

Wheel Tracks



Tom Mclay being interviewed by Gael Boardman at last year's Show...just days before the Kress White truck is given to the city of Augusta in Maine. More on page 6....

Stowe 55TH 2012

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

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

3]... From Our President, Jim Sears

4]... Nancy Olney with a concern on the Softer Side
& A guest recipe from Nova Scotia.

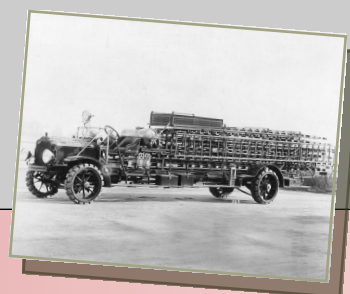
7]... A June VAE Venture

8]... Dave's Garage Wire Safety?

10]... Travels With Rosie.

11]... A Visit from the Chevy Car Club

12]... Les &
Phyllis
Invite You



To the Right, a 1915 Kress Ladder Truck

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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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EVENTS.... WHAT'S NEXT ?

July

July 26th, 27th & 28th... The 32nd Granby International Car Show in Granby, Quebec. See page 3.

August

August 4th....Sunday... Cars of Yesteryear Car Show at North Country High School.
www.carsofysteryear.org
More details on page 9



August 17th...Saturday 9:30PM
VAE Meet, The Wake Robin Visit.

August 24th...Saturday... starting at 10AM.... "Nostalgia Show" Car show, Artists, crafters & food vendors. Judson Meadows Assisted Living Community, Glenville, NY



August
9th, 10th & 11th.

The Stowe Antique and Classic Car Meet, Stowe, Vermont



August 19th....Monday 1:30 PM.
VAAS Board meeting at Dick Wheatley's office in Essex. All are welcome to attend.

September



Sept. 7th...Saturday. VAE Meet, The Taftsville Bridge Opening, Woodstock, VT

Sept. 13-15....Bennington Car Show. Willow Park in Bennington. More info please visit the car show website: BenningtonCarShow.com
More info on page 9.

September 16th...Monday...1:30 PM.
VAAS Board meeting at the Williston Library. All are welcome to attend.

Sept. 20 -22.....British Invasion in Stowe at the Stowe Flake Resort. More info, Google same.

Sept. 20-22...NE Street Rod Nationals at Champlain Valley Expo. In Essex, VT.

October



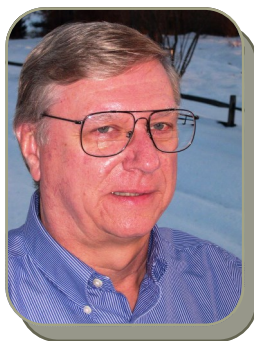
Appreciation Dinner to be announced.



October 21st...Monday 1:30 PM
VAAS Board Meeting at Dick Wheatley's office in Essex. All are welcome to attend.

October 9 to 12....All Roads Lead to Hershey! The AACA Fall Meet.

FROM THE PRESIDENT... JIM SEARS



June 9th – Water, water ... Everywhere

It's mid-summer and we have had more rain than I can ever remember. Many roads have been washed out and others covered with water making them impassable. Lake Champlain is the highest it has ever been on this date and is approaching flood stage. The water table at Knight Point State Park is so high that Automobiles at Knight Point is rescheduled for Sunday August 25th, mark your calendars.

Got Air

When replacing the rear differential vent on my pickup, I noticed the spare tire wasn't tight to the bottom of the truck bed. It's one of those arrangements that consist of a cable winch that lifts the tire into place. My first thought was to tighten the winch when I realized the tire was under inflated. A little air and all was tight. Guess that free

101 point inspection with an oil change didn't include the spare tire. Now I need to remember to check the spares in the Olds and Mercedes.

June Overnight Tour

It was an awesome tour organized by our leader Gary Olney. He planned a route that took us to two private collections and other interesting attractions. On Sunday Ken Gypson and his wife Nancy met us in Arlington and led the group to Saratoga Automobile Museum, thank you Gary and Ken. I'm looking forward to the next tour.

Nominating Committee

The members of the nominating committee for 2014 are Hal Boardman, Rick Reinstein, and Gary Fiske. If you would like to be a candidate for an office next year please let one of them know soon.

