

March 2022 VAE Year 69



Wheel Tracks



This 1969 Plymouth Road Runner was "the transportation" for Megan and Adam Shafritz when they married.

Find the rest of the story on page 11



Cadillac - Company Always Denies Its Lawful Liability After Collisions

When I see CHOCOLATE, I hear two voices in my head. The first one says, "You need to eat the chocolate." The second voice says, "You heard him. Eat the chocolate."



Steve lived all his life in the Florida Keys and is on his deathbed knowing the end is near. His nurse, his wife, his daughter and two sons are with him. He asks for two witnesses to be present, and a camcorder be in place to record his last wishes, and when all is ready, he begins to speak:

"My sons, **Doug and John**, I want you to take the Ocean Reef houses."

"My daughter **Kelly**, you take the apartments between mile markers 100 and Tavernier."

"**Cathy, my dear wife**, please take all the residential buildings on the bay side on Blackwater Sound."

The nurse is blown away as she did not realize Steve's extensive holdings, and as he slips away, the nurse says, "Your husband must have been such a hard-working man to have accumulated all this property."

The wife replies, "the A-hole has a paper route."

At a parole hearing, the officer asked, "Tell me, why should you be released early?" The inmate responded, "It's because....." The officer replied, "Yes?" The inmate continued, "I think I have....." "Go on", the officer said. Can I please finish my sentence?" "Sure, parole denied!!"

A family is celebrating their daughter's fifth birthday at a restaurant when the girl's father noticed the daughter staring at a moose head on the wall.

Someone had placed a party hat on it. One thing led to another as he told her why some people hunt animals. "I know that," the girl cried, "But why'd they shoot him at his birthday party?"

VAE Gossip

from GCF



An unforeseen situation has been uncovered, in our new Wheel Tracks editorships arrangement.

Our "jokes column" is one of the most popular in Wheel Tracks. There are a few members who regularly send them. The editor of 12 years has always had "firsties" until a young lady joined us and literally grabbed two of the very best jokes last month.

She could not hear the grumbling in Vermont because she is sitting beside a pool in Arizona. There would have been a very big problem, but a third editor stepped in and calmed the whole situation.

We hope you enjoy the jokes this month, the editor had to get up at 3AM to take possession of them.



Pictured left is an old tow-truck boom mounted on a former farm silo base. I remember, not too long ago, when two of our members were looking for one and they were keeping all information close to their chest, so if they found one, they had 1st-dibbs. This one is in Hyde Park and for a small finder's fee, I could tell you where.....

I miss John Vetter. I had a really nice conversation recently with a WWII enthusiast and John's name came up. I can't say we were close "buds" but I can say we had some really nice conversations over the years. He had a way that was only-John. He was the person who told us about Farr Field when we were on the hunt for a new car show location.

I read an interesting story recently about a car club in the mid-west. One of their pet projects is to take all the parts and pieces of a Model T into a school and lay them out on the floor. While the students look on, a few club members assemble the vehicle and drive it away within an hour, or so.

I have a picture where **Bill Erskine** was doing the same thing with his Sears High Wheeler about 25 years ago! There were lots of club members present and the amazing part was not necessarily the 1910 Sears, but that everyone had hair!
Like I said...amazing!



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**FROM OUR PRESIDENT,
GARY FISKE**



Happy March to you,

Remember the plea for help with our August Flea Market that was made last month? The job had been broken down into three basic parts and members have stepped up to head each part. A huge thank you needs to go to these volunteers. In some cases, other members have volunteered to help in those three areas, and if you are interested, we could still use your help. We are on our way to continuing and building on to Tom McHugh's wonderful Flea Market. You will be seeing Tom showing us the ropes come August, a perfect time to hunt him down and say Thank You to him.

A second item this month is Wheel Tracks' "4-page supplement". We are hoping to add a supplement every three months until we have created four brand new pages. Our second hope is to then find a fourth editor to take these pages on monthly. Stay tuned and send me your ideas for new subjects to cover. We have our eye on writers for a modeler's column. An antique clothing column is a possibility. Do you know anyone who would share a column on that subject?

Lastly, we have just learned that VAE member, Tom Willis, passed away in December. We will have our memories about Tom in the April issue and yours would be very welcomed. I am also sure Bonnie would love to see a note in the mail from you, her address is in our roster.

Thanks, *Gary*

**Membership
Only \$30**

\$50 for 2 years

**Wheel Tracks
Monthly deadline to
the editor is the
5th of each month**

**"How to be
a member"**

*Go to vtauto.org
 *Click "Join VAE"
 *Print form, fill it out and mail it with your \$\$ to our secretary

If you want your latest Wheel Tracks earlier.... go to vtauto.org then to our Member Only Page.

The new issue can usually be found there, around the 25th of the month.

Wheel Tracks

is a monthly newsletter published in print and electronically for the public, and for the VAE membership. The VAE is a 501c3 a not-for-profit Inc.

In keeping with last month's theme of early Wheel Tracks, I offer the following. A listing of members in Issue #1 totaled 29. In Issue Vol. II, #IV (Jan. 1955) the VAE had already grown to 48 members. In talking with Gary Fiske we now have 350+.

