

# Wheel Tracks



**Ian Stokes**  
of Richmond, Vermont  
With his 1936 Citroen Traction Avant 7C  
See story on Page 6

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



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Our Awards Presentation  
& The Garage Tour**

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*"You know, stop lights don't come any redder than the one you just went through." said Officer Jones*



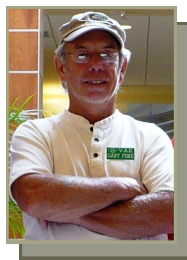
**Mission Statement:**  
**The Vermont Antique**  
**Automobile Society is a tax**  
**free 501c3 organization**  
**dedicated to the**  
**preservation, protection,**  
**promotion and**  
**appreciation of automotive**  
**history and technology.**

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

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**FROM YOUR EDITOR** Gary Fiske

Have you ever seen the little dish on a store counter with the words "Take a Penny, Leave a Penny"? I watched a show on Sixty Minutes last Sunday where this same thing is done with books. "Take a Book, Leave a Book". While I was watching the show I was reminded of a conversation I had with long time VAE member Haden Janes of Richford, Vermont. We talked about how great it would be to have a VAE Library where folks could do just that, Take a Book, Leave a Book. **Can you imagine that....a VAE**

**Library!** I am going to continue my dream and vision the same arrangement with all those spare car parts we don't need, that someone else could use. I have an engine head left over from a VEA member's estate that Vermont Engine in Williston tells me is quite valuable (we don't know what it belongs to). What do I do with it?

I know...I know, these are just neat words and dreams and everyone is too busy to take on the hard work to pull off these big ideas. It's nice to dream....hmmm...Take a Part, Leave a Part.

**You wouldn't believe the gasps in the room** when a group of VAE members were reading our new VAE Roster for the first time. There are 278 names listed in the Roster and 108 have an NC after their names. I am sure NC could mean many things but in our case **NC means 'Not Current'....You haven't paid your dues.** We sort of go through this every year and every year some action is decided that we should do to 'fix it'. This year we have paid our printer for extra copies of the March Wheel Tracks' front page. We have added a message to the back and will mail it to all the NCs. This will be an expense of about \$170 and a lot of time hand writing the envelopes. In years past, individual phone calls have been made, letters have been written and many other efforts but most don't accomplish much. I personally try to pay for multiple years so I have a little vacation from trying to remember to renew. Do any of you have an idea we can try? We value your Membership in the VAE, Please renew today.

**I hope you enjoy this April Wheel Tracks.** VAE members have sent in some pretty incredible material. When I read Wendell Noble's story on how to hook up a coil I went straight to the shop to experiment. Did you know the spark will jump an extra quarter of an inch doing it Wendell's way? I had to go take a nap after reading the "Gary Olney Adventures". I'll bet he used up some 'corn ethanol' last summer! He will be home this summer.....says Nancy.....



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## From The President

David Sander

Greetings,

As I write this, it looks like spring may actually be upon us. I had visions of a nasty March with mother nature unleashing the full brunt of a string of late Nor'easters upon us, catching us off guard after a season with little snow.

It looks like that is not to be, and this winter will go down in memory as the winter without a winter. Perhaps we should refer to it as "fring", a hybrid of fall and spring with no real winter?

We are quickly nearing the epic May monthly meet, which will also coincide with the official dedication of the replacement Champlain Bridge connecting West Addison Vermont with Crown Point, New

York. This event will be the culmination of hundreds of hours of preparation, planning and hard work by a dedicated group of VAE members.

The VAE has been asked to provide a 1929 era themed car show for the event. All antique and classic cars will be welcomed, but we are really looking for the early, 1929 era cars. The car show in and of itself would be a must see event. This event will be the "real deal" with both Vermont and New York dignitaries as well as several national dignitaries in attendance. Of course, "the '29ers will be our special guests. These are the people who attended the last bridge dedication when the old bridge was dedicated, in 1929!

For those of you who have not yet seen the new bridge, it is truly breathtaking. It has large, lit sidewalks on either side, encouragingly welcoming people to step out and see the splendors the lake and the bridge have to offer.

Please see information contained in "WHEELTRACKS" and on our website for more information.

*Editor's notes.... I have had conversations with VAE members who were disappointed they would not be able to go to the May bridge celebration because their cars were not 1929 era vehicles.*

*This is a total misunderstanding folks...come one....come all ....old car...new car. Lets have a party and show the VAE colors.*



### April VAE Meet

**Cold Hollow Career Center  
Awards Presentation  
&  
North Western Vermont  
Garage Tour**



Friday, April 13th. Arrive @ Cold Hollow Career Center in Enosburg Falls at 9AM for the Awards Presentation.

After the presentation around mid morning we will begin a Garage Tour visiting a number of member and commercial garages beginning in Enosburg and ending South toward Burlington.

Brown Bag lunch ( Dessert and Beverages provided by VAE)

**The tour will include some of the  
beautiful Vermont countryside that we are  
so accustomed to.**

Two Juniors will each be awarded \$200 of Mac Tools and a Senior will be awarded a \$3000 Tool Scholarship to VTC.

The Cold Hollow Career Center Auto Tech Instructor, Baxter Weed, has made his top choices for our VAE Awards Program

Cold Hollow Career Center is located at 184 Missisquoi Street. Just turn off Main Street by the park in the center of the village and go past Champlain Chevrolet on the left. The Career Center drive is a little way down the street on the right.

**Lets keep our "Food Shelf Tradition" going with your food gift ..Thanks**

### Sunshine Report

A long time friend of the VAE and Faithful Stowe Show Worker,

**Pat Cavanaugh**

has died.

Many of Pat's VAE friends

Attended her funeral

In Canada

---

**Bruce W. McCalley**

died February 15, 2012.

Bruce was one of the six founders of The Model T Ford Club of America



### ANNOUNCEMENT....

**Online Web Registration  
for  
The August Stowe Show  
Is Up & Running**



## THE SOFTER SIDE

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

This is Mary's and Nancy's month off. Watch for them in may.



### FROM THE 'COOKIE' AT THE STOWE SHOW

BY MARNITA LEACH



## MAPLE PUMPKIN CHEESECAKE

1/4 CUP BUTTER, MELTED

1 1/4 CUPS GRAHAM CRACKER CRUMBS

1/4 CUPS SUGAR

3 -8OZ. PACKAGES CREAM CHEESE, SOFTENED

1- 14OZ. CAN SWEETENED CONDENSED MILK

1/4 CUP VERMONT MAPLE SYRUP

1- 16OZ. CAN PUMPKIN

3 EGGS

1 1/2 TEASPOONS CINNAMON

1 TEASPOON NUTMEG

1/2 TEASPOON SALT

COMBINE BUTTER, CRUSHED GRAHAM CRACKERS AND SUGAR, PRESS INTO A 9 INCH SPRING FORM PAN.  
IN LARGE MIXING BOWL, BEAT SOFTENED CHEESE UNTIL FLUFFY GRADUALLY BEAT IN SWEETENED  
CONDENSED MILK UNTIL SMOOTH

ADD 1/4 CUP SYRUP AND REMAINING INGREDIENTS

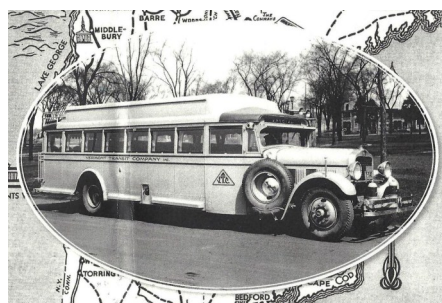
POUR INTO PREPARED PAN

BAKE AT 300 DEGREES FOR 1 HOUR AND 15 MINUTES OR UNTIL SET [CENTER WILL BE SLIGHTLY SOFT]  
COOL THEN CHILL

TOP WITH MAPLE PECAN GLAZE

MAPLE PECAN GLAZE.....

