

Wheel Tracks



**1917 STUDEBAKER TOURING CAR
CHANGES VAE HOMES.....MORE ON PAGE 6**

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

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& "male logic".**

**3]... From the President, the Editor
and Bob tells us about the next event.**

**4]... Mary's "Softer Side"... Sugarin and Cat?
Get ready next month...we have a "3rd Softer Side Editor"!**

5]... Gael Boardman's Crossword on "Ts".

**7]... A "great" idea for a June VAE Tour &
ROAD TRIP!!.....anyone?**

8]... Dave's Garage on "Waterless Coolant".

9]... Do you have your "valve cover" ready?

**13]... Some great stories from Les Skinner
and Stan Lasell.**

***"Everything in life is somewhere else, and you get there in a car".
E. B. White***



Mission Statement:

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

Wheel Tracks is a monthly newsletter published in print and electronically for the public, and for the VAE/VAAS membership in ten states and two Canadian provinces.

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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EVENTS.... WHAT'S NEXT ?

March

March 10th.... VAE Meet in central Vermont, location to be determined. VT. Roadshow by Charlie & Wendell.

March 18th...1:30PM VAAS Board meeting at Williston's Dorothy Alling Public Library. *All are welcome to attend.*

March 20th...7PM Stowe Show planning meeting at Commodores Inn on Rt 100 in Stowe. *All are welcome to attend.*

April

April 1st...7PM VAE Board meeting at Whitney Hill Homestead in Williston. *All are welcome to attend.*

April 15th...1:30PM VAAS Board meeting at Williston's Dorothy Alling Public Library. *All are welcome to attend.*

April 17th...7PM Stowe Show planning meeting at Commodores Inn on Rt 100 in Stowe. *All are welcome to attend.*

April 21st...8AM to 1PM 43rd Annual Swap meet and Car Show, Fitchburg Airport GPS directions...99 Blueberry Lane, Fitchburg, Mass. Need more info.. Just Google the show.

June

June 8th... The VAE 250th Year Tour.
Details, page 7

June 15th.... Engine Show at the Old Stone House in Brownington, VT

August

August 4th.... Cars of Yesteryear Car Show at North Country High School.
www.carsofysteryear.org

August 8th...9th & 10th
The Stowe Antique and Classic Car Show

Male Logic, sent in by Bill Billado.....

A wife says, "Please go to the grocery store, and buy a carton of milk. If they have avocados, get six."

A short time later he returns with six cartons of milk.

The wife asks, "Why did you buy six cartons of milk?"

He replied, "They had avocados."

(If you're female, you may have to read it again! Males will get it the first time.)

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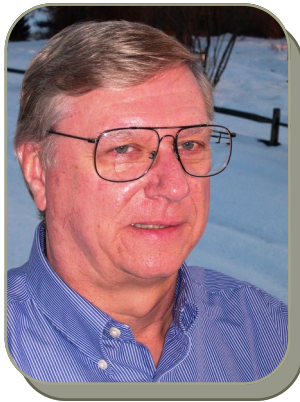
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FROM THE PRESIDENT

Jim Sears

Tuesday February 6th

I'm sitting here waiting for my pickup to be serviced when one of the service people comes in and tells us there will be short delay. A natural gas line was leaking in the shop and work would resume as soon as the gas was shutoff and the shop ventilated. This would give me time to write this month's message.

***The Bus ***

Wendell, Jim Cary, Gael, and I visited our 'mobile museum' at VTC last Thursday to remove the lettering and take interior measurements. We wanted to get a head start on the layout for the mini theater. The students have been working on the brakes and to date have replaced the backer plates and one air hose to the left front wheel. All the brakes look good and will most likely be reused. I believe the next step is general maintenance; fluids, filter, etc.

I'm excited about getting the bus back so we can proceed with decorating and setup. Holly Weber and her daughters have expressed an interest in decorating the exterior and have many ideas. Do you have some ideas about our Mobile Museum project? Write them down so we don't forget. *Continued on page 4...see From the President.*



Left to Right: VTC Student Matt Leach from Enosburg Falls, Jim Cary, VTC Student Josh Elkins from Richford, Wendell, Gael, and I'm on the other side of the lens.

FROM YOUR EDITOR GARY FISKE

Mary Noble speaks about the weather and sugarin in her "Softer Side" article this month. I guess all I can think of are all the plans I had for the winter...and how many I have left to do. How many times have you been quoted saying **"Well, that will be my winter project"**? My wife Sharon likes to say I get up in the morning with two days plans for the one day we are heading into. Don't tell her, you know how wives can be when they think they are right, but she may be right! And that is how it is going, I am running out of winter!

There is the 27 Dodge to get finished, the 'little' project to learn how to run a metal lathe and mill (from zero knowledge) and the plan to finally get the 23 Franklin off the scissor lift and to seriously look it straight into it's headlights for a hint on what we should do next. Oh, and then there is a 'Highwheeler' I need to speak to someone about....you know, from his barn to mine. I asked a veteran VAEer last year how I can cure this "I want" problem I have with old cars. He told me he had found a cure years ago and that was to simply go out each spring and buy another one. I always follow the doc's advice.

Spring is just around the corner and if you want to really get excited about 2013 just talk to Bob Lalancette about his plans as our VAE Activities Chairman. The **"Events....What's Next"** column on page 2 lists a few, there are many more that will be added as we go forward. Our next event is listed below. There are others like the **"Golden Wrench Award"** program headed up by Ed Hilbert, the **"VAE Mobile Museum"** project, the **Stowe Antique and Classic Car Show**....are we having fun yet?

Maybe I should start working on a plan for next year's winter projects and give myself a break for the rest of this winter.



MARCH MONTHLY MEET from Bob Lalancette

The March meet will be on Sunday the 10th. This is a Central Vermont Sunday afternoon event. Have you heard of the "Road show"?

No, not the PBS television show, but the one that two of our members have put together about travelling in Vermont during the early age of the automobile. I have not seen it and many other members have not either. Now is your chance! Charlie Thompson and Wendell Noble will present this to us at the Vermont History Center in Barre. The location is the old Spaulding High School. This is on RT 302/ Washington Street (dark stone building) on your left after you pass the large granite man on the south end of Main Street in Barre.

