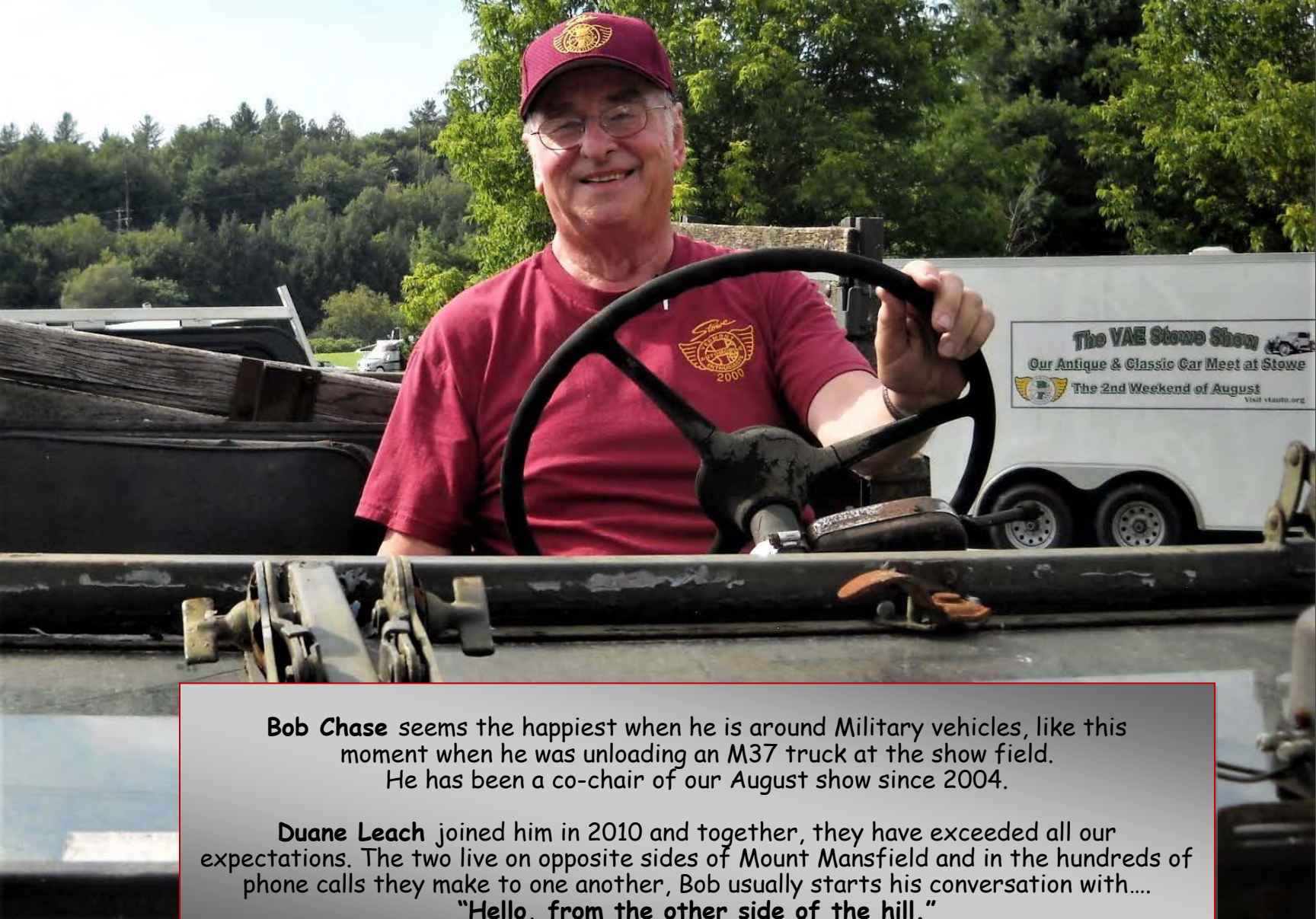




April 2019 Year 66 #4

Wheel Tracks



Bob Chase seems the happiest when he is around Military vehicles, like this moment when he was unloading an M37 truck at the show field. He has been a co-chair of our August show since 2004.

Duane Leach joined him in 2010 and together, they have exceeded all our expectations. The two live on opposite sides of Mount Mansfield and in the hundreds of phone calls they make to one another, Bob usually starts his conversation with....
"Hello, from the other side of the hill."

The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR PRESIDENT, JAN SANDER

Well, as I am writing this month's message, it is the beginning of March, and neither the view from my window nor my thoughts are in April! I am trying to convince myself that warmer weather, with top down driving, really is in my near future.