See you at Stowe, Jim

The 32nd Granby International Car Show

July 26th...July 27 & July 28th

A Fun Day In Granby

Each July, the city of Granby, plays host to the biggest outdoor judged car show in Canada, organized by the VAG (Voitures anciennes de Granby) and often referred to as the "Mini-Hershey of Quebec" with its 30,000 attendees, 3,000-plus cars in the field and huge flea market. Just a "skip and a hop" North of Vermont

FROM YOUR EDITOR... GARY FISKE

The Show is on!

The 56th Antique and Classic Car Meet on Stowe's Nichols Field will be heading for the record books in three short weeks. I don't know if you have noticed the meeting minutes, but for the past 12 months a large group of VAEers have met each month to put this show together. They deserve a huge box of "recognition and thanks" for their many hours of work.

Our 'Mobile Museum' will be there this year so you can see the progress that has been made on it. It has a ways to go yet but I am sure you will be able to "see the vision" when you spot it. Stop by and give us your ideas, we could use your creative inspirations.

Remember that hump of earth that is used as a stage for presenting the trophy's to the winning cars? Well, until this year it had to be carted in by heavy equipment and then hauled away after each show. Not this year....it will be built permanently. The idea is to make that area into an even better Greek theater-type area with many more interesting events during the 3-day show.

The 2nd crop of hay will be taken off the field in the next few days by an area farmer and sometime around the 3rd of August you will start to see activity. It starts out slowly with a motor home arriving and maybe a closed trailer or two. If you are watching from the highway, you might see a person or two way out towards the back of the fields....that would be **Tom McHugh**, he is deciding how the vendor booths will be laid out this year.

Over to the right you might see **Duane Leach** and a few others setting up the tent where all of Marnita's creations get prepared for feeding the work crews that will be arriving.

You will see **Bob Chase**.....everywhere...and if you are not paying attention, it will appear he is in more than one place at a time! Only Bob can do that sort of thing.

Here's an idea, call Bob or Duane and offer your help. I guarantee it is great fun and they can always use extra hands.





"THE SOFTER



SIDE"



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

OLD AGE - COMES AT A BAD TIME by Nancy Olney

To be honest, my age never really mattered to me until last December when I received my Medicare card in the mail and I was informed that as of February 1st, 2013 I was eligible! I didn't want it but there it was and now there was no turning back or trying to fool myself. That small little card was staring me in the face saying 'you are getting old'!! Isn't it amazing how 'old' 70 was when we were 40! But, how young it really is, right? When I found a few gray hairs, I found a great hairdresser. When I told Gary I was coloring my hair, his comment was "Emmylou Harris let her hair go gray" - my comment back "when I can sing like Emmylou I'll go gray"!

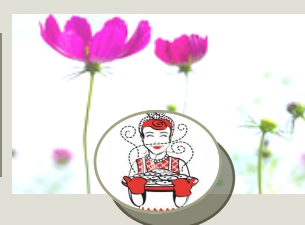
I can't get over how age just creeps up on most of us. One day you are working 40-60 hours/week, shopping, laundry, cooking, cleaning, gardening, raising vegetables and two boys. Then, the boys were the first to go! I didn't throw them out they just somehow grew up and left. Or maybe it was the cleaning first, but the garden was next, reasoning that the 'Farmers Market' does a great job and we DO need to support it, next, Gary took over the laundry (I wash - he dries and folds), he also took over the dishes, then the 40-60 hour/week job went to about 10 hours a week and the paycheck disappeared!, still shopping and cooking (but far less of both). Unbelievable, one day I was doing it all and with what seemed like overnight, my body feels like it still is, but certainly isn't! My question is when did I cross 'the line'? Maybe it was back when I realized I needed singing lessons. Got to close, I have a 4 o'clock audition to sing back up for Emmylou. Just think of the time and money I'll save not coloring my hair!



FROM THE 'COOKIE' AT THE STOWE SHOW

BY MARNITA LEACH

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



Sorry....Marnita has the month off.