At the April 25th, 1954 meeting held at the Lincoln Inn, the film of the 1952 Indy 500 and the 1950 SOCONY "Mobilgas Economy Run" were viewed. The real icing on the cake was that the local Willys dealership, owned by Bill Cody and Chester Savage, brought the brand new Kaiser-Darrin for the members to drool over.

Also included was Part II of Keith Marvin's history of the WASP.

George Adams (any relation to Don and Marlene or Jim?) of Moscow, VT, was looking for "a body or a rear part of a body for a 1920, 1921, or 1922 Chevrolet 490". And, Dale Lake of Ripton, VT, was selling a flywheel and clutch assembly for an early 1928 Model A Ford, "used only 6 months....reasonable to club member."

I'd appreciate any feedback as to whether or not this old Wheel Tracks information is of interest to VAE members.

Long live the VAE...*Ken*





"The Softer Side"

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

.....from Anne

The Softer Side of Barrett-Jackson



Don and I have been snowbirding in Arizona these last few months, and he got us tickets to the Barrett-Jackson car auction in Scottsdale for January 27. I have sat through hours of TV viewing of the auctions while Don was engrossed in them, and I was intrigued by the whole "up close and personal" side of it but also hoping not to spend THE WHOLE DAY just watching cars being auctioned! Well, I can tell you that Barrett-Jackson has so much more to offer than cars.

So early on the 27th, we left for Scottsdale. We arrived about 11 a.m., and making our way with 10,000 other people into the main pavilion, the first order of business was to find a bathroom! Ladies, I can tell you they're all over the place, stall after stall after stall, and spotless, with NO waiting lines! Deliriously happy with that good start to the day, I continued following Don through the main pavilion and then 10, count 'em 10 huge tents with cars either already sold or waiting to cross the auction block. In the midst of the main pavilion, we passed concession stands selling anything and everything you'd ever care to eat. Plus, outside in the beautiful sunshine in between the car tents were more food vendors. I felt like we were at the Champlain Valley Fair. The hardest part was figuring out where and what to eat.



After satisfying our hunger, we made our way to the grandstands and watched the auction. Car after car passed over the block. We saw some cars sell for \$20K and others over \$100K in the blink of an eye! We then made our way through the automotive vendors. They were hawking everything: car lifts, concrete coating for garage floors, insurances, powder coating, chrome everything, tools.....you get the idea. And as interesting as all this was, I was looking for something more.



Well, next thing you know I'm standing at a jewelry booth trying on a \$1.2 million natural pink diamond surrounded by 3 carats of top-of-the-line diamonds! It was gorgeous. (I think the booth was catering to the men who were dropping big bucks on cars and then, feeling guilty, buying jewelry to make their wives or girlfriends happy also!)

After reluctantly handing back the ring, the next booth had beautiful bakery items for sale, or so I thought. I was salivating and just about ready to buy that irresistible-looking lemon/vanilla cupcake when I realized it was actually hand-made soap!



Continued on Page 8



"My First Car" Stories

I am hunting for "First Car" Stories.
Can I have yours?
Call me... 802-878-2536 or email... charlieandmarion@comcast.net.
Thanks, Charlie Thompson



My First Car - By Don Pierce

The first car I bought and registered and drove was a 1962 Volkswagen Beetle. This was in 1971. I was a senior in high school and "needed" a car.... This VW belonged to my friend's father....he had bought it used as a commuter a few years earlier.



I had a bunch of issues to deal with while I owned it, including some rust and, of course, the

fact that it was a 6 volt system.

In the winter, starting it in the morning when the temperature was below 30 degrees meant pushing it over to a nearby hill and letting it roll down so I could jump start it.

Of course heat was nonexistent except for the smoke that came out of the rusted-out exhaust/heater system. The battery was located under the seat. I remember once the rusty floorboards let go and the battery shifted and sparked making a smoky situation.

I think I had the car for about a year when, fortunately, another Classmate went into the Navy and sold me his 1966 Valiant convertible. I was able to sell the VW for only a few dollars less than I paid for it.



Next up.....

Coming VAE Events for 2022

From Mike Felix



March—Our Memorabilia Gathering has again been rescheduled..... to March 19, 11 a.m. to 2 p.m., St. Andrews Parish Hall, 109 South Main Street, Waterbury. Please bring a dish for our traditional Potluck Lunch. Also, plan to bring something from "your collection" that you will have fun showing everybody. Let's see who can create the most "table visits" or the quietest room when you have the floor! The club will have hats, T-shirts, books and dash plaques from earlier car shows for sale to benefit our Education Fund. If you have anything you'd like to donate, please bring them.

April and beyond....We are continuing to work on scheduling additional events, COVID permitting, and will update our Events calendar through Wheel Tracks and email messages. Stay tuned.

May through October...third Saturday of each month—Cars & Coffee, 7 a.m. to 9 a.m. , University Mall, So. Burlington

August 12, 13, 14—Vermont Antique & Classic Car Meet, Farr Field, Waterbury.

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

Past VAE Presidents...