About the airplane. A fellow club member asked me a few weeks ago, "You guys have an airplane now?" Nope, we do not have an airplane. The beautiful plane in this photo belongs to long time VAE friend, Shirley Chevalier. Shirley took the photo last August at our Wings and Wheels event at the Swanton Airport. Quite a few years ago, the VAE participated in the first Wings and Wheels event, also held at the Swanton airport. Shirley was instrumental in organizing that first Wings and Wheels. She is still flying the same Champ, now beautifully restored.

Since we aren't driving our cars this time of year, it gives us time to think about old cars. The last couple of days I found myself thinking about 2 cars from long ago when I was growing up in the Buffalo, NY area. Although I never knew who owned these cars, they both had an impact on my life. The first car is a black MG, most likely a TC. The first moment that I saw this car, it was a life changing event. I was 10 years old, and I was riding my bike down a quiet side street when my attention was caught by a deep, throaty exhaust sound. Turning to look, I saw a sleek, drop dead gorgeous black sports car with tall wire wheels round the corner. It continued down the block and turned at the next corner. Out of sight, but never out of mind. I was so enthralled that I forgot to pedal, and I fell off my bike. I sat there mesmerized in the street, watching that car. I had no idea what that car was, but I was determined that when I grew up, I was going to own one of those. With no internet or Google in those days, it took me quite some time to identify the mystery vehicle as an MGTC. My nearly life long love of MGs was born after that chance encounter.

The other mystery car of my growing up years was a light green four door Pierce Arrow sedan circa 1930. I would see this car only occasionally, and always at a distance, as it drove the streets of the north side of Buffalo. It was always driven by a man, possibly a chauffeur, with an older woman sitting in the back seat. Pierce Arrow was a Buffalo company, with a factory and offices on Elmwood Avenue, at the corner of Great Arrow Avenue in the city's north west side. Today, there is a Pierce Arrow museum on Michigan Avenue in lower downtown Buffalo. The original 34-acre Pierce Arrow complex is now an historic district and its refurbished main building houses offices. For many years it was a shabby run-down warehouse before being abandoned to urban blight. My grandfather had worked at the factory doing custom woodwork until the company went out of business in 1938. So, I had an interest in Pierce Arrow automobiles. The phantom Pierce was the only one that I had ever seen in real life. I was drawn to its tall, boxy lines and those tall headlights sculpted out of the fenders. I have always wondered about that car and its owner. At the time, it was just an old, outdated luxury car. Its contemporaries had long ago been traded in for newer cars.

Continued on page 3

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Wheel Tracks printer-
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 1954 Rod Rice
 1955 Rod Rice
 1956 Walter Jones
 1957 Walter Jones
 1958 Lloyd Davis
 1959 James Mc Glaflin
 Dale Lake
 1960 Bob Jones
 1961 Charles Arnholm
 1962 Robert Slade
 1963 Don Brown
 1964 Richard Evans
 1965 Willis Spaulding
 1966 Wesley Pope
 1967 Bill Young
 1968 Leo Laferriere
 1969 Adrian West
 1970 Chuck Haynes
 1971 Lloyd Davis
 1972 Wayne Martin
 1973 Larry Johnson
 1974 Tom McHugh
 1975 Rod Dolliver
 1976 Bob Gioria
 1977 Alden Chapman
 1978 Richard Turner
 1979 Genevieve Morgan
 1980 Al Ward
 1981 Russ Snow
 1982 John F. Gray
 1983 Mike Hayden
 1984 Bob Groves
 1985 Dave Gonyon
 1986 Peter Crosby
 1987 Bonnie Groves
 1988 Tom MacLay
 1989 Tom McHugh
 1990 Bill Dexter
 1991 Avery Hall
 1992 Jan Sander
 1993 Bob Jones
 1994 Bill Fagan
 1995 Frank Mazur
 1996 Don Rayta
 1997 Bill Sander
 1998 Bill Erskine
 1999 Joe Paradis
 2000 Mary Mazur
 2001 Fred Cook
 2002 James Willett
 2003 Gael Boardman
 2004 Ray Tomlinson
 2005 Conception Conti
 2006 Bob Chase
 2007 Andy Barnett
 2008 Nancy Willett
 2009 Gene Fodor
 2010 Don Rayta
 2011 Wendell Noble
 2012 Dave Sander
 2013 Jim Sears
 2014 Robert Lalancette
 2015 Dan Noyes
 2016 Dan Noyes
 2017 Dave Stone
 2018 Dave Stone
 2019 Jan Sander

FROM YOUR EDITOR... GARY FISKE



Happy 2019 Spring to you all,

In truth, I will need at least another month and a half of winter, if I am going to come close to finishing two shop projects, I have going. Although this is Vermont, we will see what mother-nature has for us.

