

Wheel Tracks



Richard McLay's
1965 Rover P5
waiting in
Berwickshire,
Scotland to be
shipped to
Burlington,
Vermont.

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

2]... Events.... "What's Next".

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

4]...Another 'Home-run' by Nancy
& Marnita's VT Maple Pecan Pie.

5]...No Crossword but.....

7]... "Yankee Pickers
Head West"

8]...Dave's Garage, "Salt in the Wound"
& Bob's "the Spring That Sprung".

9]... Valve Cover Race....Anyone?

10]... Jan's latest Fashion Show Info

"Bob's Your Uncle"...the UK translation for "everything's is alright".....



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

April

April 20th....11AM The meet at Brownell Library in Essex Jct. Old Friends, Old film and a Brown Bag Lunch.

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.

May

May 3rd. The Shelburne Farms Gathering for their Roaring 20s Spring Soiree. Call Jim Sears for details & tme.

May 11th...9AM The VAE meet at Bailey Spring and Chassis in Essex Jct. Details...page 3.

May 18th...11:30AM Green Mountain Region AACA Meet at St. Leo's Hall in Waterbury, VT. Details.....page 9.

June

June 1st....8AM to 3PM The Lone Pine Campsite 2013 Car Show. Camp-Ta-Kum-Ta on Sunset View Road, Colchester,VT

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

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

June 30...Sunday. The Stars & Stripes Airshow at Sugarbush Airport, warren, VT.
Details....sugarbushairport.com

August

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

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

I went to a bookstore and asked the saleswoman, 'Where is the self-help section?'

She said if she told me, it would defeat the purpose

A quote by WSJ, Steve Wright

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FROM THE PRESIDENT ... JIM SEARS



Looks like spring is here, we are getting ready for summer. Tom McHugh and others are working on the 10 year addendum to the 50th anniversary book. They need our articles, photos and suggestions. The bus has returned from VTC and is currently parked in Tom's yard. Most likely there will be an article in Wheel Tracks, with photos of the crew that brought the bus back from Randolph. The Stowe brochure is currently ready for printing and should be in the mail by the time you read this. Online registration is now available; I just completed mine.

VAE member Michael Slack has donated slides to our archives taken at the Stowe and Essex car shows from 1961 through 1990. I scanned these slides to a digital format that can be used in future publications. Some of the slides have darkened over the years and new member, Judith Marshall, has volunteered to work at enhancing them. While scanning these slides I found the 1960's slides the most interesting. Not necessarily because of the vehicles being shown, but because of the daily drivers in the background. These daily drivers from the forties, fifties, and early sixties are the vehicles I grew up with. What was then the daily driver is now a participant at our current shows. One photo shows a Curve Dash Olds on a trailer being towed by a '60 or '61 Chevrolet Biscayne. The vintage of the show vehicles are pre teens to the mid thirties. Where are they now; museums, private collections, barns? Do you have a vehicle that was shown in the 1960's that hasn't been at the Stowe show recently? If so, why not bring it to Stowe this year. We would love to see it again.

See you soon, Jim

FROM YOUR EDITOR... GARY FISKE

I lost a friend of over fifty years today. I got a call this morning telling me that he had died last evening. Cliff was the owner of that 68 Roadrunner in February's Wheel Tracks...his pride and joy. I often told him he was too old to be owning a hot car like that Coupe...that he would be much more comfortable driving something with 37 HP like mine. He wouldn't listen....he was like that you know.



Another Wheel Tracks month and as usual I need 20 pages to get all the material published. I am not complaining...not at all, I am very happy that so many of you send your wonderful stories and experiences for Wheel Tracks. I do get every item in, you have to be patient that's all.

An item will be put in front of the members at our next meet that you should all be aware of.

You will be asked to stop publishing the meeting minutes and the treasurer's report in this newsletter. Instead, the reports will be published on our webpage, vtauto.org, on the "member-only page". The thinking is, there might be some information that should be for only the club members. Also, many have no interest in reading the reports and we could be using the newsletter space more efficiently.

The plan is to have a shortened 'over-view' of the meetings published in Wheel Tracks, an 'over-view test-run can be found on page 11 this month. If you go to our member-only page you will find the minutes in full. **Jim Sears** will be sending you the user name and password that you will need to sign in.

If you agree to make the changes in Wheel Tracks, I can see some nice new opportunities that might be possible....Can You?

I could sure use your ideas if we end up with all that extra space!!!!

What and how would you like to add to our Wheel Tracks Newsletter? Don't be shy.....lay it there. You must have an opinion.



MAY MONTHLY MEET From Bob Lalancette

"SPRING HAS SPRUNG OR ARE YOUR SPRINGS SPRUNG?"

The MAY monthly meeting will be on Saturday the 11th at Bailey Spring and Chassis in Essex Junction. Their shop is at 15a Maple Street. At the 5 Corners, take Route 117 also known as Maple Street. When you cross the railroad tracks, take your first right.

If you tow a trailer with your truck, you need to talk with these folks. If your classic car is sagging, you also need to talk with these guys. They add leaves to truck springs, re-arch car springs, or can supply new coil springs for your ride. They do king pin work for those cars that don't have ball joints.

Meet at 9 am and bring your questions. They can help you. Their coffee maker will be there, you supply your donuts.

They are doing a big favor for us to be there on Saturday, so let's be efficient with our questions and the business meeting after.

We should be leaving by 11:30 am.



“THE SOFTER



SIDE”



A Column Shared & Written by Mary Noble (Left), Doris Bailey (ctr) & Nancy Olney (Right)

“Out of the mouths of babes!” by Nancy Olney

On the 29th of April, Gary and I will have been married 41 years. We probably should have “big” plans to celebrate but have found that, like so many couples, we have settled into a fairly quiet and comfortable existence. I bring this up because sometimes something happens to make you at least take a step back and reflect.