The schedule is as follows: meet at 1 pm, business meeting from 1:15 to 1:45, "Road Show" from 1:45 to 2:45. Adjourn at 3 pm. Everyone encouraged to enjoy the Civil War Exhibit from 3pm till 4pm. I have given the schedule just in case anyone wants to enjoy the Wayside Diner on Rt 302 (also known as the Barre-Montpelier Road) and if you get caught running a little late. You can also bag lunch and enjoy inside the VT History Center. If needed, detailed directions can be emailed to you.



THE SOFTER SIDE

A Column Shared & Written by Marnita Leach (The Cookie),
Mary Noble (Left) & Nancy Olney (Right)

"SUGARIN' & CATS" BY MARY NOBLE

One of the many things I love about Vermont is the weather, yes, the weather. This is because if you wait a couple of minutes, weather you don't like will become weather you do like. Of course, it also can become quite dreadful, but that is life in Vermont. According to that noted groundhog, Spring will come early this year - we'll see! Of course, with Spring comes lawn mowing, gardens to be planted and weeded, haying, etc., but in early Spring, comes sugarin' time. We didn't sugar last year due to a lack of help and "someone's" defective ankle. With no effort, we made no syrup, but others expended a lot of effort and still didn't make much syrup. It was a lousy season anyway. Hopefully, we'll be able to get back to it by tapping fewer trees and with help offered by a neighbor who is available during the week. In case you didn't know, sap usually starts to run on Monday morning when people with jobs have to be at work. Again, we'll see.

On a totally different subject, I so related to Nancy's cat tale, and commend Nancy and Gary for persisting in taking on Willy despite many rejections. So many animals are neglected, abused and/or dumped with no thought about what may happen to them. We have taken in many strays over the years as people see a barn and just know this is a good place to dump their unwanted cat or dog. When we bought our house in the early 70's, there was a mother cat and her five kittens trying to survive in an old shed. Unfortunately, they all had distemper, so after finally catching them, we took them to the Humane Society for humane care. Our latest cat had to be rescued from a tree (our resident cat had chased him there). He was a skin and bones kitten with what seemed to be a broken tail. His tail was saved and he is now a fluffy, not fat, twenty pound tiger cat. (Those of you who have met Oswald probably are having trouble imagining him as "little".) As members of his staff, he tolerates us and usually sleeps with us. But never expect a cat to show a lot of gratitude, as they know who is special - after all, they once were worshipped as gods and have never forgotten that! So that's the weather and cats in one Softer Side!!

(And old cars are right up there with the weather and cats on my good things list, o.k., guys?)

From the president....

60th Addendum

Tom McHugh has agreed to head up the 10 year addendum to the 50th anniversary book project. Members have already started sending him photos. Do you have ideas, articles, or photos for the addendum? Contact Tom mchughto@gmail.com (802) 862-1733

My Oldsmobile is home with a new top and the door hinges repaired and adjusted. The doors now close tight, the windows don't rattle, and the interior is much quieter going down the road. I'm ready for spring.

Two plus hours; I have written my message for March, scoped out the new vehicles in the showroom, read the only auto publication in the waiting room, and left a copy of Wheel Tracks on the table. Finally my pickup is ready. BUT... remember that gas leak in the shop? Well when they put my truck up on the lift some how the truck hood and grill came in contact with a natural gas line and I'll be going back on Monday to have the hood repainted and the grill replaced. I'm grateful it wasn't the Olds! Until next month stay warm,





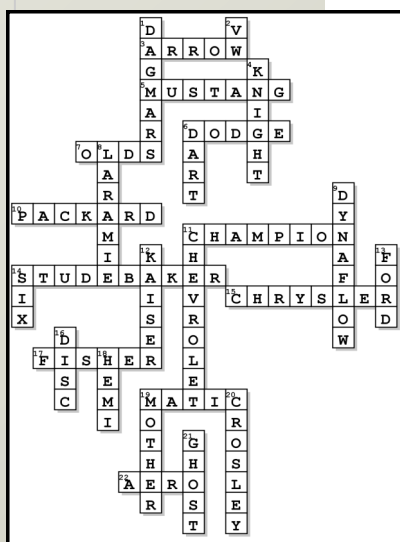
**** Just before the funeral services, the undertaker came up to the very elderly widow and asked, 'How old was your husband?' '98,' she replied: 'Two years older than me' 'So you're 96,' the undertaker commented. She responded, 'Hardly worth going home, is it?'

**** An elderly woman decided to prepare her will and told her preacher she had two final requests. First, she wanted to be cremated, and second, she wanted her ashes scattered over Wal-Mart. 'Wal-Mart?' the preacher exclaimed. 'Why Wal-Mart?' 'Then I'll be sure my daughters visit me twice a week'

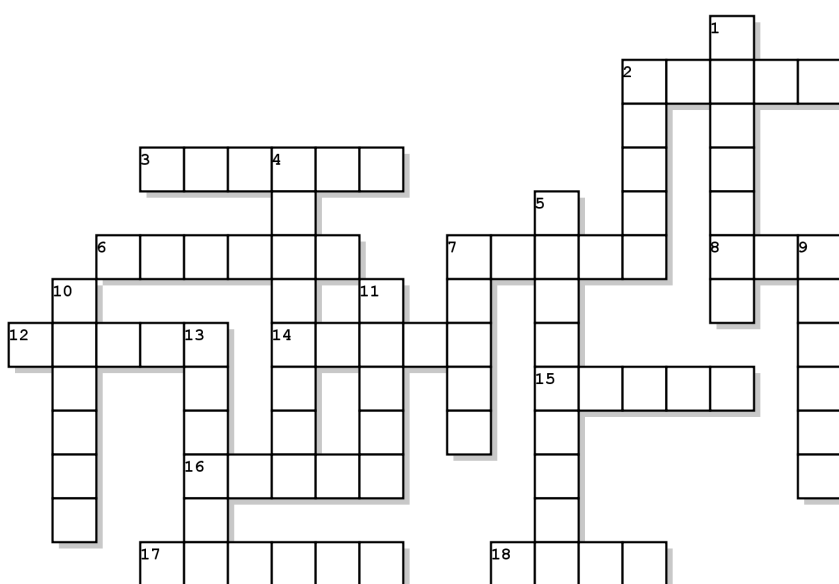
**** My memory's not as sharp as it used to be. Also, my memory's not as sharp as it used to be.

