



Wheel Tracks

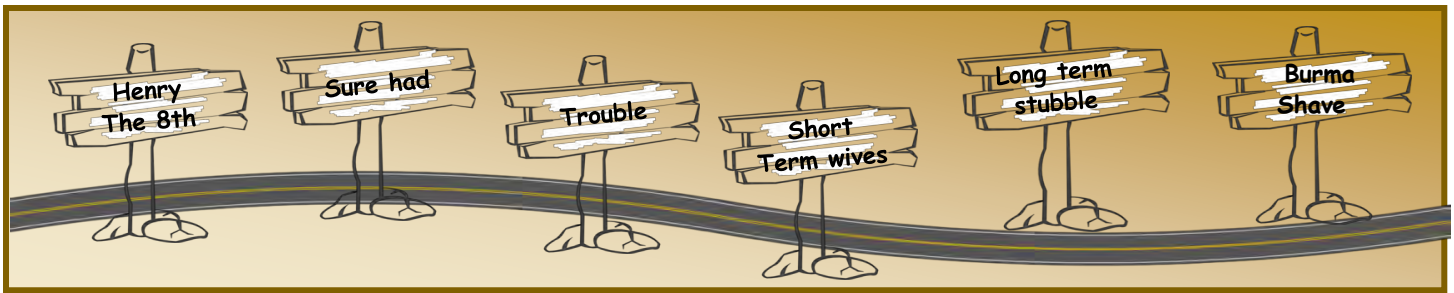


Ralph Shepard lives in Ferrisburgh, VT not far from Otter Creek where his steam boat resides most summer days. Ralph is pictured at left.

Ralph and Pat's home is one of those special places where you want to stay for a while because there is a lot going on.

Adventures can be felt all around!

Thank you for giving Wheel Tracks this wonderful steamy story Ralph. Turn to page 12 for more.



If speed thrills you, hold on tight! The Bugatti Veyron Super Sport is hailed as the fastest production car in the world. With a top speed of 267.857 miles per hour, this beast can go from 0 to 60 mph in just 2.4 seconds.



I don't do drugs or alcohol. At my age, I get the same feeling from standing up too fast!

You know you are getting old when it feels like the morning after.....

But there was no night before!

I grew up with the likes of Steve Jobs, and Johnny Cash, and Bob Hope.

Today there are no jobs, no cash, and no hope! Please don't let anything happen to Kevin Bacon!!!

An executive came home looking discouraged. His wife asked what was wrong. "You know those aptitude tests they're giving at the company?", he said. "I took one today. It's a good thing I own the place!"

Being an antique dealer is a strange way to make a living. It's the only business where the grandparents buy something, the parents sell it, and the grandchildren buy it again.

This & That

From Gary Fiske



Bill Erskine and I survived the Hershey show one more time. No rain at all and we discovered two cooks at the breakfast tent who make amazing omelets. Two of the nicest folks we could ever meet.

My biggest regret was not getting a picture of **Tammy Thompson** driving her new 1910 Metz onto the show field Friday morning. The whole scene was so electric, that I could only watch. Antique car after car were being introduced, hundreds of them, and mostly driven by white haired men. And, here comes this amazing woman, driving her Metz with a small crowd of people following her to her appointed parking spot. Yes, I could see she was a bit nervous, but I could also see the courage of this woman driving her yet unfamiliar car. Congratulations to you, Tammy, I was honored to be there and see you enter the show field in that little Runabout beauty.

I was having a conversation with a couple of folks recently when the topic shifted to career surprises. One has a very active body shop. The second has retired from his one-man repair shop.

Shops get mostly "frozen" cars during the winter months and chose to leave them in the shop over the weekend to thaw out when possible. Monday morning produced some amazing surprises! One found a compartment of fish the owner had caught and forgotten about. They had been there since Fall. Can you imagine the smell? Another found his shop full of honey bees. The owner of the truck had stored his bee hives in the box truck for the winter and they woke up over the weekend! Somewhat normal in our neck of the woods, but not when you get to work on Monday morning, is cow poop. Frozen Friday afternoon.....but by Monday morning, the shop that was closed up for two days has taken on a whole new personality.

Even in the summer there are surprises! One shop opens a car door, to bring it in to a bay, and a dozen baby piglets came running out. Billable hours stopped while all hands spent the next few hours chasing these little creatures around. Another "find" was when a plastic bag was stuck to the spare tire when it was pulled out. When called, the car owner said he was keeping it a secret from his wife and had forgotten about it. The bag contained \$30,000.