What happened in our case was a comment made to Gary from a 12 year boy who was doing a history project on 'How automobiles had changed' and he interviewed Gary, here at the house with his teacher. Gary gave them the 'grand' tour and thankfully he could get the 29 Chevy started and gave them a ride around Derby Line. As you can imagine, Gary has plenty of interesting 'stuff', especially to interest a 12 year old boy! Of course, Ryan invited Gary to the History Expo to see how he put his project together. Fast forward a few weeks and it is Expo day. Gary takes his camera and heads to Derby to meet Ryan. When he saw Gary, he was so excited and asked Gary not to move while he went and got his mother so he could introduce her. When Gary went to leave, Ryan said, “Mr. Olney, you are the most awesome man I've ever met”!! Gary got home and told me what had been said and I, of course, laughed! This is where the 'reflection' part comes in. I asked myself if this 12 year old was seeing something that I saw over 40 years ago but after raising 2 boys, preparing approximately 30,750 meals, about 1000 batches of chocolate chip cookies, and over 10,000 loads of laundry, not to mention all the cars, motors, fenders, etc., that I have helped move from one place to another, had kind of forgotten. Had I gotten to the place his mother was, when Gary, after having a full beard for years (I had never known him without one) shaved it off? His mother looked at him and said 'have you gotten new glasses?' Knowing something was different but hadn't really looked at him. Is the term 'taken for granted'? When I met Gary, he had traveled over the world, been in the Air Force with 2 years in Turkey and 2 years in Japan, been to college, had a great interest in cars, parts, post cards, signs, and many other things too numerous to mention. After we married, he graduated from Vermont Technical College with a degree in Land Surveying, which he worked at and loved for many years. What I'm getting at is, that this is Gary today with all his interests. Back then I thought all this was awesome and have to admit, I guess I lost sight of it all but thanks to a wonderful, articulate, and interesting 12 year old, I'm reminded- maybe I will plan something big for the awesomeist man in the world for our anniversary. I'll start right after I get supper, get the cookies out of the oven and - hang on, Gary is calling me from the warehouse, he's in the '31 Plymouth and needs a push!



FROM THE ‘COOKIE’ AT THE STOWE SHOW

BY MARNITA LEACH

Marnita cooks & serves three meals each of the 13 days for volunteer workers at our Stowe Show



VERMONT MAPLE PECAN PIE

INGREDIENTS

- 3/4 CUP PACKED BROWN SUGAR
- 4 LARGE EGGS, ROOM TEMPERATURE
- 6 TABLESPOONS UNSALTED BUTTER
- 2/3 CUP MAPLE SYRUP
- 1 TABLESPOON DARK RUM

- 1 TEASPOON VANILLA
- 1 TEASPOON LEMON JUICE
- PINCH OF SALT
- 1 CUP RAW PECAN HALVES
- 1 9INCH PARTIALLY PRE- BAKED CRUST

PREPARATION..... PREHEAT OVEN TO 425 DEGREES . BEAT ONE EGG WITH 1 TABLESPOON WATER IN SMALL BOWL, SET ASIDE .

COMBINE BROWN SUGAR AND 3 EGGS IN MIXING BOWL AND MIX WELL. ADD SYRUP, RUM, VANILLA., LEMON JUICE, SALT AND BUTTER. POUR FILLING IN CRUST AND ARRANGE PECANS ON TOP. USING A PASTRY BRUSH EGG WASH ON THE CRUST. BAKE FOR 20-30 MINUTES OR UNTIL KNIFE COMES OUT CLEAN. LET STAND FOR FIVE MINUTES BEFORE SERVING.



Lemans' Tire Shop. Barney Oldfield tires only \$9.99 each. Note the water can by the side of the road and the barricades around the trees. People just drove up on the sidewalk to get their tires and the trees were in the way.



This is a Round TUIT

...Guard it with your life! Tuits are hard to come by especially the round ones. It will help you to become a much more efficient worker. For years you've heard people say "I'll do this when I get a Round Tuit." So now that you have one, you can accomplish all those things you put aside until you got Around Tuit.

Compliments of Gene Fodor

Q: What was the first official White House car?

A: A 1909 White Steamer, ordered by President Taft.



Q: Who opened the first drive-in gas station?

A: Gulf opened up the first station in Pittsburgh in 1913.



Q: What city was the first to use parking meters?

A: Oklahoma City, on July 16, 1935.

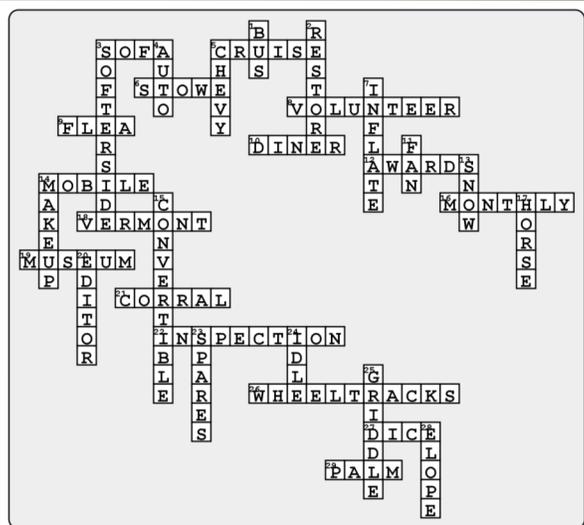


Q: Where was the first drive-in restaurant?

A: Royce Hailey's Pig Stand opened in Dallas in 1921.



