

Wheel Tracks



" You have a really good car here" says the gent.
The owner, wanting a bigger compliment asks, " Oh, why is that?"
The gent replies, " Well, you only have one problem at a time..."

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The Official Monthly Publication of "Vermont Automobile Enthusiasts" by "The Vermont Antique Automobile Society"

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Ed Rotax

"Money may not buy happiness, but I'd rather cry in a Jaguar than on a bus."
French author, Françoise Sagan



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The Vermont Antique Automobile Society is a tax free 501c3 organization dedicated to the preservation, protection, promotion and appreciation of automotive history and technology.

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Your editor and other authors are made aware of some new products, services or information that they feel may have value to VAE's membership. These products, services or informationals are not an endorsement by the VAE unless otherwise noted. The opinions are solely those of the particular article's author.

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Membership
Only \$30

EVENTS.... WHAT'S NEXT ?

April

 ****** Our April will be announced later. See page 9**

 **April 7th, Monday 7PM.**
VAE Board of Directors meeting at Whitney Hill Homestead's common room. Williston, VT. All are invited

April 27th, 8AM to 1PM..... The Fitchburg, Mass. 44th Annual swap meet & Car Show. See www.clubs.hemmings.com/earlyfordv8newengland/

May

May 24 - VAE MeetTBA

June

June 6, 9AM to 3PM... "Now & Then" car club's 24th annual car show and flea market. Westminster Central School, Westminster, VT. More info call 802-257-3053.



June 7th & 8th...The 28th Annual Manchester Antique and Classic Car Show. See <http://034f961.netsolhost.com/wordpress1/>

June 21st..... 50th National MG T meet in Middlebury

July



July 7th, Monday 7PM.
VAE Board of Directors meeting at Whitney Hill Homestead's common room. Williston, VT. All are invited.

August



August 8th, 9th & 10th



THE VAE STOWE
CAR SHOW

September

September (no date yet)– Allsops Best of Britain Newbury VT Jaguar E-Types restoration shop ..Tentative

October



October 6th, Monday 7PM.
VAE Board of Directors meeting at Whitney Hill Homestead's common room. Williston, VT. All are invited.

October 8th to 11th... 2014 AACA Eastern Regional Fall Meet at Hershey, PA

FROM THE PRESIDENT... BOB LALANCETTE



Nicknames. Do you have one or know of some? Webster's dictionary gives a definition of nicknames as a name given in derision or familiarity. Derision means deriding, ridicule, scorn contempt. I would hope that most nicknames I know were not given out of meanness, but out of a joyous expression. Pee Wee, Rapid Roman, Smokey, Fireball, Stub. One may be a fast race driver, a little guy, throw a super quick baseball, or have a cigar hanging out of his mouth. I knew of a "Shorty" who rebuilt carburetors. He stood on a low bench to work at his bench. These names help us identify and picture their face in our minds.

As I grew up, I had a couple nicknames. Looking back, I can see why I was called one of them, but the other still eludes me. I was called the "Hornet". I did drive a pedal car called the "Black Hornet". But I was called the "Hornet" because I was always buzzing around that backyard garage. One of my brothers

had a 57 Chevy that had engines go in and out of it. I just wanted to see and get greasy. But I was really no help at the time.

Years later, another brother was putting an engine in his 63 Impala. I remember pedaling my bike over to his backyard garage and helping to guide the 327 engine into place. The crackers and ice water after this simple task tasted good and a few weeks later a ride in the big red car was payment. It thundered with the duel Cherry Bomb exhaust and carburetor the size of a shoe box. I learned to use a clutch pedal and grip a white knob of a Hurst shifter in this car at the South Burlington High School parking lot. I would later own this car but that is another story.

The other name I was called was "mint". I truly don't know why. As "mint", I got to sit behind the wheel of a 55 Bel Air. This was a western car that I remembered seeing one week on the ground and very dirty. A few weeks later it was buffed out, jacked up, and glass packed. I felt like Superman behind the wheel. The phone rang one day, the owner of the 55 said, "Hey, mint" you want to help me get a car?" I rode shotgun in an International Scout to Milton and I helped hitch up the tow bar. We stiff hitched that car through the back dirt roads to Essex. Something about maybe being illegal? Years later while I was working at The Lane Press, there stood a guy subcontracting some work there. He seemed familiar to me. He looked at me, smiled, and said, "Hey, Mint".

YOUR EDITOR... GARY FISKE

I am in a hurry this month, I am leaving with a group of guys to hit a golf ball someplace where it's warm. All was going fine and then my planned Wheel Tracks front page 'feature' went poof and disappeared. So you will be getting a DB story from me. I have the idea this newsletter is about you and not me and try, sometimes unsuccessfully, to keep "me" out of it. I hope you don't mind.

Christine Stone has her very 1st. Softer Side column here this month, thank you Christine. If you see her please welcome her. Writers kind of 'lay it out there' and hope..... Nice compliments from you always are encouraging.



2014 is the 60th anniversary of the VW Karmann Ghia. Plus, in the past few Wheel Tracks, VWs have been mentioned a few times. According to Google the 1st. VW Bug was built in 1938. I found a member who drove a 1946 Bug while in college in the early 50s and that is the earliest VW that I have heard a VAE member owning. I think I would like to have a VW feature for the May issue. Do you have a VW story.....just a paragraph or two would do? I might be asking a lot as we have limited space, so short and sweet is needed. You must have crossed paths with some kind of VW in your past....I would like to hear about it.

Wow, the mail just came and guess what was in it? The Handbook of Automobile Specifications 1915 to 1942! I had put a wanted ad in our classifieds last month and got a call from VAE member George Brady. He had the set and I am now the proud owner for my adventures in the early cars I hope to have on the road someday. The "classifieds" are working very well....

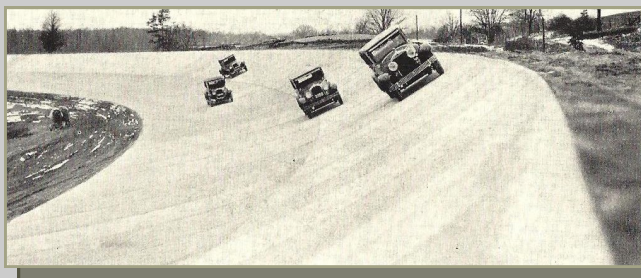
Finally, do you remember my little wish list from the January issue....and the one about taking Wheel Tracks to another level? Well, I am sure you have noticed that "other level" is happening.

We have had some of the greatest stories and articles we have ever seen in **Wheel Tracks**; this issue included. Folks like Gael Boardman, Bengt Ohman, Ernie Clerihew, Dave & Christine Stone, Chris Barbieri, John Gillis, Marvin Ball, Lloyd Davis, Sid Gough, Richard McLay, The Chartier's, Carl Tatlock and Charlie Thompson just to name the folks I can remember, have shared some wonderful stories and adventures with us. If I forgot someone please forgive me, I am getting 'up there' you know.

