

Wheel Tracks



**“ This is Eric & Silver Annie.
Are we ready on the left? Are we ready on the right?”**

Eric Osgood prepares for the August 2024 Waterbury parade with his beloved 1929 Buick Roadster, Model 54CF.....Silver Annie for short.

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FROM OUR PRESIDENT,
JASON WARREN

Hello everyone,

In case anyone doesn't know who I am, my name is Jason Warren. I joined the car club when I was 14 years old back in 2015, but have loved cars well before then. I am currently 23 years old and hope to be the club's youngest President. My childhood was surrounded by cars and I have continued my dedication to them to this day. The VAE is an opportunity to not only revel in one's joy for cars, but to create a community around it. Many places I have seen and been a part of are due to our monthly meetings and love for all things historic. The VAE is about remembering and honoring the past. With that being said, I look forward to being your VAE President.



Here is to another great year, my fellow car enthusiasts!

Jason



About Us

We at Vermont Automobile Enthusiasts preserve the history and the vehicles of our automotive past. Since our beginning in 1953, our central mission has been to educate, and to enjoy our old vehicles and our wonderful membership.

We are a 501c3 not-for-profit Inc. Membership is \$35 per year or \$60 for 2 years. Become a member by clicking on "Join VAE" on our website, fill out the form and mail it with \$5 to our secretary. Or, pay online by clicking on "Renew Membership."

Wheel Track's monthly deadline to the editors is the 5th of each month.

Contact us at...
vaeinfo@gmail.com

Our website is...
vtauto.org

Getting it out of my system:



I'm going to use Wheel Tracks to my advantage this month. Two things have been haunting me for awhile and a third has just cropped up.

What is happening with Hemmings? In my latest issue of Classic Car came the notice that February 2025 will be the last issue published as a standalone magazine. (The same goes for Muscle Car magazine.) They claim that between digital and social media along with production costs, newsstand supply chain issues and advertiser demands they need to combine both magazines into the "bible." What am I going to read in bed, my recliner, and you know where else? Phooey!

Stops signs are no longer valid as a law to abide by. They are now merely a suggestion if you so desire. And, what about the second car behind the first (that did obey the stop sign)? It seems to be the second car's given right to follow the first as if he/she were the first car's trailer...Idiot! And, I didn't know auto manufacturers are no longer equipping vehicles with directionals.

Lastly (though not car related), what has become of good grammer (I know, grammar)? Newscasters have totally forgotten that "g" is one of the 26 letters supportin our language. And, what about the word veteran. Seems like we have a new word: vetrin. Since Nancy and I have become editors we have noticed both grammatical and typographical errors in printed, digital and audio media...geeezz!

Long live the VAE...Ken

(Co-editors note: I'm glad I wasn't included in the above list of annoying things.)

Beginning with this issue, Wheel Tracks will be an 8-page publication as we continue to search for additional editorial staff. Until we are able to expand our team, space will be limited and items might be in a different order than we have become used to. Furthermore, you might not see your favorite columnist every month. We'll do our best to work within these space limitations to bring you as much content as possible. Please continue to send along your submissions to the editors listed to the left on this page and we will include them as soon as possible. And, if you would consider joining us as an editor, feature writer, or administrative liaison we would greatly appreciate it.

Next up.....

2025 CALENDAR OF EVENTS

And always open to all members & guests!

Happy New Year

2025

JANUARY—Memorabilia Gathering. Saturday, January 25, 11 AM—3 PM. St. Leo's Hall, 109 So. Main St., Waterbury, VT. It's your time to shine! Do you have something (a collection, hobby or single item) that others would find interesting, amusing, entertaining? We'll have tables set up for you to display such collection(s). Lunch will be potluck, so please bring

a dish to share—and maybe even the recipe because undoubtedly someone will ask you for the recipe! Coordinator: Jason Warren.

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.

WELCOME NEW MEMBER

Stephen Dick of Hyde Park, VT, won a year's membership at the October So. Burlington Cars & Coffee.

Congrats!

Buzz & Sandy Stone were the trophy winners of the 2024 **Ann Gypson Annual Tour** held this past October.

And a big Thank You! goes to

Clark & Isabelle Wright for their 14 years of contributions of the monthly Burma Shave column in Wheel Tracks. They have decided to take a much-deserved rest from their duties.

"Remember When?" with Chris Barbieri



December 1948: The location is Akron, Ohio. Two research workers are inspecting the corrosion damage to a 12-year-old car that had been driven all winter in the city.

Like Vermont, Akron used salt to melt winter ice and snow on their roads. Over time, their result was no different than ours. Roadworthy winter vehicles were exposed to salted road goop. The result was rusted cars and trucks. Even worse was salt trapped in body joints that in summer rust a little every time the car becomes wet.

