

Wheel Tracks



The Official Monthly Publication For Vermont Automobile Enthusiasts by The Vermont Antique Automobile Society(vtauto.org)

April 2011



Joe & Judy's 64 Galaxie 500



VAE CALENDAR OF EVENTS

Sun..March 27– Stowe Show Appreciation Dinner

At the Commodores Inn in Stowe at Noon...Buffet Dinner at 1PM

Sun.. April 3 - VAE Board Meeting at Whitney Hill Homestead in Williston,
2PM. All members welcome.

Wed.. April 20– Stowe Planning Meeting

7PM at the Commodores Inn, Rt. 100 South, Stowe. Everyone Welcome.

May 19-21– AACA Eastern Div. National Spring Meet

At Stowe Vermont.

White Mtn. Cruisers Car Show, June 18– 9AM, Littleton, NH.

July 23rd & 24th– VAE Car Display @ University Mall

Check page 14 in March Wheel Tracks for details.

August 7th– Cars of Yesteryear 28th International Car Show

Newport, Vermont

August 12,13 & 14 - The Stowe Antique & Classic Car Meet

Sunday..August 21– International Lilliputien Auto Show

Sabrevois, Quebec, Canada

The 12th Of Every Month Is The Deadline For Wheel Tracks

Our 64 Clone

By Joe Paradis

In 1964 when the Ford Galaxie came out, I was in the Air Force stationed in Duluth, Minnesota. I had a 61 Austin Cambridge at the time. I liked it but it wouldn't start at 10 & 20 below zero and the temperature was common there in the winter. I kept watching the TV ads on the Ford XL and it got the best of me. I bought one and it never failed me.

I was single when I got transferred to Germany, about sixty miles east of Nuenburg. I took the Sixty Four with me. Every weekend I would travel to a different location; Frankfurt, Munich, Italy, France, etc. I had a great time with the car.

Two years after I got there I met Judy, my wife of 44 years. When we started going out she said she had seen my car in town. She said she remembered thinking, 'I wonder who owns it, it was such a beautiful car'. After we got married we toured Italy, Austria and much of Germany. We camped out where-ever we went, we didn't have the money for hotels. The trunk was big enough to hold our large tent, cooking gear, large folding table, small cots, folding chairs and the rest of the items we needed.

We sold the car in 1968 when we transferred back to the states. We bought a 68 Mercury Cougar, a lot smaller car and a big let down from the XL.

We always wanted another 64 XL, black on black and Hemmings was checked every month when it arrived. We never found one. About four years ago we spotted this one car at the Lone Pine Campgrounds. The person who owned it had just bought it and did not want to sell, but he would let us know when he did. We got no calls...

Last March while driving home from a pot luck dinner in Swanton we took the long way home to Bakersfield. While passing a used car dealership Judy yelled "stop, quick turn around"... I didn't know what she was so excited about and then I saw it. A black on black 1964 XL. A 352 engine, power steering, power brakes, bucket seats and only 89,000 miles on it. It was an exact clone of our old 64. It was the car we had seen at the car show and we had to have it. Monday we returned to the dealership and made an offer which was accepted. It now sits in our garage waiting for Spring and nice weather. Last year we put a couple of thousand great miles on it. It sure brings back a lot of great memories for both of us. *Check out a picture of our original XL on Page 7.*

FEATURED IN THIS ISSUE OF WHEEL TRACKS

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Page 14 Dave's Garage cont., Classified cont., Shoreham Upholstery.

Page 15 Classified, Here's My Card.

Page 16 1980 President Al Ward

HAVE I PAID MT 2011 DUES?

OPPPS....I DON'T THINK I HAVE.

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FROM YOUR EDITOR

Gary Fiske

Good day to you all. I just got the '3rd largest snow fall' (according to the weatherman) pushed out of my driveway. The ground had thawed so now a lot of my driveway is on my lawn... I spoke with **Lloyd Davis** yesterday on the phone and he says the snow in his area is really heavy since Rutland is closer to where all of the storm was rain.

I received some really nice comments about the paper that *Wheel Tracks* was printed on last month. It is 'slicker', which I had some reservations about, but boy...the pictures came out really great and that is what I was looking for. So, **that change is a keeper.**

Have you checked out our web site lately? There have been some really nice changes and don't forget you can find *Wheel Tracks* there also...**the username and password is wt366.**

I would like to add something to *Wheel Tracks* and I need your help. **I would like to have an area for 'letters to the editor' and this is where you come in.** You must have something to say about this newsletter....our car club.... how awful Chevys are today (I am a Ford guy), you know what I mean. **The more positive and negative advice we can have from you the better Club and Wheel Tracks Newsletter we will have...I really believe that.** I will look forward to your letters and emails. My contact info is just to the left and down a bit.

It is really interesting reading when I open some of the old *Wheel Tracks* to find material for the History Page. One item that I read concerns me a lot and that is the membership size of our club...the VAE. In the early 50s I read how proud everyone was to have reached 70 members. Then it was 100 and the highest I have seen so far was 400 members back in the 80s. **This is what concerns me...a lot...**today there are less than 300 of us. I know there are 63 (of the 300) who have not paid dues for 2011. I wonder what happened to the other 100? Maybe it is because I spent 30 years owning and operating a small cable TV company and I am over-sensitive. It was always a big deal when I lost a customer and every time one was lost I would question everything down to how clean our service trucks were. **Ya ya...I know I am type A,** Do you have a friend with a birthday? How about a 'gift VAE membership' for the friend?

I would like to ask.....Is there someone who would like to join me as Editor of *Wheel Tracks*? I would like to turn maybe 4 pages over to someone if I could. Summer is coming and I would like to free up some time.

You can't believe how satisfying this job is but I need some help. I want to continue experimenting to make *Wheel Tracks* better each month. You choose the pages (subjects) that you want and that is it...I will do the rest. I think I can even get the Board to spring for the price of the software needed and I will show you how to use it. **Now, who can turn an offer down like that???** As mentioned above, my contact info is to the left.



From The President

Wendell
Noble

**There is a
lament that
is commonly
voiced by
those of us in**

the vintage car hobby. We see ourselves as getting older, our numbers are dwindling, and we ponder why we aren't being replaced by throngs of younger enthusiasts. This subject has been brought up in just about every car publication I read and was a significant consideration in our decision as the VAE to pursue a change in tax status to become a 501(C) 3 nonprofit organization.

My opinion as to what this all means is based on my own experience as an enthusiast and is intentionally optimistic. I've been interested in old cars since I was a kid. However, I didn't own one until the mid '90's and didn't join the VAE until around 2004. I simply couldn't afford the time or money until I retired. Looking to the next generation, my son is as interested as I was at his age and has a nice '35 Packard in his garage that he inherited from his grandfather. However, like most people his age, he has to give first priority to his career and the financial and time demands of his family. That's as it should be. The day will come when he and others of his generation will have the leisure time and resource to pursue their passion.

I believe there is a lot of enthusiasm for the hobby out there that is yet to be tapped. Just take your buggy out for a spin around the block and note the waves and thumbs up you get as you drive by. We can and should do more to engage and welcome others into active participation in our hobby. We'd be doing them a favor. We should also take a broad view of what constitutes automobile enthusiasm. Military vehicles, trucks, motorcycles, street rods and more recent vintage cars are as easy to be enthusiastic about as pre-war classics.

For a final note of really good news, just look around our organization at our more senior and inspiring members. I'm moved to propose the theory that the collector car hobby actually contributes to longevity. Isn't it reasonable to surmise that the drive and ability to extend the useful life of a car also extends one's own life? I sure hope so and I can't wait to find out!!



Sunshine Report by Christina McCaffrey

Dean Thibodeau, VT Engine Co, Sympathy.

Norm & Sue Lasnier, Thinking of you, Medical problem since Christmas.

Tom Maclay and Family, Heather/ Tim, Death of grand-daughter-in-law, Sympathy.

Les & Phyllis Skinner, Birthday wishes.