IN SAUCEPAN, COMBINE REMAINING 3/4 CUP MAPLE SYRUP AND 1/2 PINT WHIPPING CREAM, BRING TO A  
BOIL. BOIL RAPIDLY 15-20 MIN., STIR OCCASIONALLY. COOL. ADD 1/2 CUP CHOPPED PECANS [MAKES  
1 1/4 CUP] THIS GLAZE CAN ALSO BE USED AS A TOPPING FOR ICE CREAM OR POUND CAKE.



## The Vermont Transit Bus company

Submitted by Gael Boardman & Edited from the book "The People Will be Served"

**The Queen of Vermont** was the name of the bus in the picture and designed by Fred Jewett when he owned the Yellow Bus Line in Vermont. He used the Pullman railroad car as his vision and the Queen was considered the most advanced bus in the country. It had purple carpets, plush seats, built-in ice water jugs, air suspension in the front and electric fans for the riders. When the Queen came to town everyone ran to see it. In fact the Queen was the first 'public vehicle' to cross the new Champlain Bridge in Addison when it open to traffic in 1929.

The Queen was part of the 13 bus fleet that was sold by Fred on July 23rd 1929 when the Vermont Transit Company was formed. All of Fred's yellow fleet was then changed to the Green and

Gold that most of us can remember today. The three gents who purchased Fred's Yellow Bus Line were Bill Appleyard, Charles Black and Jack Goss. They continued to purchase other small Vermont bus lines and eventually created a web of bus routes that served Vermont very well. Dirt roads, "city busses" not doing well on country roads, Spring mud season and the harsh winters all had to be dealt with. When the company sent a bus out there were no radios to call back to the office for help, the bus driver was on his own. When there was trouble it was up to the driver to figure things out. Appleyard had a reputation of backing his drivers 100%, no matter what the situation or the outcome. When Fred Jewett had the Yellow Bus Line there were 50 to 60 thousand passenger each month between Burlington and Barre. When the Vermont Transit Bus Company was sold to Greyhound Lines in 1993 much of New England was part of its service area with many thousands of riders each month. Greyhound continued to use the Vermont Transit brand until 2008 when all Green and Gold Vermont Transit busses were phased out and became Greyhound busses.







## Did You Know that in 1914 ...

by  
Gene Fodor

... **Production increased** to  
548,138 car and 24,900 trucks  
and buses

- ... **Chevrolet discontinued their 6 cylinder model and began making four cylinder models**
- ... Cadillac built the first American eight-cylinder, V-Type, high-speed automobile engine
- ... **Thomas H. White, founder of the White Company, died**
- ... The Rambler name was changed to Jeffery
- ... **The spiral bevel gear was developed by Packard engineers**
- ... Pierce-Arrow incorporated headlights in fenders
- ... **Horace and John Dodge started production of Dodge**
- ... Alfred Reeves became general manager of the National Automobile Chamber of Commerce
- ... **Ford Motors announced a minimum wage of \$5.00 a day**
- ... A Detroit ordinance prohibited gasoline pumps at curbs
- ... **Rene Thomas, driving a Delage won the Indy 500 at an average speed of 82.47 mph**
- ... The 9th Vanderbilt Cup held in Santa Monica, CA, was won by Ralph De Palma in a Mercedes
- ... **27 new Marques appeared – sadly none has survived**

**Photo Above: 1914 Jeffery Four Cylinder Roadster**  
**Photo Below: 1914 Jeffery Touring Car**



Dear Mr. Sears,  
Shelburne Farms is hosting a benefit for our education programs on Friday, May 4th at the Inn at Shelburne Farms. We are planning a roaring 1920s themed party from 7 pm until 10 pm. As curator of collections for Shelburne Farms, I am passionate about authenticity. As such, I wondered if you by chance knew if there were any car enthusiasts who might be interested in having some cars parked up around the house that evening to enhance the aesthetic of the party? I envision the vehicles would be merely for show and perhaps have some spotlights on them (as it will be dark).

With thanks for your time and advice.  
Sincerely,  
Julie E. Edwards

*(Please contact Jim Sears if you can attend with your 20s up to maybe 1933 car. Jim is thinking it would be great if you could be there from 7PM to 8:30PM while it is light.)*

## BRITISH HUMOR IS DIFFERENT

Sent to WT by Gene Fodor

*These are classified ads, which were actually placed in  
U.K. Newspapers:*

**FREE YORKSHIRE TERRIER.**  
8 years old, Hateful little bastard. Bites!

**FREE PUPPIES**  
1/2 Cocker Spaniel, 1/2 sneaky neighbor's dog.

**FREE PUPPIES.** Mother is a Kennel Club registered German Shepherd.  
Father is a Super Dog, able to leap tall fences in a single bound.

**COWS, CALVES: NEVER BRED.** Also 1 gay bull for sale.

**JOINING NUDIST COLONY!**  
Must sell washer and dryer £100.

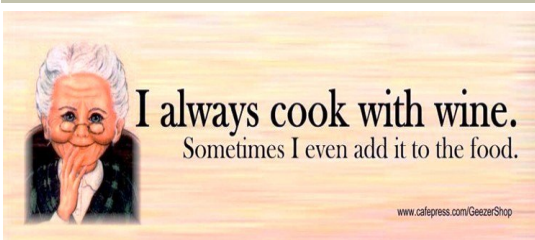
**WEDDING DRESS FOR SALE.**  
Worn once by mistake.  
Call Stephanie.

And the **WINNER** is...

**FOR SALE BY OWNER.** Complete set of Encyclopaedia Britannica, 45 volumes.  
Excellent condition, £200 or best offer.  
No longer needed, got married, wife knows everything.

