

Wheel Tracks



In July of 2005, Charlie and Marion Thompson drove from Colchester, Vermont to Nashville, Tennessee to attend the 45th International Meet of the Willys Overland Knight Registry. Following state roads and small country roads, Charlie drove his 1930 Whippet Sedan (named Rosinante) while Marion followed in their Dodge Neon.

David Sander - Chairman
802-434-8418 dasander@aol.com
Jason Warren - President
802-644-5635 jw790245@gmail.com
Judy Boardman—1st Vice
802-899-2260
judyboardman@gmail.com
Don Pierce - Treasurer 802-879-3087
dpiercelighting@yahoo.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 1/2026
802-635-2138
eric.osgood@outlook.com
Bob Hawke - Term ends 1/2026
802-652-9772 rah632@msn.com

Please pay dues to:

Christina McCaffrey, Member 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."

Education/Outreach Committee:

Ed Hilbert— Chair
Tom McHugh—Vice Chair
Wendell Noble—Secretary
Gary Olney
Nancy Olney
John Malinowski
Gary Fiske
Don Pierce
Charlie Thompson

Wheel Tracks Editors

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

&

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

The Vermont Antique and Classic Car Meet Co-Chairs:

Bob Chase 802-253-4579
rcwvnn@stoweaccess.com

Duane Leach 802-849-6174
dmleachs@gmail.com

Justin Perdue-Webmaster

David Hillman- Welcome Committee

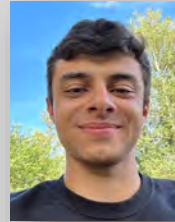
John Lavallee- Communications

Wheel Tracks Printer- Messenger Marketing, St. Albans, VT

Vermont Automobile Enthusiasts Website...

vtauto.org

**FROM OUR PRESIDENT,
JASON WARREN**



Hello everyone,

I hope everyone had a great start to the new year! This year will be full of surprises and I hope you are all ready for more car club fun. There is so much to look forward to!

I know I'm ready for 2025 and all it has to offer! And though there has been a lack of snow so far, there will still be many chances for snowmobiling and other winter activities. There is currently quite a bit of snow that has fallen as I'm writing this! You've gotta love Vermont.

Speaking of the unpredictable, for someone not known for resolutions, I have made one. I resolve to make this another great car club year as your current President! What are some of your resolutions, fellow members? Any car related? I know I have a few of my own goals for my cars in the 2025 year.

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 \$ 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



Look at all the happy people in the photo below! Why so happy? They are the attendees of the 2024 VAE Christmas gathering. Held at the Barre Elks Club on December 14th, a good time was had by all. The food (roast pork, roast chicken and all the usual sides) was outstanding! Charlie and Marion Thompson did a super job of organizing this gala event. Good food, good company, not so good Christmas music provided by some flatlander from New York, gifts exchanged and gifts for "Toys for Tots" made for a great afternoon. If you didn't make it, you missed out on a great time! See you there next year!

Long live the VAE...Ken



Wheel Tracks will now 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

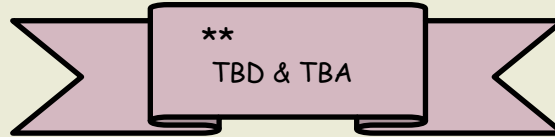
And always open to all members & guests!

FEBRUARY 22: Tour of VERMONT NATIONAL GUARD field maintenance shop, 6115 Vermont Route 100, Hyde Park, VT. 10:30 AM tour followed by lunch. Please bring a bag lunch for yourself. A business meeting will follow lunch. Coordinator: Jason Warren

MARCH **

APRIL **

MAY **



JUNE 28: CAMBRIDGE CAR SHOW. Cambridge Elementary School soccer fields, 1886 School Street, Jeffersonville, VT. Free admission! Just bring your car! If you'd like to help at the bake sale table or with field setup/takedown, it would be most appreciated. Questions? Call Host/Coordinator Jason Warren at 802-477-2430.