New Members.....Welcome

Nick Nadeau, Fairfax, Gift from Duane & Marnita Leach.

Mindy Parisi & Ernie Eldred, Gift from Joe Kaelin.

Lee Bodette, Lapsed member returned.

Ed Buturla, Milton



A letter to the Editor

Greetings to the VAE Editor,

Some of your members (like me) are old enough to remember the 20s, 30, 40s etc. cars. Many of us agree that your newsletter used to be great, but you have made your print too small for most of us to read easily. The December '10 issue had about an avg. of 2 photos per page for the 14 pages. Yes a picture is worth a thousand words, but maybe it is overkill. I predict that this may lose some members. I will try it for 1 more year. Thank you.

Salutations, Kent Wright

From your Editor....Thanks Kent for your comments, notes from folks like you and comments spoken to me at meetings are the only things I have to guide me and make Wheel Tracks work for everyone. I am sorry the print is too small for you to read.

To the left you will see Wendell's 'From the President' article, the letter size is called 9 font and except for headlines that is what I use for the entire issue. I have made the size of this area 11 font. Now, please look at page 11, the minutes for the February Stowe Committee Meeting, I have made that into 10 font. The BIG question now is.....what font should I use? Please, can I get advice from as many of you as possible?

The down side, of course, is there will be less room to print articles if I increase the print size by a lot and if we increase the number of pages the printing expense increases. Last month's March issue cost \$668 to print and mail about 200 Wheel Tracks. Each page cost about \$32.00 to print. I believe I can change to 10 font without losing a lot of room and changing the cost

I have had many positive comments about the increased number of photos...and the increased size of the photos. But that should also be part of this discussion....what is your pleasure? I will report all of your comments in the May issue.

Corrections.....

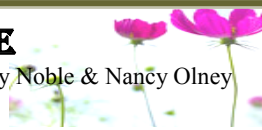


I have to apologize to **Mr. Erwin** for calling his '**Mountainside Resort**' by another name. **Mountainside Resort** will be where the winners of the 'Oldest Car Challenge' will be staying for a whole week (see page 4). If you want to check out this great resort in Stowe, get online and go to www.mountainsideresort.com.



THE SOFTER SIDE

A Column Shared & Written by Marnita Leach, Mary Noble & Nancy Olney



The Epiphany That Created An Enthusiast by Mary Noble

As a one-time “old car widow”, I have experienced an epiphany! When my husband first joined the Vermont Automobile Enthusiasts, one of my friends suggested with great sympathy, that going to meetings and events would be just old car “stuff” and boring talk about old car “stuff”. I tended to agree with her, so Wendell and I reached an accord in that he wouldn’t require my presence at VAE activities if he didn’t have to go to craft fairs.

At some point I decided I should be a little supportive since he was so enthusiastic and worked so hard to fix up our ‘28 Dodge coupe. I remember a phone call from him during the Shelburne car show asking if I’d be o.k. with him buying another car, a Plymouth roadster (we really did “need” a car with a rumble seat). I, of course, was at a craft fair. Despite my surprise at the “consult” and having no clue what a “roadster” meant, of course I agreed and he was a happy man, a very good thing.

When I started to attend meetings with him, I found myself meeting a lovely group of men and women whom I otherwise wouldn’t have met. They welcomed me and made me feel needed. Since I pretty much live to be useful and to feed people (ask any of our family), the potluck meetings fulfilled that desire. When Wendell became activities chair, requiring us to bring the basics for dinners, the “new fangled” coffee pot was a challenge, but again, there was always help. And, by golly, the meetings and events were fun, informative and interesting – and that Stowe show flea market turned out to be a bonanza of really good “stuff” I could relate to while the guys talked cars.

To complete my “epiphany”, when we recently attended the Farm Show in Barre, just like my experience at VAE meetings, I noticed how pleasant and friendly people there were – they would smile back at you, something sadly lacking in most crowds these days. It is very good to be surrounded by “real” people. So, I guess this makes me an “auto enthusiast” for life, as VAE members are, like, totally real. Ladies, give it a try!



FROM THE ‘COOKIE’ AT THE STOWE SHOW

BY MARNITA LEACH

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



It's maple season so here is a recipe for MAPLE CAKE

INGREDIENTS

2 tablespoons vegetable shortening
1/3 cup sugar
2 eggs
1/2 cup flour
2 tablespoons baking powder
1 cup milk
1 teaspoon vanilla
2 cups maple syrup
whipped cream or ice cream optional

DIRECTION

Preheat oven to 350degrees and grease a 9x13 inch cake pan. In a large bowl, cream together shortening and sugar. Add eggs and mix well. Add flour, baking powder, milk and vanilla, stirring until well blended. Set aside. Pour maple syrup into the bottom of greased pan. Pour cake batter over maple syrup. Bake for 25 minutes or until a tooth pick inserted into center comes out clean. Serve warm with whipped cream or ice cream if desired. 12 servings

The Oldest Car Challenge

At the Stowe Car Show

The VAAS in cooperation with the VAE would like to remind all members and friends that The Mountainside Resort at Stowe has enthusiastically agreed to sponsor our Second “Oldest Car” challenge. Last year we challenged all comers that we would pay \$500 cash and award a 3 day stay at the following year’s Stowe Show at the lovely Mountainside Resort if someone would bring an operational and running gas-powered car older than the one we have; a 1905 Cadillac. The Cadillac came and was admired by everyone.....but no-one beat its age.

This year the Mountainside Resort has generously extended its offer and we will be there with our 1905 car. The car itself is worth the price of admission...it’s a beauty.... But somewhere there may be a challenge...is it you? Your entry doesn’t have to be restored but it does have to be gasoline powered, running and drivable. It has to be older by a year, not just months or weeks.

There is even the possibility that the Stowe Mountainside Resort will extend the winner’s stay for an entire week in 2012 at one of their beautiful condos if you win at this years show. We are eager to see what might show up. Have the manufacturer data ready and treat us to the car...and you to the winnings. Thank you Stowe Mountainside Resort and our friend Mr. Erwin.

Did You Know That in 1905

By Gene Fodor

There were 24,500 passenger cars produced and 750 trucks and busses...
The first Glidden Tour was inaugurated by the automobile Association of America as a reliability run and a Pierce-Arrow won...

The Society of Automobile engineers was formed...

The Diamond "T" Company was formed by C. A. Tilt...

Cars began to be sold on the installment payment plan...

The first car to be reported stolen was in St. Louis MO...

Two Oldsmobiles completed a transcontinental run in 44 days...

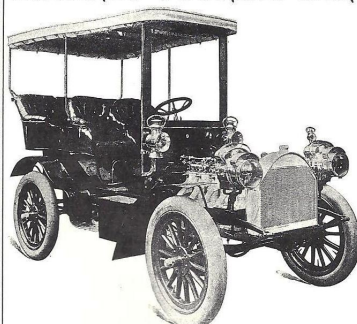
The Holsman Motor buggy offered 48 inch wheels...

The Sterns boasted a 119 inch wheelbase...

The Ariel car offered a motor that was air cooled in the winter and water cooled in the summer...

Innovations: Gabriel Exhaust Horns were created; Wire wheel chains made an appearance; Goodyear developed Universal rims; power tire air pumps came onto the market and the ignition lock found their way into the auto.

Don't Fail to See the BEVERLY TOURING CAR



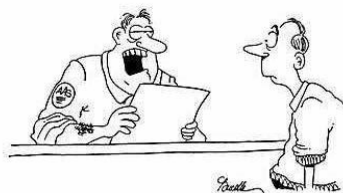
SPACE 78. NEW YORK SHOW

Four cylinder, 22 H. P. Motor. Mechanically operated valves. Make and break ignition. Headlights swing with the forward wheels.

UPTON MACHINE CO., NEW YORK

Member National Association of Automobile Manufacturers.
WORKS AT BEVERLY, MASS.

The Upton Machine Company (1900-1904) was an American automobile and transmission manufacturer in Beverly, Massachusetts. The Upton Machine Co. was formed in 1900 with \$100,000.00 capital.