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

Education/Outreach Committee:

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

Please pay dues to:

Christina McCaffrey, Membership Secretary
89 Ledge Road, Burlington, VT 05401-4140
VAEmembership@gmail.com
or marleyparis@aol.com
**To pay online, go to vtauto.org and click on
“Renew Membership.”**

The Vermont Antique and Classic Car Meet Co-Chairs:

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

Wheel Tracks Editors

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

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

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

Clark & Isabelle Wright - Burma-Shave Editors

Justin Perdue - Webmaster

David Hillman - Welcome Committee

John Lavalley - Communications

Wheel Tracks Printer, Messenger Marketing
St Albans, Vermont

VERMONT AUTOMOBILE ENTHUSIASTS
WEBSITE: <https://vtauto.org>

**FROM OUR PRESIDENT,
DAVID SANDER**



Greetings VAE Friends,

This column is bittersweet. This is my last column as your president. It has been an honor to represent the VAE for the past year. Through the very hard work of our volunteers we had a successful Waterbury show this year, with unprecedented challenges. We had some popular and well attended monthly meets too.

I want you all to welcome Jason Warren as our new president. I have watched Jason grow up with the VAE. He was bitten by the hobby at a young age. Fortunately, he still has a strong interest in the collector car hobby. So often today, young people loose interest in the car hobby. Maybe this is because cars are too boring today. Maybe it is because cars are just too reliable. Perhaps there was some addictive mystique in figuring out why a car won't run correctly, and how to diagnose and repair it. Perhaps, there was actually some satisfaction in actually driving the car, using a manual choke, driving a standard shift, using a foot pump windshield washer, using a foot mounted headlight dimmer switch and the thrill of figuring out what to do when you press the button with your foot and the lights go out, how to start a flooded engine, or how to start the car when the temperature is below zero. I am looking forward to working with Jason in the following year with him at the helm.

Perhaps the most bittersweet aspect of this issue of Wheel Tracks is this is the last issue with Gary Fiske as our editor. Gary transformed Wheel Tracks, adding feature articles, regular columns, feature vehicles and exciting member stories. Gary made Wheel Tracks a great read to look forward to every month. Gary, we have some big shoes to fill.

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:**

To pay online,
go to vtauto.org
and click on "Renew
Membership."

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.

JOIN A WINNING TEAM!

Since May of 1953, Wheel Tracks (and Wheeltracks) has been the link between club members and what is and was going on in the VAE old car world. It's also been a textbook for history, and maintenance and repair for our beloved old vehicles. It has also paid tribute to members who have gone on before us. Belonging to way more clubs than I should or have time to do justice to, let it be known that VAE's Wheel Tracks is beyond special and an outstanding publication. Many Golden Quill awards prove this.



This is Gary Fiske's last hurrah as the editor that brought "our" publication up to current standards. Thank you, Gary! Gary has coached Anne, Nancy and I to become a great working team. It's been fun getting to know the club members better via Wheel Tracks and developing a close bond between the four of us.

Come join the team! It really is fun and interesting. We have room on our team for another editor, a feature writer, and a detail-oriented administrative liaison. Let's keep Wheel Tracks the publication it has become. **Welcome aboard....**

Long live the VAE...Ken





Wheel Tracks Academy



Golly Jeep

By Wendell Noble

There are few things more symbolic of America than the Jeep. Its roots go back to 1940. WWII was afoot. The U.S. was not yet a combatant, but was materially supporting allies in the European theater. The U.S. army put out a request to 135 automobile and tractor companies to submit designs for a 40 hp, 1,300 lbs. reconnaissance car that could carry personnel and heavy artillery and have a prototype ready for test in 49 days. Two companies, American Bantam and Willys Overland, responded. Because they promised to deliver a prototype in 45 days, Bantam won the design contract and delivered a working model, the Bantam Reconnaissance Car, (BRC) with an actual weight of 2,160 lbs. They could not, however, meet the required production volume of 75 cars per day, so production contracts were awarded to Willys Overland and Ford. Bantam made 2,675 cars before production ceased. The design evolved into the standardized Willys MB and Ford GPW with a 60 hp "Go Devil" engine, 3-speed transmission, 4-wheel drive, 2-speed transfer case and the trademark stamped steel grill with vertical bars. Over 600,000 were produced during WWII. They were supplied not only to the U.S. army, but also in great volume to British and Russian allies fighting Nazi Germany.

