

September / October 2024 VAE Year 71



Wheel Tracks

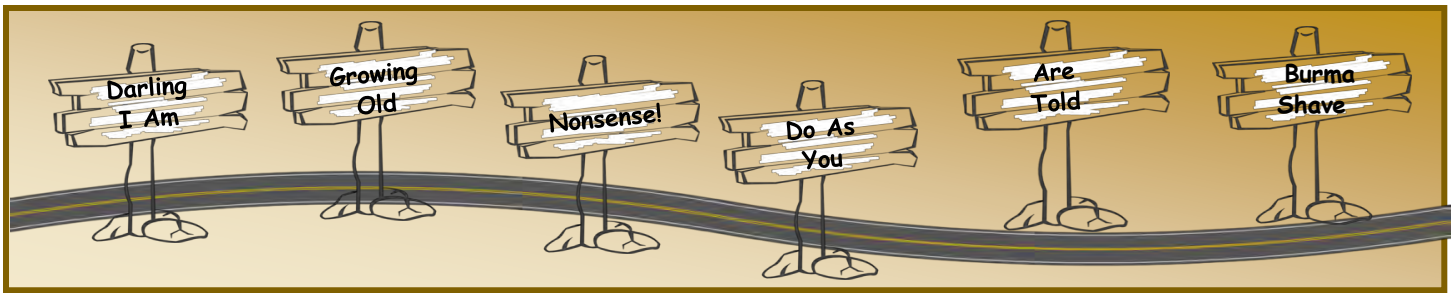


Workhorse or a Royal 4WD?

**We do not know her past, but today, this is
Terry Hook's workhorse and go-to-town vehicle.**

More on page 15....

The Official Monthly Publication of the Vermont Automobile Enthusiasts



The average car contains over 30,000 parts.
It's a guarantee at least one of them will break.

If you want someone to listen, start the conversation by saying, "I really should not tell you this..."



An elderly woman had just returned home from church service when she realized there was an intruder in her home. Seeing that he was in the act of stealing her valuables, the woman yelled, "Stop! Act 2:38!"

Hearing her, the burglar stopped in his tracks and stood motionless.

The woman calmly called the police and explained what was going on.

Later, as the officer cuffed the man, he asked him, "Why did you just stand there? All the woman did was yell a Bible verse at you."

"A Bible verse?" the burglar exclaimed. "She said she had an axe and two .38s!"

Bread is a lot like the sun.

It rises in the yeast, and sets in the waist.

Two crows are in a field when they notice a figure that looks like a man in the distance.

"See that in the distance?"

the first crow says. "What is it?"

The second crow takes a long look.

"That's a scarecrow. Looks authentic, doesn't it?"

"How can you tell it is not a real person?"

"Look at its hands. No cellphone."

"If I had a bookstore, I would make all the mystery novels hard to find."

Compliments of our American Legion magazine.

This & That

From Gary Fiske



I have asked the VAE Board to allow me to go to pasture at the end of 2024. Actually, I look at it as peeking over a few new horizons while I still have the spunk. At any rate, we are looking for someone to take over my four pages when we have a 12-page Wheel Tracks, six pages when WT is a 16-pager. There are three other editors and me to help you get your footing.

I have worked with Wheel Tracks for fifteen years and the experience has been one of the highlights of my life so far. Wheel Tracks has been a college level course in learning about old cars, from the 1880s through today.

The other benefit was being able to get acquainted with VAE members in a very special way. Talking, researching and writing about those old vehicles in your barns allowed me a very personal way of getting to know many of you. I made a little rule for myself in the beginning, that the front-page features would come from member-only vehicles. That decision allowed for some wonderful adventures throughout Vermont. Thank you for welcoming me into your lives.....and barns.

If you decide to take over these pages, it will be up to you what you do with them. I don't think writing about polar bears or wall street politics would fly, but you know what I mean. I know there are other and even better ideas that can be created to focus on this really great car club we have. If you want, I am willing to help in any way you like as you get started. Come to visit or give me a call if you have any interest.

BTW, I am not planning on disappearing. I will continue to be a VAE member. You will be hearing from me while getting some of those too-quiet old vehicles in my barn to make nice noises again.

Our 2024 auction at this year's Waterbury show was just as exciting as it was last year.

Our professional auctioneer, **Paul Abare** (left), has offered his services at no charge to help fund our VAE scholarship programs for high school students. To the right is our main organizer, **Bill Erskine** (just out of sight), and the two volunteers who offered to help with the heavy work, **Vin Cassidy** and **Paul Baresel**. Guessing, I would say there were fifty to sixty buyers hollering bids throughout the evening.



Think of us and this worthy mission when you find treasures you would like to donate during the months before our 2025 auction.

We will drop by and pick up your donations, if you want.