"You won't hear that funny noise anymore. I turned up the volume on your radio and pulled off the knob."

Another mystery...its made of cast iron and has the name Mexico on it. The handle opens and the round part opens like a waffle iron. Can someone help the owner ID this?



Wow...someone says it is used to bake tortillas in Mexico...how about pan cakes?

Marriage is a relationship in which one person is always right, and the other is a husband.

One day, a man came home and was greeted by his wife dressed in a very sexy nightie. Tie me up,' she purred, 'and you can do any thing you want.' So he tied her up and went golfing.

Q: Why should 50+ year old people use valet parking?

A: Valets don't forget where they park your car.

What is it ?

A number of pictures have been sent to Wheel Tracks from members asking for help to identify them and their value. If you can help please send your answers to gafiske@gmail.com and I will print your answer in Wheel Tracks for everyone to see. Please, also, send a picture of your mysteries (with any supporting info), it will be fun to solve them.

In the March issue of the Wheel Tracks, the reply to the Ferguson wrench is incorrect! The wrench was used to make adjustments on the 3-point hitch double bottom plow. The markings 3-6-9 etc. are inches used to check the depth of the furrow.



In my recent N-News Ford Tractor Magazine, there was a very extensive article on the use of the wrench. They stated in bold letters NOT-A-GAS- GAUGE. The reason being, if it hit the tank and a spark occurred, you know what would happen!!!

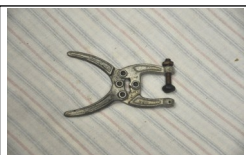
The Ford and Ferguson wrench were the same. They even had the same part number-17014.

I received permission from the N-News Magazine to use their information. Please be sure to mention N-News. Thank You....Don Adams

Mr. McDonald from White River Jct. gave me a web site from England and there of course the wrench is called a 'spanner'. The web site agrees with Don Adams but goes on to say you can still buy new 'spanners' but originals are very rare. On another note, it is interesting that these tractors had the power to only plow around 6 inches into the ground with the tractor's 24 HP. On my brother's dairy farm in Franklin, Vermont they often go down 20 inches to 'crack' the hardpan and make better drainage for crops...a 300 HP tractor is needed for this.



New item for April...the only recognizable part A grease fitting at one end. Can anyone tell us what it is?



Can you help with this item? What is it used for?



One more for March. It looks like a ruler without the inch marking and at one end has 1,2,2,3,3 printed on it. Can anyone help?

Jake says it is used to keep your valves in order While doing a motor job.....

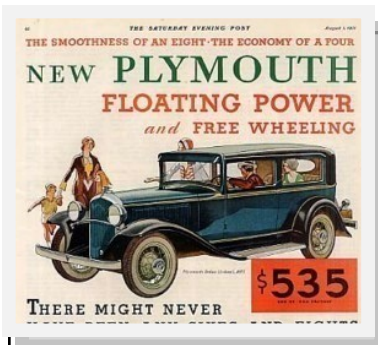


What the heck is it? It's made of copper, has little handles as you can see and is the size of today's loaf of bread.

I am told you can fill it with hot water and keep Parts of your body warm...

What Did You Call Me?

Working people frequently ask retired people what they do to make their days interesting. Well, for example, the other day, Mary my wife and I went into town and visited a shop. When we came out, there was a cop writing out a parking ticket. We went up to him and I said, 'Come on, how about giving a senior citizen a break?' He ignored us and continued writing the ticket. I called him an "a-hole". He glared at me and started writing another ticket for having worn-out tires. So Mary called him a "s-head". He finished the second ticket and put it on the windshield with the first. Then he started writing more tickets. This went on for about 20 minutes. The more we abused him, the more tickets he wrote. Just then our bus arrived, and we got on it and went home. We try to have a little fun each day now that we're retired. It's important at our age.



AN ADVENTURE THROUGH THE WEST
In a new 31 Plymouth 2-Door Sedan & Trailer
 By Herb Hempel...submitted by Wendell Noble

Our trip through the West ... Began: Monday, June 22, 1931..... Ended: Sunday, July 12, 1931

Day 1, Mon., 06/22: Started at 4:30 a.m. – Trailer tire beats us to Wayne, Mich. – Bought new tire 5:30 a.m. – Leak persists in car tire, resulting in a flat at 7:20 a.m. in Irish Hills, Mich. – Heard shot at Elkhart, Ind. And upon investigating, found tire flat on trailer at 10:30 a.m. – Lost ¾ hour repacking trailer, pumped air in right trailer tire by 11:55 a.m. – Chain broke on trailer at 1:20 p.m. Entered Chicago by 2:30 p.m. – Left 4:45 p.m. – Thunderstorm 5:15 p.m. and distributor flooded out by storm at 5:30 p.m. – Camped around 9:00 p.m. about nine miles west of Rockford, Illinois – Sandwiches given at 12:00 a.m. – Went hungry till 9:00 a.m. (tents withstood terrific storm which lasted all night).

Day 2, Tues., 06/23: Broke camp at 9:00 a.m. – Crossed Mississippi at 12:00 noon, eating at 1:00 p.m. – Tire on car went flat while eating. Camped at 3:30 p.m. at Manchester, Iowa, swam until 4:00 p.m. and repaired flat tire at 4:30 p.m. – Fixed three (3) tires from 8:00 p.m. to 9:00 p.m. – Bedded down at 12:00 midnight.

Day 3, Wed., 06/24: Started 9:30 a.m. – Flat at 10:30 a.m. – Two (2) flats by 12:30 p.m. – Bought new trailer tire at 1:00 p.m. in Mason, Iowa – Another race tire leaves trailer rim and passes us to flatten against telephone post at 2:20 p.m. – Camp at 7:30 p.m. – Swam until 10:00 p.m. in Spirit Lake, Iowa.

Day 4, Thurs., 06/25: Left camp at 6:50 a.m. – Windshield chipped by flying gravel at 8:25 a.m. – I was stung in rear by bee at 8:35 a.m. because I sat on it – Windshield cracked by flying gravel at 4:00 p.m. Starter Bendix spring broke at 5:00 p.m. – Camp at 10:00 p.m. in Rapid City, South Dakota.

Day 5, Fri., 06/26: Going to camp here till Sat. afternoon, swam at 10:00 a.m. (water plenty cold as it's spring water) – Ate at 11:30 a.m. and fixed starter by 5:00 p.m. – Switched camp to other side of river at 6:00 p.m. – Swimming till 7:00 p.m. and ate at 9:00 p.m. Went to town after writing letters about 10:15 p.m., getting to bed around 12:00 midnight.

Day 6, Sat., 06/27: Up at 5:00 a.m.; fished until 7:30 a.m., swam till 8:00 a.m. and breakfast at 9:00 a.m. Leave for Bad Lands, South Dakota, at 10:00 a.m. – Swam at 4:00 p.m. and packed trailer, leaving for Spearfish, South Dakota at 4:45 p.m. Supper at Spearfish Lake at 8:00 p.m. – Bed at 10:30 p.m. – NO FLATS TODAY!

Day 7, Sun., 06/28: Arose at 8:00 a.m. – Breakfast at 9:00 a.m. Go to church at 10:30 a.m. – leave for Canyon at 12:00 p.m.. Supper at 7:30 p.m. Packed trailer to leave for Greybull, Wyoming, in morning – Bed at 10:30 p.m. – NO FLATS TODAY!

Day 8, Mon. 06/29: Up at 8:00 a.m. Breakfast at 9:00 a.m. – leave for Greybull, Wyoming, at 10:30 a.m. – flat at 4:30 p.m. Camp at 7:00 p.m. Supper at 8:45 p.m., then went into town at 9:30 p.m. Bedded down at 11:00 p.m.

