

Wheel Tracks

More 2026 GOLDEN WRENCH
AWARD Winners

Ernie Clerihew: "I drove my 1914 Model T to Stafford Technical Center in Rutland to present the VAE Golden Wrench Award. The students were surprised and intrigued by a tangible example of automotive history."

GW Winner: Alex Manchester

With Eslie Jones, Instructor
Stafford Technical Center,
Rutland, VT



Charlie Thompson, Bill Josler, with Alexis Kierstead: Bill brought one of his race cars to show the group. He hauled it on a flatbed from his shop, Sabil & Sons, in White River Junction.

GW Winner: Alexis Kierstead

Hartford Area Career and
Technology Center
White River Jct., VT



David Sander - Chairman
802-434-8418 dasander@aol.com
Jason Warren - President
802-477-2430 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 1/2027
802-893-2232
wnoble@myfairpoint.net
Eric Osgood - Term ends 1/2027
802-635-2138
eric.osgood@outlook.com
Ernie Clerihew - Term ends 1/2027
802-483-6871
britishjalopies@aol.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
fortherecordinvermont@gmail.com
Colchester, Vermont

&

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

**The Vermont Antique and Classic
Car Meet Chairperson:**

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

Justin Perdue-Webmaster

David Hillman— Welcome Committee

John Lavallee— Communications

Wheel Tracks Printer—Catamount
Color, Essex, VT

Vermont Automobile
Enthusiasts Website...

vtauto.org

**FROM OUR PRESIDENT,
JASON WARREN**

Hello all,

I hope everyone is doing well and enjoying summer! The minute the snow melts and the sun comes out, life feels busy and purposeful again.

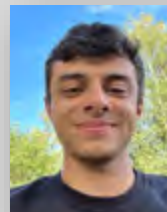
I wanted to thank those who attended my 4th Annual Jeffersonville Car Show! After years of rain, we finally got a beautiful day. I still can't believe that 70 vehicles showed up! It was a great time to see new cars and meet people who are also fellow automotive enthusiasts.

That being said, our big Waterbury show is right around the corner! We still need plenty of volunteers for the event! If anyone would like to volunteer, please reach out to either me, Bob Chase or Dave Sander. Volunteers are crucial in making a successful show! So, please volunteer if you can.

Finally, a reminder that we are no longer doing the Parade or Street Dance. We are now meeting at Cold Hollow on the Friday of the show from 4-8 pm to listen to music, eat great food and meet new people!

Any questions or inquiries you may have, please reach out!

Thanks, *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 Tracks monthly deadline to the editors is the 5th of each month.

Contact us at....
vaeinfo@gmail.com

Our website
is....vtauto.org

THE FIRST STOWE SHOW

Last month we printed a picture on the back cover (top left) which we believe was from the first Stowe show. We asked if anyone had any information about it. The following information came to us from Brian Lindner. Brian has attended our annual show every year since the 1980s.

I noticed in the newsletter that folks were being asked for more information about the postcard showing the very first car show at Stowe in 1957. I was there as a 5-year-old and remember it well.

In 1957 the Big Spruce Double Chairlift was the primary tourist attraction in Stowe. It had been built in 1954 and was the first double-chair in the U.S. In the postcard the lift is out of view in the valley beyond the flagpole on the mowed lawn. Having the first show there made sense due to the tourist traffic. The parking lot was dirt then and still is today. The building shown in 1957 was the Main Street Restaurant - built to serve the Big Spruce lift. This building was renovated and expanded in more recent times and is located at 403 Spruce Peak Road in Stowe. This area of the Stowe Mountain Resort is no longer the center of activity and hasn't been for several years.

Within a couple of years, the show moved to the opposite side of VT Route 108 and into the main parking lot for the resort. That parking lot was much bigger, more centrally located, and paved. At some point the show moved down Route 108 into the Top Notch fields....I had a military vehicle in that show for the first time in 1985.