I have a little change that I need to make. I hope my words come close to describing the journey that has brought me to this decision.

Starting this April, Wheel Tracks will look a bit different. There will be no in-depth feature, front page vehicle and instead of 16 pages, there will be 12 pages.

It is hard to describe the investment I have in this "newsletter". I had no idea, when I started in January of 2011, it would grow to what you see today. I love putting it together but it sure laps up some time.

A VAE friend asked me one time, what I would do when the time came that I wanted to pass this editor job on. My reply was, I would go out the way I came in..... Ask for help and decrease the page number until a new editor could see themselves doing this job.

I have no plan to resign as editor, I just need to bring it down to a more manageable task. The 5 to 7 days each month has become just too much.

I have asked for help before and here it is again.....

Is there anyone out there who would like to take over the four pages that I am dropping? That can include a monthly featured vehicle or any other choice you would like to try. The club will pay the \$100 for the software and I will stay with you until you are comfortable using it.

This has been a very hard decision for me. It is also a decision, now that I have written the above, is the correct one. My hope is, there is someone who would like to co-edit Wheel Tracks with me. We will see.

From page 2, Jan's column.....

This was the 1950's. So, I wondered, was this car's owner an older widow who just preferred her old car, or was this a family, who had lost their money, but clung to their former vestige of wealth - a beautiful Pierce Arrow, and their chauffeur, who probably was also the gardener, handyman, and caretaker? There must have been a story behind the green Pierce Arrow and its elderly passenger as they glided down those streets years ago.

Fast forward to the present century. On a cold, blustery winter's day, I'm reminiscing about 2 cars that made a big impression on me some 60 plus years ago. Yup, I grew up and got my MGTC, two of them in fact, along with a TD, TF, MGA and an MGB! And a red/maroon 1929 Pierce Arrow 4 door sedan!

**Membership
Only \$30**

\$50 for 2 years

**Wheel Tracks
Monthly deadline to
the editor is the
5th of each month**

Contact Us At...

vaeinfo@gmail.com

**Or
Our Website at
vtauto.org**

**"How to be
a member"**

***Go to vtauto.org**

***Click "Join VAE"**

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If you want your
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vtauto.org then to our
Member Only Page.

The new issue can
usually be found
there, around the 25th
of the month

Wheel Tracks
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electronically for the
public, and for the
VAE membership.
The VAE is a 501c3
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"The Softer Side"

A Column Shared by Anne Pierce (Left), Judy Boardman (Center) & Nancy Olney (Right)

Anne was unavailable this month for her column, so instead, we have gone back in the Wheel Tracks archives to the 1980s. Enjoys.....

Al Ward's 1982 "25th Anniversary Milestone" Poem.

Some 25 years ago at a lovely place called Stowe
Stood five old cars pushed all in a row.
The occasion of which was a picnic, I 'm told.
And started the VAE as a club to take hold.

Each year we have prospered under super direction
Now each gathering held in close perfection.
Our meets take place in august as we all know
And features flea markets and a wonder show.

The town is jam packed with enthusiasts galore
Who arrive from Canada and the New England shore.
They keep coming back year after year
To take part in the show and give us a cheer.

Who would have thought that from such a small start
This club would have grown and we all could take part.
In putting on tours and sponsoring meets
Or just milling around while munching on sweets.

Over the years, the scenes have change
The designs of the cars have greatly ranged.
At first they were mostly all in the teens
But now it's the fifties and in-be-tweens.

The success of our club is due in part
To those dedicated few who gave it a start.
And also to those who have carried on,
Through there 25 years we look back upon.

And now on the anniversary of our very small start
It give us great pleasure and comes from the heart
To thank all those who through these glorious years
Are most deserving and have earned these three cheers.

Cheer, cheer, cheer!