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**FROM OUR PRESIDENT,
DAVID SANDER**



Hello Enthusiasts,
Where the rubber meets the road, or the mud... or in the wind... I am a little tired as I write this column. I think I got about four hours of sleep last night. I just returned from the three days of our big car show in Waterbury. This year the show wasn't exactly as big as we had all wanted it to be, but that was not for a lack of trying. In the July flooding, all of Farr's Field was under multiple feet of water. When the water receded, there were inches of mud on the field. On the Wednesday before the show, the remnants of Hurricane Debby were projected to track directly over Waterbury, dumping up to between four and six inches of rain during our show. This forecast likely caused people to choose not to come. Our dedicated group of volunteers worked tirelessly for days, through the rain and on top of the mud and silt to set up the show. Fortunately, the worst of the storm tracked west of Waterbury. Unfortunately, the threat of flooding and an unexpected severe wind storm created a great deal of extra work for the show workers. We owe all the volunteers who put this show together a huge thank you. Without the hard work of the volunteers, there would be no show. The show may have been smaller and muddier than we preferred. However, it was still a great show. One of the highlights for me was being able to see, touch and even sit in two cars that were very similar to cars that we had when I was a child. Sitting in these cars brought back a flood of childhood memories. That experience is priceless, and one I will never forget.



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.

On July 29th Nancy and I had a rare and exciting event at our home. The 70th annual Franklin Trek spent time at our 1700s farm. Three years ago Cazenovia College closed after hosting the Franklin Club's national meet for 68 years. It was moved to Union College in Schenectady, NY. Their days (Saturday to Saturday) are filled with local tours and not so local tours.

On this Monday, they toured to the Norman Rockwell Museum in Stockbridge, MA. The route brought them by the end of our dead-end road. They had their choice of stopping at our house on the way to or from Stockbridge. Of the 20 plus Franklins on the Trek, 12 came to our house in the morning and 6 in the afternoon. (Where were you, Gary and Lloyd?) We also had about 10 daily drivers. Between Franklins and daily drivers, we had about 70 folks visit.

All seemed to enjoy our restored farmhouse and barns, vintage race car museum, original blacksmith shop, 3,700+ model cars on display, vintage cars and...dozens of Nancy's freshly baked homemade cookies! They're welcome back anytime as are all of you.



Long live the VAE...

Ken





Wheel Tracks Academy



COOL IT!

By Wendell Noble

What are all the possible causes of engine overheating?

This real life saga reveals most of them. Longtime VAE member, Gael Boardman, was a good friend who passed away about five years ago. He left behind a '29 Chevy roadster that, for reasons I can't recall, had needed an engine transplant. I do recall his elation at finding a good deal on a newly rebuilt one. From then on, we constantly nagged him to get it running, but there was always a reason he wasn't quite at that critical point yet. He passed away leaving that triumphant event for his heirs. His widow, Judy, voiced her wish to have that car finally running, so Fred Gonet agreed to accept the challenge and I agreed to assist. Our first observation was that the engine was very hard to crank over. With the help of a starter rebuild and 12 volts



applied to a 6 volt starter it did turn over, start and run. The victory dance would have to be delayed because the engine quickly boiled over. At that point, an obvious reason must be that the new bearings in this rebuilt engine were too tight. After loosening the connecting rod bearings and shimming them to the correct clearance, the engine turned over freely, but alas, it still overheated. It was time to go after the usual suspects. The radiator was flushed and tested. The exhaust pipe looked kind of puny so we installed a new exhaust system to eliminate any possibility that back pressure was contributing to the overheating. Since the problem still remained, it was time to investigate the engine more thoroughly. Upon removing the water pump from the front of the block we observed that a baffle that should separate the impeller chamber from the water jacket was missing, which caused cavitation and resulted in very low circulation. Eureka! This is a biggy and must be the problem. We were confident enough

to think it was time to declare victory and hit the road. In fact, there was incremental improvement but not a cure. It took longer to overheat, but it still did. This called for some more sophisticated diagnostic testing and deep scientific thought. An infrared thermometer gun provided some important new data. We did a side-by-side comparison with a comparable car with a well-behaved cooling system. With both engines running and up to operating temperature, we could use the infrared thermometer gun to check the temperature at various points along the coolant path. On the comparable car the temperature drop from top to bottom of the radiator was about 40° Fahrenheit. On the Chevy it was only 10°. What this indicates may seem counterintuitive. Having fixed the water pump so that it worked properly, perhaps the water was now flowing through the radiator too quickly. Why would this be a problem? Faster flow should be better, shouldn't it? As my son often says, "That makes sense if you don't think about it." This is where the scientific thought comes in. Water conducts heat. That means it transports heat from a hot region to a cooler one at a rate that is proportional to the temperature gradient. Therefore, it takes a certain amount of time to move a certain amount of heat to the cooling fins of the radiator. The heat then is transported by convection from the fins to the atmosphere. If the water is moving too fast, it gets to the bottom of the radiator before cooling adequately. That's a great theory. Is it right? Fred put it to the test by installing a 180° thermostat into the chamber in the engine coolant neck. It worked. The engine now comes up to it's normal operating temperature, presumably 180°, and stabilizes there. That's the result we have been seeking.



It only took two keen minds and five years to achieve.

Next up.....

2024 CALENDAR OF EVENTS

And always open to all members & guests!

SEPTEMBER: **CANCELED** GARAGE TOUR OF BOB CHASE'S CAR COLLECTION.
Stowe, VT. Date & time TBA.