Theresa Drake's April Crossword Answers

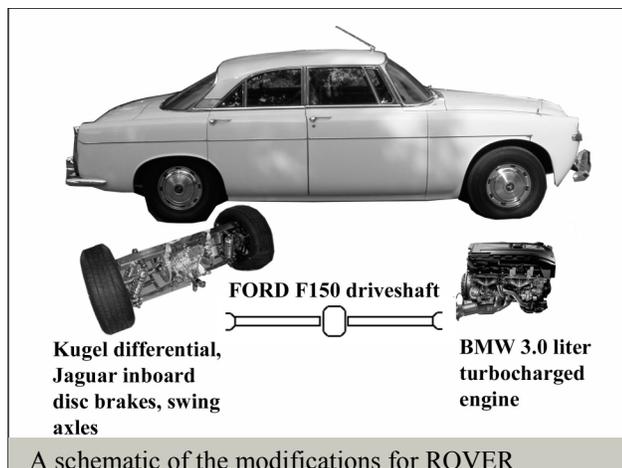


Bringing a 1965 ROVER P5 from Scotland by Richard McLay

A small group of us in the VAE fell in love with English cars in our youths. One car, that never sold in volume in this country, was the ROVER P5. In 2011, I made a trip to Scotland to acquire the car shown on the cover. Before I tell about that trip, I want to tell you what is planned for the car. It will end up as a fully equipped rally car with a 13 inch Mac computer in the instrument panel and a PATHFINDER infrared driving light system, just to make sure I can see 700 feet ahead at night.

Modifications for ROVER include a 3.0 liter BMW N55 engine with turbocharger, tuned to achieve 384 horsepower at 5,700 RPM. Power will be transferred to the rear wheels through a 6-speed manual BMW transmission with a "Guibo", a flex disc, at the output shaft. The drive shaft is from an extended cab FORD F150. An adapter plate, machined by Paul Gosselin of HYDRO PRECISION in Colchester, fits on the front SPICER U-joint yoke and bolts directly to the Guibo.

The back of the drive shaft is connected to the differential with a especially made SPICER 1330 to 1350 U-joint adapter. The differential is a stainless steel and chrome plated FORD 9", 39/13 ratio. Jaguar inboard brakes are also stainless steel, as are the swing axles. The entire unit, made by Kugel Komponenten of La Habra, CA, is being installed in the ROVER unitized body by MARK'S AUTO in Monkton. This is the first time that a Kugel unit has been placed in a unitized body.



The trip to Scotland to buy the car was fraught with missteps, coincidence, and incredible luck. I rode a CONTINENTAL flight from Newark to Edinburgh, where I left my shaving kit in the airport men's room. After retrieving it from lost and found, I took a train to Berwickshire, where the exit door jammed and wouldn't let me off. Ten (10) miles further, I got off in a strange place that had no station agent and a phone that required a British credit card. Fortunately, a landscaper working on a yard close by had a brother in Philadelphia. He called out....."What kin I doo fur ya, Yank?"

A cell phone call summoned the antique car dealer and the whole thing turned around. The dealer drove ROVER and I rode in it for the first time. I was treated to lunch at a café in North Berwick. Over lunch, I discovered that a Scottish lady at the table was good friends with a couple in Essex Center that she has known for 45 years !

"My husband, Lyle, plays in the Berwickshire pipe band. Our American friends come every August so that he and Lyle can play bagpipes at the Edinburgh Tattoo," she said. "When we come to Vermont, we stay with them in Essex Center."

Author's note: *It's a good thing I didn't go over there to meet another woman! By noon, 3200 miles away, my cover would have been blown.....*

Having had lunch, the dealer and I went out to find a crowd around ROVER, admiring it. A little Scottish boy approached and put his hand on the right-front fender. His father, horrified, yelled: "Dinna touch the car, lad ! Dinna touch the car" !

At that point, I realized that I had to have ROVER.

The P5 appeared in September 1958, badged as the Mark 1 "3-litre".

*Production.....1958-1962 totaling 20,963 units
It was powered by a 2,995 cc(182.8 cu in) engine. This straight-6 IOE engine used an overhead intake valve and side exhaust valve, an unusual arrangement inherited from the Rover P4.*

Output was 115 brake horsepower, top speed 95mph and 0 to 60 in 17.1 seconds. It got 20.5 mpg and cost \$2853.00



For the third time in recent years Vin Cassidy convinced me I should join him on a trip to Chickasha, Oklahoma. That's the home of the Chickasha Pre-War (pre-1945) Swap Meet. Not nearly as large as Hershey, of course, but a more manageable size to search for "treasures", with vendors ranging from Coker Tire to the guys bringing in trailer loads of "rusty gold".

We left Vin's place in Rowley, MA mid-morning on Friday, March 15th. Our first stop was in Winchendon, MA at "Lang's Old Car Parts" to pick up items Don Lang needed to be transported to Chickasha. Our first "pick" was in Queens, NY for a Model T Ruxtel rear end. Then on to Hillside, NJ to pick up a 1909 2 cyl. Reo to be delivered to South Dakota. Because of heavy traffic around the George Washington Bridge, we didn't leave NJ until several hours after we were supposed to be in Albany, NY to pick up our third 'Yankee Picker', Dick Kwak. Dick was at his former junkyard (now a 'hobby yard') with his enclosed trailer that we needed to transport the Reo. Being several miles from his home and not knowing when we would arrive, Dick spent a cold night in his car. We arrived at 6:30 AM! Dick's trailer had been sitting in his yard, unused, for the last 5 years, and was sunk in the mud enough that it required a back hoe to extricate it. That had been done previously, but we still had to transfer the load and work on the trailer lights (without total success). But first we had to explore Dick's 'hobby yard', with chain drive Macks, other trucks and buses and all sorts of interesting stuff. Finally, by late morning, we headed west.

We didn't stop, except for gas, until we reached western Iowa. There we met Don Wells and his family. Don is a Studebaker collector, along with related makes like Flanders and E.M.F. Vin had previously bought Don's Flanders parts, which enabled Vin to complete his Flanders and for which Vin is most grateful to Don. This was Sunday afternoon and evening, and dark before heading north to South Dakota and after buying several parts from Don.



Picking up the 1909 Reo from Herb Singe(behind the wheel) in NJ.