Day 9, Tues., 06/30: Awoke at 7:00 a.m. – Breakfast at 8:30 a.m. Leave for Yellowstone at 10:30 a.m. Trailer frame bent in rear at 1:30 p.m. – Trailer breaks down at 2:45 p.m. – Trailer breaks down again at 3:30 p.m. – Surrounded by 3,700 sheep! Cut pieces of post to fix trailer, flat on trailer, almost another tire race at 7:30 p.m. – fix trailer tarp at 7:40 p.m. – Another trailer flat at 7:50 p.m. – Rim leaves wheel at 8:40 p.m. – wheel breaks 12:00 midnight – Slept in car till 6:00 a.m. in the ditch.

Day 10, Wed., 07/01: Leave at 6:00 a.m. to buy new trailer wheel at Basin, Wyoming – Fixed trailer 8:30 a.m. to 10:15 a.m. and left for Yellowstone at 10:15 a.m., arriving at park 4:00 p.m. Flat on steep grade on car 4:45 p.m. ; pitch camp at 6:00 p.m. – Supper at 8:00 p.m. and bed by 10:30 p.m.

Day 11, Thurs., 07/02: Up at 9:00 a.m. Breakfast at 11:30 a.m. Fishing at 3:30 p.m. Supper of fish at 7:30 p.m. – Bed at 11:30 p.m.

Day 12, Fri., 07/03: Up at 7:00 a.m. – Fishing till 9:00 a.m. – Breakfast at 9:30 a.m. –Left for Mammoth Springs at 11:00 a.m. and went up Dunraven Pass (8,900 ft.) – It was snowing up there and sun shining down at bottom. Arrive at 4:30 p.m. – Supper by 6:30 p.m. Listened to fight at 8:00 p.m. – Do laundry at 8:30 p.m. – 11:00 p.m. and to bed at 11:30 p.m.

Day 13, Sat., 07/04: Up at 10:00 a.m. – Leave for Old Faithful at 3:00 p.m. – Arrive at 7:00 p.m. – Saw Old Faithful Park – Supper at 8:30 p.m. Bed at 12:00 midnight.

Day 14, Sun., 07/05: Up at 9:00 a.m. – Breakfast at 10:00 a.m. – Dinner at 1:30 p.m. – Take in sights 2:00 to 4:00 p.m. – Supper at 6:00 p.m. – Watch birds feed, then fly away, 7:00 p.m. to 9:00 p.m. – Bed 10:15 p.m.

Day 15, Mon., 07/06: Up at 5:30 a.m. – Eat and away at 6:00 a.m. – Start out for Rawlins at 6:30 a.m. – Flat at 8:30 a.m. – Out of Yellowstone at 9:00 a.m. – Car goes in ditch at 11:00 a.m. – flat at 4:30 p.m. – flat at 7:30 p.m. – Slept in car till 5:30 a.m.

Day 16, Tues., 07/07: Up at 5:30 a.m. – Eat and away at 6:00 a.m. – Dinner at 1:30 p.m. – Arrive at Denver, Colorado, at 5:30 p.m. – Trailer broke down, trade in for a new one – Supper at 9:30 p.m. – See Denver till 11:30 p.m. – Bed at 2:00 a.m.

Day 17, Wed., 07/08: Up at 10:30 a.m. – Get car fixed and pack trailer at 12:30 p.m. – Leaving for Sterling, Colorado, at 3:30 p.m. – Arrive at 9:30 p.m. – Pitch tent and in bed at 11:00 p.m.

Day 18, Thurs., 07/09: Up at 8:30 a.m. – Leave for Kerney, Nebraska, at 9:00 a.m. – Eat lunch at Platte, Nebraska, at 1:30 p.m. – Arrive 5:30 p.m. – Flat on car 5:45 p.m. – Flat on trailer 6:30 p.m. – Trailer tongue becomes loose at 1:30 a.m. – Sleep in car all night outside Omaha, Nebraska.

Day 19, Fri., 07/10: Up at 7:00 a.m. – Fix trailer at 7:15 a.m. – Arrive at Omaha, Nebraska, at 8:00 a.m. – Arrive at Council Bluffs, Iowa, at 9:00 a.m. – Ate lunch at Carroll, Iowa, 11:00 a.m. – Flat on car 4:00 p.m. – Camp at 1:00 a.m. – Bed at 1:30 a.m.

Day 20, Sat., 07/11: Up at 8:00 a.m. – Breakfast at 9:00 a.m. – Break camp 10:00 a.m. – dinner 2:00 p.m. – Supper 10:00 p.m. – Camp 8:30 p.m. in Elkhart, Indiana, and bed at 2:00 a.m.

Day 21, Sun., 07/12: Up at 8:00 a.m. –Breakfast, then dinner at 12:00 noon – break camp to leave for home at 1:00 p.m. Arrive home at 7:00 p.m.

Wheel Tracks has just received word of the loss of two former members of the VAE. Eugene "Gene" Kosche, 82 and his wife Ruth, 92 died January 17, 2011 as a result of a structure fire at their residence in Shaftsbury, Vermont. They were both born in Pittsfield, Mass and married on May 11, 1958. They were also long time members of the H.H. Franklin Car Club and owned, what I understand, the very first Franklin Olympic that came off the assembly line in 1933. They were car buffs along with many other hobbies like collecting coins, wildlife preservation. The United Methodist Church in Shaftsbury was also a big part of their lives.

Lloyd Davis comments that "Gene was a man of many parts and much and varied talents. Always helpful and easy-going. Any conversation with Gene on any subject was always instructive." gcf



1959 President Dale Lake, on right, in a homebuilt Locomobile Speedster at the Bomoseen tri-club meet in 1956 with Gene Kosche. Building in the background became the Bomoseen Auto Museum, owned by Burton Smith of Rutland.



Grafenwohr, Germany 1966. Joe Paradis standing beside his Galaxie while in the Army and moonlighting as a waiter at the NCO Club.

From our Web Keeper.... Any member who would like to be emailed as our monthly activities dates approach please ask John Lavalley by emailing him at vaeinfo@gmail.com.



VAE Gossip

By gcf



You will notice the higher activity on page 15 and continued on page 14...the classified page. Maybe it's the coming Spring or maybe these folks just need to fill their gas tanks. In any case it is great to get the ads from you folks....please keep them coming. In the 'Here's My Card' area you will find a really nice business card from Mr. Kent Wright. This is what is written on the back of the card: ***My Card Sir, I am somewhat of a Bullsh..... Myself but occasionally I like to listen to a Professional! Please Carry On (Sorry, but I used dots on one of the words)***.

Wendell Noble has spent months looking for top irons to fit on his 31 Plymouth Phaeton. He recently got lucky and found some on Ebay. With the help of another member who is familiar with Ebay, Wendell got a really good deal.

The History Page is fascinating to include in Wheel Tracks....back when **Wheeltracks** was one word....This months History page writes about a VAE car show at the Essex Fairgrounds each year. I need to ask someone about that because I had never heard about that. There also seems to be a big event in Rhinebeck, New York that many members would attend.....**Rhinebeck, New York??** A member told me just lately about another activity VAE members would do once in a while. That was to drive one another's cars when there was a get-together. It seems a group was asked how many had driven a model T Ford and only a couple of hands went up. It would be interesting if that same question was asked today. I have a T that I can bring if someone wants to drive it.



Our April Barn Find is in the picture above...or, at least you can see the eyeballs of it. Not many of you have helped me much to ID these Barn Finds but they are fun to look at. Can anyone give me an idea what this car is?

☆ **....Great News...**Two of our young members who are high school seniors have been accepted to colleges. **Stephen Leach of Fairfax** has been accepted at Vermont Technical College and their Automotive Technology Program. **Nickolas Nadeau also of Fairfax**, has been accepted at Johnson State college. He will be studying Health Sciences that will lead to becoming a PE Teacher. Both young men have spent many hours helping with the Stowe Car Show over the years and we all are very proud of them. Do you think we should have their Quarterly Progress Reports published in Wheel Tracks?



*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*

BRAKE FLUID 101

The Continuation of Dave's Article From The March Issue

DOT 4 fluid, which has a higher minimum boiling temperature requirement (446 degrees F dry and 311 degrees wet) soaks up moisture at a slower rate but suffers an even sharper drop in boiling temperature as moisture accumulates. Three percent water will lower the boiling point as much as 50%!

