled the bonnet hole with Bondo, sanded it smooth, painted it, and ended up with a much more aesthetically pleasing shelf model.



Long live the VAE...*Ken*



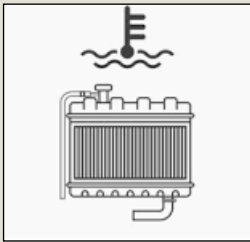
Wheel Tracks Academy



WHO DOES THAT?

By Wendell Noble

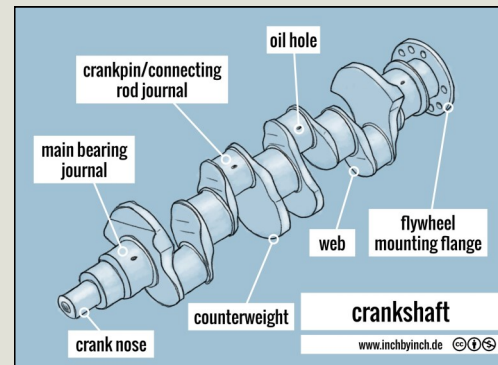
My experience is probably typical of many other VAE members. For decades, I've been tinkering at fixing and rebuilding various cars, trucks and tractors. Doing this required the availability of businesses that provide some specialized services and skills. Recent experience has made me aware that these businesses are disappearing.



Need radiator repair? In years past I found one radiator repair place in Williston and one in Burlington. Now the only place is down in Panton. I naively thought that, of course, a large truck and bus sales business like Charlebois in Milton would have to be able to service radiators for their fleet. They don't. It's easier and cheaper to just replace a leaking radiator with a new one.

operate it. RPM Racing Engines in Georgia sends their crankshaft work to a shop in Connecticut. I was encouraged to find two businesses across the lake in Plattsburgh, New York that still do this work. Donivan Engine did a crankshaft for me recently and I was pleased doing business with him.

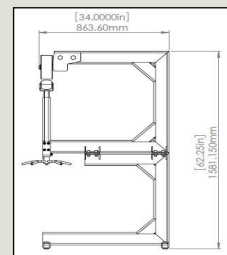
Crankshaft regrinding is still done, but not in Vermont. I recall when I could take a crank down to a machine shop in Burlington and have it back, magnafluxed and ground the next day. Vermont Engine in Williston still has the machine to do it but has nobody with the skill to



Chrome plating was done at Vermont Plating in Rutland up until a few years ago, but is now gone. Classical Metal Restorations in Shaftsbury still offers nickel plating, but not chrome.

Bearing babbitting, a rare skill, was available at the Babbitt Pot in nearby Fort Edward, New York. They still have a web site and phone number, but I am not sure of their status today. There is a business in New Hampshire that caters to commercial and industrial customers. Maybe they would be willing to help out an old car owner.

Cast iron crack stitching was a godsend for me a few years ago when I discovered a crack in the head of my '28 Dodge engine. A fellow doing business out on Cape Cod, Massachusetts did a marvelous job fixing it, but he has retired and I am at a loss to know of anyone else who has that skill.



"Panel beaters" are the artists who can straighten out a dented fender or body panel so that it is like new without gobs of Bondo. This was standard stock-in-trade for body shops in the not-so-distant past. Now body panel repair on modern cars is quickly done by simply replacing it with a readily available new one. It very likely isn't metal anyway.

Why are all of these skills disappearing? The answer may be implied from what I've already noted: lack of demand. The diminishing demand that remains comes from us old car preservers, street rod builders, race car owners and commercial machinery maintenance. As the people who still have these skills retire or pass on, they are not being replaced by younger apprentices. The services may still be out there but we will have to go further afield to find them. There is some good news. The Amish, by their very lifestyle, will perpetuate the skills they possess. That includes steam bending of wood, metal casting and wheelwrighting. Newer technologies like 3D printing and CNC machining offer the prospect of fabrication capability for hard-to-find parts that would have been unthinkable when our vintage cars were new. All that's needed is a numerical description of the needed part and a machine does the rest.