Don Wells, his daughter Amanda, her friend Tim and Dick Kwak and I in



Vin and Dick loading in Iowa. The gloves belong to Gary Fiske and were quite useful on our 15 state, 5300 mile adventure, THANKS, GARY!

Heading north, we ran into snow, heavy enough that it covered the signs on the Interstate, so we were never quite sure where we were. After a couple of phone calls to where we were to deliver the Reo, and after assurance that he stayed up late, the Reo was delivered at 12:30 AM Monday. We got a motel room at 2AM, the first bed any of us had seen since the previous Thursday. After a short nights sleep, we headed back south and passed an interesting junk yard, which is hard to pass without exploring. There was no one around, but with no closed gate and no signs indicating 'keep out', we ventured in. Upon exiting, we were met with one very irate junkyard owner, who threatened to shoot us, and was not at all interested in discussing the Studebaker pickup we might have been eying to buy.

So, back to Don Wells' place, where we picked up what Vin had bought and then on through Nebraska, Kansas and Oklahoma, arriving at our motel in Chickasha at 3:30 AM Tuesday. The Swap meet is organized by and run by the Erslands; Mike, Suzie, and Ryan. After sleeping in a bit, we went to help them set up at the Grady County Fairgrounds. One task was to rope off lanes for vendor parking. Vendors are allowed into this staging area Wednesday morning and then into the swap meet area at 4PM to set up for Thursday. By Wednesday afternoon we had 18 lanes full, each about 450' long for a total distance of

about 1.5 miles of pickups and trailers. That's a lot of cars and parts! The swap meet runs Thursday and Friday. There are certainly enough vendors there to fill up both days with treasure hunting. I managed to find a few things I couldn't live without and by Friday afternoon we were loaded and ready to head north. Vin had sold quite a lot, but we were fully loaded with things Don Lang had bought. Once again it was non-stop (except for gas) to Ohio where we picked up and squeezed in, a Model T frame, then left Dick at his home in NY and on to Connecticut to deliver the frame and finally to Don Lang's to leave his cargo. I finally arrived back in Derby Line at 4:30 AM Monday, in severe need of sleep. I'm getting too old for this! But it was still very enjoyable.

For anyone interested in pre-war cars, I would highly recommend a trip to Chickasha. Perhaps, you could do what I plan to do next year - go to Chickasha, spend the next few weeks exploring the southwest and then go on to Bakersfield, CA for another great swap meet. But, don't tell Nancy - I haven't mentioned it to her yet!





SALT IN THE WOUND

Now that Spring has finally gotten a foothold on our Vermont weather, it is time to wash the salt off our cars. Salt is much more corrosive when the temperature is above freezing. The salty, sandy mixture of road treatment debris, combined with the protective layer of mud from mud season is a perfect recipe for corrosion.

It is really important to thoroughly wash the mud, sand and salt off before it can do any more damage. Washing out the wheel wells, rocker panels, door bottoms, joints where panels meet, floor pans and any other place where debris can collect is a tedious job, but one that will avoid costly rust damage.

Keep an eye out for cars similar to the car you drive. Look for rusty areas. These are the areas of your car that you need to pay particular attention to. Make sure drain holes in quarter panels, rocker panels, hoods and doors are open and able to drain correctly.

My Subaru is a 2002 with 205,000 miles on it. It has never had any body work done to it. This spring, a patch of rust appeared where the rear quarter panel and the bumper meet. There is a pin hole now, and the corrosion has taken off over the last few weeks. I plan on sand blasting the area, welding new metal in any holes, and epoxy priming the bare metal before painting. Epoxy primer does a excellent job of both adhering to the metal, and preventing further rust.

Rust prevention and repair are both time consuming and expensive, but with the cost of new cars today, it is money well spent.



THE SPRING THAT SPRUNG. By Bob Lalancette

For any car you work on, there are parts that will work to replace broken or worn ones, but are they “correct” replacements. Take the Chevrolet engine; intake manifolds, carburetors, and air cleaner housings exchange, but then when does action constitute a modification?

I am running into this problem with a 1946 Ford that I hope someday to drive. It has its strong points, short door business coupe (moonshine hauler) and its weak points, worn out parts. The item now being addressed is the springs. I have used the internet to search for things and ran across a rear NOS spring. I got the shackles and pins to mount it to the rear housings also. Bolt right in I thought. It would have but it came from a 1942 Mercury and its eyes were small to except a steel bushing pin. In 1946, Ford made the eye larger to use a rubber bushing. Was this change made because of engineering for a smoother ride or because it was cheaper than the steel bushing pin? Was it a Ford better idea? We may never know.



So if I used the spring as is, later down the road someone would notice this change. I have heard it costs as much money to do something wrong as it does to do it right. So I disassembled the springs and was simply going to swap out the main leaf. The main leaf of the original big eyed was almost straight, hence the cause of the two broken leaves in this stack. I went to a spring shop and they arched it for me. Now assembled, I have a new “as delivered in 1946” spring that really only cost me so time to make and we learned something to boot.

THE SPARK OF AN IDEA

By Wendell Noble

All of us who do any sort of electrical welding as part of our auto restoration or repair work, have probably discovered by now the benefits of “auto-darkening” welding helmets.



They are great! The lens is very transparent to light when you are getting things lined up and into position, but darkens in a fraction of a millisecond as soon as it detects an electrical arc. The mechanism is battery powered, using either replaceable batteries or rechargeable ones charged by built-in solar cells. The only hitch is, how do I know if it's working. I don't think I've burned my eyes, so it must be working, but I can't actually catch it in the act of darkening because it is so fast.

I've been searching the web for information on how to do this with no luck. I was telling a friend about this dilemma. He took my helmet, held it up to the sunlight and then “flicked his Bic” in front of it. We could clearly see the lens darken as soon as it detected the spark from the flint. Voila! What a simple test. I tried the same thing with my torch striker and it works beautifully. I'm once again comfortable using my auto-darkening helmet knowing I'm not damaging my eyes with intense U.V. radiation.