This is a guest recipe from Nova Scotia, Canada

Blueberry Maple Grunt

Sauce:

4c.fresh or frozen blueberries	1/2 t. nutmeg
1/2 t. cinnamon	1/2 c. sugar
1 T. lemon juice	1/2 c. water
	1/4 c. maple syrup

In a skillet, combine and heat, boiling gently, until well blended and slightly cooked down

Maple Dumplings:

1 T. baking powder	2c. flour
2 T. shortening	1/2 t. salt
1/3 c. maple syrup	2/3 c. milk

In a bowl, mix dry ingredients; cut in shortening. Gradually add syrup, milk, mixing with fork

Drop by teaspoonful's into blueberries. Cover pot and simmer for 15 minutes. Dumplings should be puffed and cooked through. Transfer dumplings to serving dish. Ladle sauce over top; serve with whipped cream, flavored with 2 T. powdered sugar and maple flavoring. Walnut ice cream would be an equally scrumptious addition





An elderly couple was celebrating their sixtieth anniversary. The couple had married as childhood sweethearts and had moved back to their old neighborhood after they retired. Holding hands, they walked back to their old school. It was not locked, so they entered, and found the old desk they'd shared, where Andy had carved 'I love you, Sally.'

On their way back home, a bag of money fell out of an armored car, practically landing at their feet. Sally quickly picked it up and, not sure what to do with it, they took it home. There, she counted the money-fifty thousand dollars!

Andy said, 'We've got to give it back.'

Sally said, 'Finders keepers.' She put the money back in the bag and hid it in their attic.

The next day, two RCMP officers were canvassing the neighborhood looking for the money, and knocked on their door.

'Pardon me, did either of you find a bag that fell out of an armored car yesterday?'

Sally said, 'No'.

Andy said, 'She's lying. She hid it up in the attic.'

Sally said, 'Don't believe him, he's getting senile'

The agents turned to Andy and began to question him. One said: 'Tell us the story from the beginning'

Andy said, 'Well, when Sally and I were walking home from school yesterday

The first RCMP officer turned to his partner and said, 'We're outta here!'



A hot Vermont summer day!

1. DON'T SWEAT THE PETTY THINGS AND DON'T PET THE SWEATY THINGS.
2. ONE TEQUILA, TWO TEQUILA, THREE TEQUILA, FLOOR.
3. ATHEISM IS A NON-PROPHET ORGANIZATION.
4. IF MAN EVOLVED FROM MONKEYS AND APES, WHY DO WE STILL HAVE MONKEYS AND APES?
5. THE MAIN REASON THAT SANTA IS SO JOLLY IS BECAUSE HE KNOWS WHERE ALL THE BAD GIRLS LIVE.
6. I WENT TO A BOOKSTORE AND ASKED THE SALESWOMAN, "WHERE'S THE SELF- HELP SECTION?". SHE SAID IF SHE TOLD ME, IT WOULD DEFEAT THE PURPOSE.
7. WHAT IF THERE WERE NO HYPOTHETICAL QUESTIONS?
8. IF A DEAF CHILD SIGNS SWEAR WORDS, DOES HIS MOTHER WASH HIS HANDS WITH SOAP?
9. IF SOMEONE WITH MULTIPLE PERSONALITIES THREATENS TO KILL HIMSELF, IS IT CONSIDERED A HOSTAGE SITUATION?
10. IS THERE ANOTHER WORD FOR SYNONYM?
11. WHERE DO FOREST RANGERS GO TO "GET AWAY FROM IT ALL?"
12. WHAT DO YOU DO WHEN YOU SEE AN ENDANGERED ANIMAL EATING AN ENDANGERED PLANT?



Fresh Cement!!!



Tom Mclay's White Kress fire Truck History*

I first discovered the fire truck in 1974 in a shed in Washington, Vermont. It belonged to **Frank Bushey**, a school teacher from Bloomfield, Conn. Frank had purchased it to use in his Gremlin Camp for Young Boys. Instead it had rested in the shed for 23 years. I had surveyed and designed a pond for Frank at the time. A couple years later I was working on two more ponds in Orange and Washington and I stopped to visit with Frank while traveling by. I inquired when he was going to get the fire truck out and get it running? His answer.. "I'm going to sell it". I agonized for a couple days and much to my wife, Shirley's objections I bought it...I still loved her though. The date July 29, 1976. When I went to bring the truck home Frank said he would get the headlights. He had hidden them in a closet under a pile of household goods, so as he said, "old man Miller couldn't steal them" (A K Miller the Stutz man lived a mile away.) The lights were Gray and Davis 1912-13 Cadillac brass. My son, Tim, and I towed it home and began working on it. We tinkered on the motor and had it running in short order. Then began the process of restoring it. We disassembled the body, fenders and sand blasted everything. It was painted and put back together. As fate would have it, the fire chief from East Berkshire, **Norm Lavallee**, was at the Middlesex Fire Equipment where Tim worked at the time and he mentioned I had their first fire truck. Norm looked up some old pictures of the truck and told me to come up and we could search in the old fire house. We found most all of the old brass rails and fittings that had been taken off the truck when they sold it. What a discovery!!