That's been my experience. **It would be very interesting to hear from readers about their experiences, good or bad, dealing with these issues.**

(Editor's note: Hopefully, incentives such as the Golden Wrench awards and SkillsUSA awards will inspire some of our winners to enter into these much needed and lost trades.)

Next up.....

2024 CALENDAR OF EVENTS

And always open to all members & guests!

JUNE 29: CAMBRIDGE CAR SHOW. Saturday at 9 AM. Cambridge Elementary School soccer fields, 186 School Street, Jeffersonville, VT. 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.

AND.....since you'll be out and about with your antique vehicle, why not continue on to Waterbury. Read on....

JUNE 29: WATERBURY "NOT QUITE INDEPENDENCE DAY" PARADE. Saturday. The theme this year is "Celebration of Sports" showcasing local sports, teams, sports-related businesses and organizations, athletes, and more. Please arrive for lineup by 2:30 PM at the State Office Complex in Waterbury, VT. This is our chance to help promote our August Car Meet in Waterbury. Contact: Duane Leach.

JULY 13: WILSON CASTLE TOUR, Saturday. 2970 West Proctor Road, Proctor, VT. Watch your email for more specifics. Coordinator: Gary Fiske.

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

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

OCTOBER: ANNE GYPSON TOUR. Date, time & location TBA. Coordinator: Judy Boardman.

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, VT, 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, VT. Co-chairmen: Duane Leach & Bob Chase.

CARS & COFFEE

CARS & COFFEE VERMONT: Third Saturday of each month at University Mall, Dorset Street, So. Burlington, VT. 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, VT. 7 AM - 9 AM. Coordinator: Dave Stone. 802-598-2842.

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

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

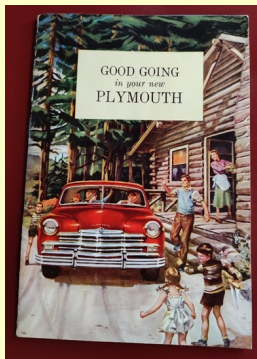
"Remember When?" ... with Chris Barbieri



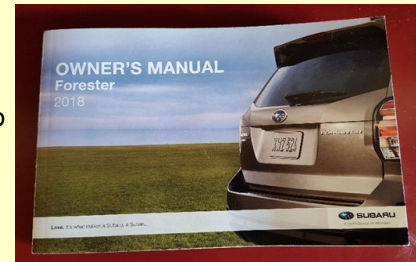
The Owner's Manual

When new, all cars and trucks come with an Owner's Manual. The dealer's salesman would have brought attention to the manual with highlights of your new ride. After all, new car owner manuals are the way to help keep your new car looking good and trouble free.

But many, if not all, owner's manuals spend most if not all of their time languishing in the glove box. How many car owners actually have taken time to read their vehicle's Owner's Manual? Maybe just a quick look for oil changes and tire rotations?



Owner's manuals have dramatically changed over time. Consider, for example, the 1949 Plymouth manual versus a 2018 Subaru Forester manual. For starters, it's the 40-page Plymouth manual vs. the 500-plus-page Subaru manual. How can they be so different? A good part of the difference is the cars themselves. The '49 Plymouth was a basic automobile: no air conditioning, power steering or brakes, fat fancy tires, etc. Maintenance was simple, life in general was simple, compared to today's cars and trucks. As pictured on the cover, the 1949 manual advises oil changes every 2,500 miles and the oil filter, if equipped, every 8,000 miles. By 1965, an owner's manual advised 4,000-mile oil changes, with the oil filter, again if equipped, to be changed at 8,000 miles.



As time went on, owner's manuals began to carry more "warning and cautions." The 1949 Plymouth manual has a half page with a warning regarding carbon monoxide poisoning. Other cautions included using the base of the jack to remove tires from rims. In contrast, the 2018 Forester manual is loaded with hundreds of pages of warnings, cautions, and "notes." And the Subaru manual is over an inch thick and takes up a substantial amount of space in the glove compartment.