Dear Editor:

I'm not sure whether you do not know what the contraption pictured on page 5 (March issue of WT) is or you are pulling my leg. However, it is an early dynamometer. It was used to test engine pulling power etc. and also to measure the brake system. The 2 drums could be separated while spinning, apply the brakes and determine which wheel needed adjustment. Most cars had just rear brakes, but it could also measure brake pull of the front brake. To measure front braking on this machine, you generally had to back the car up onto the devise. The Hudson Dealership where I worked at age 13 had one such machine. I think it was made by Alemite.  
Slim Skinner



**I always cook with wine.**  
Sometimes I even add it to the food.

www.callpress.com/GeezerShop





## Ian Stokes' 36 Citroen 7C

The Citroen 'Traction Avant' (French for 'front wheel drive') wowed the crowds when it first appeared in 1934. Its production ceased in 1957, replaced by the legendary and luxurious DS with its hydraulic suspension. The technical innovations on this 1930's car are dazzling - all steel monocoque welded body (structural - no subframes), hydraulic brakes, rack and pinion steering, torsion bar independent suspension, and, most of all, front wheel drive. It's low on the ground, with no running boards, and has a wheel at each corner for excellent handling. The 4 cylinder overhead valve engine has wet liners, so there are two alternative displacements, achieved easily by inserting different sized cylinder sleeves. The drive shafts to the front wheels include CV-joints at the hubs consisting of double universal (Spicer) joints with an intermediate ball joint.

I saw this 1936 model 7C advertised seven years ago in New Hampshire and went down to take a look. Good news: essentially everything was original (including fabrics) and almost no rust. This is a late 1936 model that included several design improvements. Bad news: basically nothing worked and the engine block was cracked.

**So the next 18 months produced many problem solving challenges and successes.** First, I got the crack in the engine block successfully welded. I made numerous tools and parts, re-sleeved suspension bushings, rewound the fuel gauge meter and sender, replaced most of the original natural rubber, rewired the entire car. I kept the original interior fabric, though countless washings of the headliner never produced clean rinses.

Now the car has been on the road for 4 years, covering over 1000 miles per year, including three round trips to Saratoga Springs for the annual Citroen Rendezvous (and the Stowe meet, of course). It can still achieve its originally specified 100 km/hour (60 mph) and fuel consumption 10 liters per 100 km (24 mpg).

**Overcoming the challenges to keep this car running is hugely rewarding;** then driving is a blast; most of all, you meet great people you'd never have met otherwise. I spent a delightful afternoon in the Swiss village of Cormoret chatting with a former owner who owned the car briefly in the 1970s. He told me about the crazy American who insisted on buying it and shipped it to Virginia, and he gave me copies of photos of the car. The previous owner was in the nearby village of Gray, in Haute-Saone, France. Somehow this car survived the war - the 'Traction' was a favorite car to be commandeered by the German military, and it became the preferred transport for the Free French Army and Resistance. If only mine could tell its story.

You can see more, including photos, at <http://users.gmavt.net/zimnystokes/traction>

*Editor's notes.... Wendell Noble accompanied me to Ian's home to meet him and his 7C on a 20 degree Vermont Monday. I know some would not understand how three grown men would not be freezing to death after an hour at that temperature, standing in a garage goggling over this beauty of a car, but we understand. It is amazing the features this car has and it was built 76 years ago. Ian is in the process of rebuilding the four universals on the two drive shafts...and doing a fine job at that. There are no stores that sell the parts he needs so he is 'making' them himself, right down to the individual needles of the needle bearings. When you see this car next, make sure to say Hi to Ian, he is a very inspiring person and his approach to car restoration is wonderful.*



## A Note from Gael Boardman

As an aging enthusiast I find myself reading the obits in the daily paper even before the comics. It's not some morbid fascination but really the reassurance that none of my friends have left for good. When a friend does show up there it usually brings recollections and nostalgia. Recently I read another Obit of sorts with the same resulting feelings. The headline was: **"Makes that expired...1930 -1941"** Here they are....

American Austin	Cunningham	Essex	Lasalle	Roamer	Stutz
American	Detroit Electric	Franklin	Mormon	Rolls-Royce of	Terraplane
Bantam	Devaux	Gardner	Marquette	America	Whippet
Auburn	Dobel	Graham	Oakland	Rockne	Viking
Blackhawk	Dusenburgh	Hupmobile	Peerless	Roosevelt	Willys-Knight
Brewster	Dupont	Jordan	Pierce Arrow	Ruxton	Windsor
Continental	Elcare	Kissel	Reo	Stearns-Knight	
Cord	Erskine	Lafayette			

I wonder if you reacted as I did? Did I remember them all? How many examples did I have personal experience with....drive....own?

I learned to drive in a Reo. I still have my high school Willys-Knight. My 3rd car was a Viking. And so it goes. Obits are obits. Rest in peace all departed friends....cars and people...and thanks for the memories.





## "PRISON REHABILITATION"

edited by Charlie Thompson

Rehabilitation in prison really does work, especially if the inmate happens to be a 1948 Rolls Royce or a 1935 Chevy pickup. With the motto "We Have the Time to Do It Right," the human prisoners of the Southern Desert Correctional Center have the unique opportunity to learn skills that will give them a pretty good shot at a good life on the outside as well. Prison industries are common throughout the country, from the traditional license plate production, still done in 40 states, to production of California's denim jean line called the "Folsom Prison Blues." However, Silver State Industries, a subsidiary of Nevada's Department of Corrections' has a unique unit in which the inmates restore vintage vehicles. In October 2011, the auto shop's inventory included 32 cars in various stages of restoration such as two 1960's Mustangs, a 1959 T-Bird, two 1960's Corvettes, a 1965 Malibu, and two 1969 GTO's.

Joel Millman, in his article in the Oct. 27, 1911 Wall Street Journal, says, "As 'inside' jobs go, this has qualities that are hard to find in prison: an intellectual challenge, prestige, and a real sense of accomplishment in a job well done." In the shop, inmates are trained to do everything from repairing and refinishing car bodies and rebuilding engines to sewing upholstery.

The list of job applicants is long and not all prisoners qualify to get into the program. Each auto restorer must have a high school diploma or equivalent and be free of any disciplinary infractions for six months. Restorers receive wages, up to \$5.15 an hour, of which 5% goes into the victim restitution fund. If you want your vehicle restored, however, be prepared to be patient. It is still a prison and work may be delayed weeks due to lock-downs or other issues.

Mr. Fuller, an inmate who was interviewed for Mr. Millman's article, started in general repairs and now works in customer service. His job consists of hunting down vintage parts, calling dealers and auto parts stores, and negotiating prices when needed parts are found. Contact with the outside world is an important benefit of his job since befriending an affluent citizen could lead to a future job or a favorable recommendation.

All kinds of customers and vehicles show up. A Las Vegas real estate agent has had a dozen cars restored including a 1937 Dodge Convertible, a 1937 Dodge Woody wagon, a 1956 Nash Metropolitan, and a 1941 Plymouth pickup. Despite the cheap labor rates, a restoration can still be costly. A retired Massachusetts contractor spent \$30,000 on a 1948 Ford F-1 pickup which spent four years behind bars and was transformed from a rusted heap from a Nebraska barnyard to a gleaming thing of beauty. Nevada is the place to take your restoration project if you have the money and can wait for an excellent restoration that is "Built With Conviction!"