- 1953 Ken Gypson
- 1954 Rod Rice
- 1955 Rod Rice
- 1956 Walter Jones
- 1957 Walter Jones
- 1958 Lloyd Davis
- 1959 James Mc Glaffin
Dale Lake
- 1960 Bob Jones
- 1961 Charles Arnholm
- 1962 Robert Slade
- 1963 Don Brown
- 1964 Richard Evans
- 1965 Willis Spaulding
- 1966 Wesley Pope
- 1967 Bill Young
- 1968 Leo Laferriere
- 1969 Adrian West
- 1970 Chuck Haynes
- 1971 Lloyd Davis
- 1972 Wayne Martin
- 1973 Larry Johnson
- 1974 Tom McHugh
- 1975 Rod Dolliver
- 1976 Bob Gioria
- 1977 Alden Chapman
- 1978 Richard Turner
- 1979 Genevieve Morgan
- 1980 Al Ward
- 1981 Russ Snow
- 1982 John F. Gray
- 1983 Mike Hayden
- 1984 Bob Groves
- 1985 Dave Gonyon
- 1986 Peter Crosby
- 1987 Bonnie Groves
- 1988 Tom Maclay
- 1989 Tom McHugh
- 1990 Bill Dexter
- 1991 Avery Hall
- 1992 Jan Sander
- 1993 Bob Jones
- 1994 Bill Fagan
- 1995 Frank Mazur
- 1996 Don Rayta
- 1997 Bill Sander
- 1998 Bill Erskine
- 1999 Joe Paradis
- 2000 Mary Mazur
- 2001 Fred Cook
- 2002 James Willett
- 2003 Gael Boardman
- 2004 Ray Tomlinson
- 2005 Conception Conti
- 2006 Bob Chase
- 2007 Andy Barnett
- 2008 Nancy Willett
- 2009 Gene Fodor
- 2010 Don Rayta
- 2011 Wendell Noble
- 2012 Dave Sander
- 2013 Jim Sears
- 2014 Robert Lalancette
- 2015 Dan Noyes
- 2016 Dan Noyes
- 2017 Dave Stone
- 2018 Dave Stone
- 2019 Jan Sander
- 2020 Duane Leach
- 2021 Duane Leach
- 2022 Gary Fiske



THOMAS PIERCE

1945—2021

Our Vermont Automobile Enthusiasts has lost a treasured and loved member of many years. Tom is pictured here, third from the right, when some VAE members showed up to help get his '08 Buick ready for our August show.

It was a very special day, doing what we love to do. Tom was in the mix of it, trying to figure why that old rig would not start for us. This, from his obituary.....

Tom worked for CVPS as a lineman where in 1970 he was seriously injured while at work. Tom would battle the effects of his injuries for the rest of his life, but he never complained. He rarely asked for help, and he surprised everyone who knew him with his ability to overcome adversity and his positive outlook.

Tom met his wife, Sandy, while he was in high school, but it wasn't until 1974 that he and Sandy married. In 1980, Tom and Sandy purchased the Rochester Electric Light and Power Company from the Pierce family estate. Rochester Electric was founded in 1897 by the Pierces and remained in the family until Tom and Sandy sold it to CVPS in 2006.

Those who knew Tom will recall his incredible sense of humor and aptitude for a practical joke. The stories are endless, and it's impossible to think of Tom (even in his passing) without smirking just a little bit. We would be remiss if we didn't try to get you to laugh upon reading his obituary. Tom loved to tell of Veron Lyon petting a skunk, thought to be a kitty cat. He often recalled the wet chickens he introduced to his daughter's tented birthday sleepovers.

Tom is survived by his wife and their children Dean Pierce (Ioana) of Knoxville, TN and Andrea "Andy" Murray (Chris) of Middlebury, VT and three grandsons: Pierce Murray, Jackson Murray, and a namesake Thomas Pierce.

Tom is also survived by his high-spirited big sisters and brothers-in-law: Nancy and Charlie Woolley and Judy Pierce and Bill Harvey and their children and grandchildren as well as Sandy's brother and sister-in-law Jon and Karen Bindrum and their sons Jeremiah and Adam.



You are looking at the work of two VAE "modelers". It is hard to believe, but the model trucks above are only seven inches in length! They were built by **Mike Felix**, our 1st Vice this year.

The steam engine models below are the work of **Bill Cooke**. They all operate 'correctly' with the steam source that Bill has also built. Some of us have ridden in Bill's 'full-sized' Stanley steam car, and that was a day we all remember!

If our Wheel Tracks plan for the future comes about, others will join these two gents in creating a new column(s) for our publication. We have other "modelers" in mind to ask to join us.





Dave's Garage by Dave Sander



OVER BEARING.....

I recently changed one of the rear wheel bearings in my 2016 Outback. This is fairly typical, as the car just passed 50,000 miles, and this is a common problem with Subaru's. I have changed many rear wheel bearings on Subaru's. I can usually do the job in less than an hour.

The Subaru does not have a serviceable bearing, the whole hub needs to be replaced. The hub bolts on to the spindle with four bolts. The process of replacing the bearing use to involve removing the axle shaft, then removing the four bolts, and the hub simply comes off.



For some reason, Subaru re-designed the hub assembly in 2015. The new hub design retains the four mounting bolts, but the assembly is pressed in to the spindle with a flange that presses in to the hub. This flange is over an inch long. I took the axle nut off, and easily removed the four hub mounting bolts. To my surprise, the hub would not come off the spindle. I used a big slide hammer, and even heated up the spindle assembly. After struggling for hours, I ended up removing the spindle and pressing the hub out on the press. Fortunately, I was able to remove the spindle without damaging the rubber boots on the links or the ABS wheel speed sensor. I have a 20 ton press, and it was all I could do to remove the hub assembly. The new hub assembly had to be pressed in to the spindle.