However, Akron decided to reduce salt consumption and did so by adding two parts of sodium dichromate -- whatever that is -- to one hundred parts of salt to make a snow removal mixture that claims little corrosive outcomes. That was 1948. Today??

Remember When ?



"The Pleasures of Reading an Auto Magazine"

Trivia from Don Tenerowicz

We are experiencing the historical transition of an auto that future generations will read about, or should I say view on line. Those living outside of the city environment will still require personal transportation. The growth of EVs has seen improvements in range, reduced time to charge, availability of charging stations and the newest technology of solid state batteries.

Writing articles on the latest autos will have to include references that apply to ICE, motors and hybrid.

Range is important but a consideration on the long trips is stopping periodically for rest and relaxation. There is a limitation on how many miles we can safely drive before there is a need to stop, even though the gas gauge, or battery indicator, has not yet reached the critical point. A gas gauge pointing towards Empty still allows for additional drive time as compared to the current EV technology which recommends the battery charge level for longevity remains above 20% and not charged over 80%.

A sufficient battery charge in case of a power outage presents periodic challenges on using the charging capacity within a short time period. Availability of gas pumps for ICE fueling is tested at times including holiday weekends with the desire to have a full tank of gas just prior to starting a trip. Using home chargers which can take a longer time overnight does present an alternative. In the city environment, everyone living in apartments will need the adequate capacity of public EV charging stations.



I recall when first having a license at 16 the pleasures of driving for any reason when fuel availability was not a concern. Insufficient on-demand electrical supply during peak times for charging purposes will hopefully not bring back the conditions of the oil embargo in 1973. Emphasis on a conversion to EV without the charging infrastructure requires a balanced approach. Recall the dreadful high anxiety sign placed on the car in front of you when gas stations were closed. Imagine having the sign with the word "chargers" replacing "gas."



Wheel Tracks Academy

By "Associate Professor" Tom Noble

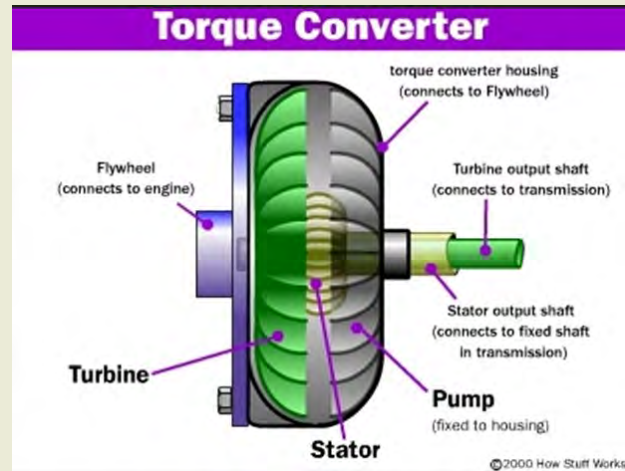


The "Automagic" Transmission

One of my coworkers, when I was in the auto industry, jokingly called automatic transmissions "automagic" transmissions. At the time when they first came out, I imagine they did seem a little like magic -- no clutch, no gearshift, and the car just did it all itself. There was no actual magic involved, just some impressive engineering. This article will be an attempt to explain some of the basics of how they work.

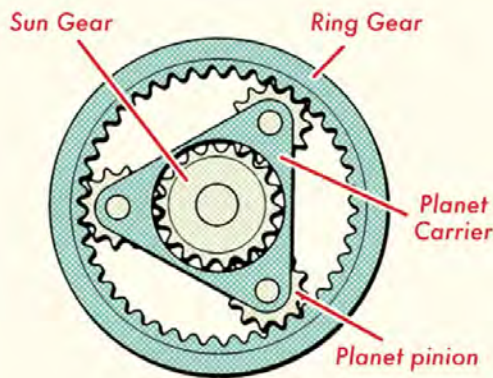
The main components of any automatic transmission are the torque converter, the planetary gearset(s), clutches/bands, and a control system.

The torque converter is a fluid coupler that is functionally analogous to the clutch for a manual transmission. This is what allows engine torque to be reduced so that shifting can occur and completely removes drive torque when you are in neutral or park. The torque converter can be thought of as two fans - one connected to the engine and one to the transmission. When the "fan" connected to the engine spins fast enough, the fluid it is moving causes the other fan to rotate. This is referred to as the "stall speed" of the converter and it's where you can feel the car just start to move as you push the accelerator. It's a little more complicated than that, but that's the basic idea.