Considering the fact that today's front-wheel drive brake systems with semi-metallic linings run significantly hotter than their rear-wheel drive counterparts, high brake temperatures require fluid that can take the heat. But as we said earlier, the brake fluid in many of today's vehicles cannot because it is old and full of moisture.

Water contamination increases the danger of brake failure because vapor pockets can form if the fluid gets too hot. Vapor displaces fluid and is compressible, so when the brakes are applied the pedal may go all the way to the floor without applying the brakes!

In addition to the safety issue, water-laden brake fluid promotes corrosion and pitting in caliper pistons and bores, wheel cylinders, master cylinders, steel brake lines and ABS modulators.

FLUID RELATED BRAKE FAILURES

From time to time we hear about reports of "unexplained" brake failures that caused accidents. When the vehicle's brakes are inspected, no apparent mechanical fault can be found. The fluid level is normal, the linings are within specifications, the hydraulics appear to be working normally and the pedal feels firm. Yet the brakes failed. Why? Because something made the brakes hot, which in turn overheated the fluid causing it to boil. The underlying cause often turns out to be a dragging rear parking brake that does not release. But that's another story.

The same kind of sudden brake failure due to fluid boil may occur in any driving situation that puts undue stress on the brakes: a sudden panic stop followed by another, mountain driving, towing a trailer, hard driving, etc.

A case in point: A child was killed in an accident when the five-year old minivan with 79,000 miles on it his parents were driving suffered loss of pedal and crashed while the family was driving in the mountains of Washington state. Fluid boil was blamed as the cause of the accident.

OEM BRAKE FLUID RECOMMENDATIONS:

Acura: 36 months

Audi: 24 months

BMW: 24 months, or when indicated by Service Inspection Indicator

Honda: 36 months

Jaguar: 24 months all models except 2009 XF (36 months)

Land Rover: 36 months

Lexus: 36 months or 30,000 miles, which ever comes first

Mercedes-Benz: 24 months

MINI 24 months

Saab: 48 months (all models except 9-7X)

Smart: 24 months or 20,000 miles, which ever comes first

Subaru: 30 months or 30,000 miles (normal service) or 15 months/15,000 miles (severe service)

Suzuki: 24 months or 30,000 miles, which ever comes first (Forenza & Reno), 60 months or 60,000 miles (Grand Vitara and SX4)

Volkswagen: 24 months (New Beetle, City Gold, City Jetta), 36 months (all other models except Routan)

Volvo: 24 months or 37,000 miles (Normal), or 12 months (severe service)

Source for fluid change recommendations: Vehicle Manufacturer service information & owners manuals

If motorists would only follow this simple advice to change their brake fluid periodically, they could greatly reduce the risks associated with moisture-contaminated brake fluid. You can extend the life of your brake system and likely save yourself a lot of money in the long run on brake repairs, especially if your vehicle is equipped with ABS (because ABS modulators are very expensive to replace!).

TESTING BRAKE FLUID

Since you can't tell how badly contaminated brake fluid is by its appearance alone (unless the fluid is full of rust or is muddy brown), the fluid should be tested unless you are changing it for preventive maintenance or as part of a brake job.

There are three ways to check the condition of the brake fluid:

Chemical test strips. A chemical test strip made by Phoenix Systems (888-749-7977) www.stripdip.com called "Strip Dip" can reveal the condition of the corrosion inhibitors in the brake fluid. The FASCAR chemicals react to the presence of copper in the fluid. The test strip changes color to reveal the condition of the fluid. When copper levels reach 100, it indicates the corrosion inhibitors are nearing the end of their life. If the copper level is 200 or higher, the corrosion inhibitors are worn out and the fluid needs to be changed.

Please turn to page 14 for the rest of Dave's 'Brake Fluid 101'.

Wheel Track / VAE History



PUBLICATION OF THE VERMONT AUTOMOBILE ENTHUSIASTS

APRIL 1995 NEWSLETTER

EDITOR: CHRISTIANE SKINNER

1995 Vermont Auto Expo.....This year at the Essex Show at the Champlain Valley Fairgrounds we are planning to use the Ware building for exhibits of automobile and hobby related items. Therefore we are looking in advance for anyone who may be interested in showing their artifacts in this "automotive museum". What have you?

The following items have already been promised:

- 1905 Cadillac one cylinder engine
- International High Wheeler in restoration
- Display of plaques and brochures/posters from each of the past Essex Shows
- First car with automatic transmission & literature (1937 Olds)

Please talk to Bill Erskine or Tom McHugh about putting on a display.

February 26th Meeting....Secretary Conception's Report

The meeting was held at Jack's Body Shop courtesy of **Adrian West**. As usual Adrian put out a good lunch, shrimp and all. The shop was adorned with fancy collector autos like Rolls Royce's and Porsche. What a treat. Eating your meal sitting on the running boards of the Rolls Royce.

Meeting was called to order by **President Frank Mazur** who pulled the winning numbers for prizes Andy's Salsa. There were 12 winners out of 42 participants. Nice meeting well attended.

Secretary Conti reads minutes of last meeting with the usual heckling from treasurer **Les Skinner**.

Richard Burnham gave us the particulars on show to be held in Rhinebeck, NY, May 19th to 22nd. Complete information in Wheeltracks.

Alfie Ward spoke on Wings and Wheels. Also March 26th meeting that he shall be doing in St Albans. Particulars in Wheeltracks.

Bill Erskine made a request for photos to be placed on exhibit at Essex Show. Please contact him if you have any.

For Sale..1957 Ford retractable California car. Top always works. Recently installed 292 CI engine with 48,358. Asking \$12,500 or will trade for 64 1/2 Mustang convertible. Tullio Zampieri, 476-3938, Barre, VT.

For Sale... 1954 Kaiser Manhattan, 4 door 6 cyl supercharged, automatic, 2 tone green with 52,250 miles. Has won trophies at a number of car shows. Asking \$8500. Alden Crowell, 223-7919, Middlesex, VT

For Sale... 1975 Dodge Swinger 2dr hard top, slant six auto. AMFM, PS, 31,00 actual miles. Asking \$3500. Also 1970 Mustang convertible. 302, auto, PT, PS, very good condition. Asking \$9500. Fred Fortune, 434-3089, Richmond, VT

For Sale... 1984 Dodge Rampage pick-up, mint body and interior, 4 speed. Air, 83,000 miles. Asking \$1950. cap available. Chris Barbieri, 223-3104, Worchester, VT

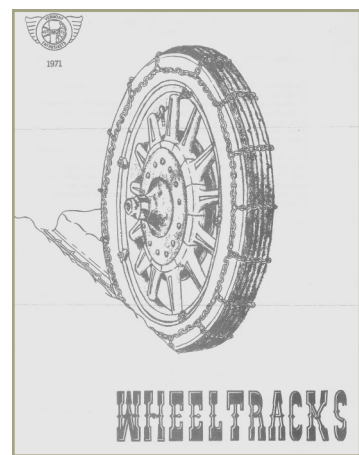
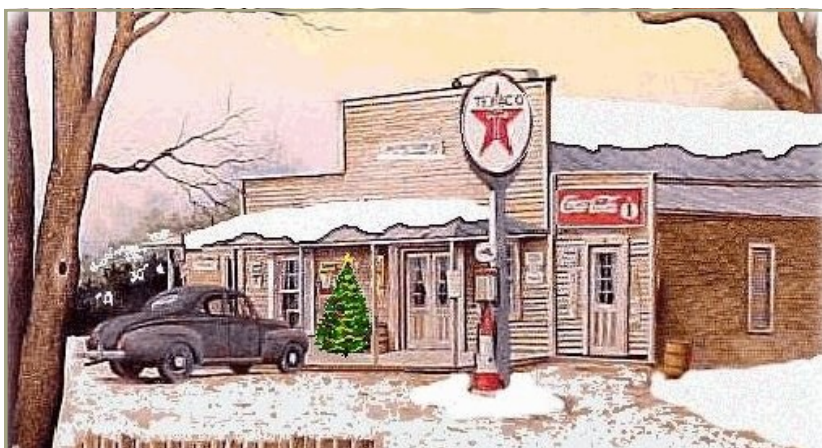
New Members:

Jim Ploof Jr. & Jim Ploof III, Waterbury Center, VT...1969 Chevy Impala 2dr.