In the 1957 show I was fascinated by a partially restored fire engine - no idea of the type, year, etc. There was also a yellow Stanley Steamer that was giving rides.....I didn't get one. I can't now be sure, but I think there were 30 or so cars in that 1957 show.

Please scan this QR Code for New
Membership and Membership
Renewal.

Please scan this QR Code to donate to the
Vermont Automobile
Enthusiasts.





Next up.....

2026 CALENDAR OF EVENTS

And always open to all members & guests!

JULY 31 - AUGUST 2: Friday—Sunday. **42nd GRANBY INTERNATIONAL CAR SHOW**, Daniel Johnson Park, 230 rue Drummond, Granby, QC, Canada. For more info, go to www.vadg.ca

AUGUST 7-9: THE 69th VERMONT ANTIQUE AND CLASSIC CAR MEET. August 7, 8 & 9, 2026. Farr Field, 1901 US Route 2, Waterbury, VT. Coordinator: Bob Chase **CAN YOU VOLUNTEER YOUR TIME??**

AUGUST 11: CAR MEET-UP. Tuesday at 6 PM at Island Ice Cream, 21 Commerce St., Williston, VT. Coordinator: Charlie Thompson

SEPTEMBER 8: CAR MEET-UP. Tuesday at 6 PM at Island Ice Cream, 21 Commerce St., Williston, VT. Coordinator: Charlie Thompson

SEPTEMBER: COLCHESTER LIBRARY CAR MEET, 898 Main St., Colchester, VT. Come on out and show your cars! Date TBA. Coordinator: Charlie Thompson

OCTOBER: GYPSON TOUR. Saturday, 10 AM. Date TBA. Coordinator: Ed Hilbert

NOVEMBER: ANNUAL MEETING. Date TBA. Coordinator: Judy Boardman

DECEMBER: HOLIDAY PARTY. Date TBA. Coordinators: Charlie & Marion Thompson

ONGOING MONTHLY MEETINGS

VAE BOARD OF DIRECTORS' MEETINGS: April 16, July 16, October 15, 2026, at 6 PM. Fairfax Town Offices, 12 Buck Hollow Road, Fairfax, VT. All members are welcome and encouraged to attend!

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, Revitalizing Waterbury, 46 So. Main Street, Waterbury, VT. Chairman: Bob Chase.



CARS & COFFEE

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

CARS & COFFEE VERMONT: Third Saturday of each month at University Mall, Dorset Street, So. Burlington, VT. 7 AM-9 AM. <http://carscoffeevermont.com>. Coordinator: John Malinowski. 802-662-1026.

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

1925 FRANKLIN 10-C ENGINE REBUILD UPDATE

By John Gallagher

You may recall reading about John Gallagher's engine rebuild process in the May 2026 issue of *Wheel Tracks*. His project was already two years in the making. We have since received some updates.

John next reported: "I will begin working on assembling the engine and installing it in the car soon, as it has warmed up enough to work in the barn again. I have been looking forward to beginning the assembly after two



View from inside with floorboards out

years of acquiring new parts, doing the work that I am able and the hired completion of rebabbitting bearings which requires special equipment and skills. The 1925 Franklin is mostly in original condition which appeals to me as much as a fully restored-to-new-condition antique car. It can never be 'original' again after restoration! I also do not hesitate giving anyone and their dog a ride! I live on a dirt road so our vehicles are always dirty. The Franklin is an ideal antique car for dirt roads as it has good ground clearance and very smooth and supple suspension giving an amazing ride. People are always amazed and being a convertible makes it even better."

And then, more recently: "The engine has been reassembled with reground crankshaft main and connecting rod bearing journals, new finished babbitt bearings, new pistons/rings in bored cylinders, and new valves and guides. Lifters were refaced/polished and a new timing chain was installed. All fasteners were cleaned and all new gaskets used. The engine is of unusual design and very top heavy due to tall cast iron cylinder heads on an aluminum crankcase. I did not believe that I could later rotate the engine so assembly was performed in upright position. I lowered the cylinders with pistons installed onto the crankcase, and then lying on a platform beneath the engine, the connecting rod big ends were attached to the crankshaft. Then the oil pan and crankcase bottom half was attached using 36 bolts/nuts. When the transmission was attached, the assembly was ready for installation into the car. The car was pulled into position using pulleys and the engine carefully lowered into position.