The real heart and soul of an automatic transmission is the planetary gear set. This arrangement of gears can provide speed reduction, speed increase, or reverse with speed reduction all with a single gear set depending on what component is driven, which is held stationary, and which is the output. In an automatic transmission, these are changed on the fly by a series of hydraulically actuated bands and clutches (in the Ford Model T, this was done manually with pedals actuating bands). The table below shows the combinations relevant to a simple automatic transmission like the original Hydramatic Powerglide.

Component driven	Stationary Component	Output Component	Result
Sun Gear	Ring Gear	Planetary Carrier	Gear reduction
Sun Gear	Planetary Carrier	Ring Gear	Reverse w/ reduction
Sun Gear	N/A	Input locked to output	No reduction (1:1)



Simple Planetary Gear Set

I won't get into detail on the arrangement of clutches and bands. For purposes of a brief overview, it's sufficient to know that they hold and release components of the planetary gearsets to achieve different gear reductions (and reverse).

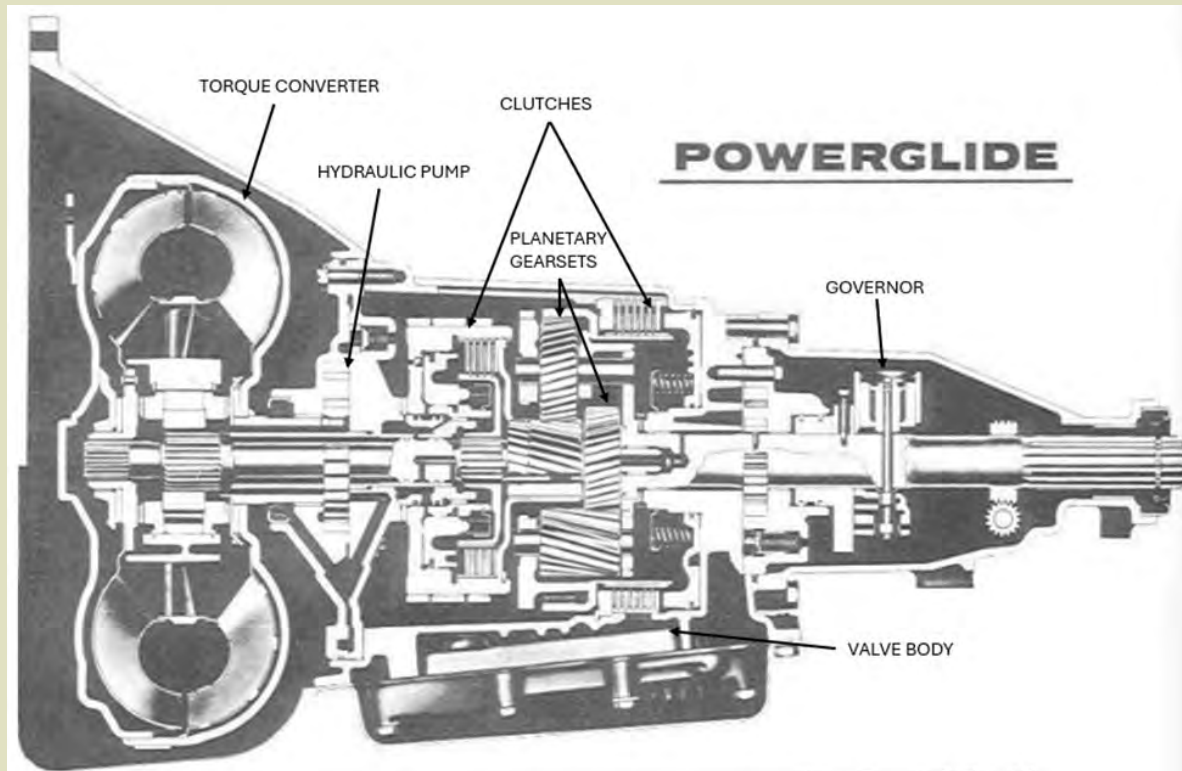
The control system for an automatic transmission consists of a pump that provides hydraulic pressure, a series of valves and pistons to actuate clutches and bands, and some means of sensing speeds and pressures within the system. In most transmissions, the pressure pump is located in front and driven by the input so that pressure is always there.

Continued on Page 6

Wheel Tracks Academy

In older transmissions, speed sensing was done by a mechanical governor that activated at some fixed speed and caused the transmission to shift up beyond that the controls were achieved by a component called the "valve body" that consists of a pretty amazing hydraulic circuit (it literally looks like a circuit board, but it's all precise fluids channels and check valves). In modern transmission, all of this control is done by electronic sensors and computer controls.

A cross section of the Powerglide transmission is shown below to give a sense of how things are arranged.



The end result of all of this is a transmission that requires no skill to operate, can shift under power and faster than a manual (which is why they are preferred for drag racing), and are easier to integrate into a vehicle (no need for a clutch pedal, no floor penetration for the shifter). Quite an advancement!