It's fun from time to time to relax and read one of our Mopar Owner's Manuals. I never know what I may find that I missed last time!

Remember When ?



"The Pleasures of Reading an Auto Magazine"

Trivia from Don Tenerowicz

For engine comparison purposes, recapping some history of the Ford engines: The Flathead V8 introduced in 1932, 221 CI (3.6 L) with 65 HP as a replacement for the four cylinder. Later versions had 239 CI (3.9L) and 255CI (4.2L). The 1954 OHV Y Block with 256 CI started the transition to the V8 associated with American cars, from the Windsor 351 CI to the big block 460 CI. The 427 CI engine is well known by powering the Ford GT40 history at LeMans along with the 427 Cobra. In the 1990s, Ford introduced the 4.6L Modular V8, overhead cam shafts and aluminum blocks, with the Coyote 5.0L and the 2011 Mustang GT. Ford continued to develop high performance engines, supercharged 5.4L, used in the Shelby GT500. The simplicity of the Ford flathead V8 allowed for a modern engine, for that time period, to car buyers as well as enthusiasts, with header based dual exhaust, Smitty mufflers, high compression heads, dual/triple carburetors, bored and stroked.

Ninety Two (92) years later, in 2024, Porsche introduces the new 3.6L six-cylinder boxer engine for the 911 Carrera GTS, referred to as T-Hybrid Powertrain. The pictures of the two engines (See Page 12) by themselves will define simplicity vs complexity, especially for the home mechanic. Porsche's flat four engine with horizontally opposed cylinders, dates back to 1948 for the 356 Model. Engineering enhancements are plentiful with the modern technology and the new engine is rated at 478 H. and 429lb-ft torque, 10.5:1 compression, direct fuel injection and 7,500 RPM. The turbo is assisted by the T-Hybrid turbine motor, spooling to 120,00 RPM and 25 psi.

Continued on Page 12.



Are you excited?
The Show Team is
working hard to
make this year a
year to remember!

From 2023, just a taste of
what you might see this
year on August 9, 10, 11 at
the 67th Annual Antique &
Classic Car Meet



See you at the car meet!



An aerial photograph of a large outdoor car meet held in a grassy valley. The background features rolling green mountains under a cloudy sky. The foreground and middle ground are filled with hundreds of vintage and classic cars, many with their owners standing nearby. There are several white tents, a yellow tent, and various trailers and trucks scattered throughout the event area. A road runs along the edge of the valley, and a few buildings are visible in the distance.

August 9th, 10th, & 11th, 2024

The Vermont Antique & Classic Car Meet
"Our 67th"

THE JUDGES' CORNER

WE NEED YOU!

JUDGES SOUGHT FOR SUNDAY, AUGUST 11th,
AT THE CAR MEET IN WATERBURY, VT.



We need people to help out with judging at our car show this summer. Previous judging experience is not necessary, but a discerning eye for evaluating condition is important. Our judging standard is "as delivered to the dealer by the factory." This standard encompasses both the condition and the originality of the vehicle. Judging the condition of the vehicle includes looking for runs, nicks, dents or scratches in the paint, pitting on chrome, cracks in rubber items, rust or grease on mechanical components, and tears or stains in the interior. Judging the originality of the vehicle is more difficult, but we provide training on originality in the morning before judging starts. Experienced judges are available to assist with originality questions.

Rewards for Judging:

- Free admission to the show on Sunday and a pass for another day by request.
- Free complete breakfast on Sunday morning.
- Free model car or truck AND free embossed baseball cap identifying you as a judge.