Engine just prior to installation

"The engine mounts solidly with no rubber isolation directly to the wooden frame. At this point much work remained such as generator, starter, intake manifold, carburetor, all wiring connections including new ignition wires, transmission top plate with shift lever, clutch, brake and throttle pedals with linkages, driveshaft, timing cover and all fan and blower pieces, and floorboards and exhaust system. At this point I am waiting for a modern oil seal that will be used to replace the wool fiber packing seal at the differential input shaft.

"This has been a project taking several years doing all work myself except crankshaft grinding and pouring/finishing of the babbitt bearings. I have learned a lot about vintage auto design and manufacturing, and if everything works out as planned, it will have been a very satisfying endeavor!"

Further: **"Hooray! The car runs and works well. The Franklin will be back at the car show this year.** I purchased the car when it was in the car corral in Stowe around 10-12 years ago. It has been restored only to the point that it is functionally safe and sound and devoid of mouse effects!"

John's wife, Katie (steering), and grandchildren Althea and Emmett, as they pull the car in using a rope/pulley system



John is a VAE member from Moretown, Vermont



Franklin on return from test run



"The Softer Side"

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

.....from Nancy Gypson

REMINISCING...

My grandfather was very proud to be a Vermonter, and he was especially proud to have a history in the Mad River Valley towns of Warren, Waitsfield, Fayston, and Moretown. His great-grandfather pioneered in Warren over two centuries ago. His father, who lived to over 99 years of age, was a farmer as well as founder of the original general store in Warren. My grandfather worked on the farm and in the store. After serving in WWI, going to college and becoming a teacher in Connecticut, he and my grandmother returned to Vermont each summer after they purchased Little House in North Fayston. (See *Wheel Tracks*, "The Softer Side," July 2025.)



In 1971, he decided to submit a few articles to the *Valley Reporter*. He anticipated writing 8 or 10 but ended up writing more than 50 articles over a two-year period. His column was called *Reminiscing...* My mother, who was very good at chronicling family history, copied and bound his columns into binders for his grandchildren and great-grandchildren. Shortly thereafter, in 1980, she collected recipes from family members and self-published *The Little House Cook Book*, which she dedicated to her parents (my grandparents) in honor of happy memories made at Little House. I often get out my copy of *Reminiscing...* and read bits and pieces. What follows is an abridged article about women and cars. Please excuse the plagiarism, and perhaps the chauvinism.



"If someone asked you, What man or woman did the most to speed up the liberation of women, one name I suspect you wouldn't think of would be that of Charles Kettering. His invention of the electric self-starter was a major step toward putting women on wheels... Up until then, cars had to be cranked by hand, and this took more muscle than the average women possessed, plus a certain amount of know-how. A broken arm or wrist could result if the one cranking didn't have the correct stance or follow-through. My wife reminds me that up to the early 1920s, women's skirts still came down nearly to their shoe tops and could easily have gotten tangled up with the crank when starting a car.

"There was another major reason why driving a car, unless in the company of a man, was not for the girls. The low quality of tires...was a constant threat to happy motoring. Young people today can hardly imagine changing tires several times while driving a hundred miles. A classmate of mine in high school told of changing tires seven times between Bethel and Randolph, about eight miles... One day in about 1915, I started out for St. Johnsbury when my car's motor stopped. I walked back to a house with a telephone. The owner of a garage in Plainfield came and quickly found what was wrong. I had to wait for him to go back to Plainfield, where he located the needed replacement, returned and soon had the car running. For all of which he said he would have to charge me two dollars. The return trip was in heavy rain. I feared a blowout all the way home. When I drove up in front of our store, strips of rubber were flapping around and much of the fabric was showing.