JULY **

AUGUST 8, 9 & 10: VERMONT ANTIQUE & CLASSIC CAR MEET. Farr Field, Waterbury, VT. Coordinators: Duane Leach and Bob Chase

SEPTEMBER **

OCTOBER: ANN GYPSON TOUR

NOVEMBER: ANNUAL MEETING

DECEMBER: VAE ANNUAL HOLIDAY GATHERING

ONGOING MONTHLY MEETINGS

EDUCATION & CHARITABLE OUTREACH COMMITTEE MEETINGS: Generally the 3rd Saturday of each month in Williston, VT, at 10 AM, 338 Commerce Street. Contact Chairman Ed Hilbert for meeting confirmation at 802-453-3743.

VERMONT 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: 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. 802-662-106.

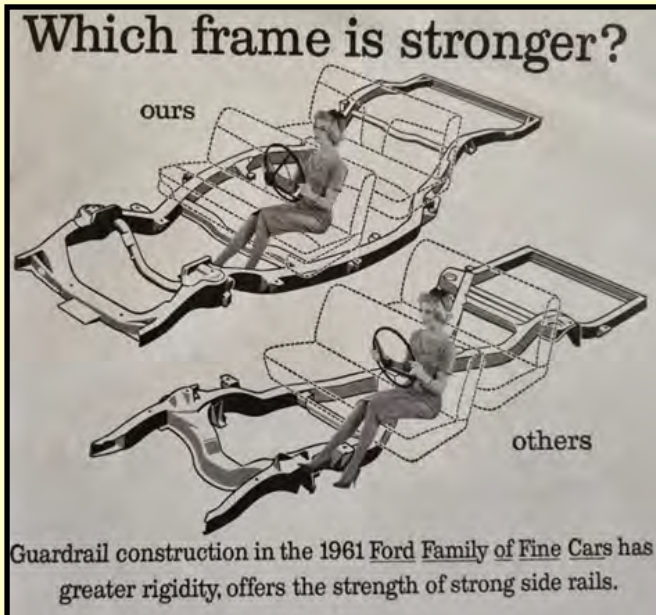
CARS & COFFEE MIDDLEBURY: Beginning in May. First Saturday of each month at A&W, Route 7, Middlebury, VT. 8 AM—10 AM. Coordinator: Dave Stone. 802-598-2842.

WAITSFIELD CARS & COFFEE: Beginning in May. First Sunday of each month at Mad River Exchange, 6163 Route 100, Waitsfield, VT. 9 AM—12 PM. Coordinator: John Lynch. 802-496-5251.

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

NEW LOCATION

"Remember When?" with Chris Barbieri



Remember When??

The Ford Motor Company took out a full-page advertisement in the June 1961 issue of Popular Mechanics magazine featuring the body frames of its "Ford Family of Fine Cars." Yes, the car's body frames! Somewhat unusual for the day, you might think, since most car promotions and ads featured pictures of the vehicle's beautiful outside, interior, and sometimes the engine compartment and trunk. But this Popular Mechanics Magazine was mostly attracting men as its readership in 1961.

The body frames ad is very detailed beyond the illustration. It begins by reminding us that the "Ford Motor Company builds better bodies" for all of its brands. At the time that included Ford, Falcon, Thunderbird, Comet, Mercury, and Lincoln Continental. Then it informs us that "Millions of car frames are shaped like an 'X.' Weak in the middle, they lack the strength of strong side rails. In Ford and Mercury, they curve out."