Each summer Shirley and I would vacation in Maine. In my inquiries about White Kress Fire trucks I was referred to **Harold Walker** in Marblehead, Mass. Harold knew all the fire departments in Maine that had White Kress trucks and sent me the list. So each year we traveled to different locations and visited with the fire departments. Finally information came out that the truck came from Augusta. With that in hand we came up with old pictures of the truck. The folks in Augusta believe it was their first motorized fire truck.

It was fun to search and find missing pieces for the truck. The hose bracket came from an old Plainfield fire truck. The siren came from Roxbury. I found lanterns and nozzles at flea markets. A good friend from Suncook, NH sold me the lantern brackets I needed.

The steering wheel was an interesting event. When stored under the high drive** to the barn a beam broke one winter and fell across the steering wheel and dash board breaking the wheel into eleven pieces and gouging out a part of the dash. Frank had saved all the pieces of the wheel and I had them welded back together. When it came time to reassemble the wood parts of the wheel I found one was missing. For some reason I was looking over mechanical parts and there was the missing piece on the inside web of the frame. Talk about luck!

The truck is now back in Augusta Maine. I donated it to the Fire Department. I know it's in a good home and will be well taken care of. I still miss it when I walk into the garage but it was more than I could handle at my age.

* Tom's Pumper is the 2nd from the left pictured here in it's early home in Augusta, Maine

** Some folks in Vermont call a 'high drive' a 'wharfing'it's the ramp where one would drive a load of hay into the barn "hay mow".

The Picture at the top is of the Hartford Fire Station in Augusta, Maine early in the fire trucks history



A picture of the pumper truck
In 1976 when Tom purchased it.

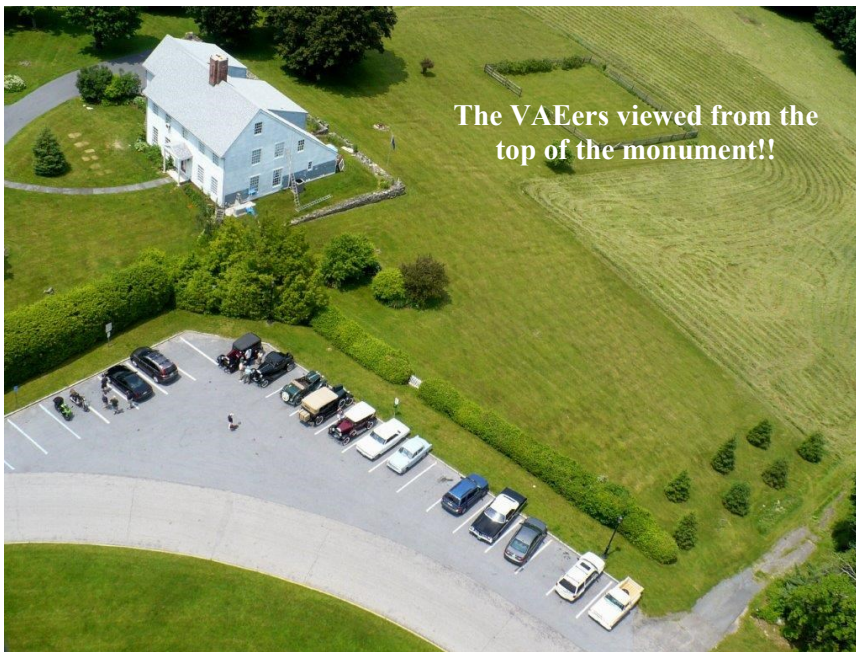


JUNE MONTHLY TOUR MEET RECAP from Bob Lalancette

We lucked out! NO RAIN! (Till Sunday's drive home at least) Friday morning we met at Dakin Farm in Ferrisburg. After a quick look and shopping for Vermont based products, we were off. Some cars were in or on trailers, but that was only because they had to travel from afar and fast so early in the morning. The route brought us on roads that were between routes 7 and 22A. A stop in Wells to unload the trailers, then we were off to Salem, New York.