1980 Glidden Tour with, 1929 Silver Annie "She's not much to look at" by Cliff French

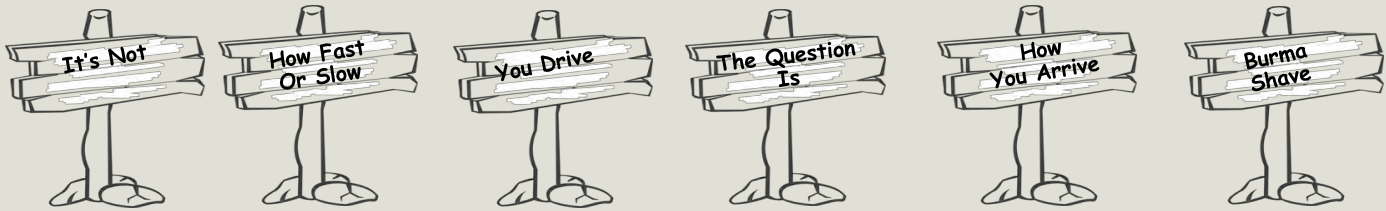
After being on the 1968 Glidden Tour in Pocono, Penn., I wanted to go again in 1980 in the White Mountains. I pulled the motor out, and out of 4 motors, took the best of each and made a motor that sounds like a bucket of bolts. This motor runs nice and uses no oil. With a 1927 Marvel brass carburetor, I get 14 miles to a gallon of gas.

I was accepted on the 1980 Tour with number 67 out of 341.

Esther and I left Bradford in the rain, September 14th, arriving in Brenton Woods at the Mt. Washington House about 3:30PM. We were to stay across the road at the Bretton Woods Motor Inn. We spent the rest of the day visiting and admiring the other many cars arriving, coming from across the United States and Canada.

Editor's notes.... Taken from the 1981 Spring issue of Wheel Tracks. Cliff's column goes on describing their eight days on the tour. We do not have the room to print the complete article but if you make a request, we will mail it to you. See editor info on page 2. Cliff ends his column with this.....

When I saw and heard about the many fine cars that threw rods, clutches and rear ends, to name a few, it made me feel good that Silver Anne made the 775 miles and the only problem was a leaky manifold gasket.



WORDS

Track T: Model T roadster built in the style of a dirt track race car.

Uncorked: Running without mufflers



A mom texts, "Hi! Son, what does
IDK, LY, & TTYL mean?"
He texts back, "I Don't Know, Love You, &
Talk To You Later."
The mom texts him, "It's ok, don't worry
about it. I'll ask your sister, love you too."

At the doctor's office, Tom was getting a
check up. "I have good news and bad news,"
says the doctor.
"The good news is you have 24 hours left to
live."

Tom replies, "That's the good news?!"
Then the doctor says, "The bad news is I
should have told you that yesterday."

A 3 year old boy sits near a pregnant woman.
Boy: Why do you look so fat?
Pregnant woman: I have a baby inside me.
Boy: Is it a good baby?
Pregnant woman: Yes, it is a very good baby.
Boy: Then why did you eat it?!

You are on a horse, galloping at a constant
speed.
On your right side is a sharp drop off, and on
your left side is an elephant traveling at the
same speed as you.
Directly in front of you is another galloping
horse but your horse is unable to overtake it.
Behind you is a lion running at the same speed
as you and the horse in front of you.
What must you do to safely get out of this
highly dangerous situation?
Get your drunk ass off the merry-go-round!



Wheel Tracks Academy

Grace Under Pressure
from Wendell Noble

I've learned some important things about engine compression
testers recently. This I write with all the technical authority of
someone who's just figured it out.

A compression tester is used to measure the compression pressure in an engine cylinder.
The measurement can determine if there is a problem with compression, in which
cylinders and help identify why. The process is pretty simple. Remove the spark plugs,
connect the tester to a spark plug hole and crank the starter a few cranks until there is a
steady reading on the dial. Then repeat the procedure for the other cylinders.

If all is well, all cylinders will have nearly the same pressure and that pressure will be
equal to atmospheric pressure multiplied by the compression ratio. **If all is not well**, it
may be due to burned valves, worn or broken piston rings or worn cylinder walls.

The tester consists of a pressure gauge with a hose connecting to a fitting which screws
into the spark plug hole. The fitting contains a valve that allows air to flow one way, into
the hose and to the gauge. This is known as a "**Schrader valve**", and it looks exactly
like the one in the valve stem of a tire. Therein lies my first lesson. It's not the same.

One of my two testers just would not work right out of the package. It took me quite a
while to figure out that it was manufactured with a conventional tire Schrader valve.
There is a spring in the valve which holds it closed until it is forced open by mechanical
force or air pressure. The spring must be much weaker in the tester than in a tire valve in
order to open when compression starts. The correct valve is only a dollar or two, if you
can find one. You won't find it by "buying local." That's why we have the internet.