Christina & Donald Lavalette II, Enfield, NH...1952 Chevy Sedan.

Yvan Cote, Barre, VT...1970 Chevelle Malibu.

Donald Lavalette, Vershire, VT... 1952 Chevy Deluxe.



March 2011 Treasurer's Report

Vermont Automobile Enthusiasts, Inc.		Treasurer's Report - March 12, 2011	
MONEY MARKET - balance February 12, 2011		\$ 24,177.82	
add: February interest income			7.42
Balance March 12, 2011			24,185.24
GENERAL CHECKING - balance Feb. 12, 2011		\$ 2,979.77	
Deposits			
Member dues			980.00
Stowe sponsorship			400.00
Name tag			7.00
Total receipts			1,387.00
Disbursements			
5109 University mall - display fee			250.00
5110 Gene Fodor - reimb. for stowe sponsor solicitation			174.59
5111 William Sander - reimb. for Apprec. Dinner mailing			191.00
5112 Winooski Press - Apprec. Dinner printing			228.00
5113 Les Skinner - reimb for name tag			7.00
5114 Hanover Insurance Co.- business insurance			500.00
5115 VAAS - March WT and website			750.00
Total disbursements			2,100.59
Balance - March 12, 2011			2,266.18
CERTIFICATE OF DEPOSIT			
Balance - February 12, 2011		80,171.14	
February interest income		46.14	
Balance - March 12, 2011			80,217.28
Total VAE accounts			\$ 106,668.70
Vermont Antique Automobile Society, Inc.			
CHECKING ACCOUNT - balance February 12, 2011			\$4,253.47
Deposits			
Sale of WT advertising			40.00
VAE payment for WT & website			750.00
			790.00
Disbursements			
200 Gary Fiske - WT expense and promotion			172.93
201 L. Brown & Sons Printing			667.84
			840.77
Balance - March 12, 2011			\$4,202.70
Dick Wheatley - Treasurer			

February 16, 2011 Minutes of the February Stowe Committee Meeting

The Stowe Planning Committee met on Wednesday February 16, 2011 in the conference room of the Commodores Inn in Stowe.

The meeting was called to order at 7:06 pm by co-chairmen Bob Chase and Duane Leach.



Brochure: No report. Leo Laferriere had found a few minor corrections. Wendell Noble will proofread it at Winooski Press and also add mention of the Vermont Crafters event which is a new feature.

Poster: Bob Chase pointed that it is important that the poster make clear that the meet is sponsored by the VAE alone, not with the Stowe Area Association.

Shirts and Hats: Bob Chase reported that there are 34 orange undated judges' hats left over to be sold.

It was agreed to order 125 judges' hats this year, red with white trim, undated. There are 22 gray regular hats left over. We will order 60 of the same this year.

Bob reported that there are eight X-lg, one 2X-lg, two med and two small green committee shirts left over.

Andy Barnett reported that he and Julie Greenia had decided on the following order for new T shirts for sale:

Small 5 blue, 10 red... **Med.** 15 blue, 15 red... **Lge.** 25 blue, 25 red... **X-lge,** 40 blue, 20 red... **2X-lge,** 20 blue, 10 red

T shirts will have white lettering.

Order for aprons will consist of 15 in Kelly green color at \$14 - \$15 each.

Andy will get a list around to determine how many members would like to order jackets.

On-line registration: Duane Leach reported that he is almost ready for a trial run. There will be a small bank fee for credit card use. It was agreed not to pass on any increase to registrants.

Sponsorship: Bob Chase reported that he has received \$2,450 so far with an additional, \$2,000 promised from AAA. We will give AAA space to set up their tent and also provide a strategic place for their van. The sponsorships in hand are:

DesGroseilliers Funeral home	\$700
Eliot	\$100
Green Mtn Inn	\$100
Coop Insurance	\$750
Stowe Mtn. Resort	\$500
Clark's Trucks	\$200
Golden Eagle	\$100

Mountain Side Resort will provide a \$500 and free accommodation, once again, as a prize in the oldest car challenge. Gael Boardman pointed out that we should advertise the challenge well in advance of the event. He will prepare an announcement to be included with the brochure for mailing.

Vermont Crafters: Leo Laferriere noted that there is nothing in the brochure about this new activity. Wendell Noble will take responsibility for finding a space to include a statement drafted by Heather MaClay. Gael Boardman reported for Hal Boardman that he is looking for competitive prices for tent rental but will wait for a possible sponsorship from Vermont Tent before considering other suppliers.

Publicity: Bob Chase reported that Chris Barbieri (not present) has requested \$7,875.00 for publicity expenses although \$6,200.00 is budgeted. No decision was made although favorable comments were given.

Green car display: Leo Laferriere suggested looking into a wood fueled truck that was reported in the paper. Fred Cook suggested that we look into a hybrid from VTC. No action was taken.

Appreciation dinner: Bob Chase reported that the dinner will be on Sunday, March 27 at the Commodores Inn. Social hour will start at noon with a buffet dinner at 1:00. Cost will be \$22.00 each with the VAE paying for invitees plus one guest.

The meeting was adjourned at 8:59.

Respectfully submitted: Wendell Noble

This April Issue of Wheel Tracks May Be Your last!

If you find the date has past by that is printed beside your name on the mailing label, then this is your last Wheel Tracks.

That date that has past by means we have not received your current dues....or we have made a mistake.

Please contact us if it is a mistake....If it is not a mistake, why not pay dues for 2 or 3 years to simplify things.

WE REALLY WANT YOU TO BE A MEMBER OF THIS GREAT CAR CLUB, WE DON'T WANT TO LOOSE YOU !

VAAS Board Meeting Minutes, February 28, 2011

Board members present: Andy Barnett, Gael Boardman, Jan Sander, Dick Wheatley

Others present: Gary Fiske, Spencer Halstead (arrived 2:05), John Lavalley, Wendell Noble, Don Rayta, Bill Sander, Jim Sears

All motions were unanimously approved unless otherwise noted.



1. Welcome President Gael Boardman called the meeting to order at 1:40. He began the meeting by going around the group asking how each person's car(s) were in relationship to getting underway for another year of driving.

2. Minutes Secretary Jan Sander read the minutes of the January meeting. Andy motioned to approve. Gael seconded.

3. Treasurer's Report Treasurer Dick Wheatley reported that while it is still early to tell, the VAE/VAAS arrangement appears to be working. With monies contributed by VAE, VAAS currently has a balance of approximately \$4,500.

4. Web site discussion Updating the web site will involve a basic cost of \$2,500. We can live with what we currently have. The question is what do we want and where do we want to go with the web site. The site is run by Eternity marketing, and Rachel Smith works for us on the web site. Gary and John recommend doing nothing right now. Jim pointed out that it is hard to maintain and design a web site. We need to have someone that is large enough to handle the job. He suggests waiting and that we figure exactly what we want to do online.

Jan made the motion that Gary and John, with assistance from Jim, will research revamping the web site and report back to the Board by the May meeting. Andy seconded the motion.

5. Wheel Tracks There was a discussion about online vs. hardcopy distribution of Wheel Tracks. Mailing copies to future members was also discussed. At this time, we are mailing 180 copies per month.

Gary wants direction from the Board on how to proceed with Wheel Tracks. Spencer suggested having "How to do" articles such as Hemmings Classic Cars does. There should be more educational articles.

6. Stationery, cards, etc. It was agreed that any stationery or cards should contain "vt.auto.org" "Andy made the motion that the Board will ask Gene Fodor to investigate what we need to do to create a letterhead for stationery and cards. Spencer seconded.