**** Know how to prevent sagging? Just eat till the wrinkles fill out.

Gael Boardman's Crossword....Suiting you to a "T"



February Answers



HOW DO YOU KNOW
WHEN YOU'RE STAY-
ING IN A REDNECK
MOTEL?

WHEN YOU CALL
THE FRONT DESK AND
SAY,

"I GOTTA LEAK IN
MY SINK, AND THE
CLERK REPLIES
"GO AHEAD."

Across

- 2 Hopefully, Henery's 1st love
- 3 These could be a Hasseler for you Ford owners
- 6 Homer made a lady out of you
- 7 Something you can adjust before the war
- 8 Early Fords had a 2-man _____
- 12 Directs voltage
- 14 More gas please
- 15 You could "strike up" these
- 16 30X3 and a half
- 17 A common nickname for a "T"
- 18 get out, lift and add fuel

Down

- 1 The source of the juice
- 2 With no or low battery, this often works
- 4 Early Fords had these rims
- 5 You pulled it halfway
- 7 In '26 & '27, this was shiney
- 9 A "T" has three
- 10 To go back you use the _____ one
- 11 There are three of these on some Fords
- 13 Axle acceleratore

Continued from front page ...

From a home in the Great Northeast Kingdom To The Champlain Valley....

January 20th, 2013 was a cold and windy day in Greensboro Bend. Hundreds of Snow Rollers were poked up in the white fields around Dave and Dot Maunsell's home on Cook Hill. Dot had prepared a great lunch while outside at times one could see only a few feet through the swilling snow, only the Champlain Valley folks seems to be amazed at the weather outside.

Four VAEers had made their way to Cook Hill to haul the 1917 Studebaker back to Milton. The car had spent the last 18 years in Dave Maunsell's garage and driven frequently. Gene Towne of Milton had finally convinced Dave to sell him the car after many months of negotiations. Dave is pictured above on the left and Gene on the right. *(unknown to all of us at the time...the two trailer tires you can see are flat! Try to picture some ole-guys taking turns replacing the air with a hand pump...yes you have it.)*



A friend had told Dave about the car and in 1995 Dave and Pev Peake drove to Michigan to examine it. The car was mostly original and had very little wear. So Dave bought the car and had it hauled home. He and Gael Boardman put new rod bearings and piston pins into the engine. Gael knew of two sisters who did leather work, and they made a new leather band for the cone clutch. Otherwise, very little has been done to it. The interior leather is in good condition but the top is not useable. Gene said that will be his first priority, to find a shop to replace the top.

It is a fair weather car. It has a 16 gallon gasoline tank, a vacuum tank and takes six quarts of oil. The owner's manual states the car will use about a quart of oil every 85 miles. It is capable of 50 miles an hour but with two wheel brakes, which are marginal and have never been replaced, 40 MPH is a safer speed today. The

speed limits in 1917 were 25MPH on the highway and 10MPH in town.

One unique feature is that the front passenger seat can be flipped to face the rear passengers. Another is that there are two 'jump seats', with arm rests that can be used and then stored under the rear seats. The front seats are adjustable back and forth along with the clutch and brake pedals. It has a 6 cylinder engine with a monobloc (no removable head) that produces 50HP. The car has a 'transaxle' type transmission where it is 'married to the rear differential. It was sold new for \$1075 in 1917.

In 1917, Studebaker was the largest manufacturer in the world of horse drawn equipment, wagons, buggies, gigs harness and the like. They got a contract in 1916 to supply the Allied Armies with their extensive horse drawn army equipment including the wooden caissons and wheel used for field artillery. With the end of the war in 1918, the company directors decided that automobiles were their future and ceased operation of all horse drawn equipment. They built a new modern auto factory in South Bend, Indiana, where they remained until the end of 1964.



A VAE TOUR for the "250th Anniversary For Vermont Towns"

1763 was a big year for chartering towns in Vermont, 36 towns to be exact. Many towns will be having events to celebrate their anniversary this year.

The 250 year old towns are: Barnet, Berlin, Bolton, Burlington, Colchester, Duxbury, Essex, Fairfax, Fairfield, Georgia, Highgate, Huntington, Jericho, Lunenburg, Middlesex, Milton, Moretown, Newbury, Orwell, Peacham, Ryegate, Shelburne, Sheldon, St. Albans, St. George, Sudbury, Stowe, Swanton, Topsham, Townshend, Underhill, Waterbury, Westford, Whiting, Williston and Worcester.

VAE member Jim Cary has begun organizing a vintage car tour, starting from the Milton celebration on June 8 and passing through Georgia, St. Albans, Swanton, Sheldon, Fairfield, Fairfax, Westford and possibly more involved towns. If you would like to participate, include your town or help to organize additional tours, please contact Jim Cary (jccaryconst@aol.com) or Wendell Noble (wnoble@myfairpoint.net).



Above, A 1922 Paige Daytona Speedster. Below, the person doing the historical restoration, Mark Goyette



"Road Trip!!"

You have heard about it not being nice to shout certain things in movie theaters, right? This is not the case in the VAE. When someone shouts "Rode Trip" in this outfit you had better be ready for some adventure. Of course, there are certain rules that must be abided by... you can't fib to the wife about what is taking place (can you?), there has to be an agreed 'purpose' and plan to fill up the whole day and then some. The feature story this month was really just a **VAE Road Trip**, it was disguised as a "buy/sell trip but we all knew better as we were heading toward the northeast Kingdom that day.

A February 2nd road trip was put together for the sole purpose for Wendell Noble to get some paint samples for his upcoming paint project on his 30 Chrysler. So that part was covered.... The paint samples were in Bennington. Joe Kaelin doesn't have a wife to tell, I don't think. Wendell and I (Gary Fiske) covered that base using the high skill that comes with years of experience being married. The only part I flubbed up on was the 'whole day' part, I missed a cribbage match that evening but it was worth it.