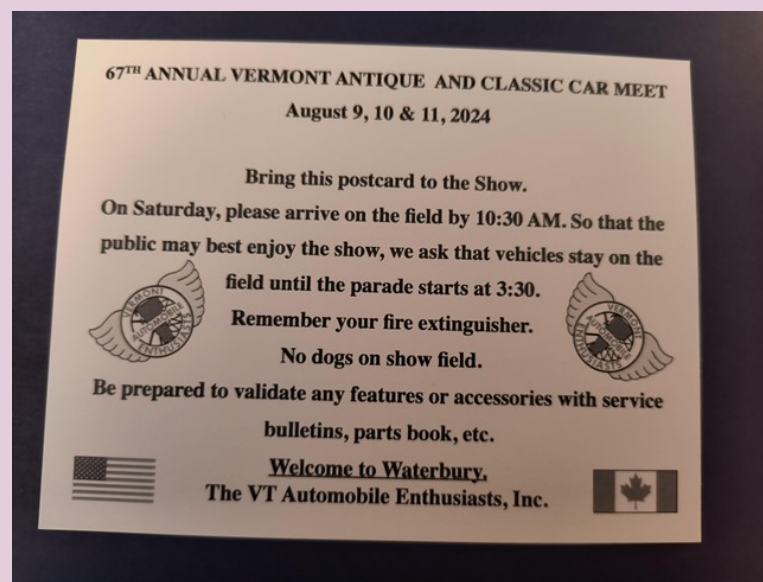
Please contact Steven Carpenter (judging coordinator) at 802-343-3673 or stevenc1974@outlook.com OR Dave Sander (judging committee) at dasander@aol.com for further information or to sign up to judge.

67th ANNUAL VERMONT ANTIQUE AND CLASSIC CAR MEET REGISTRATION

If you register early online or by mail for the car meet, you will receive in the mail the following post card with information you'll need to know when you get to Waterbury. PLEASE bring the card with you because it has your registration number after your name on the mailing label, which is also your field number; but more importantly, our registration staff will be able to locate your show packet very quickly using that number. PLEASE DO NOT GO DIRECTLY TO YOUR SITE. We need to know you're here, so stop at the registration tent to receive your packet.

If you happen to register online or by mail after August 1, you most likely will not receive a post card in the mail only because there's no guarantee you'll receive the card in time for the show. No worries! Our registration staff will have a printout by last name, and they'll look up your field site number that way.

Thanks. And most importantly, enjoy the show! Many volunteers have worked long and hard to bring this event to you.





"The Softer Side"

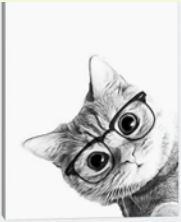
A Column Shared by Nancy Olney (Left), Judy Boardman (Center) & Anne Pierce (Right)

.....from Nancy

FOR THE LOVE OF CATS



We got our first "family" pet when our sons were in third and fifth grade. It had been brought to our attention many times that it would be wonderful to have a pet, and of course listened to all the promises of care and all they would do to make it a "no work" situation for mom or dad. We were also reminded of the pets we had growing up and that we shouldn't deny them all the experiences (good and bad) that we had had.



I lived on a farm until I was thirteen, and there were plenty of animals to get close to and take care of. But almost all lived in the barn and not the house, and all (if allowed in) went outside to eat and use the potty. There were no litter boxes or "potty pads" (that was new one for me!). Gary and I both had a dog in our childhood, Jiggs - black part-Spaniel for me, and Butch - an overweight Collie mix for Gary. Both were loved and sadly missed when they were gone. Gary's experience with the death was far more traumatic than mine, but if you have lost a pet, you can sympathize.



We had just moved to Derby Line from Springfield, Vermont, when we got a call from a family friend that they had to give up their dog as they were moving to a place that didn't allow pets! I don't think I want to live in a place like that!! Here was our opportunity and we couldn't say no. Sugar was a rescue dog from Texas. She had short legs, long hair (don't know the breed, but a mix), stood about 10 inches high and about 15 inches long. She was the most lovable, sweet dog and we all fell in love immediately. She was with us about 6 years and our hearts were broken when we had to let her go.