"A few women braved these difficulties and drove a car in spite of them. A neighbor of ours was one of them. Her husband was a traveling salesman whose product was sold only in large cities. His wife had a Ford and became known up and down the valley as "Gasoline Alice." One evening at a movie theater in Montpelier, two women were watching a comedy film in which a central figure was a woman driving the well-known 'flivver.' One of the women was giggling and remarked, "That looks like Gasoline Alice." She was nudged slightly by a young lady in an adjoining seat. "I'll have you know," she said, "that Gasoline Alice is my mother."

"Thanks, Grandpa, for committing your memories to paper!"

*** ** ***



Wheel Tracks Academy

By "Professor" Wendell Noble



The Ongoing Industrial Revolution

Manufacturing the things and stuff needed for everyday life was once the job of artisans who used tools and skill to make things one at a time. This started to change abruptly in mid-18th Century Great Britain, kicking off what has come to be called the Industrial Revolution. It started in the textile industry with the invention of the spinning jenny and the power from which mechanized the weaving of cloth. Revolutions don't occur without some opposing resistance.

By 1811, this resistance was personified by the Luddites. They adopted this name after a fictitious "Ned Ludd" who was depicted as smashing automatic knitting machines. Groups of them actually did raid factories and smash machines in protest of the loss of skilled jobs to low skilled workers who could run the machines. As we know, society adapted and improved with cheaper and more plentiful textiles. Other technical advancements such as steam power and electricity pushed the revolution along to the ultimate benefit of all.

Another significant advancement was driven by Henry Ford's introduction of the moving assembly line for the Model T Ford in 1914. Prior to that, cars were assembled one at a time in stationary bays. Interchangeable parts were also introduced. Jobs were not lost as a result. Instead, Ford workers' pay was doubled from \$2.30/day to an unheard of \$5.00/day and the work day was reduced from 9 hours to 8 hours. The Model T was priced at \$825 in 1913, but the price dropped steadily to \$300 by 1925. By 1927, 15 million Model Ts had been produced. Ordinary folks who could not have previously imagined owning a car could now put the horse out to pasture and drive their very own car.

Since then, technical advancements have continued to make manufacturing of all products more efficient and productive. Computer-aided design, computer-controlled machining and robots are now in everyday use without any resultant negative impact on employment.

Today we are exposed to almost daily news media alarms about the specter of AI eliminating jobs. Yes, there have been job losses in the past due to technical advances. The ice man, the milkman, the lamp lighter, and the chimney sweep have all moved on to other jobs and are probably happier for it. As a thought experiment, consider the jobs you see people around you doing every day. Can you imagine how any of them might be lost to AI? I can't. Even reflecting back on my own career in a highly technical area, I can't imagine how AI would have impacted it other than to help me do it better. AI is a tool to be used to our advantage.

After all, what's the big deal with AI? Any farm boy knows it's been around for many decades. Artificial Insemination, right? Well, that did leave a lot of bulls out of a job.



I just received my copy of the June-July issue of Wheel Tracks and loved every page of it. I didn't know Ken was a musician! Congrats to Jason on his marriage. I noticed the trip that Eric Osgood is planning on July 17th to the Bob Bahre collection. I've seen the collection and highly recommend the trip. The grounds are amazing with a wonderful view of the White Mountain range to the west and quite suitable for a picnic lunch. The house was built by President Lincoln's first vice president. And that blueberry social has my mouth watering right now. Have a wonderful and safe July 4th holiday, Nancy and Ken.

Ken Green
Cumming, GA

"Remember When?".... with Chris Barbieri



Plymouth vs. Ploumoth

How about this one? A knock-off hubcap! In this case, it's one I unearthed while going through a box of miscellaneous stuff from way back in the garage. The hubcap appears to be of late '30s or early '40s, maybe later. What's different about this is that it attempts to replicate the real thing. From a distance, it works; from up close, not so good. Get close and you notice that "Plymouth" is spelled "Ploumoth." Making it even worse is that the "knock-off" suffers from peeling chrome.