My second lesson came from the fact that I have two testers and
they didn't seem to agree. They look very similar but there is a
subtle but important difference. They both read the pressure in
PSI, but one is **absolute pressure** and the other is "**gauge**"
pressure. Gauge pressure is the amount of pressure above
atmospheric pressure which is about 15 PSI at sea level. When
all the pressure is released in the gauge, its needle goes to zero.
On the absolute pressure gauge the needle drops to 15 PSI when
released. That really matters if you want to quantify the pressure
of a cylinder rather than simply look at cylinder to cylinder
variations. With an antique car like my Model A Ford with a
compression ratio of only 4.22:1, the absolute pressure should
be no more than 4.22 times atmospheric pressure, or 63 PSI. In
that case, give or take 15 PSI makes the difference between
really good and really bad. For me, it was bad enough to
warrant a valve job, cylinder re-bore, new rings and pistons.

The engine runs great now and the gauges are back in
the drawer.



Dave's Garage by Dave Sander



A POSITIVELY GOOD IDEA

Recently I attended a SCCV driving event. Part of their pre-event inspection is verification of a cover for the hot battery terminal. I checked my car a few days before, and realized the positive battery terminal was not covered. I spent a minute thinking of all the possible ways the positive terminal could be accidentally shorted to ground. If nothing else, when working on the car, a wrench or other tool could easily be accidentally dropped, causing a direct short.

The positive terminal is just a few inches from the aluminum A/C lines, the inner fender, and numerous bare nuts and bolts. I can understand the concern, the battery could easily be accidentally shorted out.

I went to the local auto parts store and bought a pair of universal battery terminal covers. I had to cut it a little to make it fit my car. Just for good measure, I used a red zip tie to hold it in place.

I passed the safety check with no issues, they checked to ensure the battery was securely held down, that the hot terminal is covered, the front end was tight, and there was nothing loose on the body of the car.

I have also decided that the hot terminal of all my cars will be covered, as an extra safety measure. The \$5 spent for terminal covers is cheap insurance and piece of mind. These covers can easily and quickly be removed for display on show cars.



Thanks to Duane Leach We had a great tour of "Sargent Metalworks" in Bradford on the 16th of February.

The gathering attracted 30 to 40 VAEers to the world-renowned restoration shop that specializes in exotic French cars. Below is Scott (left) telling us about this Bugatti project which is one of 4 or 5 restorations-in-progress in his shop.

You can see the large, very exacting, body pan in the background they are making from scratch for this car.

Scott wasn't sure of his future plans, many years ago, while in college, although he knew he had to earn some income while there to pay the expenses. One of the ways he earned income, was working on cars and look where that has led!



This Bugatti to the left is an example the comes from the shop. It is not only a national class winner, but it also has world class awards to show for the quality work that comes from Sargent Metalworks in Bradford, Vermont





I tried powder coating recently...Wow! I purchased the kit from Eastwood that comes with a small container of gloss black powder and added a gloss gray and a flat black. I found when I put black on a black surface, without really good lighting, it is hard to know there is proper coverage. One piece did not come out very well, so I decided to bead blast the baked powder off and start over. The garnet beads could hardly touch the covering. I ended up using the largest electric grinder I had with a wire wheel to get the coating off the piece. I have thought powder coating was one of those over-advertised processes, but must admit, it really works.

If you are looking at this picture on the right, in color, you will see some yellow painter's tape a few places on this Bugatti chassis. Scott Sargent gave us a great tour of his restoration shop (you will find more detail on another page). They have a neat trick they use in the shop. When an item is not completed, say they have decided to not tighten down a bolt for some reason, they put a piece of yellow painter's tape on the bolt so they will not forget it later. With five people working in his shop, yellow tape is a must, but I am sure a one-person shop could see its benefits also.



This brass plate (left) was found on one of the vehicles in Scott's shop that was populated with mostly very fast cars.

"RELAX-BUT HURRY"

I wonder if I should put this on my Model T dash?



One more interesting thing from Scott Sargent's shop. Gael Boardman was unable to be at the gathering but asked me to keep an eye out, for the Diamond T pickup that Scott had built, from a fire truck many years ago. Scott had some missing parts that he was able to get from Gael. Above (left) is a picture-of-a-picture, of the 1939 Diamond T 404 Deluxe firetruck. The pickup above is the result, and yes he still has it. It is his pride and joy.



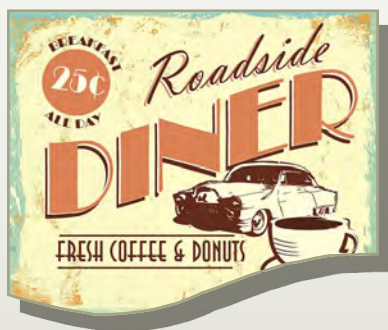
Remember that Model 51 Barrett brake lining machine that was in Wheel Tracks? We have word there might be one for sale, when and if, a VAEer can pull it from behind a couple of centuries of stuff in his garage. Another VAEer has sent pictures of his B-90 model.