7. Mission Statement The VAAS mission statement should appear on the 2nd page of Wheel Tracks. The Board agreed on the following statement: The VAAS is a tax exempt 501-C3 organization dedicated to the preservation, protection, promotion and appreciation of automotive history and technology. The Board will consider this as a possible mission statement. They will finalize the mission statement at the next Board meeting.

8. Other business There was none.

9. The next meeting of the VAAS will be on Monday, March 28 at 2:30 at the soon to be named Mexican restaurant at the Red Fox Alpine Lodge at 87 Edwards Rd in Jeffersonville.

10. Adjournment The meeting adjourned at 3:20 PM.



March Still Idling in Vermont! March 7, 2011

Greetings friends and fellow car addicted aficionados! Is this your longest winter in recent memory? Okay, my memory is getting weaker & so this may well be the longest winter that I can recall. But how about you? I know winters are just the months of December, January, & February....but the first week of March is almost gone & this white stuff is not giving up! Will the syrup be running soon? Will mud season get over anytime soon? & Most importantly, when can we get our old cars out of the garage for driving???

Dell & I were invited to one of our friend's homes quite recently. I generally do not enjoy visiting distant places during the winter months, but our friends had recently inherited a nice home in sunny Florida & wouldn't we like to come & visit? Let's see....warm weather? Sun? Beaches? No, we couldn't possibly leave this winter wonderland to remove the numbness from our extremities.

My wife had us packed in no time - flat. Tickets purchased, sun block applied. & like a good sport she even enjoyed visiting "Ragtops", a neat car museum in West Palm Beach. It housed a cool collection of convertibles and woodie wagons and a nice variety of license plate toppers. Some of the vehicles were even available for purchase (wrap mine up with a year's supply of sun, too, please!) Well, it was a delight. I've attached some of the highlights with this missive.

We reluctantly enjoyed the weather, our friends, and the tropical diet, all the while gradually acclimating to the new surroundings (sun and warmth in February?) The time passed entirely too quickly, and before we knew it we were unburying our Saab from the parking space where we left it in Manchester, NH to come back to "Snowville, VT." Hey, but just in time for Yesteryears visit to the Springfield Museums and look! it's snowing again! How reassuring!

As a post script, I am delighted to inform you all that my likewise car infected brother and sister in law may soon have the privilege to live even closer to all of us! Ken had some very favorable interviews with a fine company near Glens Falls, New York. If he gets the job, they will bring "Olive Oyl" back east with them! Olive is their '25 Holbrook bodied Packard limousine! Here's hoping! Hope to see you all on the road again soon! With deep respect and best regards, Chris & Dell.



Underhill Ctr. Shopping Mall



Our Conference Center



Tools from Yesteryear



Tool Repair lecture from Karl Schneider, owner of Burlington Tool Repair

Our March VAE Meeting in Downtown Underhill Center

Many folks brought their favorite tools and many of us were introduced to tools we have never seen...and we learned how to operate them. Some of the tools that were displayed and the owners had no idea what they were used for, you will find pictures of them in the coming months in Wheel Tracks asking for help to ID them.

Karl Schneider, the owner of Burlington Tool Repair, was our guest speaker and gave us many tips on operating and repairing power tools. You will find his business card on page 15 under the 'Here's My Card' section. The pot luck meal was the usual..... Fantastic... The hall was very loud with conversation until we sat down to eat, then it became very quiet. The kitchen was very clean and orderly when we arrived but because of a certain VAE member there was a whole new definition of clean and orderly when we departed. A lively business meeting was held later in the afternoon. Our 1st. Vice President was unable to be with us to make sure all went as planned for the day's activity, so Gael Boardman stepped in and did his normal great job.

You will find the minutes of the meeting in our May Wheel Tracks issue and the activity planned for April has not been finalized for publication in this issue for April.

Wood Screws For That Restoration You Are Working On

Contributed by Wendell Noble

Since we all work on old cars with a substantial amount of wooden structural components, this might be useful info for you. I'm a bit obsessed with authenticity. When restoring my '29 Plymouth and now a '30 Chrysler I've found that since there are a lot of wooden structural pieces, there are a lot of wood screws used to hold things together. These are always flat head slot headed screws. Some of the original screws can be salvaged, cleaned and reused but if you want to buy new ones you've got a problem. I've tried all of our usual hardware stores and all they now carry are flat head Phillips headed screws. These work fine but they weren't invented until 1935. I certainly don't want anyone to spot one of those on one of my pre '35 cars. According to Wikipedia, they were first used for automobile assembly by GM for Cadillac in 1937. The good news is I've found a source that's cheap and convenient. It's not Fastenal. They have to order them, it takes the better part of a week, and costs about 30 cents a screw. You can order just about any size you want by the box of 100 from McMaster Carr (mcmaster.com) for anywhere from \$4.00 to \$7.00 depending on size and get them in about two days. These guys are great for other hard to find material, and usually cheap too. I've gotten brake lining material, rivets, leather strap-ping, felt padding as well as various kind of metal and plastic bar stock for making parts from them. I hope that is helpful for member restorations.

New Champlain Bridge: **VAE** eyeing possible involvement in opening parade.

The new Lake Champlain Bridge, presently under construction, will re-connect West Addison, Vermont with Crown Point, NY. It is scheduled to be completed by early October. Despite recent reports of delays in the project due to heavy debris left from the implosion of the previous bridge carried out early in 2010, the New York State Department of Transportation (NYSDOT) officials are still hopeful the vital link for commuters between VT and NY will be completed close to schedule. Presently, an interim ferry service is available.

VAE member Fred Cook has been in touch with a citizen's committee, known as the Lake Champlain Bridge Community, that is planning an ambitious dedication ceremony following the bridge's completion. The ceremony will be a two day event complete with an exhibition of antique and classic autos, a parade, fireworks, and an official ribbon cutting ceremony. Federal, state and local (both NY and VT) transportation officials are expected to play a key role in the dedication. **VAE's interest is in providing, through our members**, 1929 era vintage vehicles as possible parade units in addition to keeping interested members informed of an opportunity to witness a very historic event.

More information regarding the event will be available in the May edition of Wheel Tracks.

Submitted by Fred Cook



Electronic brake fluid testers actually measure the fluid's boiling point. The test takes only about a minute and is quite accurate. If the fluid's boiling temperature is getting dangerously low, replacement is recommended to minimize the risks of pedal fade caused by fluid boil. Sources for electronic brake fluid testers include Alba Diagnostics, MISCO and OTC.

CHANGING BRAKE FLUID

When the fluid is changed, use the type of brake fluid (DOT 3 or 4) specified by the vehicle manufacturer. The cap on the fluid reservoir will usually indicate what type of brake fluid is required. You can also find this information in your Owners Manual (look under brake fluid). As any brake fluid supplier will tell you, brake fluid is NOT a generic product. Just because a fluid meets the minimum DOT 3 or DOT 4 specifications does not mean it can tolerate moisture or provide the same degree of corrosion protection as another brand of fluid.

Raybestos, for example, sells a "Super Stop Super High Performance" DOT 3 fluid with a dry boiling point of 550 degree F, which meets Ford's latest requirements.

There are also high temperature glycol based DOT 5.1 brake fluids (not to be confused with DOT 5 which is silicone based). The dry boiling temperature rating for DOT 5.1 is 518° F or higher, and the wet boiling temperature rating is 375° F or higher. Some racing brake fluids exceed the dry boiling temperature rating, but may only meet the wet boiling temperature requirements for DOT 3 fluid (284 degrees). So the next time you are inspecting or servicing your brakes, be sure to check the condition of the fluid as well as the level. If you add or change fluid, use type specified by the vehicle manufacturer (DOT 3 or 4) and use the highest quality fluid you can get. And above all, remember the benefits of changing the brake fluid for preventive maintenance.