All VAE members are invited to attend the next meeting of the Green Mountain Region of AACA on Saturday May 18th at the St. Leo's Hall right behind St. Andrews Church (109 S. Main St. in Waterbury Village) at 11:30AM. The speaker will be Scott Roth, the co-owner of The Auto Shoppe in South Burlington and manager of the restoration division. He has been restoring cars for almost twenty years and is very enthusiastic about old cars. Notable restorations include a 1923 HCS (Stutz) Open Touring Car (one of two in the US), a 1957 Arnot Bristol Roadster and a 1963 Corvette Split Window Coupe. Scott has customers from all over the eastern US as well as several local VAE and AACA members. This will be a great presentation and lunch will be provided! The Green Mountain Region is considering sponsoring a national AACA event in Vermont in the next two or three years. We would welcome help in deciding between sponsoring a tour or a meet. We expect to discuss the issue at the May meeting.



VAE Gossip by GCF



The mystery 'stuck-truck' has created quite a stir among VAE club members but I have held my tongue and not divulged the 'stuck-truck' owner's name. One member suggested we should raise some funds for the club by having a lottery to find the owner of the in-the-ditch truck, but I down played the idea by telling him I promised to not go on and on about that unfortunate day. BTW...The passenger is well. He had only a few sessions of mindfulness meditation to return to his normal out-going self.

I have been working on my 27 Dodge the past few months and found this little problem. I thought the Stewart vacuum tank was the culprit but instead, the quarter inch copper gas line had been rubbing against part of the frame the past '86 years'. There were a number of wear spots but this one went completely through causing a bit of a vacuum loss.



Isn't it great working on these old cars? The mysteries, the history, the investigations that go on to find the “right” way something was made or painted back then.... When I purchased the Dodge it was not running great until much later when I found the timing was wrong. Someone in 1927 decided to build it with the number one cylinder at the opposite end of the engine, next to the firewall. A second engine that I am rebuilding to replace the one in the car was made by Dodge Brothers just weeks earlier and the number one cylinder is up front, toward the fan. I have not found the answer to the mystery yet!

What color is the engine supposed to be? A Dodge Brothers expert tells me it should be that off green that we see in later Dodges...kind of a sea-foam green. For both of my engines, the little paint that remains is black with the gear cover next to the fan being a light orange. I am sure these old engines have been fooled with a few times over their lives, but that orange sure looks old! Does anyone have any clues on my two mysteries?

I held my breath when the April Wheel Tracks came from the printer, my artist wife forced me to use those “loud” colors and I figured I would get all kinds of VAE member comments questioning my man-hood. I got only one after really leaning on a member for her opinion...she said “it was a bit much”....I am sure she was just trying to be polite you know. The issue is now history and I am now back to my conservative self.

Mauve anyone?

I was away a couple of weeks and when I returned there was a story going around about a VAE man-trip to an auction in Chickasha, Oklahoma. I don't have many details except something about three guys in a loaded pickup for many days and no showers. I will try to run down “facts” later. **Oooops, they just came in...check page 7 for detail!**

Jim Sears is starting to put the VAE part of the Shelburne Farms “Roaring '20s Spring Soiree” together. The event is May 3rd and he is looking for a few 1935 older cars....and owner to attend. Last year was the first and he was able to get four of us with our cars to come by. We had a great time. What would happen if a dozen of us VAEers showed our colors this year....we could really make an impression! Call Jim and tell him you are coming.



Valve Cover Race up Date

By Brian Warren

People are becoming very interested in this years "Valve cover Races" at the Stowe Show. One question I have been getting is perhaps the most obvious, "how do I build a valve cover racer"? To be honest I've never built one, but I'm happy to provide suggestions I've learned from others. So with the help of Dave Sander and after viewing multiple web-