SEPTEMBER 21: ANNUAL BURNHAM LIBRARY CAR SHOW. 898 Main St., Colchester Village, VT. 10:00 AM to 1:00 PM. The library will supply coffee & donuts for participants. We park cars on the library lawn under the oak trees. Drive onto the lawn from the street where there is no curb. In past years we have had between 6 and 20 cars, a nice little gathering. Coordinator: Charlie Thompson.

OCTOBER 5: ANNUAL ANNE GYPSON TOUR. Saturday at 10:30 AM. Meet at the Underhill Town Hall, 12 Pleasant Valley Road, Underhill Center, VT. Please bring a bag lunch. Lunch and meeting will be after the tour. 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 at 10 AM. 338 Commerce Street, Williston, VT. 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.

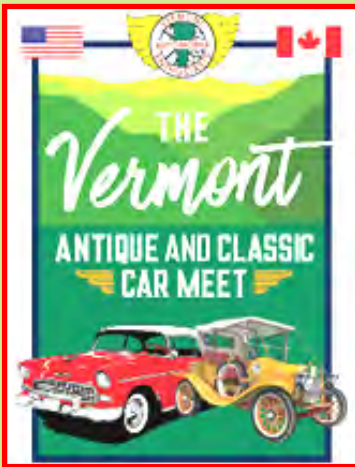
CARS & COFFEE

CARS & COFFEE VERMONT: Third Saturday of each month (May–October) at University Mall, Dorset Street, So. Burlington, VT. 7 AM–9 AM. Coordinator: John Malinowski. <http://carscoffevermont.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.



IT'S A WRAP!

THE 67TH ANNUAL VERMONT ANTIQUE & CLASSIC CAR MEET

We would like to send a Big Thank You to everyone that volunteered setting up for the show and working the show and to the crew that did a great job cleaning up after the show — we were off the field about 1 pm Monday afternoon — and to the people that helped us put it back together after the Big Wind Storm that took down 7 of our tents Friday night.

Thanks! Team Bob and Duane

The 67th Annual Vermont Antique & Classic Car Meet is now in the history books. And what a wild ride it was, from rain and more rain to mud and more mud, grading and re-grading the roads, and parking cars wherever a fairly dry spot could be had. There was even a few cars that had to be "helped" out of the mud. But we pitched in and gotter done!

On Thursday evening, as the Winooski River was nipping at our heels, the decision was made to bug out — get camping trailers moved quickly to higher ground. All was accomplished and we settled in for a very wet night. Friday it continued to rain off and on, and then we were hit with a wind storm Friday night! The Souvenir Tent was destroyed along with 6 other tents, and the actual souvenirs were strewn all over the ground. Luckily a few men who had not retired to their respective rigs watched as the wind storm passed over. The damage was done! But they were soon able to get the upended, demolished tents taken down and a few new small tents set up. The souvenir items were re-folded or set back up, and they were ready for sale come Saturday morning.

Saturday turned out bright and beautiful, except for the mud! But we got cars parked in every corner of the dry field, even exhibitor cars parked next to spectator cars. It all was a challenge, but we persevered to put on a great show. Numerous people even stopped by the Registration Tent to thank us for our hard work!

The following are pictures of the field, the chaos, the cars, some workers who persevered, workers just doing their thing, and pics from the show & Street Dance. Enjoy!



The Registration Tent with its helpful workers and candy bowl!



Paul Ardell & Don Craig smile for the camera while taking a break from their duties.



Chaos reigned from the wind storm.



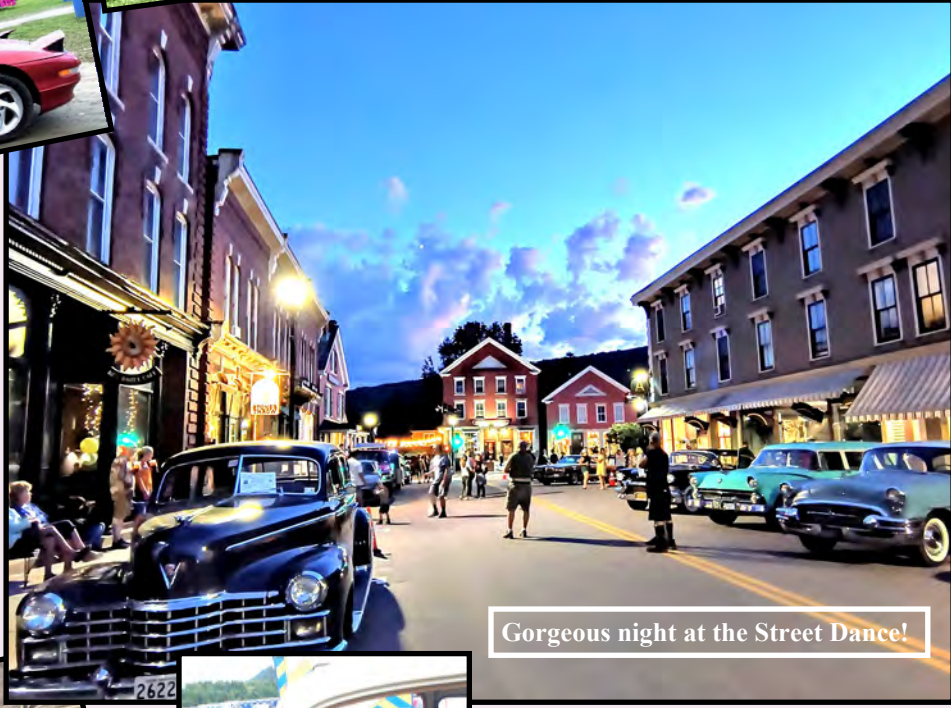
Linda Craig in her "office" counting T's.