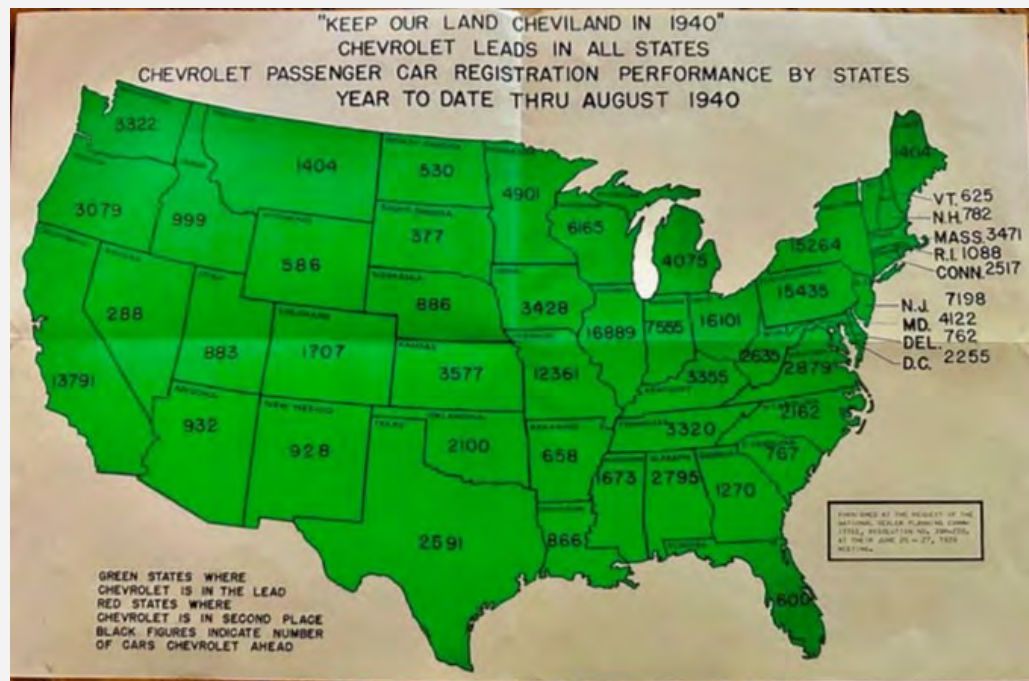
The ad moves on to other features of the "Ford Family of Fine Cars," and those are many. Included are galvanized and zinc-coated underbody parts, stronger steel reinforced doors, and three layers of soundproofed floors where other cars have only two.



"The Pleasures of Reading an Auto Magazine"

Trivia from Don Tenerowicz

Provided to the Chevrolet Dealers Planning Committee, requested in the Fall of 1939, for the first eight months of 1940. As compared to current formats of viewing the sales in a narrative article or summarized online. As a general observation, sales followed the population of the states. No explanation provided as to the purpose, or if repeated in following years.





“The Softer Side”

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

.....from Judy Boardman

A little while ago I was talking to an old-timer who grew up in Underhill. We were reminiscing about the old days here in town. He went back further in time than I do. He was asking about the barns on our property. Well, the house is gone and the big barn is gone. I think it collapsed from the weight of snow in a big storm in the 1960s. Gael had a Citroen in it. The little barn is the only one still standing. I can remember how excited we would get when we discovered someone’s name or initials written on a board inside.

I’ve started to take notice of barns in my wanderings. Some have been lovingly restored and painted, some have not. Then there are the ones that are falling down in a heap. So sad to see. They were probably well maintained at one time. The owners got too old to take care of them, died, or they got to be too expensive to keep up. Property taxes came first. Some were taken down and replaced with newer ones, usually on a farm.

Just thinking about the barns here in Underhill. On one stretch of road, two were taken down and replaced with new ones by farmers, one just collapsed, and two were destroyed by fire never to be replaced. I’ve seen old photos of barns, usually with the family standing and sitting in front, often with a dog and sometimes a horse.

On occasion, an old-timer will remember the barn and family and share such interesting stories about the people who lived there. I remember back in the ‘60s, there was a big storm and tin roofing was flying everywhere. A day or two after that, folks were going around picking up the roofing that landed in the fields. Some belonged to them; some didn’t. Recycling, for sure.

Once in a while, I’d hear about a small barn being moved from one location to another. That would have been interesting to see. A lot of sweat, blood and tears went into the building of these barns, and I find it quite sad to see so many of them disappearing, never to be replaced. I have a photo of our big barn that is now gone that I took many years ago. No one would even guess that there was a barn standing in that location if you didn’t grow up here.