Thank you to you all. Reading your material has been great fun and getting that super feed-back about your work has been even more fun.

Milford Michigan 1927.... Testing automobiles at speeds up to 125 miles an hour.

The East end of a high-speed track in a 1250 acre proving ground near Pontiac. Here several different makes of automobiles and trucks are tested for speed, power, acceleration, hill climbing, steering effort, gasoline and oil consumption.



"THE SOFTER SIDE"



A Column Shared by Mary Noble (Left), Christine Stone (Ctr) & Nancy Olney (Right)

Two Ladies & A Gent!

As you may be aware, my husband won the prestigious 2013 Presidents Restoration Award for his 1971 MG Midget. You may have read the article and saw the project pictures published in a previous issue of Wheel Tracks. I have decided to share the untold story; what you do not know, the details that my husband does not share.

My husband has been tinkering with cars, for as long as I have known him. This was the first time I took an active part in one of his projects. I was drafted at the start of the reassembly phase. How hard could this be, only time would tell?

He quickly put me to work cleaning, scouring, painting and polishing parts. I quickly discovered that steel wool and bare finger tips were not a good combination. Note to self: wear gardening gloves when doing this type of work.

One afternoon, I am busy working in my home office, my husband's out working in the garage. I hear something that sounds like, possible domestic abuse? Yelling, cursing, more yelling, more cursing; I go outside to investigate when it hits me. It's not my neighbors, but my husband and his British lady having a disagreement. I went into the garage and told him to simmer it down; someone just might call the police. There is no doubt that this car will be the death of my husband!

Our next task was testing the back-up light switch. It was not working and we did not have a wiring diagram. After hours of unproductive painful tinkering, I suggest using the internet to see if anyone else has had this problem. He looks skeptical, I get a couple of key words out of him, and I am off. Twenty minutes later, I am back with a list of potential faulty parts and directions. The internet is our new best friend! He sends me off frequently to do his research: replacing the head light switch, downloading a wiring diagram, how to install the window door weather strip clips, and installation of the side door glass windows. It was all there, imagine that!

There were moments when I was not sure that the three of us would make it, but we did and we are all a little better off for it. I have a new found appreciation for the car restoration process; My husband thinks me clever and worthy of a wrench; and the MG Midget is enjoying her new face lift.

We look forward to seeing you on the open road, hopefully not attached to a tow strap. I have more stories, please ask and I will be happy to share.

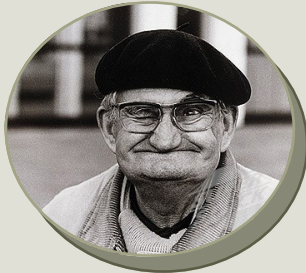
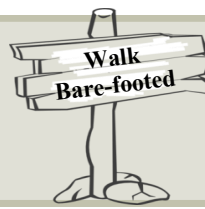
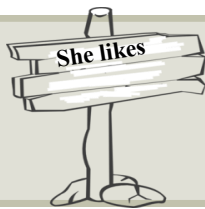
Signing off from the Softer Side, Christine Stone



Old Car Season..... It has been a long cold winter. Here we are the second week of March and yet to have a good sap run. Spring will come; it always has before. It seems like everyone is ready for a change of seasons. No more so than myself. I'm ready to get my cars out and hit the road, potholes and all. Winter, it is time for you to go.

I am looking forward to the Old Car Season of parades, cruise-ins, shows, tours, and Sunday drives. How do you enjoy your pride and joy? Do you have a favorite event, place, or activity you would like to share? I hope to be more adventurous and have some new experiences this year. Dan Noyes, 1st VP, has many new and different activities planned that I'm looking forward to. Are you ready? Spring is coming.

From the Ghost of President Past, Jim Sears (pictured left)



An elderly gentleman had serious hearing problems for a number of years. He went to the doctor and the doctor was able to have him fitted for a set of

hearing aids that allowed the gentleman to hear 100% The gent went back in a month to the doctor and the doctor said, 'Your hearing is perfect. Your family must be really pleased that you can hear again.

The gentleman replied, 'Oh, I haven't told my family yet.

I just sit around and listen to the conversations.

I've changed my will three times!

Hospital regulations require a wheel chair for patients being discharged. However, while working as a student nurse, I found one elderly gentleman already dressed and sitting on the bed with a suitcase at his feet, who insisted he didn't need my help to leave the hospital.

After a chat about rules being rules, he reluctantly let me wheel him to the elevator.

On the way down I asked him if his wife was meeting him.

'I don't know,' he said. 'She's still upstairs in the bathroom changing out of her hospital gown.'

Three old guys are out walking.

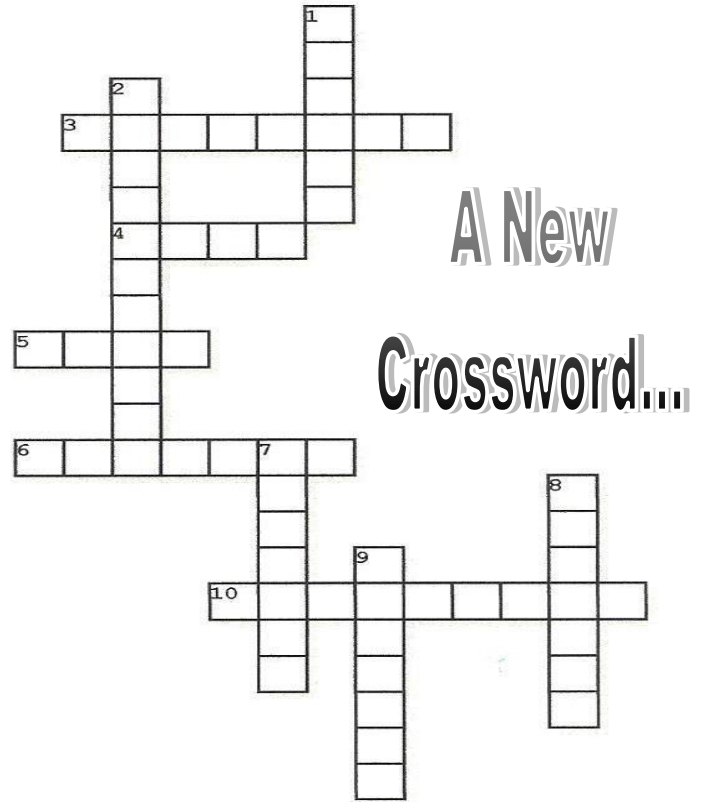
First one says, 'Windy, isn't it?'

Second one says, 'No, it's Thursday!

Third one says, 'So am I. Let's go get a beer.'

A man was telling his neighbor, 'I just bought a new hearing aid. It cost me four thousand dollars, but it's state of the art. It's perfect.'*

'Really,' answered the neighbor. 'What kind is it?'
'Twelve thirty.'