Most of all, I'd like to know how you pronounce "Ploumoth"!



TRIVIA FROM DON TENEROWICZ



"The Pleasures of Reading an Auto Magazine"

ENGINE COMPARTMENTS

Opening the hood to display the engine at the local weekly parking lot Cruise Night or a Car Show adds to the event enjoyment for the enthusiasts of the car hobby, as well as the general public. Comparing the current engine compartments to the earlier years of the autos indicates a vast difference in the ongoing appeal and appreciation of the display. Pictured is the Duesenberg Model J engine (1928-1937) to the 2025 Corvette C8 ZR1 engine to the 2024 Ford F-150 Lightning Electric Truck. A cultural interpretation of the 97-year difference might be a classic mechanical power unit vs an engineering accomplishment. With the current EV trends, the display of an electric "motor" (it's not an engine) buried in the suspension will lessen the practice of having an open hood. Common terminology is an EV frunk, combining the words "front" and "trunk" for the enclosed storage compartment.



Duesenberg

Corvette



Lightning

FROM THE DESK OF

THE EDUCATION & CHARITABLE OUTREACH COMMITTEE

PRESENTING THE 2026 GOLDEN WRENCH WINNERS

This award is presented annually in late May to early June to one junior in each of the sixteen automotive technical career centers in Vermont. The award consists primarily of a valuable tool set worth approximately \$800 and a \$500 scholarship for continued post-secondary education, plus a year's membership in the VAE. The winning students are selected by their teaching faculty in recognition of their demonstrated dedication to their education. Proceeds from our car show, as well as individual donations, go to support this educational outreach. Below and on the next page are 7 more winners being presented with their award. *Wheel Tracks* will continue to publish the winners as more pictures become available.



ADDISON WOOD
Randolph Technical Center, Randolph, VT
Pictured L to R:
Scott Brock, Instructor
Addison Wood, 2026 GW Winner
Charlie Thompson, VAE Presenter
Donald Pierce, VAE Presenter



CARSON SOREL
Southwest Vermont Career Development Center,
Bennington, VT
Pictured L to R:
Ken Gypson, VAE Presenter
Carson Sorel, 2026 GW Winner
Not pictured: Nancy Gypson, VAE Member/Photographer



ALEX MANCHESTER
Stafford Technical Center, Rutland, VT
Pictured L to R:
Ernie Clerihew, VAE Presenter
Alex Manchester, 2026 GW winner
Eslie Jones, Instructor



BRODY SCOTT

River Bend Career & Technical Center,
Bradford, VT

Pictured L to R:

Charlie Thompson, VAE presenter

John Mahnker, VAE Presenter

Danielle Scott, Brody's mom

Brody Scott, 2026 GW winner

Ainsley Kendall

Carl Hildebrandt, Instructor

MORE GOLDEN WRENCH WINNERS



ALEXIS KIERSTEAD

Hartford Area Career & Technology Center,
White River Jct., VT

See Alexis' picture on the front cover of
Wheel Tracks



GAVIN LEACH

Cold Hollow Career Center, Enosburg Falls, VT

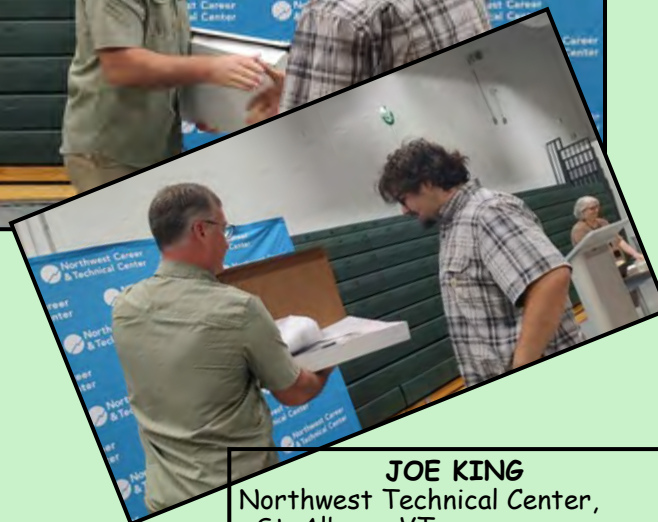
Pictured above L to R:

Gary Fiske, VAE Presenter

Cold Hollow Automotive Tech class

Pictured below:

Gavin Leach, 2026 GW Winner



JOE KING

Northwest Technical Center,
St. Albans, VT

Pictured L to R:

Tom Noble, VAE Presenter

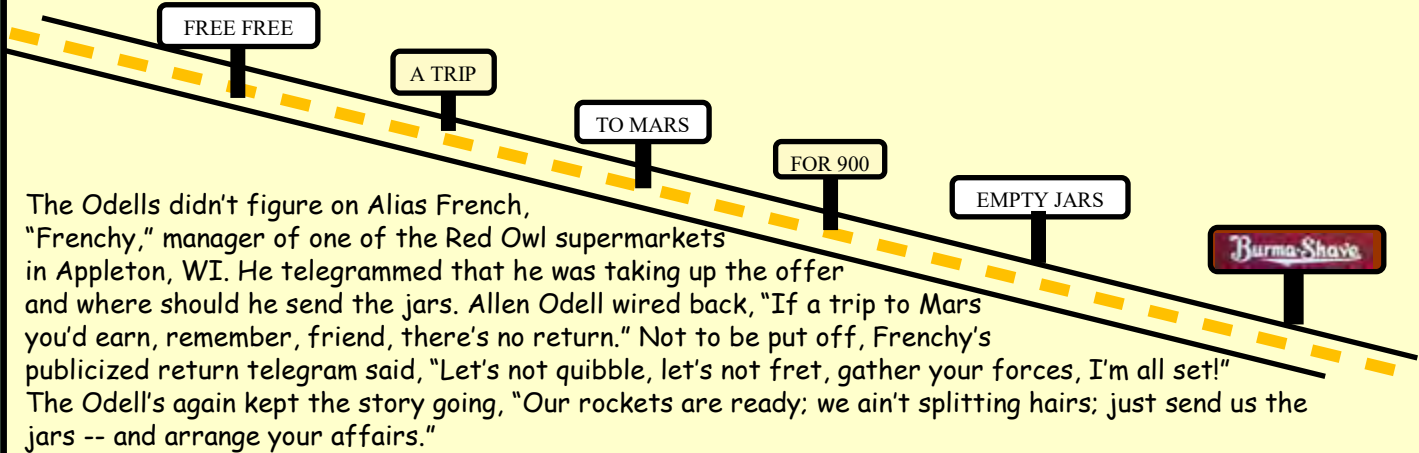
Joe King, 2026 GW winner



More Unexpected Results

By Charlie Thompson

This jingle seemed safe enough:



The Odells didn't figure on Alias French, "Frenchy," manager of one of the Red Owl supermarkets in Appleton, WI. He telegraphed that he was taking up the offer and where should he send the jars. Allen Odell wired back, "If a trip to Mars you'd earn, remember, friend, there's no return." Not to be put off, Frenchy's publicized return telegram said, "Let's not quibble, let's not fret, gather your forces, I'm all set!" The Odell's again kept the story going, "Our rockets are ready; we ain't splitting hairs; just send us the jars -- and arrange your affairs."

Burma Shave sent their general manager to Appleton to see what was going on. He soon phoned back: "This boy's serious. He's got copies of our signs the length of his store. He's put full page ads in the local paper saying, 'Send Frenchy to Mars.' There's a big pile of jars in the store, some kind of rocket plane that kids are climbing all over, and little green men on the roof."