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.

WELCOME NEW MEMBERS

Craig Odell of South Hero, VT
Ivo Slezak of Hubbardston, MA



Wheel Tracks Academy

By "Associate Professor" Tom Noble



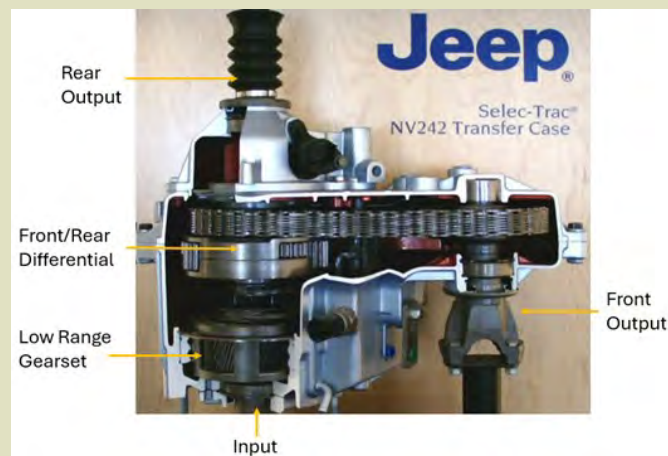
FYI....
That's not
Tom!

The Planetary Gearset

In my last article, I wrote up the basics of the automatic transmission. One of the key components that I talked about was the planetary (or epicyclic) gearset, and in this article I will get into a little more detail of their history and versatility.

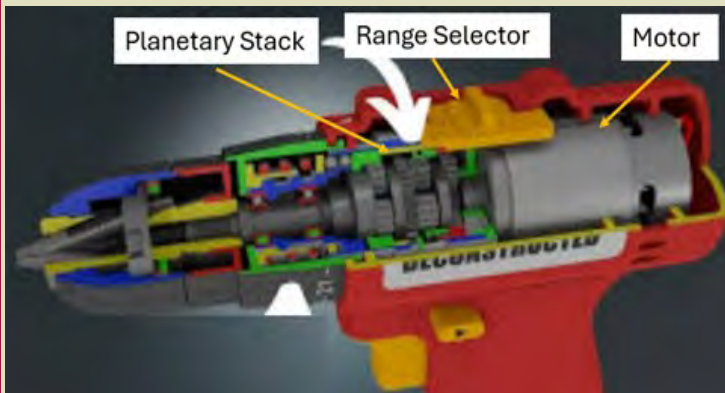
First off, why are they called "planetary" gearsets? According to Wikipedia, it's because they were originally used by the ancient Greeks to predict the motion of planets, not necessarily to do mechanical work. This also explains some of the naming of the subcomponents (sun gear and planet gears). In modern times we understand that they are an extraordinarily versatile and efficient means of providing gear reduction and/or reversing.

As I previously mentioned, the output of a single planetary set can be changed from direct drive to gear reduction, to reverse with reduction simply by changing what is driven, what is held stationary, and what is the output. All of those arrangements have one of the components held stationary; it is also possible to use a planetary set as a differential if none of the components are grounded. This is sometimes called a "pancake" differential. An example of this from my former job is the NV242 transfer case (it was used in some Jeeps as well as the original H1 Humvees). The cutaway image to the right is a good example of planetaries being used both for gear reduction as well as a front-to-rear differential.



To give you some idea of the size and weight benefits of using planetary gearsets, the NV242 weighed around 80 lbs. Its predecessor with equivalent functionality was the NP203 which used non-planetary gear reduction and a bevel gear differential (like you would find in a rear axle). The NP203 weighed 170 lbs! Another advantage of the pancake differential is the ability to change the bias of the differential (a standard differential has a 50/50 torque split, meaning it wants to send the same amount of torque to both outputs). If memory serves, the NV242 had closer to a 60/40 split biased toward the front output; this causes the vehicle to be more stable in slippery conditions since the front end is pulling it straight.