The popular appeal of the military Jeep prompted Willys Overland to introduce a civilian version, the CJ2A in 1945. It differed from the military version only slightly. It had a tailgate, the spare tire was moved to a side mount and headlight size was increased to meet legal requirements. It still looked like a Jeep. To this day, the vertical grill bars are a Jeep trademark. The military version continued to evolve. The flathead "Go Devil" engine was replaced by an F head in 1952, necessitating a higher hood for the M38A and M38AL versions and the civilian CJ5 model.

The etymology of the Jeep name isn't clear. The version that is most appealing to me is that it is a monosyllabic slurring of GP which was the Ford designation for its model. Willys Overland applied for a trademark on the Jeep name in 1943. It was granted in 1953 after resolving conflicts as to who first used the name. Its origin may be fuzzy but its meaning is clear to the entire world.

A heart gripping account of an instance at the Stowe car show a few years back was written about in Wheel Tracks and says much about the Jeep's significance. As usual, there was a prominent display of military vehicles on the field which included a WWII vintage Jeep. A lady asked the owner if it would be okay for her father to sit in it. The owner replied that he certainly could and asked where he was. She said he was right behind her. There stood an elderly gentleman with tears in his eyes. She explained that he had been a prisoner in a Nazi concentration camp and the sight of an American Jeep signified his deliverance from the horrors of that camp. That's a wonderful symbol for the little Jeep to represent.



The first prototype by American Bantam, the Bantam Reconnaissance Car



Model of the Ford and Willys Overland

Next up.....

2024 CALENDAR OF EVENTS

And always open to all members & guests!

DECEMBER: VAE ANNUAL HOLIDAY GATHERING. Sunday, December 15, 2024, at the Barre Elks Lodge #1535, 10 Jefferson St., Barre, Vt. Lunch at 1 PM. Buffet menu will be Oven Roast Pork, Seasoned Oven Roasted Chicken, Mashed Potatoes, Rice Pilaf, Fresh Baby Carrots, Salad, Rolls and Dessert. \$25. Send a check to Charlie Thompson, 272 Colchester Pond Rd., Colchester, VT 05446. Call 802-878-2536 to reserve your spot if you wish to pay at the door. We need to give the Elks a count of attendees. As of this publication date, if you would like to participate in the gift exchange, please bring a wrapped gift (suggested value \$20 or less). Discussion/vote will be taken up at the November Annual Meeting on whether to have a gift exchange this year or not. 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

Please, as a reminder, no burnouts; be respectful of your neighbors; remember, we're in a public parking lot, so clean up after yourselves.

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

CARS & COFFEE MIDDLEBURY: Beginning in May. First Saturday of each month at A&W, Route 7, Middlebury, VT. 8 AM-10 AM. Coordinator: Dave Stone. 802-598-2842.

WAITSFIELD CARS & COFFEE: Beginning in May. First Sunday of each month in 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.



A SHORT HISTORY OF THE MERCURY BRAND NAMED FROM ROMAN MYTHOLOGY AND POPULAR FOR OVER 70 YEARS

In the 1930s, Ford designers began work on a vehicle that would have more features and styling than was offered on any other current Ford product. As the vehicle neared completion in 1938, Edsel Ford and Ford Sales Manager Jack Davis decided to launch an all-new brand for the premium range to set it apart from the mainstream Ford Blue Oval products and Lincoln luxury cars. And, with that, Mercury was born.

The vehicles from Mercury would compete with mid-level offerings from GM, Dodge and Chrysler's DeSoto, but would slot in just below the Cadillac lineup. Mercury filled a niche between the deluxe Ford V-8 and the Lincoln Zephyr V-12.

Henry Ford's son, Edsel, chose the name for this new lineup. Mercury, the winged god of commerce in Roman mythology,



symbolizes dependability, speed, skill, and eloquence. Ford's vision for the Mercury brand included improved power, ride, handling, stopping distance, internal noise, and enhanced styling.

The first model, the 1939 Mercury 8, sold for \$916 and had a 95-horsepower V-8 engine. More than 65,000 were built the first year.

"Remember When?" with Chris Barbieri



Do you remember this very "Old-Timer"?

The influence of European design on American cars was nothing new as witness this turn-of-the-century dread-naught with right-hand drive and landau top. It probably was a sensation in its day, having wooden wheels and what were then the latest in tires -- pneumatics without treads!



This "Old Timer" is a 1901-1902 Pope-Toledo, founded and manufactured by Colonel Albert Augustus Pope in Toledo, Ohio.