A publicity man hired by the Red Owl company discovered a little town in Germany called Mars, spelled Moers actually, and proposed that if Burma Shave would pay the air fare, he would cover the rest. So, that's what they did: a week's vacation in Moers for Frenchy and his wife, figuring she could use a little vacation from her eleven kids.

Frenchy showed up with a bubble on his head and wearing a silver space suit with a big Red Owl on the front, in a rented Brink's armored truck to deliver the jars. All this brought a TV crew and news photographers and wonderful fun advertising for both Red Owl and Burma Shave.



DAVID DEXTER DOW
1929-2026

.....a long time club member and Studebaker man, passed on June 20th at the age of 97. He did the Golden Wrench award at Hartford Tech center for many years before COVID .

Duane Leach

For a complete obit, cut/paste or type this into your browser: [David Dow Obituary \(1929 - 2026\) - Hartland, VT - Valley News](#)

WELCOME NEW MEMBERS

2026 Golden Wrench Winners

Paige Pratt, Waterbury Ctr., VT; Carson Sorel, Pownal, VT; Brody Scott, Groton, VT; Aiden Weir, Westminster Station, VT; Elias Fankhauser, Colchester, VT; Bella Alden, Newport, VT; Addison Wood, Braintree, VT; Alex Manchester, Rutland, VT; Joe King, Alburgh, VT; Jacob Witter, Lyndonville, VT; Alexis Kierstead, Lebanon, NH; Gavin Leach, Enosburg Falls, VT; Kayden Deschamps, Cambridge, VT; Charlie Isselhardt, Wolcott, VT; Kingston Smith, Sutton, VT; Henry Orvis, Lincoln, VT

Wheel Tracks Classifieds



Bumper Sticker of the Month...

I'm reading a good book on anti-gravity.
It's impossible to put down.



FOR SALE... Part time repair business, One and a half days per week. Reasonable price. Includes over 700 original gauges/tools/training/materials/etc. Income of \$20,000 plus per year. Call Roy at 802 862-6374 or roymart@comcast.net

FOR SALE... Sales brochures for most American and some foreign makes, both pre-war and MANY post-war makes and models. Cadillac and Miata are specialties. Send e-mail or call with your interests, and I'll reply with availability and price. **I can bring items to the Waterbury Show on Sunday, August 9.** John Emerson, jemerson@middlebury.edu, 802-388-7826

WANTED... Wheel Tracks: Any or all issues from 1995 to 2012. **Can pick up at Waterbury car show.** Ken Gypson, 518-423-7565, kengypson@yahoo.com

FOR SALE... A friend's dad passed and they want to sell his old 1946 Chevy hand crank dump truck. He used it for 50 years doing garbage removal... says it's inspectable with just a little floor work... comes with added motors, transmissions and much more, \$10,000....Dave Butterfield who owns Vermont Tire on Williston Rd., So Burlington has it... he lives in Sheldon.

Call Dave at 802-316-6069.



WANTED... Gauges that would fit a 1928 and 1929 Chevrolet. Need a good speedometer cable. Need carburetor. Need a distributor. 1929 Chevrolet 6-cylinder engine is the Delco-Remy Model 633. Depending on specific production runs and sub-models, the OEM Delco part numbers are typically 633G or 633J. Vacuum tank and throttle linkages. If someone has a good Chevy chassis with parts, I would be interested to know about it. Paul Baresel, pgbaresel@yahoo.com, 207-727-5855

FOR SALE... 1930 Nash 400 series 2-dr, 6-cyl, excellent condition. 20k.



1994 Dodge B250 window van. 4.5k.

Cushman series 60 scooter. 2k.



Tom, madhatter6653@hotmail.com or text (860) 806-5067, Springfield, VT

FOR SALE... 1992 Mustang convertible, 45,000 original miles, power everything, four-cylinder. \$3,900. Contact Don LaHue, 802-595-3939.