While the weight reduction I mentioned above is impressive, another area where planetaries have made a huge impact is in the world of hand tools. Aside from battery technology, the other development that has made cordless power tools so ubiquitous is the use of small, stacked planetary gearsets to achieve very high-speed reduction in a very small, light package. A single planetary can easily give 4:1 or higher reductions. If you stack them in series (the output of one is the input to the next one, you can quickly get to reductions of 100:1 or more. This allows the use of a small, very high-speed electric motor (maybe 10,000 rpm) geared down by roughly 100:1. The result is small, light and yet very powerful. Additionally, since the planetaries are in series, it is possible to lock some out and have multiple speeds, as can be seen in the image to the left.



It's pretty amazing to think how a relatively simple arrangement of gears has impacted our lives in so many areas. And to think it started out as a way to predict where planets would be in the sky!

Wheel Tracks Classifieds



Bumper Sticker of the Month...

I used to be young and now I have a favorite pharmacy.



FOR SALE...Collection of 25 WWII books and associated written material, \$500 + shipping. Send me an e-mail and I will reply with an inventory list. Complete set only, will not separate.

1969 AMX 390 Edelbrock finned valve covers, new, in original box, never installed, \$225 + shipping.

1969 AMX 390 4 barrel carb with partial rebuild kit, contact me for pictures, \$150 + shipping.

Don: dtenerow@earthlink.net

FOR SALE...Sports car literature: Sales brochures for most sports cars for years 1990 to 2000. Makes include Miata (U.S. & foreign) and RX-7, Nissan Z and GT-R, Toyota MR-2, Subaru BRZ, Audi TT, Aston Martin, Maserati, BMW Z3, and many Porsche models. Send your interests!

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

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 802-479-5220 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

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 at 802-598-2842.



FOR SALE...Grizzly M4000 9"X19" metal lathe. Bought new



recently but found I needed something heavier duty. Excellent condition, new \$1750 plus \$200 shipping. Nice machine, good deal.

Call Gary at 802-933-7780.

Website Update:

*** Remember to renew your Membership on the VAE website. You no longer need to send a check - Vtauto.ORG

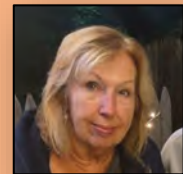
*** If you wish to make a donation to the VAE, you may now do so on the website. You no longer need to send a check.

The Roadside Diner

GARBAGE BREAD



One package refrigerated pizza dough
Thinly sliced ham, pepperoni, broccoli, cooked Italian sausage, shredded mozzarella, provolone or cheddar, all in whatever amounts you have



Nancy Gypson

Spread cold pizza dough into a rectangle approximately 6" X 10". Spread ingredients evenly over top. (I use about 1/3 pound of ham, 1/4 pound of pepperoni and 2 cups of cheese.) Roll up lengthwise. Tuck under ends and pinch seams. Bake in preheated 400 degree oven for 30-35 minutes or until browned. Slice and serve with pasta sauce for dipping.

Owned by Lyn Lyon of Bedford, PA, this 1930 Whippet Deluxe Sedan was caught in an early October snowstorm several years ago in Warren, Vermont.



February 2025

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

KEN'S CORNER: BILL ERSKINE IS FAMOUS!

In last month's Ken's Corner, I mentioned that I was going through my dad's stuff. I also found an interesting photo with interesting information on the back. The black and white photo is of a 1902 Sears-Roebuck Motor Buggy with the original owner, Marcellus Diehl, of York, Pennsylvania, subsequently owned by his nephew, J.J. Ruth. In its first 30 years it was driven coast to coast accumulating over 100,000 miles.

Coincidentally, the next day I was thumbing through an old Hemmings Classic Car magazine from September of 2007 and who was featured starting on page 56 but our own Bill Erskine! The story was about how Bill went to buy a Model T and ended up coming home with a 1910 Sears-Roebuck. Pictures show how he disassembled and reassembled it for the Hemmings Classic Car photo shoot.