It was a two-seater powered by a straight 3-cylinder front engine with the then-unusual feature of a detachable cylinder head. You could have a new Pope-Toledo, fresh from a dealer, for only \$3,500, which converts to roughly \$120,000 in today's dollars.

Remember When?



HAVE YOU GOT YOUR CHRISTMAS SHOPPING DONE?
IF YOU'RE STILL LOOKING FOR A GIFT FOR THAT SPECIAL SOMEONE IN YOUR LIFE, HOW ABOUT A VAE LICENSE PLATE OR CLUB JACKET?



The jacket price is \$60. It's a beautiful Poplin jacket, 65/35 poly/cotton shell, mesh body lining, polyester sleeve lining, Cadet collar with drawcord and toggles elastic waistband. You can choose to replace your name on the right front with a smaller VAE logo, or even your car name or make. A 2nd name/logo on the left front is available for an additional \$5.00. Comes in blue (sorry, no S and M) or black in the following sizes:

Chest sizes in inches...
XS=32-34, S=35-37, M=38-40, L=41-43, XL=44-46, 2XL=47-49, 3XL=50-53, 4XL=54-57, 5XL=58-60, 6XL=61-63



The license plate is \$30, including shipping. Wouldn't it look sharp on the front of your ride or as an addition to your memorabilia collection?

For either/both item(s), contact Don Pierce at dpiercelightning@yahoo.com or 802-879-3087 to place order, arrange for payment, and delivery details.



"The Softer Side"

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

.....from Anne



While researching background on Dave Dion, the famous local race car driver, for the following story, I got to thinking about something that happened way back in the 1970s when my youngest brother, David, and our cousins, John and Billy, were around 8-10 years old. They were nuts about Vermont's local racers.....Bobby Dragon, "Beaver" Dragon, Dave Dion, and many others.

Now if you remember, my mom was born and brought up in the small town of Milton, VT, where the Dragons also were from, and as small towns go, everybody knows everybody. And as a teenager, all I ever heard out of the mouths of my brother and cousins was Beaver this and Bobby that and Dion and racing Jean Paul Cabana. Or was it "Compana" or "Copana"? I never actually knew until this writing. I just knew they weren't fond of Cabana (he not being from VT). I also remember the 3 boys talking excitedly about Catamount Stadium and Thunder Road and wherever the next race was. And then coming home from our camp in Milton in the summer, riding down Route 7 and seeing and hearing the lights and sounds of Saturday or Sunday night racing.

So back to the story. My mother remembers this occasion like it was yesterday: She stopped into Branch's IGA in Milton, with the 3 boys in tow, and happened to bump in to Beaver Dragon and proceeded to chat amicably with him. From her: "Hi Beaver. Haven't seen you in ages." "Hello Ruth. It's been a long time." And all the two heard from down below them was, "She knows Beaver Dragon? How does she know Beaver Dragon?" John, Billy, and David were awestruck! Right in front of them was one of their local hero race car drivers, and she knew him! My mom then introduced the boys to Beaver, and all they could manage to utter was "uhh, uhh, uhh"! From then on, I think Beaver was their all-time favorite. Sorry, Dave.....



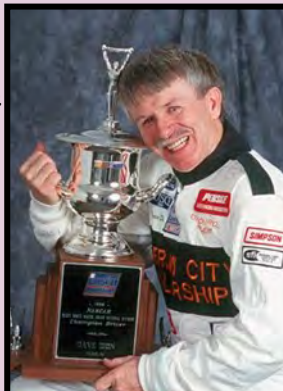
Wheel Tracks is happy to report, thanks to Duane Leach, that the identity of the race car on the back page of the November 2024 issue is owned by none other than legendary Vermont race car driver Dave Dion.



Dion Brothers Race Team in Norwood Victory Lane

"Dynamite" Dave Dion was born in Boston, MA, and started driving race cars in the early 1960s. It was a family affair as his brothers Paul, Roger and Donald were all integral parts to the Dion Brothers Racing team.

Dave's very first career win was the 1972 Late Model Championship at the Norwood Arena. He went on to win 2 Late Model Sportsman Championships at Thunder Road in 1975 and 1977 where he also was a 9-time winner of the Memorial Day Classic race. With his career 53 starts, he won 7 races with 15 Top 5's and 27 Top 10's. He also made 12 starts on the NASCAR Cup Series, with one Top 10 finish at Richmond Raceway in 1980.