Across

- 3 1st car to have replaceable oil filter in 1924
- 4 1904, 1st car with for-ever guarantee
- 5 Who opened 1st gas station in 1913
- 6 GM's 100 millionth car built in US
- 10 Only color for 53 Vettes

Down

- 1 city of 1st. drive-in resturant
- 2 1904, 1st. car to use the term 'convertable'
- 7 1919, city with 1st. 3-color traffic light
- 8 Ford's answer to the Vette
- 9 1st. in-windshield antenna in 69

Answers on page 7

WORDS YOU DON'T HEAR ANYMORE.

How about a game of jacks?

Lets play hopscotch?

Red rover, red rover, let.....come over.

"Wunnerful, wunnerful..." (Lawrence Welk praising a well-performed act.

They bought a new console that has a stereo, a turntable AND a color TV.

I'm a good secretary: I can type 50 words a minute using up to three carbon sheets, with no mistakes.

My Dodge has "feelings" too!

Gary Fiske

A comment on a VAE tour....."I could hear you and your 'clutch' behind me"

Can you imagine how deeply feelings can be affected from comments like this? It just goes to the bone.....hah....frame, but my Dodge can take it! Those other cars, well, we will not go there, because my Dodge has manners.

The quote you read on the front page came from a respected VAE elder after spending the day in the Dodge, traveling the mountainous back roads in central Vermont. He was correct, in a way. There had been a few vaper-lock problems...well, quite a few; then the split rim problem that happened on the way down a steep hill and compromising the braking...a bit. The clutch also gave a few grunts during the day. The problems did in fact happen one at a time but don't you think he could have made his comment a little more delicately?

The quote above came from one of those Plymouth guys all puffed up with his shiny paint job...oops, must remember, manners.

The 1927 Dodge with the Fast-four engine can be traced as far back as Pennsylvania but with very few details. A gent near Mystic Conn. bought it in Pency and then sold it to me when he needed to down size. There were real tears in this big guys eyes as we left with his car on our trailer. That is how these old cars get to you. They can make huge and great memories. I have had it only a few years now but I can go on for hours telling adventures "we" have had.

I started finding babbitt material when I changed the oil and some VAEers with more experience than me could tell there were problems with the engine. I spent my career in electronics and had never 'rebuilt' an engine. Grinding valve seats, new rings, new bearings...that was always very mysterious to me. With a lot of encouragement from fellow members I decided to give it a try. As you can see from the pictures, the end is in-sight. If I have not forgotten something and if all goes as planned, there will be quite a day not long from now when I will hear that engine come to life. I can't imagine yet what a great day that will be....and I will have another "adventure" to tell!



Rebuilt and ready for installation.

Let me see if I can tell you about one of these 'adventures' we have had.

There was the weekend we (the DB and I) joined a VAE tour to the Northeast Kingdom of Vermont. And a great tour it is was! I had found my two mechanical rear brakes were not up to par so an 'elder VAEer' (there are a lot of them) agreed to follow me home via Canada where the terrain is flatter. Crossing back into the U.S. I had not been able to stop soon enough at the border crossing and was getting bald-out by an official for my transgression. The official was overdoing it a bit and I could hear the 'elder' behind me making snide remarks about the scolding. No matter how much I motioned with my "left-turn-signal hand" the elder continued..."I knew him as a kid and he was a jerk then also" was one of many. The only thing that saved us (the DB and I) that

day was when the official turned smartly for his control shack and smacked his head loudly into the stop sign I had gone through. The laughing behind me was deafening. Within minutes the DB and I, with the elder following, were on our way home.

Car adventures, great memories and wonderful friends are all by-products of owning an old car and being a part of a car club. We, the DB and I, haven't gotten apologies yet but what the heck, what are friends for.....



Visiting Shelburne Farms



A few years of sludge build-up

Still in need of some help.....

We need to ask for a little help in the Stowe Car Show coming this next August. Could you put this list of help needed and ask folks to contact one of us listed below? Thanks, Duane

If you can help with one or more of them please contact:

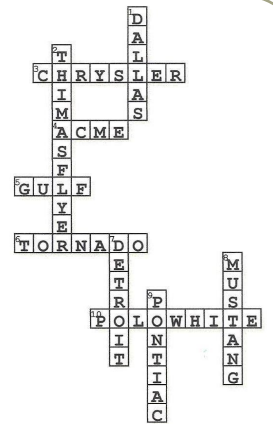
Dan Noyes, 802 -730-7171 Duane Leach 802-849-6174 Bob Chase 802-253 4579

- ** Sponsor Signs & Banners
- ** Fashion Show Set-Up & Clean-Up
- ** Hot Wheels and Valve Cover Racing
- ** Awards Line-up & Set-Up
- ** Judging
- ** Field Clean-Up Sunday & Monday

- ** Field Set-up
- ** Registration
- ** Souvenir & info Tent
- ** Parade Line-up
- ** Placing Parade Signs
- ** Help at Presentation Ramp

A VAE Friend has Passed

Richard G. Renfrew passed away on January 10th, 2014. Dick, as he was known to all, was a friend and supporter of the VAE. A founding partner and long-time operator of Vermont Engine Service, Dick would take the time to help us "enthusiasts" with any number of old engine problems. Dick liked stock cars, all engines and his home in Fairfax on a corner of the Kraft family farm. Dick's mother was a Kraft and Dick loved the farm. Dick requested no services but all who knew him will think kindly of him and keep his memory alive.



Could we ask for your assistance?..... If you are reading this at your local library would you please ask the librarian to contact us and tell us to continue to send a free copy of Wheel Tracks to them every month?

If you are a VAE member and you see that your library has our newsletter out for their patrons, please contact us so we will continue to send it to them.

A couple of years ago, in the spirit of being a non-profit car club, our directors decided to send our monthly newsletter to every library in Vermont. It was not an inexpensive decision, but our board decided to go ahead with the wonderful gesture. There have been many positive comments about "discovering" our newsletter in the library but we have found there are some libraries not using the newsletter. We recently sent every library in Vermont a postcard asking if they want to continue receiving Wheel Tracks and surprisingly we have heard back from very few.

The postcard is a good idea but we all know there are many libraries where the postcard will not get to the person who needs to see it and respond. Wheel Tracks will stop if we do not hear from them....thus, we need your help.

Email the editor, Gary Fiske at gafiske@gmail.com with your response**Thank You for your help**



E-15

By now you have probably been made aware of Ethanol, and the associated problems with it. We have been forced to buy E-10 for a few years now. E-10 is 10% corn based alcohol. E-10 is about 15-20% less efficient than conventional gasoline, resulting in a significant decrease in the miles per gallon. The alcohol in Ethanol is hydroscopic, it absorbs moisture. Once the alcohol absorbs all the moisture it can from the air, it becomes saturated, and the water falls out of suspension. This is called "phase separation." When this happens, the fuel is useless and must be removed and discarded. This is of particular concern with older cars that have gas tanks vented to the atmosphere. The "shelf life" of Ethanol exposed to the atmosphere is only 3-6 months.

Although Ethanol has less energy in it than conventional gasoline, it actually burns hotter. This is a problem. Modern cars are now burning valves. This problem virtually disappeared with unleaded gas and hardened valves in the 1970s. Imagine my shock when my 2000 Chrysler minivan burned an exhaust valve.