I noticed the rear brake pads were almost worn out while I was working on the wheel bearing. This was my first introduction to electric parking brakes, and how to reset the caliper to replace brake pads. That will be discussed in a future column.



I can not understand why Subaru changed the design of the bearing. The spindle was also redesigned. The spindle is mounted to the car with conventional ball joints, and the links have conventional tie rod ends. The rear spindle looks like it is mounted on the front, not the rear. When these cars get some years of use, the chances of the ball joints and tie rod end link assemblies coming off easily will dwindle significantly. A simple rear wheel bearing replacement will likely result in having to replace the links, ABS wheel speed sensor, backing plate, and the spindle in addition to the hub assembly. The job could easily take 2-3 hours and cost well over \$500 in parts.

This is a classic case of newer cars not having serviceable parts, and an unbelievable amount of labor to replace wear items.

I'd rather work on my 20 year old Outback.



That picture on the back page of last month's Wheel Tracks, so far, has produced no guesses as to the identity of these two young men.

The gent on the left is a very young version of **Gael Boardman**. Gael' body language could be read as a combination of "cockiness" and "nerdiness". Those who knew him would say he could never pull off the first description and he needed to really work to do the second one. We have lost Gael, and we miss him.

The gent on the right is our good friend **Clark Wright**. His picture might indicate, we would not want to pick a fight with him. Again the picture would not be accurate, Clark is a big teddy-bear.

Clark, we now expect an explanation from you. What is the brand of that car and what year is it? More would be great....who did it belong to at that moment in time, where did it come from, and what happened to it.

Then there is our final "BIG questions"....how did you two get that car on that trailer that way, did those 'ropes" hold it in place on your way home, and how did you get it off the trailer?

A Wheel Tracks representative will be calling you.



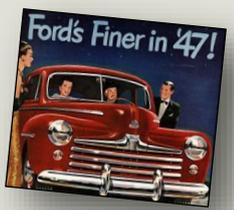
1932-1953

April 24th, 2022

The club would like to announce their Swap Meet and Car Show at the Fitchburg Airport in Fitchburg, Mass.

This year will a "Wings and Wheels Event" with the local pilot's association joining them with their many airplanes.

General admission, \$10.00, a prepaid 20'by20' vendor space is \$30.00 (call 802-296-2987)



This from Elbert Hubbard, written in 1911

In the good old days, when I used to take cattle to the Chicago Stock Yards, I carried a long hickory pole, a basket of grub and much enthusiasm.

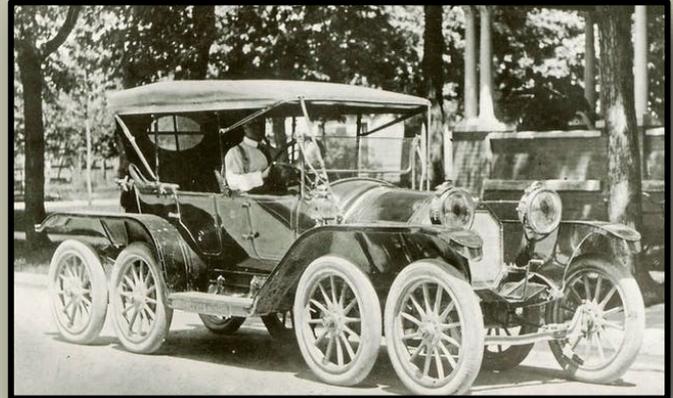
On long runs, my home was in the caboose for perhaps three days and three nights. It was a sad day, however, when instead of the regular genuine caboose, they bundled the merry stockmen into a dinkey. The difference between a dinkey and a caboose is that a caboose has four wheels on each side, and a dinkey has only four wheels all together, one on each corner. The dinkey's business is to bounce, jounce, jolt, jar, and make a puncture in your vocabulary.

A wheel is a plan of continually hitting the rail. The Pullmans, was discovered, when you hit the rail in twelve places in a running car, you greatly reduce the amount the jar and wear and tear on both the rails and the rolling-stock. A man can stand a great number of raps and kicks over a long period of time, but when they come in a short time, they can destroy his nerve fabric.

This is where I would like to introduce the **Reeves Octoauto** car that my friend Milton Reeves has built. Most automobiles concentrate their weight on four wheels, the Octoauto uses **EIGHT** wheels!

I had the pleasure of riding in an Octoauto in Chicago. The driver was a reckless fellow, and the wonder is that we were not pinched and given the limit by a judge. Fortunately, our driver picked streets that no other auto with a sane chauffeur would attempt to navigate. **The worst pavement possible is the Nicholson blocks.** The streets were laid in 1885 and now has three-foot ruts. We were riding at 25 MPH and the Octoauto was oblivious to the ruts. Before one wheel could really go down and hit the bottom of a rut, the wheel behind it was to the rescue on firm footing and relieved the strain.