### Friend of the editor Stan Loose

with his 1953 Jaguar XK 120. Stan lives in the Philadelphia area and purchased his Jag in 1970 from an uncle. The 60,000 miles on the odometer include many car shows and many rides around the block with the Gran Kids.

You can see after 42 years the car is definitely part of the family.....



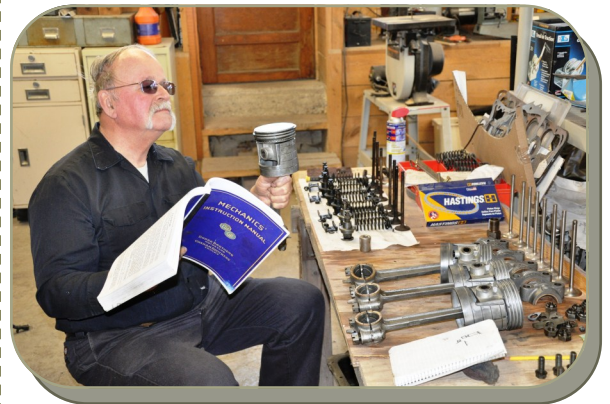
**VAE GOSSIP** by gcf

**How many of you noticed the biplane** in the upper right hand corner of the picture on page 13? Gene Fodor tells me it's a 'Jenny' that was probably left over from WW1. He says most kid's first airplane ride in the '20s was in a Jenny. Mine, in the 60s, was in the cloth covered Piper J3. The J3 had 40HP which, in some, very interestingly used the "Franklin" engine. Can you imagine that August day in 1929 at the bridge opening? The cars, the people, the brand new bridge and that sound from the Jenny's 90 HP V-8 Curtiss engine. What more could a young boy want?

**I need to correct some mistakes in the last Wheel Tracks, and I thought I was perfect.** Gael Boardman's son **Owen** has a last name the same as his father's and not the way I spelt it in last months gossip.....and **Tom Coggio** is here-by spelled correctly. Sorry guys.

I have found a few other mistakes also and thanks for being so 'polite' in not pointing them out. You might find a few extra mistakes this month because our proofreader is moving up town, same village, different street number. There is a possibility her head might not be torqued down as nicely as normal with dishes and wardrobes to think about.

**Have you ever heard of Clarkson University in Potsdam, New York?** Well, we now have one, of sorts, on Duffy Hill in Enosburg, Vermont. I am rebuilding the engine in my 27 Dodge and VAE member Clark Wright has agree to watch over my shoulder to keep me from messing it up. You see, I have never done anything like this before. Also, I know Clarkson and Clark Wright don't quite match up but as editor I am given lots of leeway. Besides, I am sure Clark is the son of someone... Here is a picture of Clark at the podium his 1st day checking out my carburetor. He told me I will graduate with honors.



**From Serge Benoit in Quebec..... Serge has a retired friend in Grandby who has a 1930 Hudson 4-door. The car's block needs to be replaced and a few other parts are needed. Serge would like to ask his VAE Friends for help finding these parts.**

**Call him at 450-347-3674.**

**Or check the VAE Roster for his email address.**





*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](mailto:dasander@aol.com) or 32 Turkey Hill Road, Richmond VT*

### \*\*\*Knock, knock\*\*\*



**No mail this month, so** I am devoting this column to share a recent experience. I came across a colleague with a broken ball joint in her Honda. This ball joint could have failed anywhere, but fortunately, it failed when she was driving through a parking lot at her destination. The car did have significant body damage to the door and fender, and had to be towed to the shop for repair. Alarmed, I asked her if the car was giving any indication of a problem before the ball joint let go. She stated that it had not, but, that the steering wheel was shaking and knocking for a few weeks.

**I asked her why she did not get this checked out. She stated that she was going to mention it the next time she brought the car in for an oil change.** So, I am taking this opportunity to remind people to pay close attention to the cars you drive.

If your car is telling you something, listen. At the very least, a problem can often be repaired at your convenience, and inexpensively before the problem causes an expensive problem leaving you at the side of the road.

**On the other extreme, putting off a repair could save a life, maybe even your own.**

### Replacing Old Ignition Coils by Wendell Noble



Fig.1

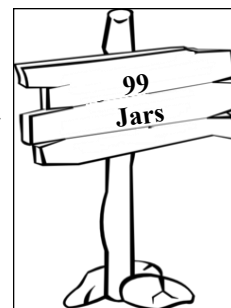
**Over the past year,** numerous articles and letters have appeared in old car publications on a subject I didn't realize was important to me. The subject is the proper replacement of an original ignition coil with modern coil in a 6 volt positive ground system. The publications are "Dodge Brothers Club News", "Plymouth Bulletin" and Hemming's "Classic Cars." Automobile electrical systems like this were quite common up into the '50s. Justifiable confusion on the subject arises because more modern coils, designed for negative ground systems, look like the old ones but are labeled differently. Ignition coils commonly seen then and now, consist of a cylindrical can about 2 inches in diameter and 4 inches long. At one end are two screw thread terminals and one large plug-in tower type in the center. Clearly, the plug-in terminal is the high voltage secondary that goes to the distributor.

**That is the one that will throw you across the barn if you touch it with the engine running.** The other two terminals go to the primary winding and only carry the battery voltage. The difference between a new and an old coil is how these primary terminals are labeled and is shown in Fig. 1. On the old coil, one was labeled "BAT" and was connected to the ignition switch with the battery voltage. The other was labeled "Dist" and was connected to the breaker points in the distributor. On a new coil, one terminal is labeled "+" and the other "-". How you connect these primary terminals is the source of confusion. Figuring it out on your own requires some inside information you and I probably don't have. We'd need to know how the coil is wired inside the can. **To alleviate my confusion,** I studied all of recent literature carefully, and remained confused. It contains some facts, folklore, anecdotes and contradictions as well as some pretty good insights.

**To resolve the issue to my own satisfaction,** I sifted out the facts and did some experiments of my own. **Here's my interpretation.**

There are only two ways to connect the primary terminal wires. The difference is the direction of the current in the winding and therefore the polarity of the high voltage at the secondary terminal. The engine will work either way, just a little better one way than the other. **It works best if the high voltage going to the spark plug is negative.** The reason for this is based on good but unobvious physics. The spark plug base is screwed into the water cooled cylinder head and is in good thermal contact with it. The center electrode, on the other hand, is floating in insulator and will be considerably hotter than the base. When a spark initiates, it is because the negative electrode emits (negatively charged) electrons. The hotter it is, the more electrons are emitted. This is known as thermionic emission and is the reason old vacuum tubes needed a heater filament. The internal wiring of a modern coil is shown in Fig 2. The diagram also shows the correct way to connect it in a 6 volt positive ground system.

*See "To verify" page 9*







## Don Rayta's Monthly Mini-Feature

Phil Drake of Newport, Vermont

Hi Don,

Thanks for asking about my car. It's a 1932 Chevy 2-door Sedan Street Rod. I have wanted a street rod since I was 16 and last year at age 68 I finally purchased one. So, I say, don't give up on your dreams, they can still come true.