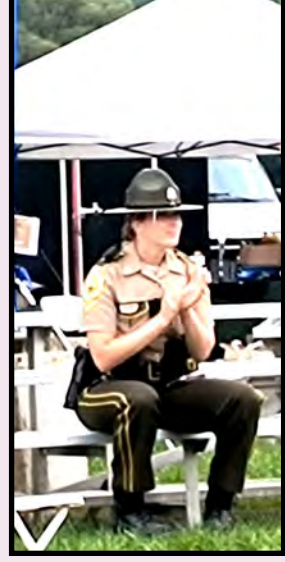
Our Heroes: David Sander & Lloyd Shackett



Class 13, 2nd Place Winner Don Pierce



Gorgeous night at the Street Dance!



Mike Felix doing his best at directing.



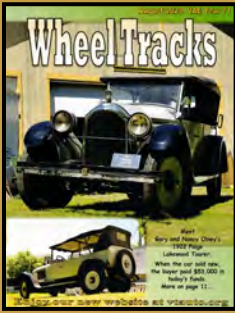
This tent was a gonner but the car was A-OK.

L-R Nancy Gypson, Ally Felch, Bernice & Carole Clark ready for customers at the improvised Souvenir Tent.



Dave Sander & Duane Leach handing out awards...in the rain!

This & That Continued...



You have probably noticed this Wheel Tracks issue is a bit later than usual. It is because we wanted to showcase our Waterbury Show a bit more, so we are combining the September and October Wheel Tracks issues into one.

A 2nd change we have made is that we will have a November issue where in the past we editors had November off. Thanks for your patience.

I have said for years that by the time I get to 120 years old, I will know it all. You will not even have to ask me, I will have the answer. I found recently, I have a ways to go!

It was all about vehicle brakes.

There is the foot brake, the transmission brake, the emergency brake, and the engine brake. You have also heard folks squabble over the noise the big trucks make with their "Jake brakes".

There are hydraulic drum and disc brakes, and how about the parking brake.

Is that it.... Have I missed one?

Yup, I have missed one.....

First, how did I become aware of this other brake? I was trying to show my friend, Jeff, how to double clutch when shifting and the lesson was not going well. It got to the point where he could not even shift from 2nd to 3rd, no matter what he did, there was only grinding gears, double clutch or not. I would get into the driver's seat and shift the transmission with no problem.

Then we found, as he became more tense every time he tried double clutching, he pushed even harder on the clutch pedal. Harder than I had ever pushed in all the years I have owned the car.

At this point, I wonder how many of you have figured out what was going on? Really now, be straight with us. (hint... We were driving a 1924 Franklin.)

My friend had also mentioned a term his dad had used...."Clutch Brake"! It seems when that clutch pedal was pushed hard to the floor, another brake was activated. The clutch brake was our unknown culprit!

A call to Fred Gonet put some light on this whole clutch brake thing. First, he confirmed it existed. Whew.....I was thinking my question was really dumb. He said it was used only to get the vehicle into 1st or reverse when the car was sitting still, that the clutch brake stopped all the gears in the transmission so the driver can get it into gear before moving. I learned even more when I brought the subject up with my friend and retired mechanic neighbor, John Reighley. John said the clutch brake was really hated when they were used in the old days. Then synchromesh transmissions were invented and the clutch brakes went away. They are still used in the big 18-wheelers. The big trucks use them for the same reason Fred mentioned, to get them into gear while sitting still. Fred and John both could have been more 'gentle' with me, and instead of blurting out, "YES, I KNOW WHAT A CLUTCH BRAKE IS".....they could have added a Hmmm before they began.

So, the reason my friend could not shift while driving down the highway? Because the engine was going many RPMs and the transmission was totally stopped. How do you write the sound of grinding gears.....?

That is it! I hope, now, to get some comments from any of you. I have learned my Franklins have clutch brakes, how many other brands had them? When was the earliest and the last ones used in automobiles? John told me if you are a really good shifter, you can do some magic things while shifting by just "touching" the clutch brake.... Can you tell us more?



There is no doubt, the antique race car display was a huge attraction again this year. It was great walking among these vehicles and listening to the spectators reminisce about the races they attended "in the old days." Gosh forbid if you are in the way when one of these cars fire up! You could get trampled when the field is taken over by the sound and folks running to see the source.

Thank you to the many antique race car owners for making it an exciting weekend for us. Thank you also to Bill Josler for organizing this special event.