This nasty brew is also very corrosive. Ethanol is a strong solvent. It will rot and destroy rubber components. Many fuel lines, carburetor gaskets, fuel pump diaphragms and gas tank sealers are not comparable with Ethanol. Remember that fuel tank sealer you used when you restored your car? That sealer is probably not Ethanol compatible. Rubber components will rot and be destroyed from the inside out (note picture to right). This damage will not be visible, until the part fails and begins to leak. A fuel line may look fine on the outside, but be rotted on the inside. Ethanol will combine with the dissolved rubber components, forming a gelatinous gunk and gum up the carburetor. Ethanol will also remove paint. Remember the moisture that is being held in suspension in Ethanol? Another nasty consequence of Ethanol is that water being held in suspension will rust metal components very quickly.



Ethanol is ok to use in Flex-Fuel vehicles. If your vehicle is a Flex-Fuel vehicle, you have nothing to worry about. How do you know if you have a Flex-Fuel vehicle? Your vehicle will say "Flex-Fuel" on the side, have a yellow gas cap, or will have such identifying information in the owners manual.

How can this situation get any worse? Wait! It does get much worse! The government has decided to up the alcohol in Ethanol another 50%. What's worse than E-10? E-15!

The government will flat out tell you not to use the mandated E-15 in vehicles manufactured before 2001; but that it is ok to use in Vehicles manufactured AFTER 2001.

However, (according to snopes.com) "several automakers and the American Automobile Association (AAA) have disputed the EPA's claims, maintaining that E15 could damage fuel lines and void vehicle owners' warranties in many cars, particularly vehicles manufactured prior to 2012:

Only 12 million of the more than 240 million light-duty vehicles in the United States are approved by manufacturers to use the gasoline, according to AAA. Automotive engineering experts believe that sustained use of the gas, both in newer and older vehicles, could cause accelerated engine wear and failure, fuel-system damage and false "check engine" lights for vehicles not approved by manufacturers to use E15, according to AAA.

The EPA recommends the use of E15 only in flexible-fuel vehicles and those built in 2001 or later, but critics maintain that even if E15 is safe for most or all cars in that class, many vehicles still on the road (up to 45% in some areas) do not fall within that class, and the newness of E15 means that many drivers could end up filling their tanks with the gasoline, not knowing it's not approved for all vehicles.

"It is clear that millions of Americans are unfamiliar with E15, which means there is a strong possibility that many may improperly fill up using this gasoline and damage their vehicle," AAA President and CEO Robert Darbelnet said. "Bringing E15 to the market without adequate safeguards does not responsibly meet the needs of consumers."

BMW, Chrysler, Nissan, Toyota and VW have said their warranties will not cover fuel-related claims caused by E15. Ford, Honda, Kia, Mercedes-Benz and Volvo have said E15 use will void warranties, citing potential corrosive damage to fuel lines, gaskets and other engine components.

The AAA says the sale and use of E15 should be stopped until there is more extensive testing, better pump labels to safeguard consumers and more consumer education about potential hazards."

Fortunately, Vermont's congressional delegation are on the right side of this issue. Peter Welch is a vocal opponent of Ethanol; senators Sanders and Leahy have voiced opposition to Ethanol. The Obama administration, however, is actively pushing for E-15.

The only Silver lining in this mess is that the overall demand for gasoline is down, so there is less of a push to go to E-15.

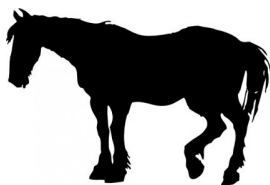
VAE April Meet

A wonderful museum meet was arranged by our 1st. Vice, Dan Noyes and at the very last moment it had to be cancelled.

So the April meet will be announced at a later date by emails, phone calls and our web-page.

Sorry for the inconvenience but just think of the "bouncing" that Dan has gone through. The VAE activities person has a huge job each month. We can't thank them enough for their work. This year it is Dan Noyes.

Gael Boardman figures Horsepower



History shows that we often talk about our cars in terms to horsepower. The "horse" died slowly as we began to build and drive these new horseless carriages. Vermont, as in many states established auto registration fees based on vehicle horsepower. Four cylinder Fords and Chevy cars kept their horsepower low enough to get the better rates...Ford at about 22 and Chevy at 21.7.

If you would like to compute your vehicle horsepower here is how the Royal Automobile Club did it:

When **D** equals the cylinder diameter in inches.

When **R** equals the RPM of the engine

When **L** equals the length of the piston stroke in inches

When **N** equals the number of cylinders

Then here's the quickest and easiest way to calculate HP.

Formula...**D** squared times **N** divided by 2.5 = Horsepower

E.P. Roberts offered a more exact way:

Formula...**D** squared times **N** times **R** times **L** divided by 18,000 = Horsepower

And if you are really an engineer there are a couple more ways to plug in your numbers and see what your prize car will produce



VAE Gossip by GCF



The Golden Wrench Award the VAE created a couple of years ago is coming into it's third year, the 2014 presentations are just around the corner. One huge benefit, as far as I am concerned, is our club's "connection" to the younger generation the awards program has also created. I have had the honor of being included in a few of the Cold Hollow Career Center events in Enosburg and have witnessed the students amazing abilities...and enthusiasm for their future. It is an impressive generation the VAE can claim a wonderful connection through the awards program. A few weeks ago I was given a 50-question math test that some of these students had...here is one of the questions. I now have an all-new respect for these folks.

A pair of congruent angles are described as follows: the measure of one angle is three more than twice a number and the other angle's measure is 54.5 less than three times the number. Determine the size of the angles.

We had a great "meet" at the Brownell Library back in February. Dan Noyes organized a very different gathering that kept everyone's attention to the 'crime scene' that Richard McLay recreated. Wendell Noble and Jim Sears read the court-room testimony and Dick kept us guessing the results of the law suit.

I met a very interesting long-time VAEer by the name of **Lewis Wetzel** for the 1st. time.

He has a Triumph TR3 and a 220S Mercedes parked in his garage. I hope he continues to come to the meets, I think he had a good time.

Bengt Ohman was also there. We had a chance to meet him and his '31 five-window Chevy back in the January Wheel Tracks. He has a bit of a dilemma with his Chevy still at his home in NY and him spending much of his time at their new home in Shelburne. I told him a couple of us might be talked into trailering the car to Shelburne if he wants. Having an old Chevy in our tour this summer would not be a bad thing.

The "Great Race" this summer from Ogunquit, Maine to Ocala, Florida will be coming through Bennington Vermont on the 22nd of June. They will be there only for lunch but wouldn't it be nice to be there when they come through? Anyone for a road-trip South in June?

We...the VAE, now has it's own "You-Tube Channel"! Want to check it out, just go to our website at vtauto.org and you will see the symbol in the left column. An older Stowe Show parade can be seen. Do you have a neat video? Just give it to us and we will add it on "our channel", there is room for many more.