The day was a total success and qualify's as a 100% VAE Road Trip. Our first stop was at **Vermont Plating in Rutland** so I could drop off nine pieces of my 27 Dodge. Quite an interesting and busy place owned by Jim Ruth. I can't wait to see the nickel plating job on my bumpers when he gets done. Our next stop was in Shaftsbury at **Classic Metal Restorations**, a fairly new business run by Anthony Cook and specializes in nickel and chroming smaller pieces. Wendell needed to pick up a radiator shell that had been re-chromed.

From Shaftsbury we headed to **Mark Goyette's restoration shop** in Bennington. But....it was noon-time and we had to think about lunch. This is when we heard from Joe and his memory of a diner called the "Blue Benn". All Joe could remember was that it was located on a corner in town so we proceeded to check out many corners in Bennington until we finally found the place. Don't tell our wives but after a few trips through town we finally did ask for directions. Real men don't ask for directions but we were hungry and Joe had been talking for some time about Blue Benn's meat-loaf dinners, we had no choice.

After lunch we made it to Mark's shop and I finally witnessed why he has such a great reputation in the restoration business. The picture to the left is a project for a gent in California, it is a 1922 Paige Daytona Speedster. I think the picture says it all. This project has just a few more weeks before it heads West.

We made it home safe that day. I expect to get calls now that I have bragged a little about our great 'Road Trip'.

If you notice "Hello, Here My Card" on 14, I have published the three host business cards this month, just a small thank you for showing us around. If any of you VAEers go on a "Road Trip" and get to visit a neat place related to our hobby, grab a business card to publish in **Wheel Tracks**. Send me your story with it so we can all have some fun. gcf



Dave's Garage by Dave Sander

This column is a Q & A column with you asking me questions and after researching the answer I will reply.

Any questions 'automotive' is fare game, I might not know the answer but hopefully I will find someone who does know.

Please send all inquiries to dasander@aol.com or 32 Turkey Hill Road, Richmond VT 05477

WATERLESS COOLANT?

I have been seeing reference to a waterless coolant lately. I read a column written by Jay Leno in which he touts the advantages to waterless coolant. After doing a little research, I have come to the conclusion that the invention of waterless coolant is another advantage we in the old car hobby can take advantage of, much like modern engine oil and silicone brake fluid.

Ok, what is waterless coolant? Conventional coolant is a 50/50 mixture of ethylene glycol and water with either supplemental coolant additives (SACs) or long-life organic acid technology (OAT) additives. To keep the coolant operating properly and to protect engine parts, the additives must be checked and maintained periodically. The coolant breaks down over time, and must be flushed and replaced. Failure to maintain conventional coolant will result in both failure to cool the engine, as well as corrosion to engine and cooling system components. Ethylene glycol is also highly toxic. Three tablespoons is a lethal dose. Every year thousands of animals die after consuming conventional coolant, being attracted to the sweet smell.

Glycol-based waterless coolant has recently gained popularity as a maintenance-free alternative to traditional coolants. Brought to market about a decade ago, the waterless coolant provides adequate lubrication for water pumps. Because no water is in the coolant, there's no need to use additives to protect engines from water's deleterious effects.

Traditional vs. waterless coolant....

Water is an excellent heat-transfer medium when liquid, but it changes state. When it boils at 212° F, it creates vapor pockets that can insulate and hold heat in the metal rather than transferring heat away. When below 32° F, water freezes, expanding to generate enough pressure to crack engine blocks.

Freezing/boiling levels....

Traditional, fully formulated coolants prevent freezing to -34° F. It also raises the boiling point to 224°. Since engines operate at close to water's boiling point, the glycol adds a safety margin to prevent boil-over. Additional margin is provided by pressurizing the closed cooling system to 1 atmosphere (15 psi) above ambient. With the pressure cap, water boils at 250° and 50/50 coolant boils at 263°.

Waterless coolant, however, won't freeze below 40° F and boils at above 375° — even without pressurization — giving a huge safety margin. Water carries scale-forming minerals, so waterless coolant prevents scale buildup. It doesn't need a 15-psi radiator cap — the manufacturer recommends 1 to 2 psi, just enough to close the system. With no water to boil off, localized hot spots and mineral deposits are avoided.

Engine protection....

Pitting is caused when water vapor bubbles form next to cylinder liners as they flex from the side thrust of pistons. When the bubbles implode, coolant impacts the outer walls of the liners with enough force to drill through. That lets coolant into cylinders and the oil sump.

In traditional coolants, supplemental additives form a protective coating that absorbs most of the impinging force. Without the protection, repeated implosions drill holes in the steel liners. Also, organic acids in long-life coolants protect from pitting. Protection levels must be monitored.

With waterless coolant, no water vaporizes and no bubbles form as the liners flex. Waterless coolant prevents voids. Since water is a corrosive agent, waterless coolant also resists corrosion.

Damage caused by corrosion from coolant can be very expensive to fix, or could even ruin an engine.

Safety....

The antifreeze in Evans' coolant is mostly propylene glycol, not ethylene glycol found in conventional coolants. Unlike ethylene glycol, propylene glycol is nontoxic. In fact, pure propylene glycol is used as a sweetener in many medications. If propylene glycol leaks and is ingested, no harm is done.

The drawbacks of waterless....

Availability. You may be able to limp home on a slow leak, but if something catastrophic like a burst radiator happens, you can't just repair it and replace with ordinary coolant. You need to find a service provider that carries Evans' coolant. If you just add water, you lose all the benefits of your expensive changeover.

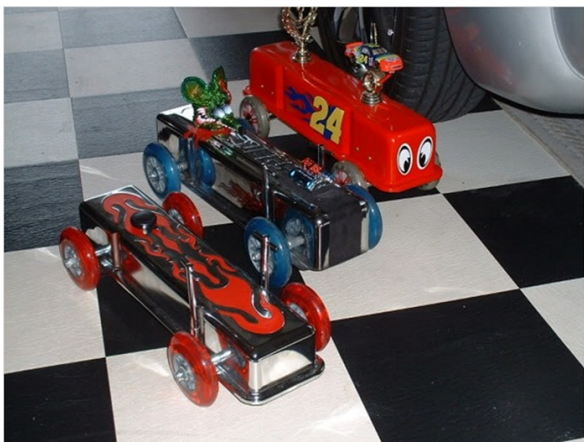
Expense....