Two quiet, but important, heroes were found while I wandered the grounds of the Waterbury Antique & Classic Car Meet last week.

They were so busy directing traffic, I could only get their names.

Pretty **Emily**, to the left, was doing it all. Even trying to push a dead vehicle out of the way, always with that wonderful smile.

When asking his name, the gent on the right, hollered back...Santa Claus! I bet I know what he does in December.

Then he came clean, it was **John**.

Thank you so much, Emily and John.



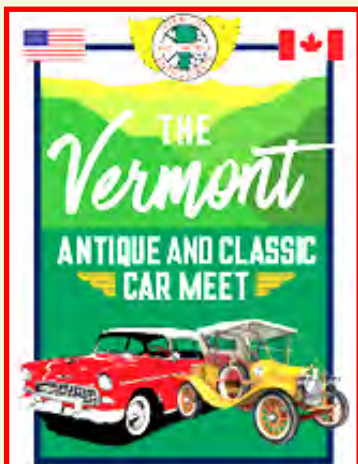
Bill Erskine's Custer Car was a huge hit with the youngsters.



Did you know the bumpers of VW Bugs can multi-task?



We have heard, through the grapevine, there will be more to say about this beautiful 1921 Rolls Royce that is owned by John Parker. Stay tuned.



2024 SPECIAL AWARDS

CANADIAN FRIENDSHIP AWARD - Judges: Marc Brosseau & Doug Turnbull
1960 British Ley MGA owned by **Stephane Dumaine** of Roxton Pond, QC

GENE NAPOLIELLO YOUTH JUDGING AWARD:
1970 Dodge Charger 500 owned by **Matt & Ashley Reutershan** of Farmingdale, ME

THE KENNETH SHERRER MEMORIAL TROPHY was presented to VAE member **Wendell Noble**.

MILITARY IMPACT AWARD was awarded to VAE member **Hank Baer** of E. Barre, VT. His vehicle was a 1964 M1009.

BEST IN SHOW - PREWAR:
1914 Hupmobile 32 Roadster owned by **Larry Connor** of Voluntown, CT

BEST IN SHOW - POSTWAR:
1958 Ford Thunderbird owned by **Carl Hamel** of Victoriaville, QC

THE PRESIDENT'S AWARD - David Sanders, VAE President
1921 Rolls Royce Silver Ghost owned by **John Parker** of North Stonington, CT

THE CO-CHAIRS' AWARD - Co-Chairs Duane Leach and Bob Chase
1962 Volvo PV 544 owned by VAE member **William Clark** of Springfield, VT

BEST ORIGINAL VEHICLE:
1987 GMC Cabellero owned by **Kimberly Benoit** of Livermore, ME

\$500 DRAWING from judged cars was won by VAE member **Michelle Bombardier** of Swanton, VT

*** **

2024 CLASSES 2 - 21 AWARDS

CLASS 2
1st 1914 Hupmobile Model 32 Roadster owned by **Larry Connor** of Voluntown, CT

CLASS 3
2nd 1929 Auburn 8-90 Cabriolet owned by **Matt Parisi Jr.** of Fairfax, VT

CLASS 5
2nd 1931 Ford Model A owned by **Gary Butler** of Montpelier, VT

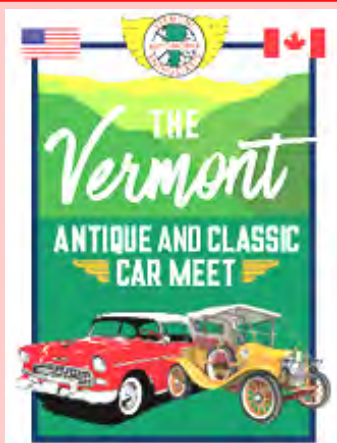
CLASS 6
2nd 1937 Packard 115 coupe owned by **Mike & Rosa Goldblatt** of Norwich, CT

CLASS 7
3rd 1949 Dodge Wayfarer owned by **Charles Hand** of East Lyme, CT
2nd 1951 Buick Road Master owned by **Bob Byrne** of Gorham, NH

CLASS 8
3rd 1954 Chevrolet Model 210 owned by **Frank Keene & Terry Carty** of Chelsea, VT
2nd 1954 Studebaker Champion owned by **Gene Cassanelli** of Granby, MA
1st 1955 Chevrolet Bel Air owned by **Richard Cutrumbes** of Westford, MA

CLASS 9
3rd 1964 Plymouth Valiant 200 owned by **Peter Hack** of Waterbury Ctr., VT
2nd 1959 Metropolitan 562 owned by **Harvey Moran** of Clinton, CT
1st 1960 Buick LeSabre owned by **David & Pat Calabrese** of Wakefield, RI

Continued on next page....