A little web search claims in the late 1920s, this firm manufactured metal-working machinery for automotive manufacture, and repair. In the early 1930s the name changed to Stiles-Barrett Co. and then, to Barrett Manufacturing Co. Does anyone have a brake lining story you would share with us?

As you see from the Education-Outreach Committee minutes on page 8, there is some progress on a VAE Bookmobile. There have been two huge gifts to the VAE and a possible "mobile" has been identified. The committee is afraid to announce that we are now accepting paper donations, and then be overwhelmed. We would, very much, like to hear from you if you do have donations. We would, at least, get a sense of what we would be dealing with. Drop any one of us in the committee a note if you would like to find a nice home for your transportation related books, magazines and other paper items. The committee members are listed on page 2.

Is there someone who would like to join the Education Committee in creating 5 static displays for our car shows and other gatherings? Do you have a few items, from you garage, that you could loan us?

We need items related to..... Auto Brakes.... Transmissions..... Starters..... Head Lights.....and Directional Lights. Again, call someone on the committee, if you do.



The Roadside Diner

Oven - Baked Pork Stew



Edi Fiske

1 1/2 lbs. boneless pork, cut into 1-inch cubes
 2 tbs. cooking oil
 3 tbs. all-purpose flour
 1 16-ounce can tomatoes, cut up
 1 clove garlic, minced
 1 bay leaf
 1 tsp. sugar
 1 tsp. instant beef bouillon granules

1/2 tsp dried thyme, crushed
 1/2 tsp. dried oregano, crushed
 1/4 tsp. bottled hot pepper sauce
 4 med. sweet potatoes, peeled and sliced 3/4 inch thick. 4 cups
 1 large onion, cut into wedges
 1 med. green pepper, cut into thin strips
 1 10-oz. package frozen peas, thawed

Oven 350 degrees

In a large skillet brown meat, half at a time, in hot oil. Remove meat from skillet, reserving drippings. Stir flour into drippings. Stir in undrained tomatoes, garlic, bay leaf, sugar, bouillon granules, thyme, oregano, pepper sauce, 1/4 cup water, a d 1/2 tsp. salt. Cook and stir till thickened and bubbly.

In a 3-quart casserole combine meat, sweet potatoes, onion and green pepper. Stir in tomato mixture. Bake, covered in a 350 degree oven about 1 1/2 hours or until meat and vegetables are tender, stirring occasionally. Remove bay leaf. Stir in peas. Bake 5 to 10 minutes more. Serves 6.



Educational and Charitable Outreach Committee Minutes of January 26, 2019

Present: Ed Hilbert, Wendell Noble, Gary Fiske, Don Pierce, Gael Boardman, Tom McHugh and Andy Barnett. The meeting was called to order by chairman Ed Hilbert at 10:15.

Approval of Minutes: On a motion by Wendell Noble, seconded by Gary Fiske, the minutes of the December meeting were accepted.

Financial Report: Don Pierce reported approximate income amounts from recent events: \$159 from the silent auction, \$500 donation from Carl Thompson, \$180 from sale of penetrating oil and \$375 donated in memory of Avery Hall.

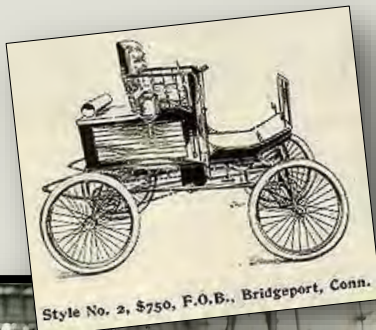
Golden Wrench Award: Ed Hilbert reported letters have gone out to tech instructors, seeking reply by the end of March. He will follow up with an email informing them of our financial support Skills award winners.

VAE Library: Gary Fiske reported that he had received responses from the Williston and Waterbury public libraries indicating little likelihood that they could find appropriate room for our material. Gary suggested that we explore establishing our own "Bookmobile" using a truck, bus or trailer. Tom McHugh said he is interested in buying the club's "Blue Bird" bus for the car show flea market materials and freeing up the box trailer now being used for that purpose to become a bookmobile. Wendell Noble suggested that we should donate the bus to Tom for his use.