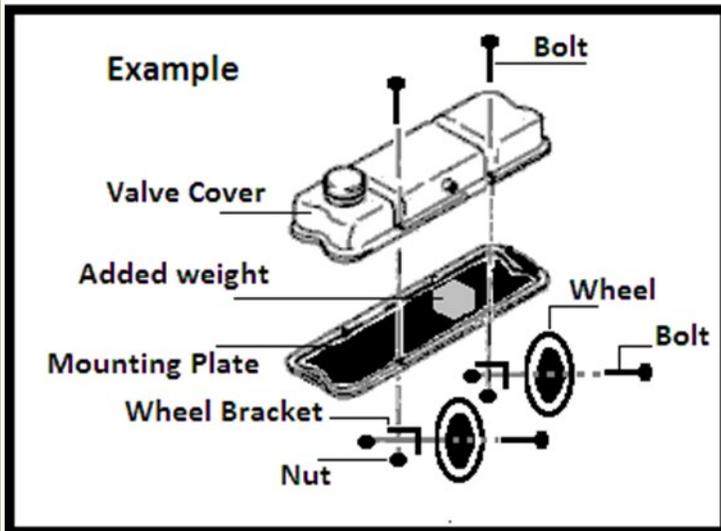


Not a picture of our VAE Valve Cover Race Track..... but an example

sites, I've discovered there is no one way to build a racer. I'm not sure if it's a general secrecy of not wanting to lose ones competitive advantage with lessons learned, or if everything is just so wide open to our own unlimited (while staying within the rules) imaginations. Although all contests are competitive in nature, **I'm looking to have a lot of "Fun" with this event** and at my house, fun begins by getting your hands dirty so let's go! Basic instructions: Begin by obtaining a valve cover of your choice (keep it under 29" in length or it will not fit into the starting gate). Do not remove any portion of the seating surface (drilling is OK) as it must be intact to qualify. You are allowed to drill or cut other portions of the cover to your liking. Next, find a piece of scrap steel plate that is cut to the same size as the seating surface of your valve cover. If you can't find a piece of steel, use a piece of $\frac{3}{4}$ " plywood or something similar. This mounting plate will be used to hold everything together. Then find 4 wheels. Roller blade wheels seem popular. Check with friends, they may have a pair that the kids have not used in years. When making a wheel choice, I've heard that larger and thinner is the "winner". If going larger, make sure the wheel diameter is 6" or less and that the front wheel does not extend past the front edge of the valve cover (one of the rules). You may attach the wheels to the mounting plate or the valve cover itself. When mounting the wheels to your racer, attach them in a way that allows for slight steering corrections. It's a huge advantage if your racer is able to travel in a straight line otherwise it will spend a lot of time riding alongside the lane guides. If steering is really bad, you may even travel into the opposite lane resulting in a nasty crash and likely a disqualification. We will do our best to allow for ample test runs before race time so you can dial the steering in. Also make sure there is at least 7/8 of an inch of clearance between the underside of your racer and the track surface or you'll risk rubbing on the lane guide that's centered under your racer. The last thing you will want to do is attach additional weight to the racer. What you use for weight and where you place it (most recommend towards the back), is up to you, just make sure it does not extend beyond the front edge of the racer. Some people attach the

weight to the mounting plate before attaching the valve cover. I've read that some people have even cleverly attached the weight in such a way that the weight is ejected after they have gained maximum velocity on the downhill so the racer becomes instantly lighter for the flat straightaway. That just doesn't sound fair to me, so let's just say all parts of the racer need to be securely attached at all times. Keep adding weight until the assembled racer weighs a maximum of 10 lbs. I recommend allowing for some weight to be accessible so you can easily add or takeaway weight at the time of registration and the official weigh-in prior to racing. So now that we have the basics, let's all get started on our valve cover racers. If I've missed something obvious here or if you just have more questions, please let me know, I'll do my best to help. Brian, bwarren210@myfairpoint.net or 802-644-5635.

(Does anyone have extra valve covers that you could offer members?.....call me.)



The town of Pittsford is celebrating the 100th anniversary of the opening of Lothrop Elementary School.

The date for the event is Friday, May 31, 2013. Since it is our 100 year celebration, we are looking to exhibit "iconic" cars from the decades between 1913 and 2013. This is not a car show, but an educational exhibit. We want to display 10 cars representing the 1910s, 1920s, 1930s, etc. up to the 2010s. Thus far we have the decades covered except for the 1930s, 1940s, 1950s and 1970s. The cars will be on display at the school from 12:00P.M. until 7:30P.M. If you have a car from the '30s, '40s, '50s or '70s and would like to be part of our celebration on the 31st of May, please call Ernie Clerihew at 802 483 6871.



Fashionably at Stowe! By Jan Sander

As I'm writing this, the calendar says it's Spring, but the weather outside says something else. By the time this issue of Wheel Tracks is printed, I hope that the calendar and the weather are in sync. Like all good antique car enthusiasts, as my thoughts turn to the warmer days ahead, I'm thinking of getting cars out and back on the road. And of course, that means going to the Stowe Antique Car Show! As you're thinking about getting your vehicle ready for another great time at Stowe, how about getting yourself ready to show at Stowe? Yeah, that's right, YOU and your vehicle on show! Just to get your thoughts moving in this direction, I'm including a few photos of people and their vehicles from previous years.



All you need is an outfit that is of the same era as your vehicle. Whether your vehicle is a Stuart tank, a brass era beauty, a commercial vehicle, '50's sedan, foreign sports, we want to see you both! Be prepared to tell us something about your vehicle and your attire.



Check out the pictures in this and future editions of Wheel Tracks to get your thoughts going. The Fashion Show is a really fun way to showcase your vehicle and to tell people about your pride and joy.



See you on Saturday morning at 10:30 for the Fashion Show at the Stowe Antique Car Show!





Young People ARE Interested in Antique Cars

The Orleans County Historical Society sponsors a 'History Fair' for students in grades 6-12. In early March, Jessica Applegate, a 6th grade teacher in Island Pond, contacted Jim Sears for assistance for one of her students who wanted to do his history project on the automobile. Jim called me to see if I could help him.

I invited Mrs. Applegate and her student, Ryan

Roy, to come to our place so he could see, first hand, how the automobile has changed over the last 100 years. Fortunately, I was able to get my '29 Chevy started (after a long winter) and could give everyone a short, chilly ride. Ryan and Ian, Jessica's 8 year old son were thrilled. We then looked at the other cars, some memorabilia, and Ryan interviewed me, asking questions he had and we both thoroughly enjoyed the nearly 2 hours together. He left with papers, magazines and photos I gave him along with a book loaned by Gael Boardman to research his project.

A couple of weeks later on March 27th the History Fair was held. There were a lot of exhibits by the students and a lot of students, teachers and parents present. Ryan had a very nice presentation on "How the Invention of the Automobile Changed the Course of History". **GOOD JOB, RYAN!**



6th Grader Ryan Roy



What surprised me was the number of exhibits on early cars, perhaps 6 or 7, with 4 having to do with the Model T (including one done by 2 young ladies). There was also an automobile 'Time Line' exhibit done by the junior class students in the automobile technology program that was nicely done.

Many of these students are definitely interested in our old cars. They just need more exposure to them to develop this interest. That's why we, VAE members, need to take our young children, grandchildren, friends and neighbors children to car shows, cruise nights, car tours, or any other related activity. Without exposure, interest will wane. I probably wouldn't have the interest I have if I hadn't spent my

formative years around these cars and this hobby. Developing this interest in these kids can give them a hobby for their entire lifetime, perhaps even a career in one of the several crafts involved in restoration.

To this end, the VAE is taking a giant step forward with the 'Mobile Museum' bus. This is the perfect vehicle (pun intended) to educate our kids on history of the auto industry and give them an appreciation for it.