2024 CLASSES 2 - 22 AWARDS continued

CLASS 10

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

CLASS 11

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

2nd 1972 Oldsmobile Delta 88 owned by **Joshua Dallaire** of Chester, VT

1st 1970 Pontiac GTO "The Judge" owned by **Jamie Carpenter** of Waterbury Ctr., VT

CLASS 12

1st 1976 Cadillac Eldorado convertible owned by **Peter Clark** of Bomoseen, VT

CLASS 13

3rd 1992 Buick Regal Limited owned by **Eric Mongeur** of Colchester, VT

2nd 1997 Ford Probe GT owned by **Don & Anne Pierce** of Colchester, VT

1st 1988 Chevrolet Camaro IROC-Z owned by **Rimas Alinskas** of Hicksville, NY

CLASS 14

1st 1995 Ford Mustang GT owned by **Matt & Ashley Reutershan** of Farmingdale, ME

CLASS 15

3rd 1988 Chevrolet Corvette coupe owned by **Ernie Eldred** of Stowe, VT

2nd 1995 Chevrolet Corvette coupe owned by **Doug Bailey** of Farmingdale, ME

1st 1958 Ford Thunderbird owned by **Carl Hamel** of Victoriaville, QC

CLASS 16

3rd 1958 BMW Isetta owned by **Michele Bombardier** of Swanton, VT

2nd 1988 Jaguar XJ-SC owned by **Sylvia & Henry Huxsel** of Oka, QC

1st 1999 Rover Mini Cooper owned by **Chris Cole** of Johnson, VT

CLASS 17

3rd 1968 Jaguar XKE owned by **Gene & Barbara Torvend** of Underhill, VT

2nd 1978 Porsche 911 SC owned by **David Fox** of Center Harbor, NY

1st 1960 British Leyland MGA owned by **Stephane Dumaine** of Roxton Pond, QC

CLASS 18

2nd 1997 GMC Yukon owned by **Brian Warren** of Jeffersonville, VT

CLASS 20

1st 1941 Dodge WC 1/2 ton pickup owned by **Jim Shover** of Johnson, VT

CLASS 21

1st 1987 GMC Caballero truck owned by **Kimberly Benoit** of Livermore, ME

CLASS 22

1st 1954 Dodge XMi52 military owned by **Peter Percy** of Stowe, VT





“The Softer Side”

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

.....from Judy

The other day, during yet another rainy spell, I was watching the rain gutter downspouts spill water into a flower bed and thought about rain barrels. I went on Amazon and, sure enough, they had rain barrels. I ordered one and it came two days later. It is now installed and works great. The mention of rain barrels reminded me of a nursery song my mother used to sing to me on Tuesdays, which was her ironing day. One went like this: *Playmate, come out and play with me, and bring your dollies three, climb up my apple tree, look down my rain barrel, slide down my cellar door, and we'll be jolly friends for evermore.* Sound familiar? Do you remember the second verse?

Another song was “A bicycle Built for Two.” This all happened shortly after the end of WW2 and my mom would sing some war songs too. *Pack up your troubles in your old kit bag and smile, smile, smile.* I think that's how it went. There was another one about fishies. *Down in the meadow in a little bitty pool swam three little fishies and a mama fishie too. “Swim,” said the mama fish, “swim if you can,” and they swam, swam, swam all over the dam.* There were a number of verses but I can't remember them. When the kids were little, they watched Captain Kangaroo in the morning and I heard the fishies song on that a few times. One song I sang to the grandkids when they were little was *Mairzy Dotes and Dozy Dotes*, etc. Another one was *Zip-A-Dee-Doo-Dah*.

These songs got me to thinking about sitting around bonfires years ago with friends and we always ended up singing songs. *You Are My Sunshine* is one I remembered. Another was *She'll Be Coming 'Round the Mountain When She Comes*. We always ended with *Goodnight, Irene*. Gael and I would sometimes sing hymns that we remembered from church when we were younger. Couldn't remember all the words but would remember the melody. These songs will be stuck in my head for a while now. So if you see me somewhere humming, it probably will be one of the above.

There is one song that has been going through my head recently, and it probably has something to do with the state of the country and world. The Kingston Trio sang it in the late fifties, I think. *“They're rioting in Africa, they're starving in Spain. There's hurricanes in Florida and Texas needs rain. The whole world is festering with unhappy souls.”* etc. It ends with....*They're rioting in Africa, there's strife in Iran. What nature doesn't do to us, will be done by our fellow man.*”

WELCOME TO NEW MEMBERS

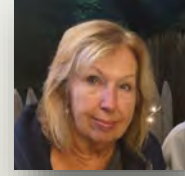
BLAIR BARANDES of Northampton, MA
ZANE GRAHAM of Lynchburg, VA
SCOTT CARR of Sutton, MA

The Roadside Diner

Pasta with Sausage, Tomatoes, and Cream



- 12 ounces of any pasta, cooked and drained
- 1 pound bulk sweet Italian sausage
- 1/4 teaspoon crushed red pepper flakes
- 1/2 cup chopped onion
- 3 garlic cloves, minced, or equivalent
- 28 ounce can plum tomatoes, drained and cut up
- 1 and 1/2 cups heavy cream
- 1/2 teaspoon salt
- 1/4 cup shredded Parmesan cheese
- 1/4 teaspoon dried basil
- 1/4 teaspoon dried oregano



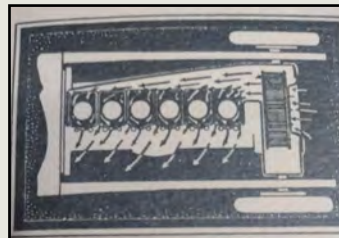
Nancy Gypson

Saute sausage, crushed red pepper, onion, and garlic until sausage is no longer pink. Add rest of ingredients except for pasta and cheese. Simmer for 20 minutes. Add cheese and pasta. Serves 4-6.