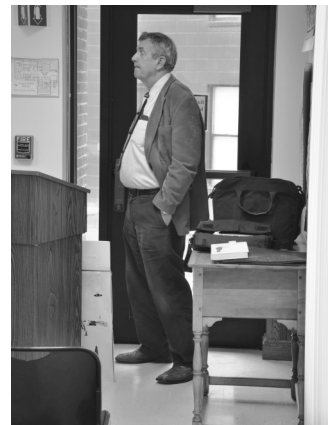
I found another old-car painting, this time, at our house. My wife Sharon just finished this piece for someone in Champlain, NY. The oil-on-canvas scene sure brings back a few memories of hanging around the garage in my younger days. I remember wondering, then, when I would be a part of that big world out there and not just a spectator? Where were all those folks going in those beautiful cars?





The February Brownell VAE meet was a great success.

Richard McLay's accident recreation and the resulting legal process was very interesting. The photo to the left shows Wendell Noble (left) and Jim Sears reading testimony from the actual documents. What started as a no-brainer law suit turned out ending totally opposite by using a little science. A gent had lost his leg in the accident while riding his motorcycle. Unfortunately what happened was different than he had claimed and



the suit was settled out of court for much less than he had asked for in the beginning. Richard McLay had been hired as an expert witness but was not needed as science took the place of a session in court. The picture on the right is Richard as he listens to the testimony and sets the accident for us to follow along. Thank You, Richard for a grand VAE meet.

As you remember, Wheel Tracks was able to feature Richard McLay's 1965 Rover P5 in May of 2013. As he told us then, the Rover was a work in progress and the project is still going strong. He wrote Wheel Tracks recently with some good news and some bad news...

First the good news... The photo to the right reveals the Kugel front suspension placed under ROVER's engine cradle. To test measure I had wooden 2 x 2s placed at the mounting points on the cradle [The front cross member will have to be cut in the center to clear the pan]. The car is on the lift as shown.

1. The lift was lowered to get the rear swing axles horizontal. The ground clearance at the back was then measured at 7.5 inches.
2. The wheels were placed on the front hubs and the front lowered until the swing axles were horizontal. The ground clearance in front was measured at 9.5 inches.

Conclusion: Once the front cross member is cut in the center to allow the pan to be in position, the blocks will be removed and the ground clearance at the front will be 7.5 inches. No cutting of the mating points between the front cross member and the cradle will be required. There is no substitute for good dumb luck.



The bad news:

Kugel has shipped front hubs that interfere with the rims. The rims will not go the last 3/8 inch [estimate] onto the hubs. I see two solutions:

1. Go to the Kugels and raise holy hell, reminding them that I paid good money and that they REALLY screwed up. That approach would have been taken by my mother-in-law, bless her memory. And with her approach, I'd probably lose the confidence of the Kugels from that date forward.
2. Remove the hubs, take them to my machinist in Colchester, and have the diameters turned down about .02 inches. That will be done tomorrow afternoon. The downside on that is that, if replacement hubs are required, they'll have to duplicate the one-off result I'll have done. My answer to the potential one-off problem is "That's too G-- damned bad!"

NOTE: Once the front suspension is in place, I can get the new engine installed. I'll be ready to measure the driveshaft and go down south to Charlotte, NC to get the carbon fiber driveshaft. I feel like I should jump and kick my heels in joy..... the Kugel front end fits!

And the 3-liter BMW engine, capable of 392 horsepower with special tuning, will be under the hood.



Letters To The Editor

From Dwight Wilder, Hartford Area Career and Technology Center, White River Jct. VT. **The photograph on page 8 of the February issue** of Wheel Tracks describes the White Steamer as the first official White House car. In fact, it was one of three acquired at the same time. The other two were a Pierce-Arrow and a Baker Queen Victoria electric. The choices reflected a certain caution, with three different motive systems - steam, gas, and electric. The White was a seven-passenger monster, supposedly so massive that it needed to be driven to one of Washington's circles to be turned around. Mrs. Taft learned to drive the Baker (a make that women favored), making her the earliest First Lady to drive her own motor vehicle.

From Leo Laferriere, Waitsfield, VT. **I just want to notify those in the car club** that may have known **Jim Flanigan** from Stowe, VT that he passed away this past Sunday. He was a judge in the Corvette class for probably at least 10 years. Many thanks for passing this information on. His friend Nancy Halperin of Morrisville, VT. asked me to let the club members know.

From Doris Bailey, Burlington, VT. **Dear Editor..... It is not VISE** for Dan Noyes and Dave Lamphere, it's VICE. Webster's Collegiate Dictionary describes 'vise' is any one of a number of tools with two jaws for holding work items. Otherwise, I thought it was a great March issue. **Doris Bailey, Burlington, VT.**

Editor's note.... Doris, editors don't make mistakes so I had a talk with our proofreader and she is sorry for her mistake.

From Gael Boardman, Underhill, VT. **It is great to hear from Sid Gough and see the '30 Hupp again** (March Wheel Tracks). As he mentions it is "almost" twin to Peveril Peakes' longest running car, the blue S Superior Six. It was Christmas Eve in 1956 that PF Peake and I were in St. Johnsbury, VT busy buying his Hupp. Sold new in St. J by Goss Hupmobile, (and other makes as well), it had lived most of it's life with Mr. & Mrs. Orcott who lived on Rt 2 east of St. J. They were a very nice older couple and the car was really quite good. We didn't know it at the time but this car became the Peake signature car and he drove it over 100,000 miles, (a guess, maybe it was more).

As to Sid's mention of the wire wheels; another story. Unlike Sid's very unique disk wheels, the Peake car came with wooden artillery wheels. Wishing to be more sporty, Peake started looking for replacement wire wheels. He found them in Enosburg, VT. They were attached to yet another '30 model "S". He bought the car for a plus or minus \$25.00.

A few days later, Bob Jones, others and I drove into the sellers yard, jacked up both Hupps, removed all wheels and backing bits and pieces, installed the "new" wheels and gave all the remaining stuff including the car, back to the seller. Before he could protest we were all off to another adventure. Peake, Jones and company probably kept me out of reform school.....just barely. Pev never did find any disk wheels and the wires were on the Hupp when he finally sold the car in Northfield, Mass years later.

From Ken Gypson, NY. **After reading the Feb issue my memory was jogged of 2 things from the early days of the VAE.** Regarding Hillmans.....Dad after moving to Burlington traded his 1940 Plymouth coupe in, on a year old (1951 or 1952) butterscotch colored 4 door Hillman Minx. For the life of me I don't remember dad having that car when we moved back to New York.