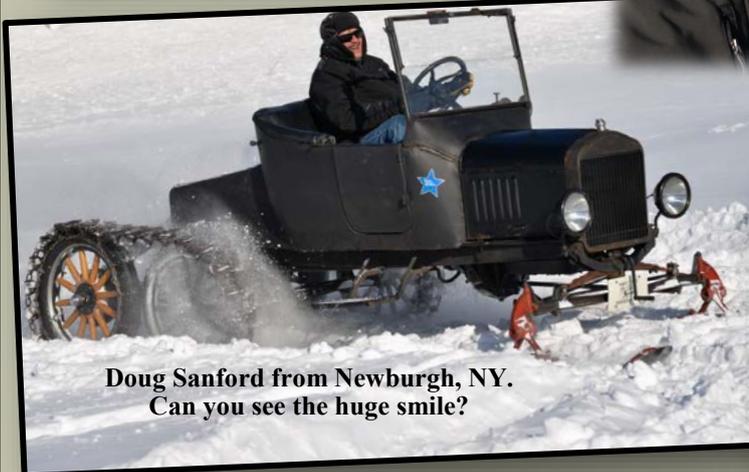
The whole arrangement is very simple and is a shock-absorber beyond the dreams of the neurotic. This taking ruts and bumps without a jar is something that no man can possibly appreciate who has not experienced a ride in an Actoauto.



Peter Curtin below and left from Owl's Head, ME.



Paul LeBlanc is ahead of his brother Ken, both from Averill, Mass. and Doug Sanford, in the rear, has them in his site!



Doug Sanford from Newburgh, NY.
Can you see the huge smile?



Below, VAEers, **Vin Cassidy** and **Steve Skinner** were at the gathering also. Asked to "make believe" the Model T behind them was theirs while a picture was taken. They started arguing about who was getting their new snowmobile in weekends!
Just kidding, your editor made that up, they were just having fun.....





This above brass badge was found wedged in an old wooden box many years ago and has been hanging on a nail since then.
A friend suggested we ask members if they know where it came from.

- *The top band has the date 7-31-29.
- *Below the word Howe and # 17 is stamped.
- *The serial # is 1074

There was a "Howe" company in Dorchester, Mass. They built one 8HP automobile in 1905, according to the American Standard Catalog, then went out of business.

Another Howe company built fire trucks in New Jersey, according to the catalog. They built their first in 1905, with a 32HP gasoline powered engine. Some other references claim the name Howe was still used until 1980 and still connected to fire apparatus.

Is the badge part of either one of these companies or maybe it is a toilet stool badge? Who would know? Reply to Wheel Tracks.



VAE Tech-Tent 101.1

Looking for a new Monthly Author

"Some ABCs on Directional lights"

Directional lights were first born in a 1939 Buick, if Wikipedia is correct. They were located on the shifter located on the steering column, and only operated the rear lights. The next year the front lights were included and they even turned off once you turned the corner.

Before that, you had to use hand signals. For folks driving on the left side of the vehicle, when you wanted to turn left...

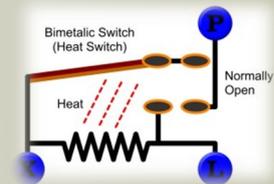
You extended your left arm straight out the window in a horizontal position, palm facing down.



You can find the other hand signals on the internet. We now need to learn a bit about how the modern turn signals work and maybe even a trick or two on how to repair them.

At the beginning, it is not light, it is a battery, or a generator, or an alternator that produces electric power. For the turn signals, that power first goes through a "thermal signal device" then to a switch. If the switch is off, the "thermal device" has nothing to do, because the electric current is just standing still.

When someone turns the switch on, the current starts to move and heats up a little flapper making it bend a bit and turns off the electric current. The current is off until the little flapper cools a bit and bends back....making the current flow again. This little flapper can do this all day as long as the switch is on.....or



until you have turned the corner in your automobile. There is another device in your car that knows when you have turned your wheel straight again and that turns the switch off.

If you are the driver, then you decide which lights the thermal device turns off and on.....the left lights....the right lights....or all of the turn signal lights at once, if there is an emergency.

Now lets say all has been fine, until today, when you notice your turn signal indicator on you dash is not "blinking" normally, when you have the switch on to turn left or right. They are blinking real slow or super fast...what the heck?

It might mean one of your signal lights have blown out and not working. This fouls up the balance in the electric circuit and the thermal device does not quite know what to do. But you do. You tell your repair guy to put a new lamp in when you see him next.

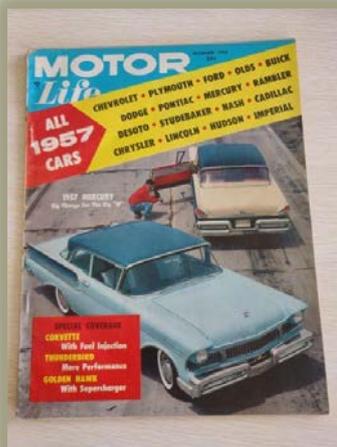
Then, of course, someone could have screwed some circuits up when they were fooling with your trailer lights, and that is the problem. Your repair guy can fix that too.



"Remember When" ... with Chris Barbieri



Remember the car magazines of the '50s and '60s like *Motor Trend*, *Motor Life*, and others? They annually introduced the new models and month by month kept us anxiously awaiting for drive reports of our favorite brand and model. Even *Popular Science* and *Popular Mechanics* didn't miss an issue with at least one review from Detroit, Willow Run, or Kenosha's finest.



of the 16 makes for 1957 complete with a brief overview of each.