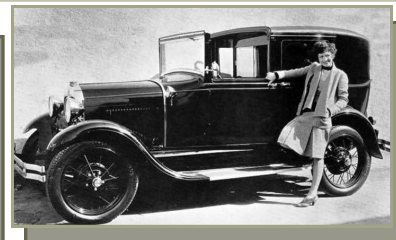
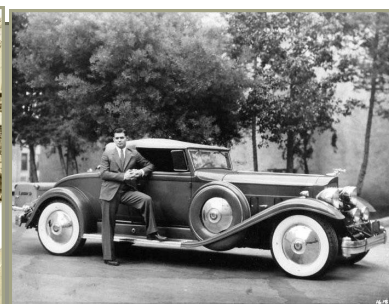
My car began it's history as a street rod 10 to 15 years ago in Connecticut when someone cut 4 inches off the top. It made it's way to Saratoga, NY when it was purchased by Fred

Myres who installed the 283 engine with a 350 auto transmission. He also added a drop front axle with Chevy disc brakes, all new dash gauges, new glass and painted it (Plum Crazy) purple.

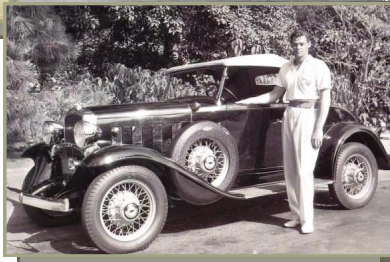
I saw it the first time when Fred brought it to sell at the Northeast Street Rod National Show Essex Jct. last summer. A gent from Orange, New Hampshire by the name of Stuart Bean bought it from Fred and two weeks later it was in my driveway. My dream completed.

I have had a lot of fun continuing it's history as a street rod. I have added 6-way power seats and seat belts from a Saab. I also added a neutral start safety switch, electronic ignition, a third brake light, electric wipers and interior panels on the doors etc. There has also been a lot of 'tweeking' to get things the way I like them....

This car may have lost it's 'Classic' name but it still looks Classy with full fenders, closed hood and privacy glass for the rear windows. Thank you Don for letting me Brag.

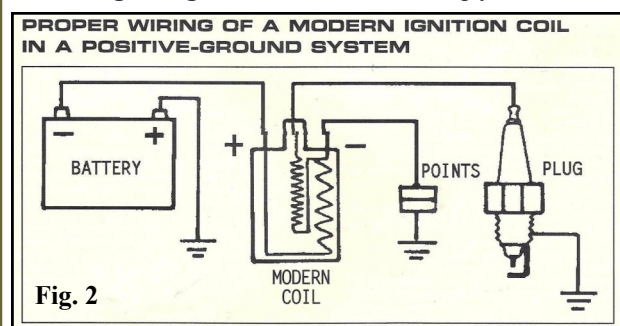


"Stars and Their Cars" sent in by Joe Kailin. Above starting on left is Jean Harlow with her Caddy then Fatty Arbuckle and his 1919 Pierce Arrow. Next is Clark Gable with his 32 Packard. Then Joan Crawford and her 29 Ford Town Car. To the right is Johnny Weissmuller with his 32 Chevy and Babe Ruth with his 26 Auburn then Again Joan Crawford this time in her 33 Ford.

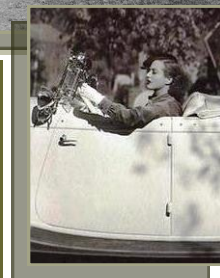


From page 8

**To verify the correctness**, I did an experiment on the work bench. I wired up a battery, coil and spark plug as in the diagram and used an analog voltmeter to determine the polarity of the voltage at the spark plug. Sure enough, it was negative. The experiment was then repeated using the old coil with the "Dist" terminal connected to the points and the "Bat" terminal connected to the battery. Once again, the spark plug voltage was negative. **This confirms to me that the wiring in Fig. 2 is correct.** Interestingly, I have driven my '29 Plymouth for about 10 years with the wiring



backward. Now it runs just fine with the correct wiring. The excuse for getting it wrong to start with is my paying attention to the + and - signs on the coil. The obvious choice is to connect the - coil terminal to the negative battery terminal. The only problem is that it is slightly wrong. **The only thing the + and - signs tell you is that the - terminal is the common terminal for the primary and secondary coil windings, as shown in Fig. 2.** From this point we could talk about what goes on inside the coil but that's another subject. For now, just be glad it works.





# THE SUMMER NO LAWNS WERE MOWED

PART 4 by Gary Olney



Vin Cassidy finishes loading the truck for the trip to Ok, Neb and Hershey, PA.

On the 29th, following the Erslands, with the International chassis in tow, we all headed north to Greenwood, Nebraska to the Homer Edmiston auction. Vin had been salivating over this auction for months! It was a good one – somewhat reminiscent of the A.K. Miller auction, but without any Stutzes. There were 15-20 cars (4 restored), a couple in the teens with the rest earlier. The quantity of parts was just phenomenal! There were hundreds of wheels, rims and lock rings. There were engines, including several 1 cylinder and 4 cylinder Cadillacs, as well as rear ends and transmissions.



Vin Cassidy's space at Hershey, with a good share of it coming from the auction in Nebraska.

The last car adventure of 2011 began September 26th. This was a trip two-thirds of the way across the country and through a dozen states in a dump truck! VAE member, Vin Cassidy of Rowley, MA had invited me to go, along with his friend, Charlie Franklin. Traveling several thousand miles in a dump truck doesn't sound like any fun. But the truck, a diesel, automatic transmission Hino (built by Toyota) was actually quite comfortable.

The initial destination was Chickasha, OK to deliver a '32 Ford 3 window coupe. We arrived in Chickasha on September 28th at Mike and Susie Ersland's. They run the pre-war swap meet there each March. (A long way from the Northeast but well worth it for pre-war car lovers.) We unloaded the '32 Ford (to be shipped to Australia) and helped Mike and Ryan Ersland load, with a large fork lift, a VERY heavy International truck chassis (circa 1920) on their trailer to deliver to Virginia.

There were early body sections, top bows, hoods, fenders, radiators, tires and steering wheels. There were hundreds of brass lights, bulb horns, early hubcaps, motometers, literature, license plates and carburetors. Speaking of carburetors, there was one Vin was interested in. He didn't get it and the guy who did later said "That's a \$5000 carburetor for my Mercer", for which he paid a small fraction of that!

Bidders were from all over, as far away as Australia. I counted 3 different Canadian provinces and 22 different state license plates, including Vermont. VAE members

Tom and Sandy Pierce were there as well as Bill Erskine. Bill had been there awhile, helping organize the auction, and brought home one of the cars. (A Brush, I believe.)

There was so much stuff, it didn't seem possible to sell it all in one day! They did it by running two auctions simultaneously. This meant Vin was running back and forth from one auction to the other all day long. It was dusk before they finished. Meanwhile, Vin's helpers were loading the dump truck and trailer.