"Dynamite" with the 1996 NASCAR Busch North Series Championship trophy

He then competed on the NASCAR Busch North Series winning 13 races over 20 seasons (1987-2006). Dion won the 1996 Busch North Series Championship at age 52. His last win on the series came at Oxford Plains Speedway in 2005 at

the age of 61. He won the Oxford 250 3 different times in 3 different decades (1975, 1985, 1992) becoming the event's first 3-time winner. He considers this and his Busch North title his greatest accomplishments in racing.

During his career, he visited victory lane at many tracks, including Thunder Road Speedbowl, Catamount Stadium, Dover International Speedway, and New Hampshire Motor Speedway.

Dave Dion retired as one of New England's most accomplished Late Model drivers and was inducted into the New England Auto Racers Hall of Fame in 2007.



"The Pleasures of Reading an Auto Magazine"

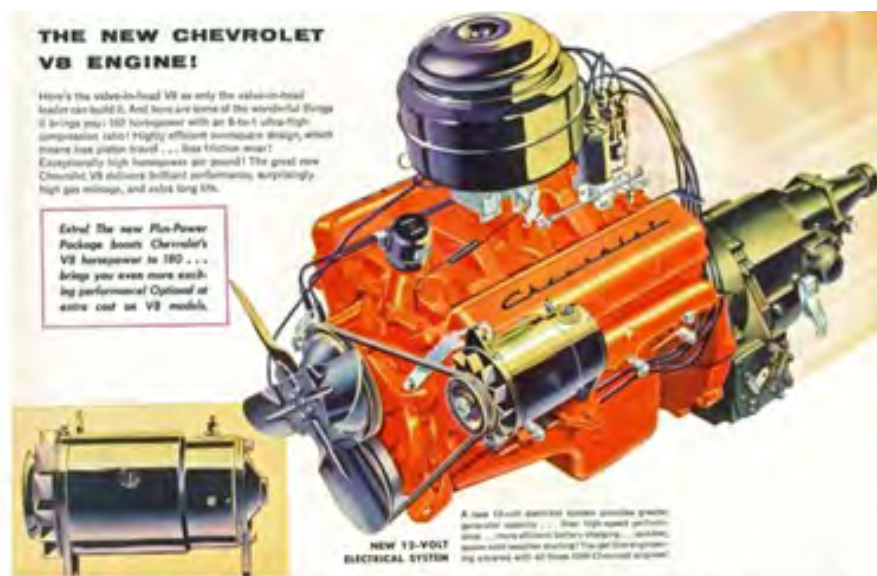
Trivia from Don Tenerowicz

In the mid 1950s as a high school teenager, having parked the last self-assembled car model in the bookcase, the passion for autos amongst friends had taken on increased interest as we waited for the day of having a driver's license. Especially influenced by the older teens which were fortunate to use their family auto. A friend's parents had a local family grocery store and on Friday nights after having made the grocery deliveries, with a "station wagon" he had use of the auto for the night. One of the diversions was going to the out-of-town Big Boy Restaurant for car watching while having the food delivered to the car on the trays which attached to the window openings. This was at the time when ten pin bowling was very popular in the area with a large selection of bowling alleys offering vastly reduced rates for "late night into early morning hours" availability.

The high school had an after-school-hours driving course, taught by a curriculum teacher, and hoping there would be sufficient openings. Having learned to drive on the family farms with tractors and converted autos towing the farm trailers somehow did not qualify as sufficient experience.

At the time, new editions of *Hot Rod* and *Motor Trend* magazine were the primary source for the latest automotive developments, anxiously awaiting the drug store monthly counter display and wondering if the purchase with limited funds should be made based upon the cover headings and pictures. Earlier publications had made mention of the anticipated Chevy announcement of their new OHV V-8, while continuing to offer the 6-cylinder in the trucks. The Chevy 265 CI 1955 V-8 was offered a year after Ford introduced their Y block OHV V-8 in 1954. Both starting the gradual decline of the Ford flathead V-8 for the hot rods and a new performance direction. While at the same time the use of the earlier model Oldsmobile and Cadillac OHV V-8 continued. In short order, the Chevy V8 gained in popularity even though some considered placing a Chevy V8 into a Ford should not be considered. Quote, "Back in 1955, the new 265 came in three configurations: 162 horsepower two barrels, a 180 horsepower Power Pack with four barrel and dual exhaust and later that year, the 195 horse Super Power Pack with solid lifter Duntov cam, higher compression pistons and free flowing dual exhaust setup." Having a Chevy V8 with the solid lifter Duntov cam was itself a status symbol. The performance race centered around the OHV V8 engines by the Detroit car manufacturers was on its way fueled by the offerings of Chrysler, Pontiac, Oldsmobile, Mercury, etc.