The article Gael (Boardman) wrote about Volkswagens brought back a memory that I actually think of quite often. One night mom, dad, and I went over to Rod Rice's (uncle Rod to me) house when they lived on Mansfield Ave. Young Roddy and I were about the same age and son David was a year younger. There were a bunch of VAE'ers there for some reason. Just as it was getting dark the VAE'ers had enough of us kids and sent us outside to play. I remember playing in the shed that the Rileys were kept. We were quickly told to get out of there by someone.....what to do now. Well RG (Rod Galbraith) was there that night with his brand new VW bug that he had just picked up that day. If you know Mansfield Ave you then know that there was the curb, then about 6 foot of grass and the sidewalk. Somehow Roddy, David and I managed to push RG's VW into the next driveway curb opening and onto that 6 foot patch of grass. Then we waited. At first RG looked around not seeing his VW where he parked it while all the time scratching his head. Then he spotting it 2 houses down on the grass and he uttered "what the h%\$\$" Our giggling and laughing gave us away and very stern but comical reprimand.

From Sid Gough, Irricana, Alberta, Canada **Pevy strikes again.....! Your Pevy story reminds me of what happened to me.** There was an auction held by the VACM (a Montreal club). On offer was a 1927 Buick chassis. Bidding started at \$1.00. With bids going up at \$1, it was a slow process. I decided to cut to the chase. I didn't really want the car, but I thought it was worth more than a few dollars. I said \$25. The room went silent, SOLD!! The chassis was part of a junk yard scene at Expo 67. Expo was suppose to deliver the chassis but when I said I wanted it delivered "off island" they withdrew the offer.

Removal was an adventure. They had to rent a crane, on a weekend, to lift the chassis out of the building (\$\$\$). I arrived with my 63 Meteor with a bumper hitch and a borrowed flat bed trailer. When they lowered the chassis on to the trailer with the engine forward, the car bumper almost touched the ground. They picked it up and turned it around. Now the weight was at the back. Anyone who knows trailers knows where that leads. After a few exciting down hills I learned how to stay in my own lane.

I now had a chassis that I had no idea what to do with. Now comes the part that the Pev story relates to. It seems the fellow who donated the car to Expo was restoring a similar vehicle. To allow the chassis to be moved, he took his set of wheels and put them on. Several months later I get a panic phone call. **"What have you done with the wheels?"** He only wanted the wheels as they were his only set. With no need for the other parts my reply was **"all or nothing"**. He paid me what I had paid. He got his wheels. I got a very good lesson in trailering!

Good snowy morning to you. Here is a little article I composed ...this may be part of a series..."A" was for Adams Farwell, "B" is for BALZER, we will see where "C" takes us...enjoy! Chris Chartier

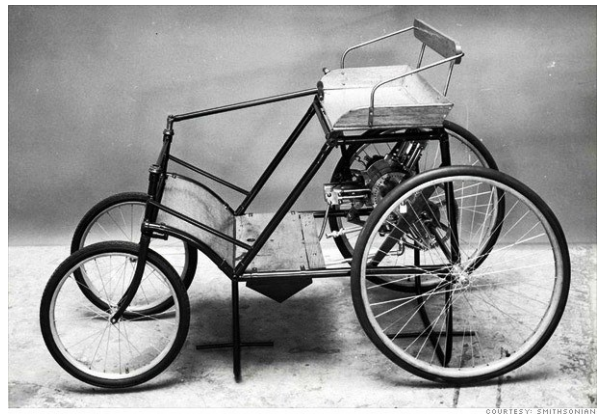
"B" is for Balzer

Among the pioneers in the early automobile industry, Stephen Marius Balzer was a trail blazer. He is thought to have been born in 1864, of Hungarian descent. He came to the USA and apprenticed as a watchmaker in the Tiffany jewelry organization. He eventually left their employ and set up his own metal shop. One of his more ingenious works was the development of a rotary engine automobile.

He is credited with creating the first automobile to travel the streets of New York City. In 1894 his invention more closely resembled a souped up bicycle (really an amalgamation of two bicycles as it had four wheels) than a "horseless carriage", but it's rotary engine was sufficient for the tasks at hand. He sold a few units, but it never became an overwhelming success.

As the motor age was in it's infancy, he looked for other applications of this radical rotary engine, and collaborated with a Mr. Langley and his assistant, Charles Manly to see if the motor could be used in the fledgling aerodrome industry. A five cylinder design was made and great efforts were made to engineer it to the proper weight/ power ratios. Balzer never gave up on it's idea & invested much time & energy toward perfecting that design. Unfortunately it eventually bankrupted him. He died in Andover, New Jersey in 1940.

In the late 1890's, The Smithsonian acquired one of Balzer's autos. (It was the first gift of an automobile to the museum) The museum still has it (verified in 2009 - they did not respond to my recent e mail) although it is not currently on display. Though we can't rush out & view or hear this unique auto run, it is comforting to know that this man's contribution to the automobile industry has been preserved. So "B" is for BALZER, a rather unique immigrant mechanic that had a full life & thought "outside the box".



Welcome to Cars and Coffee of Vermont. The concept of a cars and coffee in Vermont was founded by George Walker in 2012. However putting the tires to the road was a task both logistically and financially. Partnering with friends **Drake Wallis** and **Al Barber** "Cars and Coffee" began to take shape.



Good Morning I am **George Walker** and a member of the VAE.

I founded Cars and Coffee of Vermont, LLC in 2012 and began holding cars and coffee events in May last year. I rented the South Burlington High School parking lot on Dorset and Kennedy Drive and held Vermont's first Cars and Coffee. We met every 3rd Saturday of the month from May to October from 7am to 9am. The year brought us over 650 cars to the event with just a bit more spectators. Many VAE members showed up weekly from Charlie's Wippet to my friend Don Pierce's Dodge pick up. Near 100 cars a week. Since the costs related to holding such an event as I am sure you are aware with the Antique Car Show which I attend annually, are high including insurance, recruitment of sponsors both local and national was necessary.

I am a former drag racer, stock, funny car and top fuel, and a promoter so sponsor acquisition is not new to me. I have also promoted drag racing events for NHRA. This year due to popular demand, Cars and Coffee will expand to 2 events. Along with South Burlington, we will now host a Cars and Coffee on the Barre-Montpelier Road at the Burger King. Again this addition yielded additional costs which are being taken care of by our sponsors and supporters. I plan to retire this year so this is part of my new gig!

I want to share this with my fellow members of the VAE and to see if we can arrange to get the word out on both our organizations. I will place a link on our web page to the VAE encouraging Cars and Coffee supporters to join the VAE. Cars and Coffee is all free including the coffee. We do not charge anything to anyone. **And folks if it is raining, Cars and Coffee is cancelled for that rain day.**

Best wishes, George.... Come join us for a great day.