Gary Olney

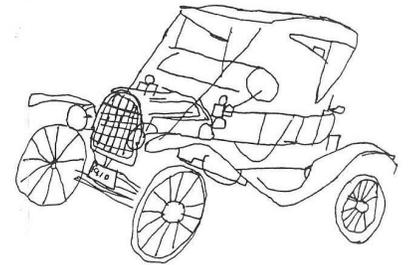
CRANK IT An article written by 6th graders Steven Mandigo & Scott Lockwood in 1975

(this comes from an interview the boys held with Bob Chase while he owned the Mt. Mansfield Garage on Main St. in Stowe)

In the center of town is the Mt. Mansfield Garage. It is owned by Mr. Chase. Scott and I went to interview Mr. Chase about old cars. He was a good person to interview because he works on old cars himself.

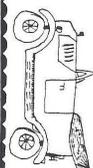
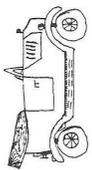
In the old days the roads were rolled instead of plowed in the winter. People had to use horse and buggy instead of cars when the snow fell. It was difficult to travel in Stowe because of all the hills. To go up hill the drivers had to turn their car backwards. The gas tank was in the front of the car and when they went up hill the gas would go down hill and the car would stall.

One of the most popular cars was the Model T. Ford. This car came in to this town about 1910 or 1911. It was a good seller in Stowe. The Mt. Mansfield garage sold about ten in the summer. The model T didn't go very fast. It only went about thirty miles an hour. It got 16 or 17 miles a gallon of gas. There weren't four gears because it was a simple transmission. It only had reverse and forward. It cost about \$100 to \$150, depending on the model.



Here is a chart of some other costs:

Overhaul motor and transmission	\$25.00
Install or refit one piston	\$ 4.50
Grind valves and clean carbon	\$ 3.00
Overhaul complete rear axle assembly	\$ 7.00
Replace one fender or running board	\$ 1.00
(25¢ extra when necessary to straighten iron or bracket)	
Overhaul radiator (requiring 4 to 7 hours time)	\$ 7.50
Take dent out of any panel and refinish	\$ 6.00



The model T like other early cars had a crank. The crank had to start the car because it has no electric starter. It was difficult to start a car this way. The equipment was different from what we have on the cars today. There were skinny tires and there weren't many treads. When people have a flat the whole tire would have to be changed because the tires didn't have any tubes.

VAAS Listening Post.....test run



There's a lot of interesting and rewarding stuff that's coming up at VAAS Board meetings. Of course it's all duly reported in the meeting minutes for you all to read about. Yeah, who does that? Read meeting minutes for entertainment? One thing that came out of the last meeting was the idea that it might be a good idea to simply write a monthly column on VAAS activities in Wheel Tracks to help everyone stay in the loop. That's why you're reading this.

As we all should know, this year is the 60th anniversary of the VAE, founded in 1953. Not only will that be the theme of this year's show at Stowe but is also occasion to publish an 60th year addendum for our 50th anniversary book. Tom Mchugh has graciously taken the lead, as he did with the 50th. He's off and running collecting articles and assembling contents. I'm sure he'll appreciate all the help we can give him.



Our Golden Wrench award program is coming along fine. Ed Hilbert is coordinating it. Building on last year's wonderful experience at Cold Hollow Career Center in Enosburgh Falls, this year we are offering the award to all 16 tech centers in the state. The last I heard, 12 schools had named recipients and more are in the pipeline. Mac Tools has generously come through with the award tools and award plaques will be ordered soon. VAE members living near the tech centers are stepping up to make the awards. Of course it would be nice if other VAE members could be present at the award ceremonies, and maybe a vintage car or two. We have consistently heard from faculty at VTC that many incoming auto tech students do not have an adequate background in Physics and Math. We are now looking for ways we might help solve this problem directly. For starters, we've met with Rob Palmer at VTC and Baxter Weed at Cold Hollow to get their views of the problem.

Charlie Thompson, Ed Buturla and I are now tossing around ideas for educational presentations and demonstrations to stimulate student interest in these academic areas. Perhaps there's a good use for the Bluebird mobile museum and class room in there. We'd certainly appreciate ideas from other members.

Speaking of the Bluebird, Steve Belitsos and students in the VTC diesel program now have completed a roadworthiness check over and installed a new brake airline and backing plates so she's ready to come home. The ball is back in our court to fit out the interior and decorate the exterior.

Of course that will take some money so a fund raising campaign is in order. The place to start is with our own members, so expect to hear from us with an appeal for donations, no matter how large or small. Everything helps. We'll also be going out into the community for help. I think we have much to be proud of in what we are doing and our cause is a worthy one. Thanks.....Wendell Noble

I am not sure but it seems the St. Albans Buick Roadster has led to other great Buick Roadsters stories.

Hi, Gary ! As you know, I have tried to contribute in "tidbit" fashion, but I now have something that "hard core" restorers might find useful. Thirty years ago, I purchased what I later learned was an EXTREMELY rare 1931 Buick roadster model 31-54 (approx. 250 built) from Kip Matthews. The car came from Stan Power's barn at the south end of Northfield Gulf. The car was fairly complete, but it was missing the windshield stanchions. I searched Stan's barn to no avail, but I thought "how hard can it be to find another set ?" For thirty years, I had searched for these essential components, without success.