In short time, the engine size increased with larger CI dimensions and the terms "small block" and "big block" became more frequently used. Over the years, have seen a variety of definitions on what constitutes the designation small vs big block and when the terms came into accepted use. Neither was I aware of a condensed article covering the topic with graphic illustrations and narrative meaningful to both an auto enthusiast and engineer. From a random search, *The Motor Trend* article "Big-Block vs Small-Block V-8: What's the Difference? We settle the final score for 20th Century Chevy, Ford, Chrysler, Buick, Oldsmobile and Pontiac V-8s."



Hope everyone finds the article as informative and enjoyable as I have:

<https://www.motortrend.com/how-to/big-block-vs-small-block-v8/>

Mentioned above was the Big Boy Restaurant, which was located in West Springfield MA, about 10 miles from where I lived in Enfield, CT. Getting there was another experience as the highway had a tunnel, one of the best places to listen to the exhaust sounds bouncing off the walls.

The Roadside Diner

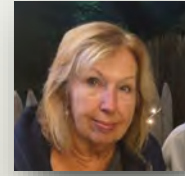
Oreo Balls



14.3 ounce package of Oreos
(regular, mint or peanut butter)

8 ounce package cream cheese, softened

Chocolate melting discs, 12-16 ounces
(dark, milk or white chocolate)



Nancy Gypson

Finely crush Oreos. Add cream cheese and mix well. Form into 1 and 1/2 inch balls. Melt chocolate on a low heat. Roll balls, 1 or 2 at a time, in melted chocolate. Place on waxed paper to cool. Store in refrigerator or freezer. (You can substitute chocolate chips for melting discs by adding a teaspoon of vegetable oil to thin.) Garnish if desired.

KEN'S CORNER: TATRA TRUCKS (AND CARS)

Tatra is a truck manufacturer located in the Czech Republic and is officially known as TATRA TRUCKS. It's the third oldest vehicle manufacturer in the world and has produced vehicles continuously since 1850. Initially known as Ignatz Schustala & Cie, Nesselsdorfer Wagenbau-Fabriksgesellschaft in 1890, the company produced the President in 1897. It was the first factory produced, gas-powered automobile in Central and Eastern Europe. A year later they produced their first truck. In 1918 the company was renamed Koprivnicka Vozovka and in 1919 (finally) named Tatra. The name was derived from the Tatra Mountains now on the Polish-Slavok border. Between WWI and WWII they introduced affordable cars based on air-cooled engines and a backbone tube chassis.

In 1938 following the 1938 German-Czechoslovak War and the Munich Agreement, Tatra's home city of Koprivnice was occupied by Germany. The result was trucks like the Tatra 111 became the mainstay for the German army and the post-war reconstruction efforts in Central Europe and Russia.

In the 1930s Tatra was known for cars being very streamlined. In 1936 they produced the Tatra 97, designed by Hans Ledwinka. Even to this day some say he copied the VW Beetle. In actuality Ferdinand Porsche stole the design for the Beetle from Tatra. This, after Hitler was at dinner with both Porsche and Ledwinka and commented, "This is the car for my roads." Tatra tried to sue Volkswagen. The lawsuit was settled out of court after the war. Not only was the body design a rip-off, but so was the flat four boxer engine and the central structural tunnel.



Tatra 97

These days, Tatra produces mainly heavy off-road trucks, still using a backbone chassis, swinging half axles and air-cooled engines. The 817 model is aimed at the military market, while the Phoenix (with a water-cooled engine) is aimed at the civilian market. Employing about 1,600 people, production is approximately 2,000 units per year. They are shipped worldwide, with the exception of Japan and the United States.



Tatra 111



Tatra 817



Phoenix

Wheel Tracks Classifieds

Free to all Enthusiasts



Bumper Sticker of the Month...

Treat your mom to a margarita.
You're probably the reason
she drinks.

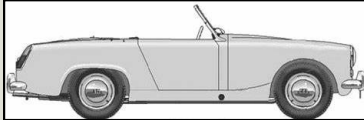


FOR SALE...

1961 Austin-Healey Sprite: Complete, but not running. Minimal rust, good body is straight. No title. Have useable registration, \$1000.

Bug-eye hood in good condition, \$600 firm. Many extra Sprite parts, selling as a lot, \$100. Also some "big Healey" parts including 6-cylinder top with bows.