A quick lunch at the "downtown" diner preceded the visit to Paul Tomlinson. My head is still spinning with the collection of International tractors, trucks, and rare cars. Many made the comment, "I spent a lot of time on one of those", meaning the tractors. A Chevrolet Amesbury, 35 Ford coupe with 28,000 miles, and many other notable cars and trucks were in the 100' by 150' building. We had to say good bye too soon because we had another collection to view. We arrived at Burt Van Orden's after a covered bridge crossing. Again in awe, this gentleman had gas pumps, homebuilt rods, and tractor trailer trucks with trailers. His "man cave" had a 60hp flathead with marine conversion, diecast cars, and early Chevrolet 6 cylinder engine. He was in the process of restoring a mid 50's Ford pickup. We hated to leave, but they had plans and we had covered bridges to cross.

Saturday morning arrived and after breakfast, we motored to the Park McCullough House. This place was built in 18 months during the Civil War time. Our guide provided information and insight to what life was like for the owners. The horse and carriage barn was equally impressive. We then traveled to the Bennington Monument. The views were spectacular. After lunch, a visit to the Wasp at



The VAEers viewed from the top of the monument!!

the Bennington Museum and Hemmings car collection occurred. We then visited Mark Goyette's restoration shop. On the way back to the hotel, The Chocolate Shoppe appeared. This satisfied some folk's dinner appetite, but others thought a pizza and hops beverage was in order. Jim Sears' Olds really does seat 6 youthful guys.

When we returned, Hamilton Hayes and his beagle/ black lab mix were waiting for us. He could not tour with us as he had put up 750 bales of hay that day. He had his 1915 Model T and we closed out the pleasant evening with good conversation.

Sunday morning we met up with Ken Gypson Jr. After fueling some cars, Ken's Packard would not start. "No problem we said" as we pushed the car out of the lot and down the street. We then ran out of gas ourselves. Jim Cary's little Ford was pressed into service along with his tow strap. That guy is prepared. May be a Pure Oil or Texaco decal on the door would complement the truck. The tow brought the Packard to life. Off to the Saratoga Auto Museum we went. It was hot and busy on the roads, but the displays were worth it.

We disbanded afterwards, some heading north, some back east to Bennington, all having a road trip bug satisfied. Thanks to Gary Olney for the wonderful routes. Also thanks to some of the "southern" folks like Dan Buckley for joining us. Hamilton Hayes steered us to our lodging location. P.S. My dad is doing great, just hit a speed bump. He goes and goes and does not pay attention to his body. Just a reminder for us all that if we don't feel good, don't push it and get to your doctor.



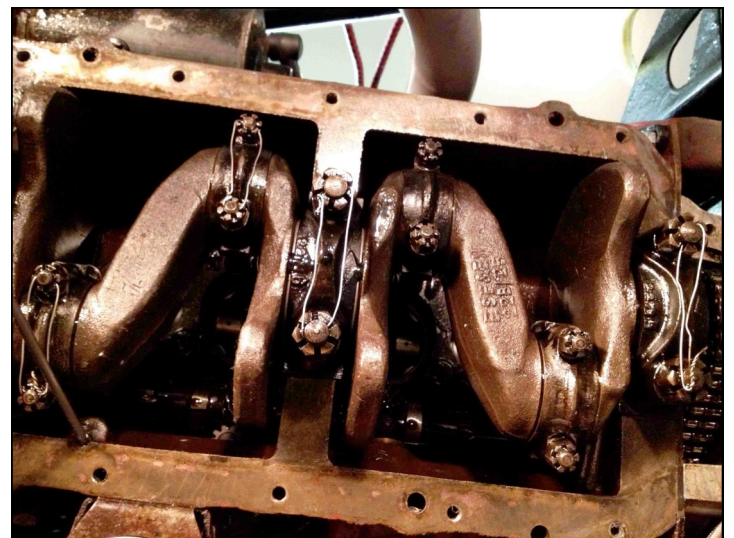
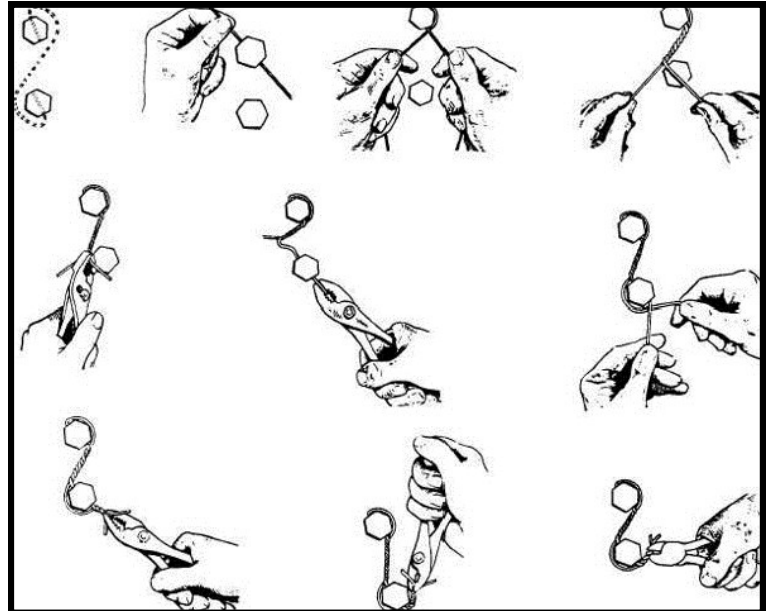