Then, last year, I saw that Jonathan Whitehead from southern New Hampshire had recently joined the Buick Club of America and was restoring one of those rare 31-54's. I found out that the car was being restored by Columbia Classic Cars in Winthrop, Maine, so I contacted Columbia and was connected with Roy Weymouth. I told him of my plight and he agreed to help me, with the owners consent. I am so very grateful that Jon gave Roy permission to assist me. Meanwhile, I had researched 3-D scanning and 3-D printing capabilities in Maine and found out that the University of Southern Maine had had the capability to help me. When I told Roy that I had decided on USM in Gorham, he informed me that he had studied there and was familiar with the campus and the department. Next step was for Roy to deliver the stanchions to the lab for scanning. The scanning was done under the direction of the program director, Mike Wing. After CAD enhancements of the scannings, the digital files were forwarded to Walter Butler at New England Castings in Hiram, Maine. Walter was able to eliminate the 3-D plastic printout by directly inputting the data into a computerized mold-producing process, which saved a lot of money. What I received was a very high quality set of silicon/bronze castings of those impossible-to-find parts. The castings still need to be machined for threaded attachments, but the results are nothing short of miraculous ! Moral of this story ---- ANYTHING that you are missing can be reproduced with 3-D technology.

I paid Roy for time and expenses for two trips to Gorham from Winthrop. USM charged me \$240.00 to scan the four stanchion parts and to CAD enhance the digital file. New England Castings charged \$2,900.00 to produce the molds and pour the castings. At first glance it seems expensive, but without authentic stanchions, my rare Buick would have had little value.

Regards, **Bill (Francis) Billado**



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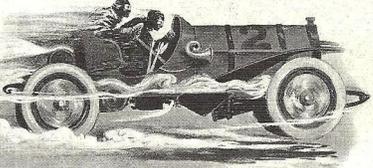
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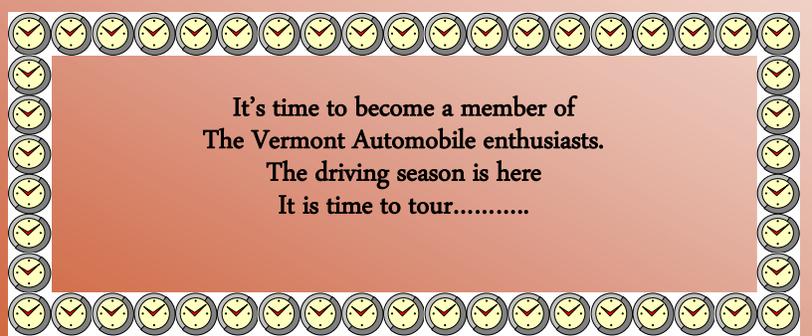
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Wheel Tracks Classified



From Fred Gonet of G&G Restorations in Proctorsville.... This winter I built a Magneto Magnetizer for horse shoe and bar magnets. I

was wondering if I could put a notice in the Wheel Tracks classified. If anyone needs a magnet re-charged, I might be able to help. Call 802-226-7844 or 226-7709. Thanks, Fred. 6/13

"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...1966 Riviera in excellent condition , located in Connecticut. The current owner is a long time Buick lover and BCA club member. This car deserves a good home with someone who appreciates original quality condition. The price is \$15k or best offer. Contact Arlen Roth at (914) 629-9654 for more information. 6/13

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

March Bumper Sticker...

Beat rush hour, leave work at noon

For Sale....

1951 Buick parts:

2-Front fenders rt & lt, Hood, Trunk lid, Stainless Trim, Inner fenders, Steering wheel column, Dash board with nice gauges, Nice wheel covers, Bumpers, heater core, 4 Doors. All for \$1200.00

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Surry NY 603-352-3005 7/13

FOR SALE

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Gary, Won't be long before we leave Florida and go North but with regard to the St. Albans fire chief's car before 1965. When I was at BFA 1948-1952 my math teacher, Marion Witters, had a very similar car that she drove from her home on North Main St to BFA. She parked in front of the school and that car was the envy of those of us who had model A Fords. I especially remember the door on the side which I guess was to access an area for golf clubs. However, that car was painted red so it probably was another car.

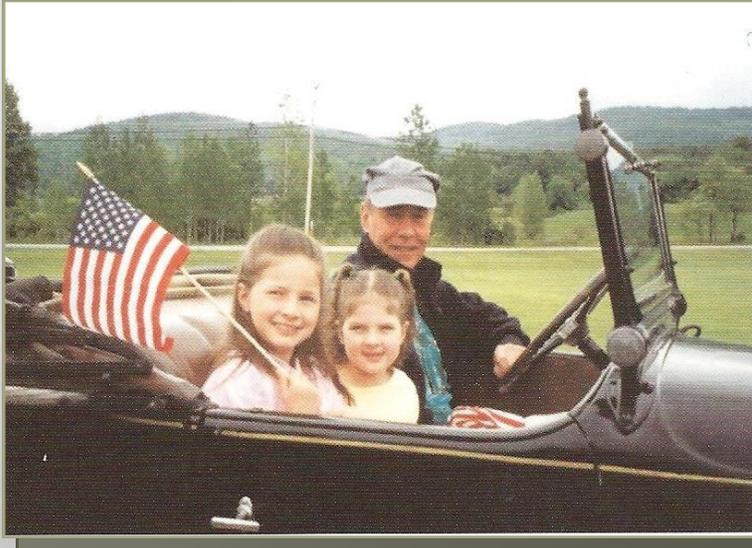
I learned to drive on a 26 Buick my grandfather made into a "doodlebug" equipped with removable lags for the tires which made gathering sap during sugaring a lot easier. I wish I had saved pictures!

Regards,
Keith Goodrich

Not Keith's Doodlebugs pictured.....



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Gael Boardman with G-daughters Leah and Abigail
Gael was President in 2003

May 2013



The Blue Bird has landedin Burlington, in Tom McHugh's yard to be exact.

On April 4th, a delegation of VAE members stopped by VTC to pick up our now certified road worthy mobile museum/classroom and delivered it to Tom's place where we can begin fitting it out for its intended purpose. Judith Marshall and Tom took turns learning what it's like to pilot the big yellow ship down the road. Others were less adventurous. A side trip visit to the Randolph Technical Career Center was also on the agenda. We had a nice tour of the facility and got to meet some new friends. We are all looking forward to the up-coming "Golden Wrench" award presentation.