Evans coolant is not cheap, it costs upwards of \$40/gallon, roughly twice the price of \$15 – \$20/gallon for traditional coolant. I have seen it available on line for less.

For a collector car that will be maintained indefinitely, waterless coolant makes sense. It is expensive, but will pay for itself over the long haul. Skipping the chore of flushing and replacing the coolant every few years (everybody reading this does this, right?) and avoiding the costly effects of corrosion in the engine make this product save money overall. There is also the added benefit of it being non toxic, potentially saving a life should the coolant escape the cooling system.

An engine rebuild can easily reach costs of \$4,000 or more. Waterless coolant is a cost effective means to protect your investment.

More information can be found at the Evans website: <http://www.evanscooling.com/>



To continue our quest for fun on 4 wheels, we're announcing valve cover racing at the Stowe Show this year. You build them and we'll race them on our new track. Prizes to be awarded for fastest and best in show (participant judging). Registration will be \$5.00. Rules are as follows.

Valve Cover Racing Rules

- ***Weights no more than 10lbs
- ***Wheels no larger than 6 inches in height
- ***No part of the vehicle may extend beyond the leading edge of the valve cover
- ***Minimum 7/8ths inch ground clearance
- ***Must be freewheeling (nothing except gravity propelling it)
- ***No longer than 29 inches in length
- ***Has to be an authentic valve cover

Contact Brian Warren at
bwarren210@myfairpoint.net
If you have questions
"Start Your Engines!"

A note sent to Jim Sears for VAE information...

Hi

My name is Dave. My wife and I bought a 1952 Ford F1 this past fall. We are new to owning a classic vehicle and are looking to find someone in the Southern Vermont area who knows and works on these vehicles. Any info would greatly be appreciated.

Regards,
Dave and Christine Messing
Wilmington, Vt.
dmessing_rn@yahoo.com

VAE Gossip by GCF



Remember the story in 2010 about my old Navy buddy and his friend driving a 29 Ford from Peking to Paris? The rally had 107 antique and classic cars. They and their Ford finished in great form holding down number 42 position in the Vintage Category.

Well, they are at it again! This time it is a 7800 mile trip around South America. My buddy, Lang Wightman and his friend Fritz James are heading out of Rio on the 14th of February and will finish at the tip of Chile 39 days later. They will be using the same car. If you want to follow their progress go to www.southamericanchallenge.com. From what I can gather there are 30 cars doing the trip. Lang and Fritz live in Iowa and have worked together in the book binding business for 30 years. Do you think they might be too "wild" if we were to get them to join our VAE?



Hey...Check out the new business cards that Wheel Tracks has on page 14 this month! The businesses have told me it is very inexpensive advertising and they are speaking to the exact group of folks they want to do business with. They also say they have very good results...Toot....toot.

Gene Fodor sent this in concerning Gossip... Early politicians required feedback from the public to determine what the people considered important. Since there were no telephones, TV's or radios, the politicians sent their assistants to local taverns, pubs, and bars. They were told to 'go sip some Ale and listen to people's conversations and political concerns. Many assistants were dispatched at different times. 'You go sip here' and 'You go sip there.' The two words 'go sip' were eventually combined when referring to the local opinion and, thus we have the term 'gossip.' So....Where is my mug of grog folks?

Have you ever heard of "Rick & the Ramblers Western Swing Band?"

They are a Vermont group and they travel in a bus they call "the Pickle". The bus is a 1957 Flxible Starliner and is now sitting in Dana's Car Store in Hardwick, VT getting worked on for the summer tour. The **Flexible Sidecar Company** was started in 1913 in Ohio then changed it's name to **The Flxible Company** in 1919 when they needed to register their name as a trademark. After building many vehicles including motorcycle sidecars, funeral cars, ambulances, intercity coaches and transit buses and being owned by many parent companies it finally went bankrupt in 1996 when it was owned by General Automotive Corporation. You can see the "Pickle" if you Google the band on your computer or if you are **'computer challenged'** you might stop at the garage when you go through Hardwick your next time. It's a really neat 'green' bus.

Wow...have I had some responses about that Buick that is pictured with the St. Albans fire department in last month's Wheel Tracks! It was the fire chief's car and I had asked for a guess of the make and model. It's a 1927 Buick Roadster.

Here is the good part....it is in a garage in Vermont and I know where it is. If all goes well the Buick will be our next 'feature car' in the April issue.

Join VAE Members & Other Auto Enthusiasts on a Unique Visit to China! June 4-14, 2013



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Explore China's automotive industry, both past and present while experiencing China's unique culture and outstanding hospitality



We will travel halfway around the world to experience Shanghai, one of the most exciting cities in the world, Beijing, home of the Great Wall, Tian'anmen Square, the Forbidden City, and more. We'll visit one of China's largest automobile manufacturing factories and antique car museums in both Shanghai and Beijing. Finally, we will stop in Hangzhou and world famous West Lake for a cruise.

Go to www.vtauto.org for costs, detailed information and registration form.

A Trip of a Lifetime

Legislative Alert sent in by Richard Reinstein

Vermont Reintroduces Bill to Penalize Some Aftermarket Exhaust Systems

A bill (H.B. 45) to ban motor vehicle exhaust systems that increase the noise level has been reintroduced in Vermont. Under the bill, violators would not pass the state's required inspection and would be subject to fines. The bill does not provide an opportunity for vehicle hobbyists to install and use aftermarket modified exhaust systems that meet an objective decibel limit under a fair and predictable test.

A Gasoline Additive That Works

By Frank Wemple

(Editor's notes... Bryce Howells was very nice to have sent this article in to Wheel Tracks. It has great points about our ethanol problem especially as there is talk about raising the amount of ethanol in our gasoline from E10 to E15. I have not been able to find who Mr Wemple works for, it might very well be he works for Star Tron, so please keep this in mind as you read. There are many other products that claim these same results. What is your experience with ethanol and how do you deal with it? Lets keep this conversation going in Wheel Tracks, send us your "story" so all VAEers can share.)