SAFETY WIRE

Recently, an acquaintance with an MG TD changed his oil. He happened to notice that there were some metal wires in his used engine oil. I suggested he drop his oil pan and have a look to see where the metal came from. It is a good thing he did. The person who rebuilt the engine did a lousy job safety wiring the main and rod bearing caps.

Fortunately, nothing came loose, and his engine did not grenade. Here is a chart showing the proper way to use safety wire. Following this chart and using a little patience and common sense you can properly safety wire your own projects.

Safety wire pliers are available at many tool stores and on Amazon. I buy my safety wire on Amazon, they seem to have the best price.



Speaking of safety, always securely clamp sheet metal when drilling holes. I was making a patch piece today, a piece about the size of an index card. The piece was going to be butt welded on three sides, and spot welded on the fourth side to duplicate the factory sheet metal. I was drilling several 1/4 inch holes every inch or so on one edge for the plug welds. I had the piece of sheet metal on a piece of scrap wood when I was drilling it. I had the drill in my right hand and was holding the metal with my left. The drill bit grabbed the metal and spun it, cutting my hand. I spent the next five hours in the Emergency room getting stitches in my left hand.

AUGUST 4, 2013

AT NORTH COUNTRY UNION HIGH SCHOOL - NEWPORT, VT

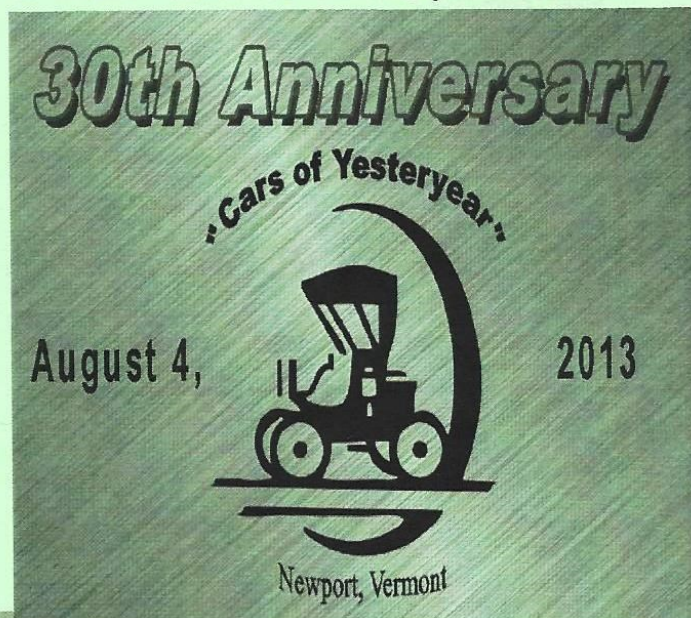
10 AM TO 3 PM

For more information
contact:

Rhonda Drake
802-363-6832

E-mail: teacherdrake@yahoo.com

26 Classes
Model Cars
Antique Engines
Flea Market
Car Corral



47th Annual Bennington Car Show & Swap Meet



VAE Gossip by GCF



Priorities are important to guide our lives and get every last ounce of mileage out of a day...I think I read that somewhere a while ago. My problem is when there are four things that should be at the top of my 'priority list' and I get folks upset with my choices. A good example would be a few weekends ago when the VAE event to Southern Vermont happened. There was the 3-day VAE event, a 2-day golf tournament and my daughter's wedding (you can get a hint from the order I have made my list). My daughter didn't understand when I asked if she could delay the wedding by three hours. Folks just don't understand my priorities. BTW...I won one of the golf matches and was doing pretty well when I had to break away for the wedding.