Our second pet (another dog) came to us as a puppy. He was brought home by our oldest son, and all the promises made for taking care of him -- training, etc. -- went out the window about 3 days into ownership. Being younger (at the time), I took on the job. I managed to potty train him but never seemed to get anywhere else with him. Oh yes, I did teach him to beg and sit but "come" was a foreign word. Bismark, a Shepherd/Lab mix, weighed about 120 lbs. He was with us about 15 years. We were the only ones who loved him, and I used to say he was a horrible dog, but we cried like babies when he was gone.



I have told you about Willy (#1) who we fed for almost a year before we caught and got him medically cleared and housebound. He was with us about 10 years. With this experience, we found we are definitely CAT people. After losing Willy, Gary kept his eye peeled for another cat, and we lucked out big time with a stray from St. Johnsbury named Cal. He sounded like the perfect cat, and as it has turned out, he is. We renamed him Willy #2. He is so sweet to everyone that wants to pet him. He doesn't jump on counters or other places you wouldn't want him, doesn't tear up paper (but loves to lay on it). He will let you know it is mealtime but will patiently wait. We adopted his sister, but they never got along, entirely opposite personalities.

Serena was with us about a year (she lived downstairs and he lived up). We noticed that they seemed to be trying to get along finally when she got sick and died. It has been over a year since she left us, and every day Willy goes around crying like he is looking for her.



Gary and I have definitely decided that cats are the way to go. We still love dogs, but while we need to walk, we certainly can't do the exercise that a dog would need. Cats that eat, nap, play a little, nap, and do it all over again, now that's our speed!



Continued from Page 6.

Trivia from Don Tenerowicz

Most significantly, peak boost occurs in 0.8 seconds as compared to previous turbos taking 3.0 seconds, minimizing the dreaded turbo lag, and maintaining at all times the ideal 14.7:1 air-fuel ratio. With the minimum Porsche 911 engine bay space, having everything fit is an accomplishment, similar to having Tetris puzzle video game expertise.



WELCOME TO NEW MEMBERS

ED BOUQUILLON of Fairlee, VT
BOB TURNER of Fairfax, VT
TOM HURD of Hartland, CT

ed·i·tor

Dictionary Definition from Oxford Languages

Noun: a person who is in charge of and determines the final content of a text, particularly a newspaper or magazine, as in "the editor of Wheel Tracks."

So I need your help. My job as one of the co-editors is to take articles submitted to me, proofread them and determine the final content. But I can't do that if I don't have anything to work with. That's where you come in.

Can you write a short story about a favorite car or a "not my first car"? How about a cool place you've visited that others might find interesting? If you're so inclined, you could even do what Charlie Thompson did, which is find a subject like "The Lincoln Highway" and write a series of articles. That was so interesting. Or how about what Eric Osgood did, which was write about he and Glenda's trip to Arizona using many different modes of travel? Remember Bill Clark and Paul Baresel's side-by-side articles on steam engines?

That's what makes Wheel Tracks so special, including articles from you that other members find interesting and want to read more of, but I can't make things up. I need you to help me out. Whaddaya say? I'm sure there's something you're just dying to tell everybody about. Well, now's your chance. Take a chance at the limelight.

All you need to do is type it into an email and send it to me at fortherecordinvermont@gmail.com (I know, I know, it's a long address, but that's another story), and I'll do my job as one of your co-editors. I'll pretty it up, check spelling and content, and even put in some clipart or pics. So start typing today and soon you'll be able to say you're a published author!

So I'm looking forward to hearing from you. Yes, you! Many thanks in advance.

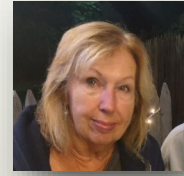
Anne Pierce, Co-Editor



The Roadside Diner

Maple Cream Sauce

1 cup maple syrup
2 tablespoons butter
1/4 cup evaporated milk



Nancy Gypson

Combine maple syrup and butter in a small saucepan. Bring to a boil over medium high heat. Cook and stir for three minutes. Remove from heat and stir in evaporated milk. Store in refrigerator. Great over vanilla ice cream.