Those of us who are forced to use gasoline with ethanol surely have come to hate that stuff with a passion! Well, there is a quality product on the market that has been proven to significantly reduce the ill effects of ethanol. That product is Star Tron. Boating people have been using it for years and almost all will swear by it. However, the antique car hobby is only recently beginning to discover it.

Perhaps the most important thing Star Tron does for us antique car owners is to prevent the accumulation of water in gas. As most of us know ethanol attracts and absorbs moisture. The resulting mixture of water and alcohol is heavier than gas and it falls to the bottom of the gas in the tank, the carburetor, the fuel pump and anywhere else gasoline sits. This action quickly results in corrosion and serious gumming problems. Star Tron effectively emulsifies any accumulated moisture into microscopic particles and disperses them throughout the fuel so they will not settle out and can be burned along with the gas. It also gradually dissolves any accumulated gum over time so that it can be passed through the system.

Another important benefit is that Star Tron stabilizes gasoline and keeps it fresh for over two years. It will even "rejuvenate" old stale gas. While it won't make bad gas fresh again, it will restore it to the point where it can be burned. The old gas can then be gradually eliminated through several fill ups with fresh gas.

Here are some of the additional benefits to be derived from using Star Tron: It improves fuel economy, it increases power, it helps improve starting, it removes carbon and varnish deposits, it cleans valves and injectors and reduces emissions. Most auto parts stores sell Star Tron. It is a bit expensive but you won't use much. The first time you use it, add one ounce per 8 gallons of gas. After that, you add only one ounce per 16 gallons when filling up.



BILL SANDER (RIGHT)
IS PRESENTED
THE
2012 ANNE GYPSON TOUR
AWARD BY THEN
VICE PRESIDENT
JIM SEARS



Treasurer's Report - February 9, 2013		Dick Wheatley- Treasurer	
Vermont Automobile Enthusiasts, Inc.			
MONEY MARKET - January 11, 2013	\$ 38,109.60		
add: January interest income		9.44	
less: Transfer to checking account		5,325.00	
Balance - February 9, 2013			\$ 32,794.04
GENERAL CHECKING - January 11, 2013	\$ 5,848.23		
add: Dues income		1,480.00	
Stowe sponsors		2,300.00	
WT advertising		100.00	
Transfer from money market account		5,325.00	
		9,205.00	
less: Disbursements			
5421 Whitney Hill Homestead - Board meeting room		125.00	
5422 VT Dept. of Taxes - 2012 use tax		215.00	
5423 Gene Fodor - Stowe expense reimb.		375.79	
5424 Jim Sears - reimb. for meet expenses		17.99	
5425 Undercover Tents - deposit on Stowe tent		200.00	
5426 Hanover Insurance Group - Gen. liab & comm. ins.		2,056.00	
5427 Angela Bartlett - deposit on trailer		500.00	
5428 Angela Bartlett - balance on trailer		4,825.00	
5429 VAAS - advertising check made out to VAE		100.00	
Total disbursements		8,414.78	
Balance - February 9, 2013			6,638.45
Certificate of Deposit - January 11, 2013	80,200.80		
add: January interest income		102.23	
Balance - February 9, 2013			80,303.03
Total VAE accounts			\$ 119,735.52
Vermont Antique Automobile Society, Inc.			
MONEY MARKET ACCOUNT - January 11, 2013	\$ 394.44		
add: January interest income		2.85	
transfer from checking account		32,000.00	
Balance - February 9, 2013			\$ 32,397.29
CHECKING ACCOUNT - January 11, 2013	\$ 35,699.55		
add: Advertising revenue		260.00	
Contribution for bus hitch assembly		300.00	
		560.00	
less: Disbursements			
transfer to money market account		32,000.00	
259 L. Brown & Sons - October 2012 Wheel Tracks		1,162.90	
260 L. Brown & Sons - September 2012 Wheel Tracks		1,162.70	
261 L. Brown & Sons - February 2013 Wheel tracks		1,177.00	
		35,502.60	
Balance - February 9, 2013			756.95
Total VAAS accounts			\$ 33,154.24

STOWE SHOW MEETING MINUTES

January, 16, 2013



The Stowe Show Committee meeting was called to order at 7:00 by chairman Bob Chase.

1.) General Information: Tom McHugh introduced Judith Marshall who will be assisting him with the flea market.

Gael Boardman announced that the “Golden Wrench” award program was once again working in conjunction with Mac Tools through their headquarters, offering a 50% discount to students as well as a significant discount to VAE members. Dick Wheatley will obtain a Master Card credit card solely for these purchases. Gael also suggested that the club pursue creating some sort of commemorative booklet or DVD to recognize this 60th anniversary of the club.

2.) Dash Plaques and Trophies: Duane Leach confirmed that Gene Fodor’s MG will be on the dash plaque and one of Ken Squier’s vehicles will be on the trophy. He is checking on competitive prices for plaques.

3.) Awards: Bob Chase said that Don Craig has agreed to get new color coded winner’s cards.

4.) Sponsorship: Bob reported that we have received \$800 in sponsorship so far. Gene Fodor and Wendy Nelson have drafted a letter for prospective sponsors which was handed out for review. Bob has assembled a list of possible sponsors to receive the letter and requested additional names. Dan Noyes and Ed Kaiser agreed to contact Lamoille Valley Ford.

5.) Brochure: No report.

6.) Show Department Comments: Tom McHugh stated that he will be looking for set up help on the field as usual. Andy Barnett said that Dennis Brouseau will be at the next meeting to discuss available clothing items.

Duane will assemble a list of on field jobs that need to be filled.

Dan Noyes agreed to take the list and seek the needed volunteers and act as coordinator.

7.) Stone Sculpture: Bob cited the constraints we face in building the sculpture (eg. trust provisions, setback, and sign laws, etc.). Dave Sander will talk with Chris Miller about how we can proceed.

8.) Trailer Report: Duane reported no success yet although he has found one which seems ideal but has not gotten a price.

9.) Special Events & Vermont Crafters: Duane has reserved a tent of the same size as last year. We may also be able to obtain some banquet tables if needed.