Priorities had a little to do with why you are getting your August Wheel Tracks a little later than usual. There was this sweet 1915 Dodge touring car in Claverack, New York kind of calling my name, you know, like those ladies were calling Odysseus a few years ago back near Italy. Well, to make a long story shorter, you got your WT late and I have a 15 Dodgewant to see it, ain't she sweet?



I was invited to Gael Boardman's annual July 4th bash again this year. Can't be I insulted anyone last year since they asked me back.

I did have a hard time last year with some of the folks, I wonder why Gael and Judy invite people who know nothing about old cars? There were veterinary's, teachers, and other 'regular folks' but they didn't know a T from an A except this one physicist, he seemed to be a little plugged in.

The sky's opened up just before things were to begin and dumped a bunch of water on Underhill but the clouds soon went away and we had a great time.

Gael creates a short skit each year and that was the high point for me this year, at least a particular part of it. It was about a little boat fight on Lake Champlain back during the time they used cannons. The 4th of July is about fire-works and big booms, right? Well, when the skit's cannon fight began in Gael's back yard and everyone expected LOUD NOISES all we got were sticks being held in the air holding a piece of cardboard. And, guess what was written on the cardboard signs....Yup...BANG & BOOM and other loud words! Like I said, that was the best part for me.

VAEer Alden Chapman sent this to Wheel Tracks... Sept 5, 1930. Charles Creighton & James Hargis from Maplewood, NJ arrived in New York City, having completed a 42 day round trip to Los Angeles. They drove their 1929 Ford Model A the entire 7180 miles in reverse gear.



July 8th.....Grandson Ethan and I will head out tomorrow to Waynesboro, VA (700+ miles) in Rosie, the '30 Whippet, for the second time. We started today and heard a loud scraping sound from the left front while on the way to the gas station. Back home we found the brake drum scraping on the backing plate due to a wheel bearing failing. It's not a good thing when one removes the bearing for inspection and all the little rollers fall out on the floor! A run to Bearing Specialties was fruitless; the bearing is no longer being made. A stop at Sanel's got us one new style wheel seal (the old ones are felt). Back home we disassembled an old front axle and wheels that we had acquired in Maine last year and got a set of very good bearings. Luckily, the 1928/28 bearings are the same as the 1929/30's. We checked the right wheel and found that it "rumbled" when spun. That bearing was not as bad as the left (not falling apart!), but the rollers were badly eroded. So back to the junk axle for a second cannibalized bearing (is it cannibalization when it is a "parts" axle?) We had planned 4 days for a 3 day run, so I guess today was day #4. Anyway, we are off again tomorrow!

We'll try to send more exciting news as the trip progresses. Wish us luck!

July 10th.... Yesterday went well and Rosie ran with no problems. We had a good night at the Lebanon Reservoir Campground near Hamilton, NY. There had been lots of rain during the day there, but we saw only sprinkles as we drove; we must have been into just the edge of any of the storms. It was clear at the campground so we set up the tent on dry grass. Ethan and I started a round of miniature golf when rain started. We ran for the tent and stayed dry for the night.

Today was cloudy this morning which kept us cooler. Early in the afternoon with the sun shining, Rosie started vapor locking repeatedly for a few miles. Hot and uphill driving. I siphoned a quart of gas from the tank and refilled the vacuum tank, thinking that perhaps a low level was leading to the vapor locking. This appeared to fix the problem as she kept running after that. At the next fill-up, we added a gal. of diesel to the 10 gal. tank (10% diesel has been suggested as a solution to vapor locks by making the fuel less likely to vaporize.) So far, Rosie has kept running great on two tankful's of the 10% mix.

Approaching Lamar, PA dark clouds ahead forecasted a storm and we were soon in a heavy thunderstorm and rain. With the late hour and the rain, we thought a Super 8 sounded much better than a wet campsite, so we are here for the night in State College, PA. Our target was the Shy Beaver Campground in Mackleboro (sp) a couple hours down Route 26 on Raystown Lake, so we will have a longer drive tomorrow, but worth it in exchange for a dry night!