Compared to all the popular automotive publications today, there is one very big difference. In 1956 those same magazines featured 100 percent American brand cars, not a mention of foreign brand import

vehicles. Sure, there were imports coming on the scene and many more on the horizon, but most folks had no clue in 1956 of the impending flip in consumer preferences.



Today's automotive publications appear to feature more foreign

brands than American-badged cars. Not with truck brands though.....yet.

Remember When ?

And who could forget all the bets off and detailed reviews from Wilbur Shaw [*Popular Science*] and Tom McCahill [*Popular Mechanics*]. The cover of the December 1956 issue of *Motor Life* even introduces all



"Pleasures of Reading an Auto Magazine"

VAE Trivia from Don Tenerowicz

So why 10 hot dogs and 8 buns? Because it's always been that way. But it would make sense to match up the amounts of buns and hot dogs per package, wouldn't it? Just seems like a food waste issue—plus it's beyond irritating every time you go to the grocery store to buy



at least two packs of buns per pack of hot dogs to make sure no dog is left alone. Well, the "Condiment King," Heinz, decided to put its foot down on the age-old debate. July is officially National Hot Dog Month, and to celebrate it this past July,



Heinz began a campaign called the Heinz Hot Dog Pact to finally make big hot dog companies and big bun companies agree on a single number of products per package: 10! I'm sure you'll agree this is most definitely a cause we can all get behind. So have you noticed a change when buying the dogs and buns? Has Heinz succeeded in its campaign?

With regard to the picture submitted by Clark & Isabelle Wright in the January 2022 issue, we received the following letter from Ellie Ball:



*"Hello Anne,
"I noticed the picture . In there was a word that caught my eye, the word 'blink.' I believe that it's a charging station for electric vehicles, which seem to be a very large company now. Not sure what it was that you were looking for, but this is my guess. Thanks, Ellie"*

After receiving Ellie's email, we reached out to Clark Wright to get his take on why he sent us the picture . Clark described the irony of the juxtaposition of an EV charging station next to what seems to be a backup generator powered by fossil fuels (although he admits one might not have anything to do with the other!)

A BIG WELCOME TO NEW MEMBERS WHO JOINED THE VAE IN 2021.....

- Roger & Paul Chase—Broadalbin, New York
- Gail Greenia—Williston, Vermont
- Philip & Debbie Hamilton—Deep River, Connecticut
- Pamela Getsie—Waterbury, Vermont

FUN FACTS.....

.....Pontiac's "The Judge" (a 1969 GTO) was named after a TV show skit. At the time, John DeLorean was the man in charge, and he chose to name the car after a show he watched and liked: "Rowan & Martin's Laugh-In."

.....The original "Dukes of Hazzard" show featured a total 309 Dodge Chargers – all 1969 editions. How can you tell a '69 Charger from a '68? Look for the split grille on the front of the '69 model.

.....There is no 1983 Chevrolet Corvette. Instead, Chevy skipped a year and introduced an all-new model in 1984. However, there were prototypes of the car, and all but one was destroyed. It now lives in the National Corvette Museum in Bowling Green, Kentucky.

"The Softer Side" by Anne Pierce—Continued from Page 5

You could get a facial, have your makeup done, get an astrology reading, buy cutlery. There were clothing boutiques and vacation resort promotions. It was like a Vermont home show on overdrive. And there was even live music every day of the auction from noon to 3 p.m. at Billy's Tequila Stage.



After a very full day of watching cars pass over the auction block and walking many miles by more vendor booths, Don and I made our way back to our car, but first I had to check out my new want: the new, all-electric 2022 Ford Lightning in pearlescent blue!



The Roadside Diner

Chocolate Cherry Bars



Nancy Gypson

CAKE: One package fudge or dark chocolate cake mix
21 ounce cherry pie filling
1 teaspoon almond extract
2 beaten eggs
TOPPING: 1 cup sugar
5 tablespoons butter
1/3 cup milk
1 cup chocolate chips

FOR CAKE: Combine all ingredients. Stir until mixed. Bake 30-40 minutes at 350 degrees in greased 13 X 9 pan (until pick or knife comes clean). FOR TOPPING: Combine sugar, butter and milk in saucepan. Boil and stir constantly for one minute. Turn off heat and add chocolate chips and stir until smooth. Pour over partially cooled cake.

KEN'S CORNER: THE WASP

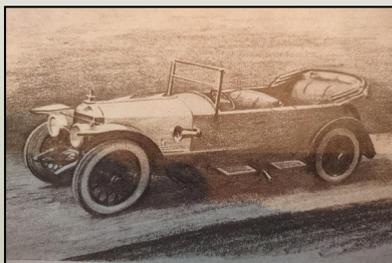
Since I've mentioned Vermont's Wasp several times I thought it appropriate to share more information on it. Ken Gypson, Sr., wrote an article and sketched the Wasp for Homespun Magazine, "Northern Vermont's Own Magazine", back in October of 1953 with information from Keith Marvin's article.