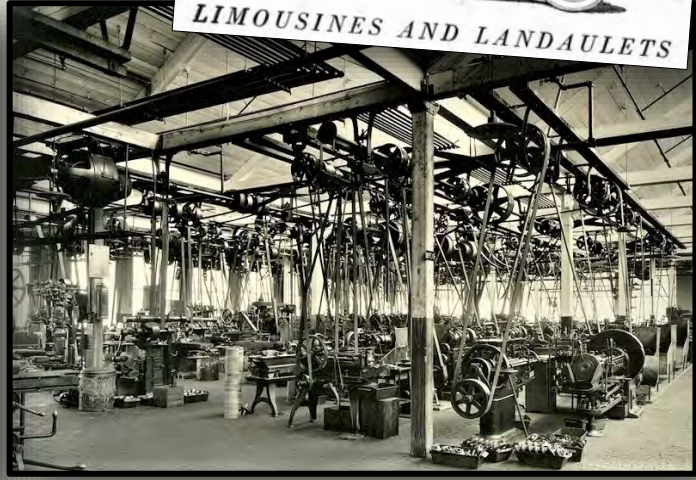
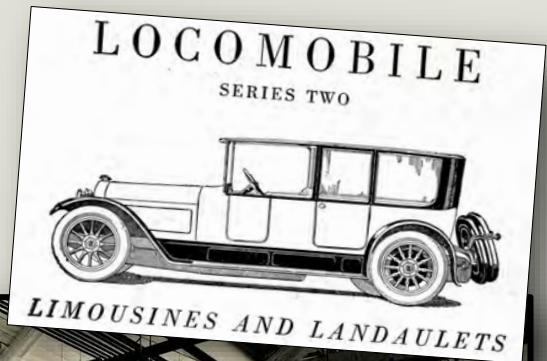
Shelburne Show: There was a discussion of our purpose in holding the show at the Shelburne Museum. Wendell Noble asked for volunteers to help assemble educational displays at the show. Gary Fiske offered to highlight this need in Wheel Tracks

Tech Center Student Project Cars at Waterbury Show: Wendell Noble reported that the directors have recommended inviting tech center students to display their project cars at the Waterbury car show. Wendell and Gary Fiske will design posters to be sent out to the tech centers conveying the invitation to the students. Ed Hilbert and Gary will act as contacts to register responses.

Next meeting: February 23rd. @ 10AM, 349 Commerce Street, Williston, Vermont.



Locomobile



These pictures above are from a group of 97 that Fred Gonet has given Gael Boardman. They are factory pictures from the Locomobile Company of America that was located in Watertown, Massachusetts for about two years in 1899. The factory was relocated to Bridgeport, Connecticut in 1900 until the company closed its doors in 1929.

The left scene is from the crankshaft bearing shop. The right is from the lathe room. The company manufactured affordable, small steam cars until 1903, when production switched entirely to internal combustion-powered luxury automobiles. Locomobile was taken over in 1922 by Durant Motors and eventually went out of business in 1929.



What is SkillsUSA?

From Celine Chanpine RN.

She is the Health Sciences 2 instructor at North Country Career Center
In Newport, Vermont.

Celine is also SkillsUSA Vermont Prize and Scholarship Coordinator
and a SkillsUSA Advisor.

SkillsUSA is a national, 501©3 organization for high school and college students enrolled in trade, technical, industrial and health occupation programs. It was founded in 1965, as an effort to address American's need, for a globally competitive work force. We accomplish our mission through our program of work, which consists of professional development, community service, social activities, public relations, employment, and SkillsUSA championships. We further focus on a framework that encompasses development of workplace, personal, and technical skills grounded in academics to empower our student members to become world-class workers and responsible American citizens.

The contestants are students from technical centers all over the state. Vermont is hosting its competitions from April 5-10, 2019 with the majority scheduled on the 9th and 10th. Competitors are judged, based on standards, set by businesses and industries related to those competitions. Gold medalists then have the opportunity to compete nationally at the National Leadership and Skills Conference in Louisville, Kentucky June 24-28, 2019.

SkillsUSA is dependent on business and industry partnerships. These partnerships offer an opportunity to reach students and teachers, to create new marketing opportunities, and to have new recruiting venues. **This is the first year that Vermont Automobile Enthusiasts have come on board as supporters of the Automotive Refinishing Technology, Automotive Service Technology, Collision Repair Technology, and Diesel Equipment Technology contests. Thank you!**

Coming VAE Events for 2019



April 27th at 11 am. in Fletcher VT. This will be a pot luck and social event. This will be at John & Carol Lavallee's home at 1020 Fairfax Road.

A gas grill will be available, We will provide hot dogs and Kielbasa as well as Water, soda and coffee. Bring your favorite dish and good weather! We do have a barn full of car parts and a few cars.