Contact Ken Gypson,
518-423-7565
kengypson@yahoo.com



CHRISTMAS GIFTS...Sales brochures for most American and some foreign makes, both pre-war and MANY post-war makes and models. Send email or call with your interests, and I'll respond with availability and price.

John Emerson jemerson@middlebury.edu. 802-388-7826

WANTED....Do you have a business that would be of interest to our readership? If so, send us an image of your business card and we will include it on our classified page as space permits. Send to
nancygypon@yahoo.com



FOR SALE...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...1954 MG TF, total rotisserie restoration, less than 200 miles since. Red with tan top and interior. Recent restoration. \$34k. Call Dave for more information 802-598-2842.



FOR SALE...Watson stabilizers, condition variable from parts units to very good, price from \$10 to \$50. I have 2 dozen Watson and a dozen Gabriel types.

1936 Packard 120 body and mechanical parts, priced to sell.

Free, 20 unidentified NEW mufflers.

802-862-6374 or roymart@comcast.net

FOR SALE...Vintage Hot Rod & Kustom magazines, complete run of Custom Rodder, Rodders Journal and 90% of Rod and Custom including issue #1. Other titles including Custom Cars, Custom Craft, Customs Illustrated, Car Speed Style. Also have many Hemmings Special Interest Auto. Contact Ken at kengypson@yahoo.com or call 518-423-7565.

FOR SALE....1936 Packard sedan needing complete restoration but is complete and runs. Was driven to where it is stored now. \$2500.

Roy Martin, 802- 862- 6374, roymart@comcast.net

FOR SALE... "Collectible Automobile" magazines, from 1984 to 2007 with four issues missing, 96 pages each, no ads, very good condition. \$40 for all.

Contact mikerofish6.5@gmail.com

Being a little older, I am very fortunate to have someone call and check on me everyday. He is from India and is very concerned about my car warranty.

Continued from page one.....from Ralph.

The boat is wood fired and under normal conditions it takes 20 to 25 minutes to build enough steam pressure to get underway. I store fuel in old plastic milk crates and can cruise about 6 mph burning one crate full per hour.

Back in the 60's my brother Larry and I both restored antique cars, he a 1931 Model A coupe and I a 1926 Model T Coupe. As children we played with model steam engines including a stationary engine, steamboat, and even had an "O" gauge live steam locomotive. A late 50's issue of Popular Mechanics featured a story about a 16' home-built steam launch and that planted a seed that took a long time to germinate.

Fast forward 60 odd years: I discovered members of the North American Steamboat Association held a July meet only a few miles from my home. My brother knew several of the members and arranged an introduction to the group. My wife and I attended several gatherings and became intrigued by the quiet elegance the boats displayed. After a few rides I became determined to build one. I found an engine and boiler on eBay and brought them home in 2012. The only real challenge I faced was some back pressure at home. My wife was insistent that before I buy or build a boat, I finally complete the 1931 Ford Convertible Sedan I'd owned since 1965. That seemed a reasonable request and she also insisted I build a boat shed before it arrived so we'd not have something sitting in the yard.



Grandson, Jack Hoyler, was 14 while sitting in the caption's chair last summer.



My Model A arrived around 1972.

As luck would have it, I found a boat needing restoration before the A-400 was done, so to keep it from getting away, I loaned my brother the money to buy it and he kept it at his house until my tasks were finally completed! The Model A was completed in time to drive it in the Vergennes Memorial Day Parade exactly 51 years after the weekend I brought it home (that may be a story for a future issue).

The shed was completed and the boat showed up shortly thereafter. Luckily, by removing the boat from its trailer it also fit into my shop. I began by stripping the hull of the old components and sold them to other hobbyists. I then concentrated on rebuilding the eBay engine and boiler. Never having owned a vertical fire tube boiler before I was baffled by all the empty pipe fittings mounted on the outside. Around 2012 I began inviting the visiting steam boaters to my home for a picnic during their annual visits. In 2014 after burgers and beers I gave them a magic marker and they drew a plumbing diagram on the stainless-steel shroud surrounding the boiler. With that guidance and pictures, I

had taken of other boats, I was able to design, build, and assemble all I needed for a smooth-running closed loop system. The reason I say closed loop is that steam exiting the engine after it has expanded once the in the smaller high cylinder and again in the larger low-pressure cylinder is sent through a heat exchanger and condenser where it returns to water. The water is then sucked out of the condensing lines and fed back into the boiler through the heat exchanger.