KEN'S CORNER: THE GOLDEN WRENCH AWARD IN BENNINGTON AS REPORTED BY THE BENNINGTON BANNER

The following article was written by Mark Rondeau for the Bennington Banner and the Manchester Journal. Permission was granted to reprint the article.

BENNINGTON — Landon Smith, a junior at Southwest Tech received this region's "Golden Wrench" award from the Vermont Automobile Enthusiasts club (VAE) on Wednesday. As part of the award, Smith received \$700 worth of Mac automotive tools from Ken Gypson of the VAE. Winners of the award receive a one-year membership in the VAE and tickets to the Waterbury Car Show. They are also eligible for a \$500 scholarship when and if they go into automotive tech or a closely related program or take an outside course while still in high school. "You can apply for this scholarship for \$500 to offset the cost of going to that tech school," said Gypson. "As long as you're in school, you'll also get a 50 to 60 percent discount on Mac Tools."

Smith, from Londonderry and Burr & Burton Academy, said he was thankful for the award and had use for the new tools. "I'm going to use them about every day probably," he said. "I've got a job down in Andover, Vermont doing auto body and mechanical work there." He applied for the award by working hard and writing and submitting a short essay. At first he was planning to go right into the workforce after graduation, but that remains to be seen. "I've been thinking about going to WyoTech or applying to get some more scholarships," Smith said. "But I haven't decided yet." He said his goal is to go into body work and possibly diesel tech.

The award event took place at Tom Haskins' auto technologies classroom at Southwest Vermont Regional Technical School District on Park Street. Haskins told the students present that the Golden Wrench award is designed for and really focused on juniors. "The way the VAE does this is they want to catch a student as a junior that's performing well, but it's really meant to encourage you to work even harder for next year so and even be more successful your second year," he said. "It gives you one whole year to work harder and encourages you to do your best for another year," Haskins said. "So that's kind of exciting the way they do that. That's a little bit different than some of your other awards you get...right at the end. This one here kind of catches your right in the middle there and you get an opportunity to work harder. So, it's a win-win deal."



Ken, Landon Smith, and Southwest Tech auto technology instructor, Tom Haskins



The local Golden Wrench award winner last year was Gianfranco Francini, also originally from BBA and now a senior at Southwest Tech. He recently won first place at SkillsUSA in the state competition and will be going on to the nationals in Atlanta. He will be receiving an additional \$500 from VAE for his accomplishments with SkillsUSA.

The VAE...has close to 400 active members and an annual car show in Waterbury. "We're probably one of the most active car clubs on the East Coast," Ken Gypson said. This is the 13th year the club has been offering the Golden Wrench Award. They've also awarded 192 scholarships as of the spring semester and awarded more than \$250,000 in scholarships and tools.

Wheel Tracks Classifieds

Free to all Enthusiasts



July Bumper Sticker...

"I never said all that."
-Confucius



FOR SALE...Sales Brochures: 1971 Cadillac 24 page 9"X11" full color, 1972 Ford Mustang and 1972 Ford Gran Torino sales brochures, each 11"X11" full color. Both in excellent condition, \$15 each. 1961 Chevrolet Truck brochure all models, \$20, "Accessories for your new 1959 Chevrolet", 52 pages, \$30, Pontiac 1960 sales brochure, 10x12 color, 28 pages, \$25.

Magazine Ads - 1) June 30, 1934 original Saturday Evening Post centerfold ad for "1934 Pontiac 8 only \$715". Full color and in excellent condition. This is not a copy. \$25.

2) Centerfold of the Feb. 11, 1933 magazine "The Literary Digest" features the full 2 page ad for Chevrolet Six Cylinders Overhead Valves trucks. "It's The Engine that Counts." This is also not a copy. \$25. All plus postage. Chris, 802-223-3104

FOR SALE...Austin-Healey 100-6 parts. Steering shaft and box, windshield frame, etc. Austin-Healey 100 BN1 original workshop manual, 100-6 workshop manual along with 3 original parts manuals. Call Ken at 518-423-7565 or email kengypson@yahoo.com

FOR SALE...Maytag washer, 1920s vintage, square aluminum tank, lots of cast iron, currently equipped with a vintage electric motor, \$50. Also, Maytag gas motor, 1 cyl, not running, \$100. Charlie 802-734-4010. charlieandmarion@comcast.net.