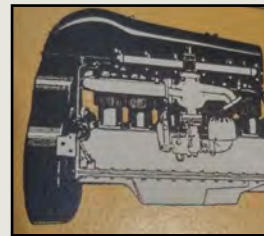
KEN'S CORNER: FRANKLIN ODDITIES

Most of us car folks know that Franklins were made in Syracuse, NY, were overhead valve right from 1902 until 1934, had aluminum blocks, and were air-cooled. But how many know the following? (I did not until I bought some reprinted factory literature at this year's Franklin Trek in Schenectady, NY.) Starting in 1930 Franklin claimed that their new for 1930 models were airplane inspired. The cylinder heads were now also aluminum and their direction of cooling airflow was changed from down draft to side draft. Interestingly, this flow was on the intake side first. As in plane engines the cooling fins were now horizontal.

SIDE DRAFT



DOWN DRAFT



The Franklin Club has two hard copy publications and one online publication. The little quiz below appeared in this April's online publication called "The Franklin Dashboard." It was submitted by club member Bill Eby. Don't cheat! How did you do?

Terms used in Franklin Company
engineering drawings

Terms more commonly
used today

- | | |
|-------------------|-------------------|
| A. mud guard | 1. frame |
| B. yoke | 2. fender |
| C. oil tank | 3. firewall |
| D. sill | 4. manifold |
| E. light | 5. pressure plate |
| F. walking beam | 6. window glass |
| G. dash diaphragm | 7. zerk |
| H. clutch cover | 8. push rod |
| I. nipple | 9. rocker arm |
| J. lifter rod | 10. oil pan |



A-2 B-4 C-10 D-1 E-6 F-9 G-3 H-5 I-7 J-8

Wheel Tracks Classifieds

Free to all Enthusiasts



Bumper Sticker of the Month...

I refuse to have a battle of wits with an unarmed person.



FOR SALE...20 new (old stock) large mufflers as a lot only, \$50. 20 +/- used tires of various sizes, mostly 16/ 20 inch, free as lot. Antique one piston compressor, \$10. Three pickup trucks of flea market items, as a lot, at a very reasonable price. 802-862-6374, roymart@comcast.net

FOR SALE...I would like to sell my 1987 Pontiac Fiero. 78k on it. Many new parts. only known issues are A/C compressor bad and head liner poor. Asking \$7,500.00. Call Jerry for more info at 802-279-5129. Gerald L. Vargo, Braintree, VT

WANTED...19-inch wire wheel in good condition for a 1930 Chevrolet 6 lug. 1924 Hupmobile model R-13 touring engine parts, hand crank, and Westinghouse generator. Most likely any part a few years younger or older will fit. The car listed is the one I own. Paul 207-727-5855, pgbarese1@yahoo.com

WANTED....Looking to buy a 40s to 50s military jeep. I drove one a lot during my service and owning one has been on my bucket list. Grant Corson, 802-879-5492 or email corson34@comcast.net

FOR SALE....All original, unrestored 1950 Chrysler



Imperial with just over 27,000 miles. Power windows, power brakes. Straight 8, 4-speed automatic transmission with safety clutch. No rattles or squeaks!! Drives beautifully. Has many flaws as would be expected. \$12,500 OBO. Daniel

T. Buckley, 802-492-3504 Home/Office, 802-236-0201 Mobile, dbuck@vermontel.net

FOR SALE....Carter AFB, # 1103-0, 4664-S, from a 1969 AMX, 390 CI, Go-Pac, manual transmission, Includes rebuilding kit #2093, \$125 plus shipping from 06029.

1940 Chevrolet: Selling books, dealer brochures, prints, advertising, shop manuals, other printed items, etc. Contact me and I will forward an inventory listing.

Gas Station Road Maps. 1940: NY State, New England, Eastern US, Kansas, Good mint condition, \$25

Jeep Grand Cherokee, Roof Crossrail Kit, brand new, box never opened, purchased in 2010, \$100 plus shipping from 06029

Don @ 860-872-9013, dtenerow@earthlink.net

FOR SALE...A pair of loading ramps 12" wide, 80" long. Ready to go. \$50.00. Email ellieb@gmatv.net

FOR SALE...1951 military M37 engine, transmission and transfer case in great working condition, professionally painted. My restoration is in rolling chassis stage, all three installed, very easy to inspect and remove. Call John at 802-933-6428. I have decided I want to go faster than 38MPH.