The design is an American classic fantail steam launch from around 1900. The length is 25' 11", it measures 7' 10" across the beam. The hull is 11-gauge 6061 aluminum with 5/16" reinforcing ribs and is one of five made in Ontario Canada ca. 1980-1. An original hull too far gone for restoration was used as the pattern. The engine is a compound V design with a 3" diameter high pressure cylinder with a 5" stroke, the low-pressure side has a 5" cylinder. Connecting the two cylinders is a "receiver tube" that hold the exhaust steam from the high-pressure side until the crankshaft rotates 90 degrees and allows the low-pressure cylinder to receive it. It is rated at 10 horsepower. The boat is wood fired and under normal conditions it takes 20 to 25 minutes to build enough steam pressure to get underway. I store fuel in old plastic milk crates and can cruise about 6 mph burning one crate full per hour. The key factor in controlling the boat's speed is not the throttle, but boiler management. The boat's speed has a direct linear correlation to the temperature in the smoke stack. At 500 degrees F it will do 5 MPH and at 600 degrees 6 MPH etc. The engine has 4 power strokes per revolution and drives a steep pitch propeller 24 inches in diameter. Because of the high torque 5 MPH can be maintained at about 270 PRM.

Water is a natural lubricant so the steam chests and cylinders don't need much additional help and the bottom end of the engine has sealed roller bearings on the rod and main journals. An oil drip supplies a few parts of the engine and is recovered by an absorbent membrane.

For creature comfort there is a "head" hidden under the horseshoe bench in the aft section of the boat. Often, we'll spend a day on Lake Champlain and grill our lunch over the coals in the boiler. For a varied menu we have "pie pans" that are shallow cast iron pans hinged on one end with long handles. These make wonderful grilled cheese sandwiches! Another option is a two-sided wire grill used to hold fish, steak, or burgers. Finally, there is a copper coil immersion heater for brewing tea or heating soup. We can take short overnight cruises by moving the rear cushions to the bow section and making a double bed on top of the milk crates...which also serve as the base for a fold up dining table.

As you can imagine, even a killing frost might raise havoc with the plumbing unless the boat is in the water. Consequently, I must be very careful to drain all the water lines when it is pulled for the summer. On occasion when I have a dock available, it can safely remain in the water through October. The aluminum hull will absorb enough heat from the water the keep the inside of the boat well above freezing when the side curtains are down.



This 1917 Dodge 30 "Touring Car" is one of over 90,000 vehicles produced by the Dodge Brothers that year, the company's 3rd year in business.

This beauty is owned by David Hagberg of Sterling, Massachusetts.



December 2024

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

This will be my last Wheel Tracks as one of the editors. The hunt for my replacement will continue as no one has raised their hand in the three months since I announced my retirement decision to the VAE Board.

This is why I took the job fourteen years ago.... AND, if you are thinking about it, here are some reasons you should become a Wheel Track editor.

First off, these past fourteen years as an editor of Wheel Tracks has been one of the nicest adventures of my life....so far. One motivation, when I decided to become editor, was the amount of typing, spelling, and writing skills I had lost since retiring a few years earlier. Nancy Gypson proofs my pages each month and I am sure can agree I still have work to do. She has no idea the amount of work she would have had in 2011!

Another reason..... I wanted to learn more about these old vehicles we honor so highly. I have to say, these years have surpassed all of my expectations. I have had instructions from some of the best experts in the business, Fred Gonet easily comes to mind. When I grow up, I want to be like Fred. Learning and loving these old cars have also come from the VAE members who own them. As an editor, I got my nose into all sorts the things and it was fun.

Unexpectedly, something else happened along the way. I have met and become friends with some of the most amazing people. A memory early on can explain it. The VAE had a gathering in Shelburne and someone's old car hiccuped and rolled to a stop by the road. In the business world, maybe someone would stop and suggest a Triple-A call. That day the old car and its driver was surrounded by VAEers ready to help. I learned that is the club "normal". I (we) have lost some of these friends over these fourteen years, and I still mourn their passing.

So, finally, the VAE. This is an amazing seventy-one year old club. It has history, it has unbelievable stories, and at my count, over 2000 old vehicles in its member collection. What more could we ask for? Oh yes, how about the education part of our mission statement? It is for real, not just a promo thing. There is a wonderful connection with the sixteen Vermont high school career centers. These centers have over 500 young people in their auto tech classes each year and the VAE is honored that our three scholarship programs can help in their education.

There it is, I hope I have inspired someone to rethink the editor idea. The job involves joining three Wheel Tracks editors and being in charge of four newsletter pages each month. If you want, I will work with you until..... Call me with your questions. My contact info is on page 3.



.....*Gary*