FOR SALE...1930 Model A Town Sedan, Many new parts (clutch, flywheel, wiring harness, muffler, etc). Runs and stops.

\$8500 OBO, Call Jim, 802-372-8308

FOR SALE...Packard reproduction sign and hat pin. \$35. Contact Jim, Email: packardsu8@netscape.net

Call or text (802) 598-1663



FOR SALE... 1929 Franklin Model 130 Four Door Sedan. Health issue forces sale. Older restoration with newer professional interior. Engine rebuilt with EGGE pistons. Few miles on four wide

whitewall tires. Participated in many Franklin Treks up to 2019. Located in Ottawa, Ontario approximately 55 miles from U.S. border. \$18,000 U.S.D.

vintagetin1@sympatico.ca., Steve May 613-297-5660



WANTED....Nice items (donated or consignment) for our VAE Education Auction at our August show. Think about us during your spring cleaning. The auction will be Saturday, August 10th at 4PM. We would like to start collecting auction items now, so call us and we will stop by to pick them up. 20% of the sale price of consigned items will go to the club. Call or email: Bill Erskine (802-878-5303 erskinewl@gmail.com) or Gary Fiske (802-933-7780 gafiske@gmail.com)

FOR SALE... Matching pair of LEGALITE JUNIOR magneto powered headlights with original reflectors and lenses, plugs, thimbles and bulbs (bulbs may not work). These were commonly used to replace the original acetylene headlights on pre-1915 Model T Ford cars. \$50 the pair obo. 1915 Model T Ford open car upper windshield half. Good original condition with original non-safety glass. \$50 obo. Ernie Clerihew 802-483-6871, email: britishjalopies@aol.com



FOR SALE...1923 Fordson, 1948 Ford truck, manifold and two heads for a 1952/53 Ford (cash, pickup, \$120), drill press and misc. items, painted shells, Christmas ornaments. Email ellieb@gmatv.net

FOR SALE...1981 Lincoln Continental IV. Showing 70,500, I believe actual miles. In-laws purchased from original owner's estate and drove it very little. Stored in garage in Long Island from '93 to 2013 when I had new tires, battery, exhaust and fuel pressure module installed and drove it home to Hyde Park. Driven very little since, good condition, asking \$3500. Call Bill at 631-283-6781.



FOR SALE... 1950 Pontiac Chieftain (southern car). 80% restored, new paint, re-chromed bumpers, interior replaced, has straight 8 engine and hydro transmission. Asking \$6000 or best offer. Phil Drake, 802-334-6079



FOR SALE...Rare Find – 2011 Nissan Murano Crosscabriolet CONVERTIBLE. 79,763 miles, one owner. All-wheel drive, keyless entry/starting, heated front seats and steering wheel, have only used ethanol-free fuel, 6 cylinder, woodgrain trim, stored in garage during winter. Maintenance done at an authorized Nissan dealership, new tires – 2023, Bose sound system. You will get noticed with this vehicle – very smooth ride. FUN VEHICLE. Contact Christy 802-363-2291 call or text, \$16,000 OBO.



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

Bill Smith and his family began traveling from their home in Long Island in 1990 to our August car show. Since then, he believes they have attended at least 30 shows. Five of the trips were with this Oldsmobile station wagon with his wife, Marie, their two children, and packed full of luggage.

They have fond memories of watching our Saturday parade from their motel yard, when our show was in Stowe. Marie's parents would also travel north. In fact, the '81 Lincoln that is currently in our classifieds was their transportation. Bill and Marie have a home in Hyde Park now, where the Olds now has a wonderful barn as its home.