1920 was the first public showing of the Wasp automobile, built in Bennington, VT. The builder of the really well-built Wasp was Karl Hamlen Martin, born in Buffalo, NY, in 1888. He attended Nichols School in Buffalo and graduated from St. Paul's School in Concord, NH, in 1905.

The years 1908 to 1912 saw Mr. Martin active in the Ohio oilfields. He then went to NYC and entered the automobile industry, engaging in the building of custom coachwork. This was not the first of the Martin family to be automobile minded. His father, Dr. Truman J. Martin of Buffalo, was an early member of the American Automobile Association and a founder and early president of the Buffalo Automobile Club. Dr. Martin owned an 1897 Mark I Columbia Electric Runabout which his son learned to drive at the tender age of nine.

Mr. Martin, as we recalled, started his coachwork building in 1912 and built auto bodies. His bodies were built on foreign chassis only, and among these were the 8 HP Renaults and the 60 HP Mors and Mercedes. Martin-designed bodies also graced British Rolls Royce and Italian Bianchi chassis.

In 1915, Mr. Martin made the acquaintance of Clyde G. Kenworthy, NYC agent for the Rauch & Lang electric car. Mr. Kenworthy was looking for a good gasoline car agency because of decline of electric car sales. Kenworthy then met Albert Barley who was looking for a good designer to help put into effect an idea of his own—that of an automobile a little smaller but resembling the Rolls Royce. Kenworthy told Mr. Barley about Mr. Martin and immediately Mr. Martin was contacted and offered the position of designer for the new automobile to be called the Roamer. The offer was accepted and Mr. Martin went to Chicago, where the new company formed.



In addition to designing the Roamer, he also built many custom bodies for other chassis on the side. His clients included names such as Lawrence Armour, Marshall Field, etc. When the US joined in the "Great War", Mr. Martin entered Naval Aviation. Due to deafness in one ear he did not fly, but instead taught drafting at Great Lakes and was later sent to the Curtis Aviation Corp. at Garden City, L.I. It was during this naval service that Karl Martin decided to produce his own automobile as he believed it should be.

Upon his discharge from the service in August of 1919, he settled in the home of his maternal grandparents on Main St. in Bennington. Construction on the first Wasp began immediately. The car was finished just in time to make its first appearance during National Automobile Week in NYC. The car was a phaeton with wire wheels. The hood was polished aluminum contrasting nicely with the painted body. There were also externally exposed rivets at the seams, popular on the Rolls Royce and Hispano-Suiza. Needless to say, the car made a hit with the connoisseurs of the unusual.

One of the first models was sold to the late Douglas Fairbanks, Sr. The years 1920 and 1921 saw 6 automobiles produced. In 1922, the Martin-Wasp Corp. moved from the Olin Scott Foundry to the Cooper Mill Unit on Main St. and produced 4 more sought after automobiles. Two of these cars went to NYC and two to Chicago. 1924 saw the move to a new factory near the Hamlen house on Main St. Production that year included two four-cylinder models and two six-cylinder models. One of the six-cylinder productions was on a 144" wheelbase chassis, longer than any previous model. Chassis price of the "big six" was \$2,600. F.O.B. Bennington.

Production continued into 1925 with the manufacturing of a closed car for the late Joseph. B. Whitehead of Atlanta, previous owner of one of the original four-cylinder models. The order was cancelled upon the death of Mr. Whitehead and the chassis of this car remained with Mr. Martin until at least the 1950's, but the Martin-Wasp Corp. remained on the state books only until 1928.

Wheel Tracks Classifieds



Free to all Enthusiasts

For Sale....1937 Ford Commercial radiator, \$50. NOS water pump for flat head, casting numbers 813A-8504-D, 9836-1, \$30.

Bob Gondar
ar.bob1943@gmail.com
802-467-3292



March Bumper Sticker...

If you remember pumping gas behind your license plate, you must be really old!

For Sale.....Complete & original (early) 1922 Model T touring body. Also have Model T running chassis plus heads, axels, frames and many other parts.

Call Denis Dodd 802-827-3271

For Sale.....

Several leather covered seats (need recovering) for 1920's or 1930's for \$10 to \$25 each depending on condition.

1928 LaSalle radiator \$200.

1936 Packard 120 hood, rear fenders, bumpers, grill, dash parts, etc.

Inquire Roy Martin

802-862-6374 or roymart@comcast.net

Wanted.... A friend is looking for good quality, older drill press and mill for metal work. Bench tops or small floor stand-type would be great. Please contact Gary Fiske at 802-933-7780 or gafiske@gmail.com

For Sale....

1938 Ford Deluxe Coupe
98% rust free, no running gear, many spare parts, will deliver in Vermont for gas.
Price reduced \$5,500/offer.
Text/call Ken Gypson 518-423-7565 or kengypson@yahoo.com

For Sale... Ford 9N, runs great and all is in order. Call if you are interested.

Mark or Alice,
802-434-2859.



For Sale...

Intake and Stromberg 48 carb for '33/ 34 21 stud flathead V8 \$250 Rob Marcotte, Ryegate, VT, 802-584-3252



An important message from our Membership Secretary.... Would you please send me your VAE Roster updates for 2022. Also, if we do not have your email address, you are missing out on John Lavalley's last minute event news and announcements. Please email or mail this information to me. Thanks, Christina McCaffrey

VAEmembership@gmail.com
89 Ledge Rd, Burlington, VT 05401-4140

From front page.....