Charlie, who had gathered up some 2x4s, some used nails found in one of the barns, and a saw found lying in the grass, was busy making sideboards for the trailer. It was well past dark before we were loaded.

Now it was on to Hershey, after one more stop in Iowa, where Vin bought a lot of Flanners parts (a Studebaker relative). We arrived in Hershey October 4 and left October 8th. Hershey is Hershey. It's fabulous! If you've never been, you MUST go! Thanks, Vin, for a fabulous road trip!

It's now mid-March, snow (what little we've had) is rapidly leaving and before we know it, it'll be time to mow the lawns again. This year I'll be around to mow them. Nancy says so!



At the Homer Edmiston auction in Nebraska.



The Cassidy Gang; with truck and trailer loaded and ready to leave Hershey





<b>Treasurer's Report - March 9, 2012</b>		<b>Dick Wheatley-Tresurer</b>	
<b>Vermont Automobile Enthusiasts, Inc.</b>			
MONEY MARKET - balance February 12, 2012		\$ 148,622.30	
add: February interest income			67.23
less: transfer to checking account			(30,000.00)
Balance March 9, 2012			118,689.53
<b>GENERAL CHECKING - balance February 12, 2012</b>		\$ 1,292.84	
Deposits			
Member dues			300.00
Stowe sponsors			1,850.00
Transfer from money market account			30,000.00
Total receipts			32,150.00
Disbursements			
5268	Commodore's Inn - Stowe meeting room		150.00
5269	VAAS - balance of 2012 budgeted support		28,500.00
5270	Winooski Press, LLC - Apprec. Dinner invitatons		225.78
5271	Mace Engravers - Stowe award 2011		17.66
5272	Rachel C. Smith - Stowe on line registration		195.00
5273	University of Vermont - roster printing		536.56
5274	Stowe Area Association - dues		51.15
5275	Xpress - Stowe printing		63.60
Total disbursements			29,739.75
Balance -March 9, 2012			3,703.09
Total VAE accounts			\$ 122,392.62
<b>Vermont Antique Automobile Society, Inc.</b>			
MONEY MARKET ACCOUNT			
Deposit to establish			\$ 28,500.00
CHECKING ACCOUNT - February 12, 2012		\$ 3,187.27	
Disbursements -			
226	L. Brown & Sons, Inc. - March WT		1,028.90
Balance - March 9, 2012			2,158.37
Total VAAS accounts			\$ 30,658.37
<b>Restricted Funds</b>		Scholarship Fund	Long-range Fund
Balance - March 9, 2012		\$ 4,315	\$ 1,100



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## Minutes of February Stowe Committee Meeting February, 15, 2012

The Stowe Planning Committee met at 7:00 p.m., Wednesday February 15, 2012 in the conference room of the Commodores Inn in Stowe.

The meeting was called to order by chairman Bob Chase.

1. General Information: Wendell Noble mentioned that he had met with the director of the American Precision Museum in Windsor and she had suggested that they may wish to have a booth or table at the Stowe show. Bob Chase and Duane Leach agreed that space could be made available and it would be desirable to have the museum represented at the show.

2. Sponsorship: Bob Chase stated that \$2,900 had been received so far and that AAA would not be a sponsor this year. Cooperative Insurance, Riverside Tractor, Des Groseilliers Funeral Home and Stowe Mountain Resort have agreed to sponsor. It was agreed to pursue Costco as a possible replacement for AAA.

3. Publicity: Chris Barbieri presented a complete written report showing intended expenditures for print media (\$2,950) and broadcast media (\$5,450). He also listed expectations for no cost on-air opportunities.

4. Special events & Vermont Crafters: A Bugatti owners club has contacted chairman Chase with a request that they be able to display their cars as a group. There was consensus that this should be done and will in fact be an asset to the show which should be included on the brochure.

Andy Barnett and Duane Leach will pursue contact with a "tuners" group about participating in a special event on Sunday.

Hal Boardman reported that there have been enough verbal commitments to insure that the Vermont Crafters tent is filled. He will set a date for receipt of user fees at the rate of \$60 each

5. Brochure Preparation: Bill Sander handed around a first draft proof of the brochure for critique. A mention of the Bugatti display will be added. Bill also had a first proof of the poster. He will add mention of the gate admission fee. Some layout modifications were also suggested.

6. Proofs for awards: Proofs were handed around for inspection.

7. On Line Registration: Heather Maclay showed what a printed receipt for on-line registration available from the web site would look like. Registration will be available by late February.

8. Clothing: Andy Barnett now has catalogs available. The following orders were agreed upon:

Judges; Mesh hats in orange with black lettering

Committee; Same hats as before (60 gray)

Registration Volunteers; 45 polo shirts, dark green cotton.

Sale shirts; Andy will check with Julie Greenia for requirements

Aprons; Denim with two pockets

Andy will check on a price for children's size hats and umbrellas.

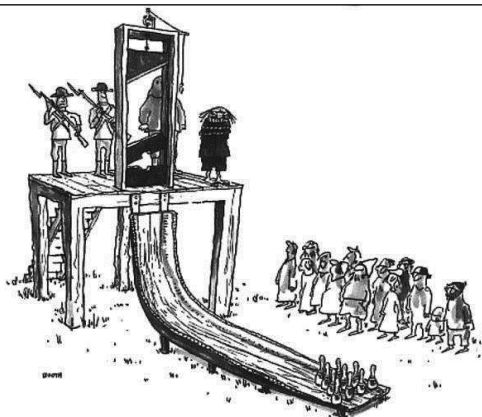
9. Show Department Comments: no new reports

10. Volunteer Appreciation Dinner: Bob Chase announced that the dinner will be on May 6 at the Commodores Inn. Arrival time is 12:00 with dinner at 1:00. Bill Sander will send out invitations in the middle of March.

11. Other Business: Gael Boardman suggested including questionnaires in the registration packets. He has proposed a set of questions for inclusion. Duane Leach proposed placing suggestion boxes on the field which he will make.

The next meeting will be March 21. The meeting was adjourned at 9:00.

Respectfully submitted; Wendell Noble, Acting secretary



**No matter what your job, you can always make it more interesting.**

### **CLUNKER MATH...**Sent in by Bill Billado

The person who calculated this bit of information is now and has been a professor at the University of West Virginia in Morgantown for the last forty some years.

A clunker that travels 12,000 miles a year at 15 mpg uses 800 gallons of gas a year.

A vehicle that travels 12,000 miles a year at 25 mpg uses 480 gallons of gas a year.

So, the average Cash for Clunkers transaction will reduce gasoline consumption by 320 gallons per year.

The government claims 700,000 clunkers have been replaced so that's 224 million gallons saved per year.

That equates to a bit over 5 million barrels of oil.

5 million barrels is about 5 hours worth of US consumption.

More importantly, 5 million barrels of oil at \$70 per barrel costs about \$350 million dollars.

So, the government paid \$3 billion of our tax dollars to save \$350 million.

We spent \$8.57 for every \$1.00 we saved.

But I'm pretty sure they will do a better job with our health care.