Bill was driving an '85 Pontiac station wagon eighteen years ago when someone quietly suggested her husband might be interested in selling this Olds. It was owned by a fellow church member whose wife wanted a different car. Bill made a point to park the wagons together each Sunday. He had been watching the Oldsmobile for some time. With the owner's wife's little push, Bill and his family became the new owners.

Besides normal maintenance, Bill has had to do nothing to the station wagon. It became the daily driver for six years and 52,000 miles has been added to the odometer since the church yard deal was made. Bill said the car's most difficult days might have been the years his son drove it to his work at the chicken farm while in high school. Nothing air freshener, soap and water could not solve and the old car is doing fine today. We took the station wagon to lunch the day the photos were taken, and the ride was incredible. Not quite like a ship at sea, but close.



The VAE was in need of station wagon photos a while back and only three were found in our entire membership. I am sure there are more, but it appears not. It has been suggested we should make a special place for station wagons at the August show. It will be interesting to see what happens.

My neighbor spoke of growing up with station wagons. He said that most were driven until the wheels fell off and that might be why there are so few around today. I remember a neighbor from the 1970s who used a box truck to deliver his maple syrup around New England. As he got older and was looking for an easier ride, he decided to shift to his big station wagon and he was sorry he had not made the change earlier. I remember him going through at least three wagons over those years. They were not worth much when he retired them. I saw gallons of maple syrup lined up in his wagon from the back of the front seats to the tailgate, before leaving on one of his trips. He even had containers on the passenger side floor. Just doing some loose math today, I would guess there were 100 containers minimum and at 11 pounds per gallon, he was hauling 1100 pounds in his wagon. No wonder the wheels would fall off!

So, how about it, you station wagon owners. I would like to take a tally, contact me if you have one in your barn. How about a story? You must have had an adventure or two with them, back in the day?

I found there were 8929 Olds Custom Cruisers built in 1989. Bill's wagon was part of GM's second generation of wagons. The most powerful engine that GM used in these vehicles was a 350 cu in-170HP. Bill says his is a bit of a dog at 307 cu in-140HP. The third generation covered 1991-1992 when only about 12,000 were built. The American Standard Catalog claims GM's last station wagon was built in 1996 under the Chevrolet banner.



Bill Josler, right, is presented with an aerial photo of the 2023 VAE Waterbury show of antique race cars by show officials. It is one of the top August show attractions.

Ed Kaiser lit the flame 9 years ago when he found 6 antique race cars to attend our show. Because of Bill Josler, we had over 30 vehicles last year. Watch for the 2024 race car display. You will be amazed!



July 2024

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

Meet-Our-Members

Ken and Nancy Gypson

Ken was born in Albany, NY, but he lived in Essex Junction for a few years as a young child. (Many people already know the story of how his mom started the VAE as a birthday present for his dad 71 years ago.) His family later moved to the Troy, NY area.

Nancy was born and raised in Connecticut, but has family history in many parts of Vermont. It is believed that her mother's first cousin, Cena Galbraith (wife of RG), was once a Wheel Tracks editor, alternating briefly with Gael Boardman. And, a random fact: her great-grandfather, Henry Todd, was Burlington's sheriff from 1921 - 1931.

Ken received his bachelor's degree in food service administration from Utica/Rome Upper Division College in NY. He once worked as a mechanic for Gael Boardman at European Auto in Burlington and later worked in sales until his retirement. (He often says that selling toilet paper for a living is the reason he can strike up a conversation with anyone.) He still works two days a week delivering auto parts.

Nancy attended UVM and earned a bachelor's degree in psychology. (It's how she understands Ken.) She worked at her local high school for 27 years in the guidance department and later as a special education teaching assistant.

Nancy and Ken met through a convoluted family connection while Nancy was at UVM. Three months later, they were engaged and Ken went to Korea with the Air Force (where he repaired guidance systems for aircraft), while Nancy finished her junior year in college. For those of you who remember Rod Rice (a charter VAE member), their wedding getaway car was Rod's 1953 Bentley. They have been married for 51 years and have lived in Poestenkill, NY for over 40 years. They have two sons and four grandchildren.