South Burlington Schedule. Cars and Coffee of Vermont is held every third Saturday from May to October from 7:00am to 10:00am at the South Burlington High School Student Parking Lot located on Dorset Street and Kennedy Drive.
Saturday, May 17, 2014
Saturday, June 21, 2014
Saturday, July 19, 2014
Saturday, August 16, 2014
Saturday, September 20, 2014
Saturday, October 18, 2014

Cars and coffee in Barre – Montpelier is held one Saturday a month at the Burger King on Barre-Montpelier Road at the Vermont Lottery Office Parking lots from 7:00am to 10:00am
Saturday, May 24, 2014
Saturday, June 28, 2014
Saturday, July 26, 2014
Saturday, August 30, 2014
Saturday, September 27, 2014
Saturday, October 11, 2014



**Remember these words from Gael Boardman last month?
Gael had wonderful results.....**

“I was sitting around denying snow and cold and got thinking about some early VAE folks. Maybe we could remember them in Wheel Tracks somehow. How about a series over a year with something every other month. We might call it “FINDING OUR FOUNDERS” and each article would begin with “I remember.....”. I then thought up 6 possible people and a pair of who would remember them...and come up with some good stuff. The list....

Ed Rotax.....Ed Welch and Carl Tatlock
Dale Lake.....Bill Billado and Clark Wright
Ken Gypson.....Kennie Gypson and Lloyd Davis
Paul Taplin.....Jim Sears and Ken Taplin
Rouie DuBoise.....Al Ward and Phil Scott
Glen Morgan.....Tom Mchugh and Willis and Shirley Spaulding



“FINDING OUR FOUNDERS”

“...I remember Ed Rotax...”

I bought a Dodge Brothers touring car from Ed Rotax in April of 1988. Ed was “Mr.Dodge Brothers” of Vermont. I think he must have owned- at one time or another- every DB that appeared in the state. At the time I am talking about, he was “down” to a snappy little 1920s roadster, a mid-twenties boxy sedan, and “my” 1922 Touring and maybe more.

On the old family farm that he and his brother ran, Ed had a collection of buildings. Some seemed pretty odd, moved in from other places and other uses, but did the job intended. The 1922 Touring (hereinafter called “the '22”) was stored in a building that was just about a “22 DB” long, and a '22 ½ DB wide, but not a '22-with-the- top-up DB high. Thus for the 12 years it had not been run, the top was folded down. Three tires were up, though, (maybe not the full 65 pounds), which was a start. Ed said he had been to a meet in New Hampshire 12 years ago (that would have been 1976) and he had just driven it in here when he got home and hadn't moved it since. “Should just start right up” says Ed. “HmMMM” said I.

A little while later Ed came back in with a very old, very well-used, tired looking Sears battery (Dodge was 12v, with the starter/generator silent starter.) Hated to take it out of the old tractor, he said, but it should be o.k. He put in a quart of fairly new gas, cranked it, and darned if it didn't start and run with that good old Dodge 4 sound. Was I impressed!

We backed it out, put the top up (which hadn't suffered at all for being folded for 12 years-- there goes another auto myth-- and I was really thrilled until I noticed that the 5 tires were all Old Stock Cords, with the chain tread pattern pretty thin. But they held air, Ed told me, and were “good for a long time yet.” He came out of another of his buildings, shoeing chickens out of the way, with a bumper he said belonged to the car when he bought it in Albany NY in 1954. “Bought it off a truck” he said, “Came out of New York City”.

The original bill of sale and an early owner's driver's license were under the front seat, along with some tools, a jack, and the original side curtains (which did suffer storage), and some mice reminders. The car was ordered in April, 1922, and sold by Bishop, McCormick and Bishop Inc., of Jamaica, Queens, New York. The price was \$965; \$25 deposit, balance on delivery. (That company was still selling Dodges in the 1950s.)

When it became time to drive the DB home, I was glad Ed Welch was there with a back-up car, because I didn't have a whole lot of faith in it at that point. I lived about 4 miles away then, and I didn't know how significant that number was to the old DB at that time. So I started out after Ed Rotax showed me how the DB shift worked (not your regular “H” pattern), cautioned me not to go too fast (!) and would I bring the battery back- it was not part of the deal. Neither, it turned out later, were the sort of “Maypop” tires and could I bring back the red rubber tubes if I wasn't going to use them with the new tires I was going to put on?

I got home just fine, as it turned out. Ed knew his DB's. I think he at one time or other had owned a whole number of them. On the farm he had a World War I era DB that he'd made into a flatbed truck . He used it every day to move milk cans and feed around the place.

I'm a long time member of the Dodge Brothers Club, and wrote a story about my Rotax '22 for the magazine some years ago. That story I titled “The 4 Mile Car”. It had the only mechanical problem that ever stumped Ed (he told me) in all the years he owned Dodge Brothers cars. It would only go about 4 miles and then quit. Every time. Same thing. He tutored me in all the fine points of DB ignition, vacuum gas tank, and carburetor. We checked fuel lines for spider nests, put in really fresh gas-- made sure she had plenty of air, even. You can see we were running out of ideas. When Ed Rotax admitted he was stumped, I figured NOBODY could fix it..

The 4-mile problem continued. I had walked home a couple of times to get a tow rope and a car, only to find it would start up and run when I got back. The day I got towed home backward by my neighbor's garden tractor I finally caught on that it wasn't an old-car DODGE problem, it was modern problem; “fuel percolation”. Modern gas with lighter ends than the old regular we used to have was more sensitive to heat, and boiled and created VAPORLOCK. I stuffed a sheet of aluminum down between the fuel line to the carburetor and the block and have not had any trouble since. Ed heaped (undeserved) praise upon my problem-solving skills. After all it was a modern problem, not an old-car one. He said he was glad the '22 was in such good hands. Followed by “...when was I bringing those red rubber tubes back?”

I figured I got the best part of that car deal-- the instruction in pre--1930s Dodge Brothers cars was worth the price of admission. The car today is all original. as found, and I have left it that way, I have just done the mechanicals- brake linings, tires (tubes) NEW 12v battery (or at least it was in1988)-- and left the tired old leather, the brush paint job, and the traffic dents. The top is still good, although it must be almost old enough for Social Security.

I miss Edward Palmer Rotax, and I wish he were here to tell me another good DB story,

Carl Tatlock, Charlotte, Vt.



Become a Member Of VAE For Only \$30.00

It's easy.... Just write your contact information on a paper, add a \$30 check written to the VAE and send it to:

Christina McCaffrey (Member Secretary)
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Burlington, Vermont 05401-4140

You will be completely at home....and considered "normal" if you love"
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Send us your info.....

**Your name

**Address

**Phone Number

**Email Address

Then, if you collect something we would love to know your passions

Come join us,
You will find
a great group of folks



From VAE Member Charlie Thompson.....

My daughter Tammy Miner and my Grandson Ethan from Marietta, GA, attended the Willys Overland Knight Annual Meet in Waynesboro, VA in July, 2013. (See August and September WT stories.) She had a great time and met so many nice folks she joined the club right away. Shortly after, on September 21 she, with husband Kevin's reluctant approval, purchased this 1928 Whippet 96 for \$1100 from the auction of Dante's Jazz Nightclub in Atlanta. It was the owner Dante's car when he was in college and it had stood outside his nightclub for years as an

attraction. When I arrived at the Atlanta airport where I had flown to attend the fall meet of the Dixie Chapter of WOKR, she had just made the purchase and left the auction to pick me up. On the following Monday, I helped get the Whippet loaded on the flatbed and she brought it home. I got to help remove the old rotted tires so we could roll it into her garage and spent time cleaning it up and evaluating the condition. Restoration will be a major undertaking, but she considers she has "rescued" it and will putter with it as time allows. With three teenagers, time will be at a premium for the foreseeable future. I suspect I will be a long-distant partner in the process.