Brian Warren has put together a hand out with rules and information on the valve cover races for review. Agreement was reached to charge a \$5.00 entry for the race with the proceeds to go for prizes.

10.) Other Business: Fred Cook will not be able to edit VAE input to the Morrisville Transcript special show edition this year. A replacement is needed.

Dan Noyes offered to look into establishing a Facebook page for the Stowe Show committee and will report back next time. He also suggested specifically inviting car clubs to take part in the show and agreed to assemble a list of brass era car clubs for that purpose.

Respectfully submitted, Wendell Noble, acting secretary.



Chris and Dell Chartier have resurfaced after not hearing from them for some time now.

Chris wished me a “Good Snowy Morning” and said he would guess the picture from the January Wheel Tracks (page 9) was a 1914 Franklin. My guess was 1916 to 1919.

Stan Lasell of Williamstown wrote in but he was using the engine in front as a guide. The engine was not part of the car Stan, sorry for the confusion.

Our VAE Franklin expert, Lloyd Davis, says he agrees with the 16 to 19 range but to know exactly the body numbers would be needed. There was very little difference in those three years.

The “horse collar” design began in 1920 and Lloyd said many folks would put the new “horse collar” hood on the older cars just to make it look more modern since they fit perfectly.

So, the car is still a mystery. I have some Franklin books, if I get the car number I can tell you exactly. I have reprinted the picture above.

Winter pictures...
Right: A 1920 Hudson in Boston.
Below: Seattle 1916

Boston: Valentines Day 1940



Snowed in. Feb. 3, 1916.



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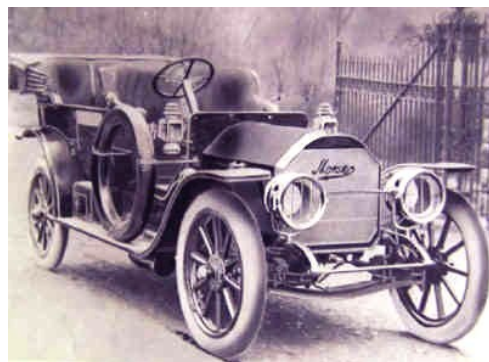
¶ We have other models as follows: Model F, Runable Seat, \$800. Touring Car, Model H, \$850. Surrey, Model G, \$925. Model A, \$1400. Model B, \$1400. Model C, \$1450. Model D, \$1000.

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This from VAE member Les Skinner...

I lived in Easton, Mass. While growing up and our home was the residence of a carriage builder named Thomas Dean. He built the bodies for the Morse Auto, a machine shop in Easton still in business and owned by the same Morse family. I have a picture in my home of two new Morse autos leaving the Dean house in 1910. I drove a Morse once owned by a New Bedford dentist, Dr. Moody.



1910 Morse 4 Cylinder Side Entrance Tonneau with fold-down top. Easton, Mass. 1904-1916

Then in Brocton, the next city to my home there was a Pickard Auto.

This had a 4 cyl. air cooled engine with a false radiator and script that too much resembled the Packard name. They went out of business after being sued by Packard for copy rights infringements. Ralph Lehtola owned a Pickard and I drove it once.

Thirty miles north of my home was the Ford assembly plant in Somerville. The last car to come off that line was a 1956 black Custom 4-door with a red roof. I took delivery of that car for Jannell Ford, of which I was a manager. Lots of history in that part of the world and I am proud to have lived in the time period.

(Editors note... The pictures above are examples of the cars Les writes about not the actual cars. Some history books claim there were over 180 automobile manufacturers in Massachusetts between 1861 and 1930. Many of these cars can be viewed on this website... <http://earlyamericanautomobiles.com/massautos.htm>)



1956 Ford Custom



1925 Nash

Sent in by Stan Lasell of Williamstown, Vermont. You folks do a fine job putting this Wheel Tracks together. - Thank you!

I'm told that in 1933 my dad and uncle bought a 1925 Nash Advanced Six Touring Car from someone who had gotten drunk and gone off the road, bending up the front a little. A friend said the car was garaged near where he grew up. He saw it frequently, and dreamed of the day he'd be old enough to buy it, fix it up, and drive it down the road. Then one day my dad and uncle came and towed it out of the barn, started it, and drove it away. He said the next time he saw it, it was a pickup. They had gone and ruined that fine car! My mom said she never saw it as a touring car, it was a pickup the first time she saw it. I heard they took it to a repair shop on their way home, removed the front seat and moved the rear seat, along with the rear of the cab, up to serve as the driver's seat, and cut the roof fabric to reach over the visor. **That '25 Nash served as the family car, the farm truck, and tractor** when I was born, and until, I think, 1949.

Then we bought a 1932 Nash Standard Six, a flathead engine. I bet it didn't weigh much more than half what the overhead did, and it wasn't nearly as tough an engine.

My oldest brother, John, learned to drive on the '25. He said one time he was in Troy, N.Y. headed to W. Springfield or Agawam, Mass with a couple of friends. He went over the Mohawk Trail, a steep, winding road. All the way up the west side he was in 2nd gear. Cars passed them, hollered at them, blew their horns, etc. When they reached the top they shifted into neutral. Most of the cars that passed them on the way up they passed on the way down, and tooted the (ah-oo-gah) horn, waved, and hollered. I'm amazed they lived to tell about it.

After we stopped using the '25, my brother Winston, acquired it. John had a '49 Ford 1-ton. One day John was headed for errands and as he passed the home farm the '25 Nash was in the driveway with new license plates, so he stopped and asked if he could drive it. Winston said, "Sure" As he was driving along, proud as a peacock, his wife said, "I don't see why we had to take this old junk when we have that nice truck!"

When Winston died in 1958 I acquired the Old Nash, and I still have it. It's been part of the family since 1933. The engine still turns, but I haven't got it out of gear, so I haven't started it. It needs lots of help- maybe if I live long enough I'll fix it up... kind of like Cliff French did the Silver Annie.

(Editor's note.... The pictures in this article are examples of the cars that Stan writes about and not the actual vehicles. Someday when I am in Williamstown maybe Stan will allow me to take a digital picture of the '25 Nash pickup and we can all see the 'famous Nash that passed everyone on the Mohawk Trail !)