**The Scene in 1929**

**\*\*\*\*In May for the VAE\*\*\*\***

## **Things You Should Know About the Lake Champlain Bridge Dedication and Celebration May 19-20, 2012 at Crown Point, NY and West Addison, Vt.**

VAE members and guests planning on attending the May celebration of the new bridge's completion and opening will be part of a nearly 18 month effort in the planning and staging. Not only will it be VAE's official monthly meet, but it will be a historic event on several levels. When the dates arrive, the local citizens group, known as the Lake Champlain Bridge Community, will have expended hundreds of hours spearheading the planning for the celebration whose main objective is the

restoration of commerce and trade between the two states while highlighting the historic and recreational values built on tourism. The Crown Point Campground operated by the State of New York is adjacent to the area we will be occupying near the sites of the old French and British forts.

**The area is of significant historical value in the early history and founding of our country. We will walk the grounds rich in the early history of the American Revolution with Vermonters Seth Warner and Ethan Allen, and British General "Gentleman Johnnie" Burgoyne etched on history's pages. The strategic location of two forts built by competing European nations on a narrow point on the southern end of Lake Champlain provided the occupying nation strategic control of the north-south waterway.**

VAE members venturing to Crown Point for our May Meet will park their vintage vehicles in the shadow of the remains of the old Fort Crown Point, built starting in 1759. Our location will provide another plus for the photo taking camera buff as we will be in close proximity to the lake itself with an outstanding view of the handsome new bridge, designed to reflect the mirage of the former bridge dedicated on August 26, 1929.

**In fact, the designer of the new bridge is an area resident by the name of Ted Zoli.**

When the state of New York sought community input of the design and engineering, residents pleaded for and won the inclusion of lighted sidewalks on adjacent travel lanes of the new bridge. So, if you have time and energy, you may want to add that to your "bucket list" while gaining some healthy exercise on two very noteworthy days: May 19 and 20. **Information on overnight accommodations will be sent via email or posted on our website:**

**www.vtauto.org shortly.** Otherwise you can check out three chambers of commerce servicing the area: **www.addisoncounty.com** or

**www.chamberinfo@ticonderogany.com, and middleburychamber-sam@gmail.com.**

*See you in May at the Bridge! Fred Cook*



Above, the center span completed and making it's way on barges to be joined with the bridge

**\*\*\*\* In June for the VAE\*\*\*\***



Mark your calendar!

**VAE Birthplace of Vermont Tour  
Historic Windsor county. June 22 - 24**

**Friday June 22,** travel to Windsor and brief sightseeing tour of Woodstock

**Saturday June 23,** tour Windsor area and visit the American Precision Museum, car collections, restoration shop and historic sights.

**Sunday June 24,** brief sightseeing tour of Weston and return travel home

Accommodation reservations may be made at the Castle Hill Resort & Spa in Ludlow.

Call them at (802) 226-7361 and mention the VAE tour.

Pictured left is the American Precision Museum

# Wheel Tracks Classified

**For Sale...** 1989 Chrysler GTC Turbo convertible. This is the top of the Mopar convertible with a Turbo II original factory engine and Getrag 5 speed transmission. All original southern car with totally rust free body. Red outside and gray leather inside. Never seen snow, 97,000 pampered miles. \$4950 OBO

**FOR SALE...** 1920's / 30's Chevrolet folding wooden yardstick. In mint condition. One side reads "Costs Less To Buy Chevrolet [ Logo ], Less Operating Cost [ Logo ], Collect Dividend When You Trade". Other side reads "Fulton Chevrolet Company, Brookville, PA., Phone 484" This is a unique piece of Chevy memorabilia. \$15. Original letter from DeSoto General Sales Mgr. J.B. Wagstaff to all dealers dated April 5, 1938 about how to follow up with new DeSoto owners and how to develop new sales leads. Two pages on Desoto Division letterhead. \$12.

**FOR SALE...** Sales Literature: Dodge Rampage 1982, full color, 8 pages, vg \$15; Dodge 1950, full color, large, all models, 8 pages good, \$15, Dodge all models, 1967, full color, 12 pages, excellent \$20. Chrysler/Plymouth/Dodge 1976 Shop Manual, 2 volumes, mint original. \$35. Call Chris Barbieri, 802-223 - 3104 cgeeb99@gmail.com 5/12

**Wanted...** My name is Kate Karcz and I would like to rent a classic/vintage truck to be used for photos and as a prop for my Farmer's Market themed wedding. I wouldn't need to drive it at all, just have it at the wedding location for the day. My wedding is going to be in Barre on Saturday June 30th. Please email kj.karcz@ymail.com or call 860-681-2160 5/12

**For Sale...** Leer Cap for a 1982 El Camino. I believe it fits 1978 to 1985...good condition. \$150...email grandpgny@aol.com or call 631-261-5011...Ed Gradel, Centerport, N.Y.

**For Sale...** Model A Ford parts. Frames, engines, radiators, gas tanks and more.

**For Sale...** 1930 model A Ford Pickup now under restoration. Call Wendell Noble 802-893-2232 Milton, Vermont 5/12



**For Sale...** 1947 Hudson 'Big Boy' pickup. Wheel Tracks feature car this month. Call Merv Wells, 802-426-3375 6/12

## Stuff For Sale...

1. Pair of 1951-52 Ford head intakes. \$50
2. Three good 6-hole 19-inch 1931 Chevy wheels & 2 hub caps. \$60
3. One drum Maxwell headlight lens. \$50
4. One Dodge Brothers drum headlight lens. \$40
5. 2 of drum Overland headlights & 2 lenses. \$50
6. 7 good Michigan plates. 1941-51. Three different colors. \$125/set

Seeking Vermont license plates with sticker, 2012. can be from truck or car. Call Marvin Ball 802-425-3529 6/12

**Wanted....** My daughter has always dreamed of having a Rolls Royce as her "limo" on her wedding day. Her special day is Sunday, 9/02/12 - yes, Labor Day week-end. We would need the car for a very short trip - from All Souls Interfaith Gathering on Bostwick Farm Road in Shelburne to the Sunset Ballroom in South Burlington. It would mean the world to her dad and I if we could surprise our daughter by granting her wish on her wedding day. Thanks! Linda Whalen 802-862-7784 whalen153@aol.com 5/12

**For sale...** I have two new motors for sale. One is a 3 HP Tecumseh for 25.00 and the other is a 16 HP v-twin Vanguard Briggs & Stratton tapered shaft for \$300. **Newly added...** 4 new tire tubes 525/550-17-18. best offer takes them. Please call Duane 802 849-6174 6/12

Dearest Editor... The fellow that makes our name tags told me it has been a year since any were ordered.