Also, To the editor..... Perhaps everyone knows this, but it was news to me when I took some old license plates to the DMV and asked. Did you know that you can reuse an old set of number plates from a car no longer in your possession? If you have an older set of plates in good shape, and with a number you like, hanging on the garage wall, you can reuse them. Just take them to DMV, they will look up the number to insure it is not in use or assigned to someone else, and the plates can go on your new-to-you car. I did this with plates in excellent condition that I had for only a couple months on a vehicle that I sold.....Charlie



Wheel Tracks Classified

**Tour Banners
For Sale**
Sturdy cotton
With ties.
\$20.00



"Your Car Will
Wear it Softly"

Gene Fodor 802-372-9146
crownwheelwheel@comcast.net.

For Sale.... Brand new Tonka #156 mid 1960's
VW Beetle in red with original box. All steel and
measures 9" in length. \$75

Owner's Manuals...

'60 Valiant, '49 Plymouth, '78 Dodge, '56 Ram-
bler, '60 Cadillac, '69 Fury, '50 Dodge, '64 Dodge,
'52 Kaiser, 1971 Cadillac, 1951 Lincoln.
\$20 or less each.

Original 1962 Seattle World's Fair

souvenir, detailed graphics & beautiful inlaid 4
color, all metal, 4"x3". Made in Germany and
gift boxed. \$15. Chris Barbieri
802-223-3104 cgeeb99@gmail.com 5/14

For Sale..... 1938 Ford Standard Coupe w/ 75K
original miles. Rare standard model w/ factory 85
HP V-8. 85 HP has chrome strips on grill and 85
HP emblem on hood. Repainted and reupholstered
in the 50s. New carb and rebuilt dist. Runs very
well. Converted to 39-40 juice brakes (need refur-
bishing). Only rust is tool tray area (panel below
trunk lid) Tires have good tread but are old. Occa-
sional slight clutch chatter in reverse. Wiper motor
needs new seals to work. Asking 17,000. Ken
Gypson, 518 423 7565 or kengypson@yahoo.com
6/14

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For Sale...

****3 good 19 inch** 1931 Chevrolet wheels...\$50.00
Marvin Ball 802-425-3529 4/14

Wanted... 1953 International R110 parts. Need
Grill, LF fender, RR fender. Call Paul Kinney 239-
233-9533

**March
Bumper Sticker...**

**My mind wandered
Now
I can't find it!**

Wanted..... In good to better condition; Buddy L,
Tonka, Wyandotte, Structo, Doepke cars and
trucks. Also old Volvo advertising signs. Not a
dealer, just an avid collector and Club Member.
Blevitch@cox.net or Bruce @
480-786-1767. 6/14

**Order Your VAE
Name Tag**
Write \$7.00 check to:
Phyllis Skinner
PO Box 208
Northfield Falls, VT
05664-0208

For Sale... 1951 Ford F-6
dump truck. Very complete,
original with only 24,000
miles showing. Flathead V-8,
4 spd, 2 speed vacuum rear.
Dump body is a 1930's Gar-
wood hydraulic hoist dump
with control levers and everything intact except tail-
gate. Tub is rough. Recent set of tires (six) ,new com-
plete exhaust, battery, oil change. Truck will run
and drive. Located Williston. asking \$900.
Phone 802-343-2864. 4/14



Wanted.... Valve cover to
make a racer from. Any make
or year will be considered.
Contact Jim at 802-598-1663
or packardsu8@netscape.net

If you have more than one
there are other members who
need them to build a "racer"
for the Stowe Show.
Please let it be known...

Tour and Camp in Comfort!

**Pullman
Camping
Touring
Coach**

A de luxe home on wheels. Low, pleasing appear-
ance. Full head-room. Equipment includes berths,
drop-leaf table, wardrobe, ice box, lockers,
porcelain sink, running water, electric lights,
etc. Write for Free Book on Camping Vehicles.
ZAGELMEYER AUTO CAMP CO.
1005 S. Henry St. Bay City, Mich.

FREE BOOK

An Ad From 1927



August Newsletter
Editor: Melonie Hartwell

Meet Schedule
August 10, 11, & 12 . . . 27th Annual Stowe Antique Car Meet -
Dave Gonyon, Chairman.
August 26 . . . Binghamville area, pot-luck picnic - John &
Carol Lavallee.
September 23 . . . East Fairfield area - Dennis & Linda Dadds.
October 7 . . . Gypson Tour, Essex area - Jim & MaryJane
Johnson.
November 4 . . . Frostbite Tour, Charlotte area - Rod
Delliver.
December . . . Christmas Party - Gen Morgan.
Meet Notice - August 10, 11, & 12, Stowe.
Friday: Topnotch Field will be ready for vendors.
12:00 noon - Sunset: Registration.
5:30 PM - 6:30 PM: Cheese & wine party at the Helen Day
Art Center.
Saturday: 9:00 A.M. - 12:00 noon, registration.
8:00 A.M. - sunset: Automotive Flea Market.
11:00 A.M.: Antique Clothing fashion show set to old-time
music. Judging & prizes of \$50, \$30, & \$15 - to
be awarded immediately following - Ginger
Lacombe, chairwoman.
Dig through those old attic trunks!

**A very dedicated
VAE Wheel Tracks
Editor.....**

Melonie Hartwell pub-
lished this Wheel
Tracks issue completely
hand-written... all eight
pages with drawn VAE
logo, a Fairfax map for
directions to the next
meet and a complete
treasurer's report. This
is page #1

Would someone please
give us an update on
Melonie? Where is she,
what is she doing now.
What did she think of
her time as editor?



VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

Membership Secretary

89 Ledge Road

Burlington, VT 05401-4140

christna.mccaffery@vtmednet.org



**Julie & Ray Greenia's
Beautifull
1964 Studebaker Avanti R2**

April 2014



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Montpelier, VT
Permit No. 61

A message to Wheel Tracks announces that young (12 yr. old) **Jason Warren** of Jeffersonville, VT. has purchased his first car and it happens to be an antique already. It's a 1988 Buick Reatta (the apple didn't fall far from the tree here). If you account for inflation, in 1950 it would have been your proverbial \$62.00 car. As expected it has some issues, but that was part of the reason for getting it. From electronics to mechanical repairs, he'll be getting his feet wet. WT might even see a future article related to "what is a modern antique"? Who ever thought an antique would have 5 networked computers and a fully functional touchscreen? Jason is hoping to have the first Reatta in the history of the VAE, to be entered into the Stowe show.



*This editor met Jason and his "high-gear enthusiasm" the first time three years ago at a VAE meet in Derby Line pictured here. Wouldn't it be great to hear a progress report now and then from Jason and his Reatta. **Congratulation Jason***