Having said all of this, I still like my manuals better!

VAE WEBSITE UPDATE From Mike Felix

You can now renew your Membership on the VAE website. It is safe and secure. Go to vtauto.org and click on the "Join/Renew" tab at the top of the page, follow the prompts, enter your credit card information, and voila! No more having to snail mail in a check — unless you really want to!

****NEW**** There's now a way to donate to the VAE through our website. In time, there will be a QR code (one less step), but for now, go to vtauto.org, click on "Membership," then "Donate to VAE," and follow the prompts to enter your credit card information. And thanks in advance for thinking of the VAE.



Does anyone have a VT license plate from the year 1985 that they are willing to part with? If so, please contact Judy Boardman. judyboardman@gmail.com, 802-899-2260. Thanks in advance.

Wheel Tracks Classifieds



Bumper Sticker of the Month...

Duct tape: It can't fix stupid, but it can muffle the sound.



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

FOR SALE... 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

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. 802-862-6374 or roymart@comcast.net

FOR SALE.... 1927 Buick parts – bumpers, fenders, wooden spoke wheels, some door parts and engine parts, transmissions, spare tire racks and other miscellaneous parts. Prices are negotiable. Greg Sabens 802-479-4220 or 802-272-3369.

WANTED... 1949 to 1954 Chevrolet Sedan Delivery, (not panel truck) , would prefer with updated V8 and drivetrain, but not looking for high end resto-rod. Please email me at fagan.1@comcast.net. Bill Fagan

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 nancygypson@yahoo.com

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.



WEBSITE UPDATE:

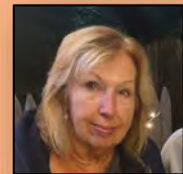
*** Remember to renew your Membership on the VAE website. You no longer need to send in a check - Vtauto.ORG
 *** NEW: If you wish to make a donation to the Club, you may now do so on the website. You no longer need to send in a check.

The Roadside Diner

SCALLOPED CORN

When Ken and I got married, I had no idea how to cook. I tried this recipe. We loved it, so I made it every week forever. One day we both looked at it and refused to eat it again. Fast forward 50+ years. I just made it and we love it again. BUT...I'm only going to make it once a year...lesson learned!

1 can cream style corn
 1/3 cup milk
 1 cup fresh bread crumbs
 1/2 cup chopped onion
 Salt and pepper to taste
 2 tablespoons butter



Nancy Gypson

Combine all ingredients except butter. Pour into greased 1 quart casserole. Dot with butter. Bake in preheated 350 degree oven for 35 minutes.

Harvey Moran of Clinton, Connecticut
and his 1959 2-door Hardtop
Metropolitan 562
were guests at our 2024
Vermont Antique & Classic Car Meet.

This beauty is one of 22,209 built in 1959
in the US and Canada. Thank you for
sharing with us, Harvey.



January 2025

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

KEN'S CORNER: YESTERDAY & TODAY

After 20 years I'm still going through Dad's things and finding some very interesting "stuff." In 1932 \$1 would be equivalent to \$23.04 in 2025. So, what would a 1932 Ford set you back today?

Well, an envelope with several bills of sale from Bart Motor Sales, a Ford dealer on Fifth Avenue in North Troy, NY, tells the story. Did you need a Panel Delivery? The base vehicle would cost you \$405.60 (\$9,345.02 today). A front bumper would set you back \$59.24 (\$1,364.88 today) and included fresh non-break-in oil and a full tank of fuel. A car/truck cover was \$1.20 (\$27.65) and tax was \$9.29 (\$214.04 today). This all came to a whopping \$475.33 (\$10,951.60 today). Not a bad deal, even at today's prices. A Standard Tudor with special order brown paint, car cover, and tax (tire tax and state tax) was \$461.55 (\$10,634.11 today).

Do you need your Model A to be worked on? How about 20% off up to December 1, 1930 on the following services:

	<u>Standard Price</u>	<u>Special Price</u>	<u>Today's Price</u>
Grind and reseal valves	\$6.00	\$4.80	\$110.52
Tune engine	\$1.00	\$.80	\$18.43
Adjust brakes	\$1.25	\$1.00	\$23.04
Change motor oil (including oil)	\$1.50	\$1.20	\$27.65
Oil and grease chassis	\$1.00	\$.80	\$18.43
Grease front wheel bearings	\$.50	\$.40	\$9.22
Tighten chassis throughout	\$3.45	\$2.66	\$61.29
Repack water pump	\$.40	\$.32	\$7.37
Tighten and refill shock absorbers	\$1.00	\$.80	\$18.43
Wash down engine	\$1.00	\$.80	\$18.43