WANTED... Old Gas Station maps of Lake George, New York, Albany, New York and surrounding cities. Also wanted old Buddy L and Structo trucks from the 1950s. Contact Bruce Levitch, VAE Member, at 480-643-9291 or blevitch@cox.net.



FOR SALE... Model T parts. My mother has a big collection of Model T parts that dad had to restore a T. She would like to sell the whole lot for a reasonable price. Call Peter at 774-615-4779.

The parts are located in Ashland, Mass.

FOR SALE... Last call: Complete set of Hemmings *Classic Car*, \$50 or TRADE for Hemmings *Sports and Exotics*. **Don't make me throw them away!** Ken Gypson, 518-423-7565, kengypson@yahoo.com



The Roadside Diner



CRANBERRY-ORANGE VODKA SLUSH

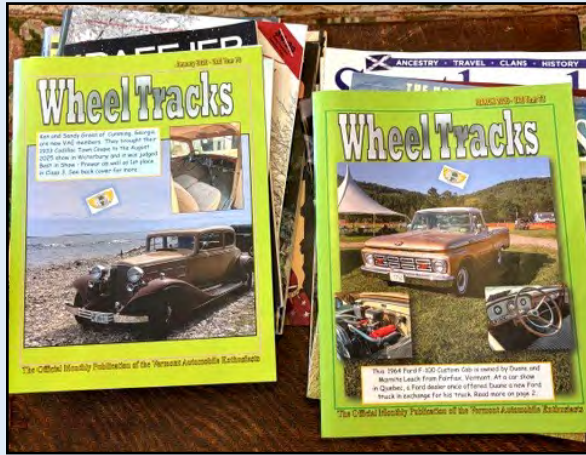
3 cups water
3/4 cup sugar
6 ounces thawed cranberry juice concentrate
6 ounces thawed orange juice concentrate
6 ounces thawed lemonade concentrate
1 cup vodka
1 or 2 liter bottle lemon-lime soda



Nancy Gypson

Mix water and sugar. Stir until sugar dissolves. Add remaining ingredients except for the lemon-lime soda. Stir and freeze. To serve, mix in the proportion of 1/3 lemon-lime soda to 2/3 frozen slush.

Our son, Seth (Gypson), who lives in Saxtons River, VT, was in the reading room at the Rockingham Free Public Library in Bellows Falls when he took this picture and sent it to us. We made sure that he complimented the editors responsible for the impressive covers.



AUGUST 2026

Q: What is the easiest way to make a small fortune in auto racing?

A: Start with a large fortune.

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

KEN'S CORNER: RECORD-BREAKING BRITISH

In 1948 Jaguar introduced the XK 120. It was a stunningly beautiful car! In 1952 Donald Healey, along with BMC, introduced the Austin-Healey 100. The Healey was also a beautifully designed car. British cars, although great looking, sometimes had not so great reliability and performance reputations.

In August of 1952 three well-known British drivers—Sterling Moss, Jack Fairman, and Bert Hadley—drove a stock Jaguar XK 120 sports coupe at Montlhery, France, for 168 hours, averaging 100.2 mph. Running continuously for seven days and nights with stops only for fuel, oil, and relief drivers, they covered 16,851 miles! Quite an accomplishment even for today.



Jaguar XK 120 Coupe



Even though land speed record attempts are not as popular as they were in the 1950s, they proved a car's worth back then. Enter the Austin-Healey 100-4. The nomenclature stood for 100 mph and 4-cylinder. Just before its introduction at the London Motor Show it achieved a 2-way run in Jabbeke, Belgium of 106.05 mph!

In 1953 a very slightly modified 100 set a record of 142.6 mph at the Bonneville Salt Flats. Later that year two stock 100s averaged over 101 mph. The Austin-Healey 100 was then able to be advertised as the least expensive 100 mph car.

These days the XK 120 and the Austin-Healey are some of the most sought after British sports cars.