It's a beautiful ride to Fletcher so some of you may want to caravan. Before or after this meet, the St Albans Maple Festival is also happening that weekend. It's about 20 miles from Fletcher if anyone wants to include that in the day. Hopefully by then we will be above zero!!!! See you in April!

May 2019....Event organizers, Gary & Sharon Fiske, Enosburg Falls, Vermont.

June 2019.... Event organizers, Gary & Nancy Olney, Derby Line, Vermont.

July 12th, Friday....Our multi-day tour of Bennington area. More details later. Ken Gypson.



June 15th & 16th...
The VAE/Shelburne Museum
"Classic Auto Festival".

Event organizer, Ernie Clerihew

All Antique and Classic cars are welcome
OR

Dust off your truck for this year's feature vehicle

Register on-line

July 20th & 21stU-Mall VAE Old Car Display In-the-mall. More details later.

July... Colchester Burnham Library. VAE old car visit. More details later from Charlie Thompson.



August 9th, 10th & 11th. Waterbury...
"The Vermont Antique & Classic Car Meet".

This year featuring antique tractors.

Also new... Antique race cars will have their own class. Motorcycles will have their own class AND...

The Kit Car Community is invited to be on the show field.



September.... Wings & Wheels, Highgate Airport. More details later. Event organizer, Hal Boardman.

October Gypson Tour. More details later. Ed Hilbert.

November.... VAE Annual Meeting. More details later. Wendell & Mary Noble.

December 8th, Sunday 11AM.... VAE Holiday Meet. Steak House Restaurant. 1239 Barre/Montpelier Road. Charlie & Marion Thompson.

Cars & Coffee Vermont 2019.... Every 3rd Saturday at 7AM on the University Mall Grounds. John Malinowski

If you want the latest VAE events schedule, John Lavallee invites everyone to visit our website (vtauto.org) and click on "See all VAE Events"

John, also, sends out regular "Event Emails" to all members

Our Board meetings for 2019 will be held in Williston at the Whitney Hill Homestead.

April 8th @ 6PM

July 8th @ 6PM

October 14th @ 6PM

"All Are Invited"

Wheel Tracks Classifieds

Free to all Enthusiasts



For Sale.... N.O.S. running boards for 50's Chevy truck. 39" long-\$100.00 for pair.

Tri Five Chevy parts, Used V8 engine parts- camshaft and valve set, two 2 barrel intake manifolds, four heads, oil pan, bell housing and flywheel plate for an automatic, heater core, steering wheel, 3 speed transmission and other small parts. \$ 150.00 for the lot.

Don Lovejoy, 802-763-7269 evenings

April Bumper Sticker...

4 out of 3
people have
trouble with
fractions.

Do you need a VAE name tag?
(\$9.00)

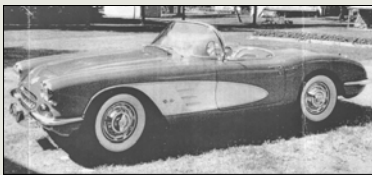
Contact Christina
christina.mccaffrey@vtmednet.org

How about a VAE Banner for your car?
Call Wendell Noble to order one.
802-893-2232

Need a VAE window sticker? \$1 each, 6 for \$5.
Call 802-933-7780 or email gafiske@gmail.com.



For Sale....Classic and rare 1991 Toyota Hilux-Surf with a 4 cyl. turbo diesel engine. 4-wheel drive, 5-speed std. transmission. Has no rust, is very clean and has only 72K miles on it. Has new timing belt, new water pump, new exhaust, 2 new batteries and excellent tires. Runs and drives perfect. Remember, this is not a 4-runner. It is right-hand-drive. Asking \$12,900.
Contact Hank Baer 802-272-6933



For Sale....
1960 Corvette.
Completely
restored.

Written appraisal for \$65,000.
Reasonable offer considered. Rated between #1 and #2. Color, red and white. Hardtop available (unrestored). Call 802-226-7381

Please Reminder.....

The Father's Day Show at Shelburne is hoping to see much more than Pickups.

All trucks are invited.....

We hope to see you,
Richard & Roxie Kerr



Remember this picture from last month's Wheel Tracks?



The caption read, "The Vetter Regiment heading for the parade".

It should have read...

"The Chase Regiment heading for the parade".

This is a British vehicle owned by Darrick Chase of Ferrisburgh, Vermont

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



Are you ready for some 2019 touring?



April 2019

**Check the date after your name,
Your VAE Membership
might need to be renewed.**



FROM WHEEL TRACKS ARCHIVES, SEPTEMBER 2010..... VAE GATHERING IN DERBY, VERMONT