It was the fall of 1985 and Adam Shafritz was looking for a project car to work on for his

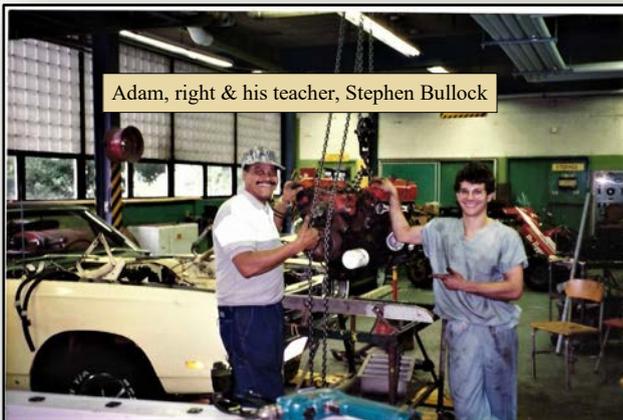
Advanced Auto Mechanics class during his senior year at Mamaroneck High School (NY).



Late 1960's muscle cars were just seeing their resurgence. He had already done all the work he could on family and friends cars and wanted to advance his mechanical knowledge and abilities. With the help of a gym teacher who had bought muscle cars at auctions in the south, Adam identified one with 3 cars of interest.

In December, Adam and his dad flew People's Express airlines from Newark, NJ to Charlotte, NC and purchased at auction his Sunfire Yellow 1969 Plymouth Road Runner for \$2,000.00. The car looked like it had undergone recent cosmetic restoration, but they were not able to test drive it prior to bidding. The other two cars of interest was a 1968 Hemi for \$4000, and a Superbee for \$5000. There were a few times that Adam looked back and wondered if he should have begged his dad for a loan at the auction.

Adam and his dad then set out on a 650 mile road trip bringing the car home. They soon realized that the only things that worked were the headlights, speedometer and windshield wipers. The transmission leaked a quart of fluid every 200 miles, the engine burned a quart of oil every 500 miles, and the front-end suspension and steering was shot, causing the car to change lanes every small bump in the road. **What an adventure!**



He brought the car into the high school auto shop, where he got to work with the assistance of Stephen Bullock, his teacher, rebuilding the front-end, steering, engine and transmission. The instrument cluster and electronics were restored, and in April of 1986 the car was out of the shop and on the road. He use to show up a few minutes late to his AP Calculus class covered in grease every day where he met his future wife Megan, who took note of their math teacher's calling Adam out regularly asking him about the car project he was working on. When the car was finished, Adam asked Megan if she wanted a ride, and the rest is history.

They both went off to college and professional schools and the car sat in Adam's parents' garage for more than a decade. During that time, the car began to slowly decay and although Adam would periodically take the car out for a drive, it lost its reliability.

In late 1999, Adam contacted Chuck Pierce from Lempster, NH and had him perform an updated restoration. It was found that the 383 block was cracked so an early 1969 casting was located, bored 0.040 over, the compression ratio was lowered and hardened valve seats were installed to allow the car to run on pump gas without the need for lead substitute. Because the car was no longer numbers matching, Chuck Pierce converted the 727 Torqueflite automatic transmission to a 4-speed manual with a Hurst shifter. To make the car stop without having to apply both feet to the brake pedal, the front drum brakes were converted to power disc.

Adam and Megan moved to South Burlington, VT in 2001 and put a garage addition onto their house to specifically house the Road Runner. They joined the VAE in 2002 and have 2 children, **Emily and Justin**. Justin has developed a love for all things mechanical and has picked up cars along with antique farm equipment, tractors, and hit and miss engines as hobbies. You will frequently see the two of them together at car shows with their various vehicles including a 1957 Studebaker Silver Hawk, 2008 Z-06 Corvette, 2018 Type RA Subaru and a 1919 Alamo hit and miss engine.



*The Plymouth Road Runner is a mid-size car, with a focus on performance, built between 1968 and 1980. Plymouth paid \$50,000 to Warner Brothers to use the **Road Runner** name and likeness from their **Wile E. Coyote and the Road Runner** cartoons (as well as a "beep, beep" horn, which Plymouth paid \$10,000 to develop)*

American Standard Catalog reports there were 81,125 Road Runners built in addition to 3,295 built for the Canadian market.



Vermont Auto Enthusiasts Membership Application

Membership fee.....\$30 per yr.....\$50 for 2yrs.

Please make payment payable to:
VAE Secretary, Christina McCaffery
89 Ledge Road
Burlington, VT 05401

Name _____

Address _____

Phone # _____

Email Address _____

We collect old vehicles, tractors, old engines, road maps,
posters, match-box models, tools, gas pumps, antique clothing,
post cards and more. What do you collect?

Check out our member vehicle list on our web site, (vtauto.org).
What old vehicles do you have?

An online application can also be found at vtauto.org.



March 2022

Check the date after your name,
Your VAE Membership
might need to be renewed.



Charlie Stewart's crew is having fun in their borrowed "T" at the
"Model T Ford Snowmobile Club" gathering at Farr Field in Waterbury.
Charlie is keeping warm in his pickup; it is February 5th & 10 degrees outside!
See more on Supplement 3