FOR SALE...1977 MGB, owned 30 years, rarely driven, always garaged, body work and paint 20 years ago, recent tune up. New parts: Alternator, coil, rack and pinion front end, clutch cylinder, includes new seat kits (black). \$6,250.00 Rick Kerr 802 879-9436



FOR SALE...Sales brochures for prestige makes: Bentley 1998-2018; Ferrari 1984-2015; Lamborghini 2000-2013; Maybach 2004-2007; and Rolls Royce 2004-2014. Many other makes available. Send email or call with your interests, and I'll respond with details, availability and price. John Emerson, jemerson@middlebury.edu. 802-388-7826

FOR SALE...Butternut wood pickup body and restored model T frame. The frame has been sand blasted and powder coated. The seat is modified from an early Packard car and professionally upholstered. Asking price is \$2200.00 OBO. 978-758-0834 TEXT only, Vin Cassidy



FOR SALE...1936 Packard 120 mechanical and body parts, lots of them, inexpensive. Call for info. 1937 block, head, crankshaft, pan, etc., \$50. 1935 Packard 120 pair front fenders, very good, \$300 obo. 1932 Cadillac generators, shock absorbers, \$50 for all. 802-862-6374 or roymart@comcast.net.

FOR SALE...1953 Kaiser Henry J Corsair, 66K miles, no rust, never left outdoors, 90% original, excellent condition. Waterbury Ctr. Contact Carl, carljpayne@aol.com



FOR SALE...Cutter bar for 1950's vintage Farmall Cub, complete but needs restoration. \$100.

Charlie Thompson, 802-734-4010.

FOR SALE...Plymouth wheel covers, 15", stainless steel, came off my 1949 Plymouth. Also used on my 1961 Studebaker Lark. Good condition with some small dents and scratches. \$100 for the set. Charlie Thompson, 802-734-4010.



Continued from page one....



Pictured left is Terry Hook, the proud owner of this 46-year-old vehicle still willing to put in a full day's work.

In Terry's words.....

When you get a new horse, you wonder what they've done and where they've been, but they're not talking. It's much the same with a "new" car. It's got a history, but you just can't get them to talk about it.

My 1978 Land Rover Series 3 was shipped up from my Virginia brother-in-law in 2014. Since then I've replaced the fuel tank, the exhaust, the top (twice), added an electric fuel pump, stopped a coolant leak, redone the clutch hydraulics, brakes and the front end. Not too much for ten years! Of course, there have been the standard adventures like the fan cutting through the fuel line, the passenger window (almost) falling out, and filling the radiator with a discarded coke bottle from a nearby stream. Just your run-of-the-mill events. I generally don't drive off without being armed with at least a multi-tool and a cellphone.

I put it up in the barn for the winter. Heavy snow on the canvas top doesn't do it any favors, and to be honest it doesn't really start so well when it's below



freezing. A spring snowstorm can catch me out, though. In the summertime it's my farm truck, bringing succor to the wounded haying equipment in the form of jumper cables, tools, and parts.

My love affair with 4WD began when I was 15 and surreptitiously drove the 1950s-era Willys jeeps at summer camp. No doors and no top, doing four-wheel drifts on the dirt road corners. I had to pass all that up for more mature conveyances for many years until we bought a Wrangler "for the kids." It had a removable top and doors and very little heat. The Wrangler was ultimately no long road worthy and was demoted to pulling the hay rake, and about the time that it finally croaked, the Rover miraculously came along. It's almost like being 15 again.



I know exactly what I have done to the Rover during my tenure, but its earlier history is a mystery. The VIN indicates that it started life as a RHD diesel utility. However, the label on the rear calls it a "station wagon" and obviously I know for certain that the engine is gasoline. I can also see the RHD was converted to LHD, but not quite completely. The levers, especially the overdrive and brake, are a bit of a stretch for the driver to reach, and the heater levers are all the way on the other side of the car. The UK license plate was issued in Northampton, but the year code seems to be 1967 (all that is so complicated I have no idea if I am reading it correctly). All these unknowns just deepen the charm for me.

It's fun to have, and while terribly uncomfortable at more than about 40mph, it's fun to drive. I drive it around town and don't think much about it, but when I come out to the grocery store parking lot and see its canvas top over the array of nondescript cars I realize just how unique it is and how lucky I am to have it.



This beautiful
1965 Austin Healey 3000 Mk III
is owned by
Mike Lussier of St. Albans, Vermont.



Sept/Oct 2024

Attention..... The date printed after your name
is when your VAE Member expires.



Of the hundreds of parade pics I took
last week, these two are my favorites.

GCF



Edward "Sam" Kaiser
August 15,
1945 ~ July 30, 2024

Ed Kaiser, from Stowe,
VT passed away at The
Arbors in Shelburne on
July 30, 2024
following a long period
of declining health.

Ed's life covered much
in his 79 years. The US

Air Force, a career
with the phone company where he was known as
"Sam the telephone man", 50 years as a Mason, a
Scoutmaster and school bus driver. His high school
friend, Bob Chase, said he even went to barber school
at one point.

We know Ed as a longtime member of the Vermont
Auto Enthusiasts. Ed was key in adding the very
popular antique race cars to our annual August show.
We are still talking about the time a famous race car
owner found his truck and trailer mysteriously missing
after his antique race car was unloaded. There had
been problems with the trailer on the way to the
show. To our relief, Ed had simply taken the rig to a
garage and returned it fixed.
Just one of many great memories.