Classifieds Continued from Page 15

For Sale....1962 Mercury Comet Custom 4 Door Sedan. Very nice, clean, dent free body, 6 cyl automatic. Needs a headliner and some wind lacing. A barn find, not run in years, motor turns over. \$1800.

For Sale... A beauty...1972 Cadillac Eldorado Convertible. Used very little each summer. A very nice clean car. Always garaged, blue-white top. \$15,000 or BO. Call Al Ward 802-524-2466 6/11

For Sale...1970 Aluminum Open Trailax Trailer. A light trailer, works well for Model As and Ts or similar. Hauls easily behind cars. Plywood down center, all straps included, surge brakes, double axel and ramps. Asking \$1500. Contact John Lavalley 802-849-6200 or jl6200@yahoo.com. 6/11

Wanted to Buy... Information on a 1922 Durant Touring Car. Call Pierre Pepin, 802-878-5748.

For Sale...1952 Dodge Coronet 4 door Station Wagon. 6 cyl, semi-auto trans, new tires, very clean, original interior, radio, heater, clock...excellent driver. \$12,950.

For Sale... 1952 Dodge Coronet Convertible, 6cyl, Semi-auto trans, radio, heater, clock, new paint, rechromed bumpers, wide whites, new upholstery, complete and drivable. \$16,950.
Bob Fuerderer, Hollyfarm, Surry, NH 03431 Call 603-352-3005 6/11



Shoreham Upholstery



Upholstery Uncovered!

By: Jim Ortuno and Ethan McArdle

Over the years, we at Shoreham Upholstery have been asked many questions regarding convertible tops, ranging from the care of the top to what options there are for fixing one, to which top to select when replacing the current one that's on your car.

One of the most important topics however, is maintaining the quality of the convertible top, and there are a few key pointers to consider. Keeping your top clean is very important. If you have a vinyl top you can use a garden hose and a **SOFT** bristled brush to clean the top, but **DO NOT** scrub your plastic window as this will cause scratches that will not come out. It's also important not to wash your top in direct sunlight, as this can cause water spots that will permanently stain the fabric. For cloth convertible tops, an air nozzle should be used to blow off any excess dust that might have collected in the cloth fibers before getting the top wet. Do not use any harsh cleaners on either kind of top as this could damage the water repellent coatings that help maintain the integrity of the top.

Another popular topic that we often encounter is how to deal with a broken window in the back of a convertible. In most cases the back window can be replaced without buying a new top, but this of course depends on the current condition of your top. If it is in good condition, the window can be replaced without having to change the top. This is because the window is the first part that goes back onto the car when a new top is installed. With this logic, the top has to come part way off the frame so the window can be replaced. The same rules apply for plastic or glass windows. However, if you have a newer car that has a one piece top and a plastic window, we still have some options on replacing the window without replacing the entire top. To do this, the whole top needs to come off the car and a new plastic window can be sewn in by a skilled upholsterer. But please keep in mind that this is not always possible; it really depends on the individual car.

If the whole top needs to be replaced there are a few things to consider, such as choosing the right top for your car. If you have an antique car, but can't find an after-market top, you need to consider what you want your car to look like. Do you want to select a new top, or maintain the original look by having a top specially made? After you have made this decision, you can call a skilled upholstery shop and talk about different options that are available. If you are having your convertible top replaced, the best thing to do is leave the current top on the frame. This allows the upholsterer to use the current top as a pattern for making the new one and helps ensure greater success when fitting the new top to the car. It will most likely save time and labor costs to you in the long run, even though it might seem as you are doing the upholsterer a favor.

If you have any questions or other topics that you would like to discuss, please send inquires to: info@shorehamupholstery.com or mail them to: Shoreham Upholstery, P.O. Box 182, Shoreham VT, 05770. Our phone is 802-897-5711.

Vermont Antique Automobile Society Classifieds

Contact: John Lavalley at Wheeltracksads@gmail.com

Advertising (free or paid) in Vermont Antique Automobile Society News (printed and on line) is a privilege. Advertising is free to all members of The Vermont Automobile Enthusiasts Club/ VAAS members. Ads can be up to 60 words with an optional photo. Prices must be shown on all For Sale items along with full name and phone and/or email address. Your ads will appear in Wheel Tracks and on line for three months unless we are notified to remove it earlier.

Non-members (non-business) can also place ads as described above at a cost of \$10 per ad per month. Ads with photos, \$15 per ad per month.

Display (Business) Ads will also be accepted. Full Page (print only), \$145/mo. 1/2 page (print only), \$80/mo. 1/4 page (print only), \$35/mo.

1/8 page (print only), \$25/mo. Business Cards can be placed in our 'Here's My Card' section for \$10/mo. Display (business) ads can also be placed on our Web Site with links to your business web site. We also offer designed ads on our Web Site Email Wheeltracksads@gmail.com for placements and design quotes.

All advertising is accepted in good faith and only after our editors approval. Email ads are welcome and preferred. Please check for deadlines

All Fees Must be Paid In Full Before Publication, make all payments to 'Wheel Tracks Ads'

For Sale, A great gift idea. Official VAE Lapel Pin. Contact Don Rayta. \$5.00 ea & \$1.00 S&H Wear It Proudly



For Sale... 1956 Chevrolet Bel Aire, 283, 4 Dr, Rust free, needs paint & maybe bumpers. Std transmission on column. \$3500 OBO Call Dean Powers 802-895-4851 5/11

For Sale... 1985 Chevrolet Monte Carlo, unrestored, Tennessee car. \$3000 OBO. Call Phil Drake 802-334-6079 5/11

For Sale... 1972 Pontiac LeMans 2 door Hardtop. 359 V8, sunroof, Keystone wheels, frame-on partial restoration, owner deceased. Widow asking \$7000. OBO. Drive it home. Chester Longe, 802-524-2092

For Sale... 1957 Chevrolet Bel Aire, 283, Automatic, 4 Dr, New interior, Hi #3 car. \$12,000 OBO Call Dean Powers 802-895-4851 5/11

Wanted Always... for you to check your membership expiration date by your address on Wheel Tracks. If you are about to expire please renew, we want you to be a VAE member.



Wanted... Vintage Automobile and Truck parts 1895 to 1942 (pre-war). We are Vins Angles. We are vintage car part enthusiasts. We collect to preserve vintage car parts from the pre-war era. We believe in collecting most parts because we do not want any items to be scraped and junked. We have built up a national and international network of collectors and restorers for people who need them. Contact Vinny at 978-758-0834

For Sale... Sales Literature: **Dodge Ram**, full color 8 pages (vg) \$15, **Dodge 1950**, full color, lrg, all models 8 pages (good) \$15. **Dodge Dart**, all models, 1967 full color 12 pages (excellent) \$20. **Dodge**, all models, 1967 full color 12 pages (excellent) \$20. **Chrysler/ Plymouth/ Dodge** 1967 shop manual, 2 vol. mint. \$35. Chris Barbieri 802-223-3104. email cgeeb99@gamil.com 6/11

For Sale... 2010 Road Runner 24' Enclosed car carrier, set up with tracks, tie down straps, winch, plus much more. Extra clean, used very little, asking \$9800.00 or BO Call: 802-274-0657 6/11



For Sale... 1986 Dodge ES Turbo Convertible. Original Arizona car, Excellent body, runs great, leather, mint interior. Rarest K car, rally suspension, quick ratio steering, never seen snow. \$5500.

For Sale... 1953 Cranbrook Club Coupe. 44,000 miles, rust free, original with early repaint, mint interior. 3 speed trans, rechromed bumpers, wide white walls. \$8500 obo.

For Sale... 1920s/30s Chevrolet folding yardstick. Mint condition. One side reads "Cost less to buy Chevrolet (logo) less operating cost (logo) collect dividend when you trade". Other side "Fulton Chevrolet, Brookville, PA, Phone 484". \$15.00.

Call Chris Barbieri 802-223-3104, email cgeeb99@gmail.com 6/11

...Classifieds continued of page 14...

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Membership Secretary



1980 President Al Ward with his 1931 Reo Flying Cloud



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April 2011 Issue

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