Perhaps no one knows they are available! \$7.00 covers mailing and badge. Checks payable to Phyllis Skinner Box 208 Northfield Falls Vt. 05664-0208

"Slim" Skinner 5/12

**For Sale...** Home. abt 1 acre in South Hero, VT, raised ranch corner lot. Paved roads. 5 min from I 89. 3 Br 2 ½ bath. Open floor plan, large deck, fenced yard, 5 car garage, (2 heated bays) shop space, central air upper level. Finished basement. Lake and mountain views. Close to boat launch, State Park, fishing. \$400,000. No Brokers, Principals only. Gene Fodor 802-372-9146 or crownwheel@comcast.net 5/12



**For Sale...** 1927 Studebaker, 7 pass touring, 6 cyl. 55HP, solid, unique, nearly original, runs well, driven frequently. Lots of extras. \$10K. Call Dave Maunsell

**For sale...** New, old stock 1928 model A camshaft. This is a five-bearing camshaft specific to 1928, but also fits 1929 through 1931 Model A's which had 3 bearings. \$325 + S&H.

Leo Laferriere, 802-496-2515. 249 East Road, Waitsfield, VT. 05673 5/12

**For Sale...** 1932 Essex Terraplane, original, running. \$13,000 Call Pierre Pepin, Colchester, VT. 802-878-5748

**For Sale...** 2001 Subaru Legacy L, \$3,350 negotiable. 5 speed, 144k miles. Quite nice shape. Call Joanna Conti 802-244-8375 leave message. 5/12

**For Sale...** Many parts for a 55 Ford Station wagon. Bumper, front seat, auto transmission and Much more. Call Carroll Bean in Bradford, VT. 802-222-4436 5/12

**For Sale...** Civil War Cannon, parade ready. 4 ft. long, 42 in wheel, 2.5 in bore, made by Dixie Gunworks Co. can be fired. \$2500 or trade. Call John Lavalley 802-849-6200 or jl6200@yahoo.com



**For Sale....** 1952 Dodge Coronet Convertible, 6 cyl, semi auto Transmission, radio, heater, clock, new turquoise paint, reupholstered, wide whites, complete and running. \$15,950 Call Bob Fuerderer, Surry, NH 603/352/3005 5/12



**Wanted...1909 Vermont Dealer Plate.** Call Gael Boardman 802-899-2260 Underhill, Vermont 5/12

**For Sale..** 1955 Buick Roadmaster Convertible. Complete except for radiator. Needs complete restoration. \$2500, call Pierre Pepin





New.....from Wheel Tracks

## The VAE



### Yellow(ed) Pages

All new listings will be in Wheel Tracks each month before they are transferred to our website.

**College, Automotive:**

**Collision, Towing & Mechanical:**

**Engines:**

**Glass:**

**Insurance:**

American Collectors Insurance

Cherry Hill, NJ 800-360-2277 (*Charlie Thompson*)

**Mechanic:**

**Machine Shop:**

**Metal Restoration:**

**Photography:**

**Printing:**

**Restorations:**

**Sand/Soda Blasting:**

**Small Tool Repair:**

**Transmission Repair:**

Bob's Transmission

Rt.14 S. Barre, VT 877-476-6366 (*Bob Guinn*)

**Transportation, car hauling:**

**Upholstery:**

**Welding:**

### Additional Classifieds....

**Cars and Parts For Sale...** Downsizing. I am selling my shop and downsizing my collection . I have approximately 20 Mercedes-Benz parts cars from 190b Pontons , Heckflosse, and 114, 115, 108 series cars. Many loose parts – engines, transmissions, axles etc. From the collection of Mercedes cars I drive, I am selling : 1992 300SL red, all top cylinders refurbished last year, a great driver asking \$7995 OBO; 1971 250C southern car , cranberry red exterior, black tex, automatic \$6995 OBO. Come for a visit, see what you must take home. Call Bill Coon 1052 Ireland Road Starksboro, Vermont 05487 phone 802 453-2684. coonvt@gmail.com.

5/12

### \*\*\*A great Idea from Joe Kaelin\*\*\*

**We would publish the contact information of  
VAE Members  
on our Stowe Show Web Page  
who would be willing to host an out- of- towners  
for the Stowe Show.**

**Good Idea???**

**Send your contact info to the wheel Tracks**



Fred Cook With Birthday Girl, Doris Bailey  
"Happy Birthday Doris"

# Become a Member Of VAE

## For Only \$30.00

**Contact: Christina McCaffrey (Member Secretary)**

**89 Ledge Road**

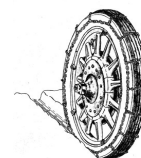
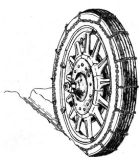
**Burlington, Vermont 05401-4140**

**Or**

**Go to vtauto.org**

**And click onto**

**"Join VAE"**



## VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

**Christina McCaffrey**

Membership Secretary

**89 Ledge Road**

**Burlington, VT 05401-4140**



1990 President Bill Dexter and Mary Jane Dexter  
In Beebe Plain, Quebec, 1991

April 2012



## VAE Calendar of Events.....

**vtauto.org....A Great Website**



### April

1st....Sunday 2PM **VAE Board Meeting** at the Whitney Hill Homestead in Williston. All members are welcome

13th...Friday. Meet at Cold Hollow Career Center @ 9AM, VAE Garage Tour in Northern Vermont afterwards.

12th-15th...Pigeon Forge Car Show (Spring Rod Run) Pigeon Forge, Tennessee. **Contact 866-896-2950**

18th...Wednesday at 7PM. Stowe Show planning meeting at Commodores Inn on Rt. 100 Stowe. **Contact Bob, [rccwrn@pshift.com](mailto:rccwrn@pshift.com)**

22nd...Sunday 8AM to 1PM 42nd Annual Swap meet and Car Show at the airport in Fitchburg, Massachusetts

### May

6th...Sunday @ 1PM Appreciation Dinner at the Commodore's Inn, Stowe Vermont

16th...Wednesday at 7PM. Stowe Show planning meeting at Commodores Inn on Rt. 100 Stowe. **Contact Bob, [rccwrn@pshift.com](mailto:rccwrn@pshift.com)**

19th-20th...Sat. & Sunday. Crown Point, New York. See details page 13. **Contact Fred Cook 802-223-2933**

### June

Details Later...VAE Tour to Central Vermont

17th...Sunday 10AM to 3PM...White Mtn. Cruisers Car Show, Bradford, VT. **Contact Carroll Bean 802-222-4436**

20th...Wednesday at 7PM. Stowe Show planning meeting at Commodores Inn on Rt. 100 Stowe. **Contact Bob, [rccwrn@pshift.com](mailto:rccwrn@pshift.com)**

### July

2nd.....Monday 7PM **VAE Board Meeting** at the Whitney Hill Homestead in Williston. All members are welcome.

16th-20th....Model T Ford Club International gathering in Rutland **[www.modelt.org/](http://www.modelt.org/)**

21st & 22nd...Sat. & Sunday. VAE University Mall Display in Burlington, Vermont

### August

★ ★ 10th -12th....Antique & Classic Car Meet, Stowe, Vermont ★ ★

### September

### October

1st...Monday 7PM **VAE Board Meeting** at the Whitney Hill Homestead in Williston. All members are welcome.