1932 Nash

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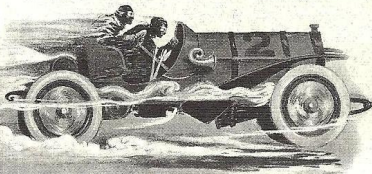
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And
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Wheel Tracks Classified

For Sale... Quincy air compressor. 115/230V, 3.5HP, 20 Gal cast iron tank. Cylinder, crank shaft and flywheel, 6.7 CFM@90 PSI. Horizontal tank, 25ft. Hose, portable. \$150.00
Contact...brycehowells@mac.com 4/13

Hi,
I've been the proud owner of a 1979 MGB for about 5 years. This fall, my Dad left me his 1934 Ford Woody, which was originally purchased new by my Grandfather. I have only one space in my garage, so I'm afraid the Woody trumps the MG. Is there anyone interested in buying my MGB?
John Irving, Jericho, VT
jirving@burlingtonelectric.com 5/13

"Wheel Tracks Classifieds"

We are told each month how affective they are.

Email or snail-mail.... both will work to
Get them in Wheel Tracks.
Editor contact info on page 2

For Sale...

- *Hardcover book..."Rolls Royce, 75 Years of Motoring Excellence", vg, \$10.00
- *Hardcover book... "The Automobile in America", vg, \$10.00
- *2 WW1 model airplane kits, 1950, vg, still in boxes, \$15.00 each.
- *Many more auto books, just ask.
- *Rear turn signal light for early car, \$40.00
- *Early auto "STOP" tail light and plate light, \$40.
- *Several early vacuum windshield wipers, \$10 ea.
- *Pair rear directional lights, vg, bullet shape, \$35
- *pair bronze fender lights, vg, beveled glass mirrors good, \$50.00
- *Many 20s & 30s VT license plates, most vg, ask.

Call Dave Maunsell in Hardwick, VT 802-472-6670

March Bumper Sticker...

**Daddy Farted, and we Can't
get out!!**

For Sale: Postcards all 4 color in mint condition: 1974 AMC : Javelin, Matador Brougham, Hornet Hatchback, Hornet Sportabout, Gremlin X and Ambassador 4 door. \$1.50 ea. or 4 for \$5.00. **Buick::1997** Century, LeSabre, Pontiac: 1996 Bonneville, Grand Am. \$1.00 ea. or 6 for \$5.00.
Tonka toy... 1960's VW number 52680, red, 8' long in mint condition with box. \$85 obo.

Complete set of Wheaties 1954 miniature state licence plates in mint, as new condition. Includes all 48 states plus the hard to find DC plate. You will never find a nicer complete set. \$475 obo.
Chris Barbieri 802 / 223 - 3104
cgeeb99@gmail.com 5/13

For sale: Dodge - 1986 ES Turbo convertible. All original Arizona car in excellent condition. Auto trans, leather interior, quick and good mileage. Ready for Spring and ready to go ! \$3850 obo.

Dodge C-3 series truck Shop Manual. Published 6/56. \$20..

Marx 1950's Marx toy Army truck. A very nice original complete with cloth top. 18" long. \$175
Chris Barbieri 802 / 223 - 3104
cgeeb99@gmail.com 5/13

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05664-0208

For Sale..."Flatstoppers" for your tires \$150. I have the original packaging and documentation. Used 3 times.
Please contact Charles Wolf at 802-253-4734, e-mail cw10631@aol.com 4/13

For Sale.... Bead blast cabinet, 23w x 19 dp x 17 tall, top view/door, light, gloves, gun& hose, used media, and 25lbs new glass bead media in unopened box. \$135 OBO. Roy Martin 802-862-6374 or roymart@comcast.net. 5/13

For sale... 4 Michelin Ice2 215/65R16-98T tires. Used one month. \$350 or BO.
One pair of front fenders for 1931 La Salle, \$500.00. Phil Drake, Newport, VT. 802-334-6079 5/13

VAE member Pierre Pepin has a 1922 Durant car and needs any and all written literature that he can find about the Durant automobile. If you have something, call him at 802-878-5748



Not for sale, just info... Marvin Ball collects Rail Road lanterns and writes in from North Ferrisburg that he has finally learned what a "blue light" means.

The blue color means "warning.. maintenance crew ahead".

Clear is for visual inspection and general lighting, red lanterns for 'stop', green for 'proceed' and amber for 'caution...prepare to stop'.

Wheel Tracks would like to hear from the rest of you

"Rail Road Lantern Collectors". Are there any more of you?



VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

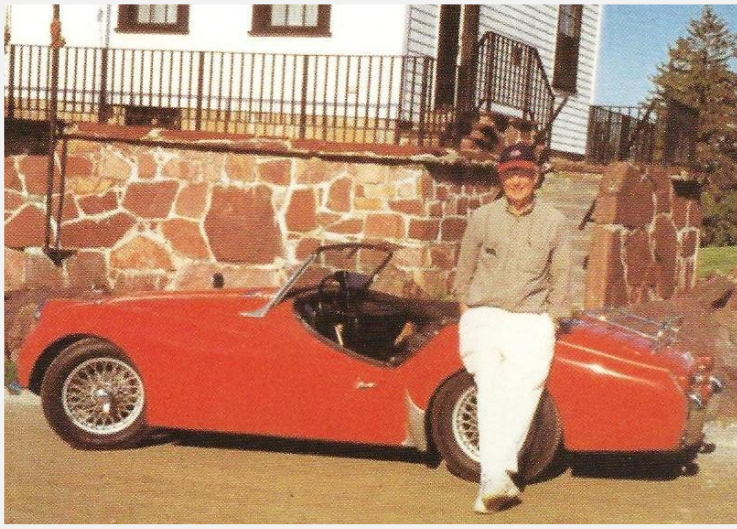
Christina McCaffrey

Membership Secretary

89 Ledge Road

Burlington, VT 05401-4140

March 2013



Fred Cook
2001 VAE President



The 1917 Studebaker Touring Car heads out of it's home of eighteen years in the Northeast Kingdom of Vermont to a new home in Milton, Vermont.

A very sad day for one VAEer and a very happy day for another