"OLD" school vs. "NEW" school by Bob Lalancette

This past week has been an eye opener. Many things that we used to do to repair and restore our cars have changed. Some of the "old" ways work well where as some of the "new" ways are the only way to go.

The first example deals with the rough running engine. In the past, we checked the points, sparkplugs, and fuel at the carburetor. Now we have a check engine light. We search the yellow pages for a person who does "diagnostics", then call to see if they can hook it up to their computer. If so, you can "text" your wife to have her call Central Towing and deal with the tow and repair bill. This is "new" school.

The second example deals with the rear axle for my '46 Ford. Looking on the internet yielded a setup for bearing preload and gear backlash that lasted for five pages. There was too much detail and instructions calling for inch pounds of torque. The GREEN REPAIR MANUAL from 1946 made more sense. Put a .010 thick shim gasket between the axle bell and the center section to push the ring gear away from the pinion gear. You should feel a lot of play when the pinion gear's spline is turned, backlash. You then use different thickness shim gaskets between the other side axle bell and center section to produce a "heavy" drag when both axle shafts are rotated. Then the backlash is addressed with a dial indicator, looking for .003 to .008 of an inch. To get this the .010 gasket is reduced, but you add what you removed to the other side to maintain the "heavy" drag. This is "old" school.

The final example deals with automotive paint. In the past we swept out the shop, put a fan in the window, and painted the vehicle with enamel paint. Now we have "better" paints, urethanes that shine like no tomorrow. But the problem is that these materials contain isocyanides that causes organ and respiratory problems. The painter should have a Tyvek cover all, gloves, and a fresh air supply respirator. The ideal environment would include the use of a paint booth for adequate ventilation.

As you can see, there are "old" and "new" school ways of dealing with our vehicles. When it comes to painting, one has to do the research to protect one's self. This protection may involve having modern paint products applied by a shop that has the proper safety equipment.



**The VCCA
Generator and Distributor Newsletter
And editor Pete Phillips
Published this Chevy article.**

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joy, and kept it in pristine condition until he passed the truck down to my father in 1965. While in my father's possession, a canvas cover was made and placed over the bed of the truck. This was done so the wooden floorboards would be protected while he drove the truck to and from work for the next 14 years. As a high school graduation present from my father, the Chevrolet was passed down to me in 1979. My family always joked with me that this was the very first truck I tried to drive because when I was little, I apparently was playing inside the cab and shifted the truck into neutral. A neighbor saw the truck moving and had to chase it down to stop it. Though I was too young to remember this, I do remember learning to never slam the truck door while the window was down.

It was not long after I was given the truck that I started to disassemble the parts. With little knowledge of body work, I had truck parts scattered throughout my bedroom, my parents garage and our house. As time went on, I started to lose interest and the Chevrolet was not getting close to being reassembled. A few years passed before I finally got the "itch" to start working on it again. There was also motivation from a neighbor constantly telling me I would never put the truck back together again. I was determined to get the family-owned truck back to its original condition.

In 1986, seven years later, the truck was finally reassembled. Many milestones happened during those seven years. I had married my wife Susie, and we had our first child. Happy to have a healthy baby boy, I was glad to have someone I could pass the family truck along to when he came of age. Susie and I also brought a second son and a baby girl into the world a few years later.

With the kids growing up fast and getting involved in their own interests, I decided to do a complete restoration of the 1951 Chevrolet truck. The year was 2006 when I started this project. Down to every nut and bolt, the truck was going to be bead-blasted, and everything else that needed to be done to make it pristine once again. I even had to redesign my barn into a garage, paint studio, and many other stations to make this transformation. With the help of a professional who later came to be my best friend, we set to work.

Today, all our children have graduated from higher education and are venturing off in pursuit of their own dreams. My wife and I could not be more proud of who they are becoming. With hard work and the help and support of my family and friends, the 1951 3100 half-ton Deluxe model Chevrolet truck is completely restored while still containing the original wooden bed boards.



Owned by David Sr. and Susie Bosley of Felton, PA

The photo of David Bosley's 1951 3/4-ton Deluxe pickup at their farm in Felton, Pennsylvania was taken by daughter Jessica. The photo at top shows three generations of owners: David Bosley on left, and at right is a photo of his father and grandfather—who bought the truck new in 1951.



Gary Olney drives his 1931 Plymouth Phaeton in the Derby, Vermont 4th of July parade with some of the cast of the play "Annie"; President Franklin D Roosevelt, Annie, Daddy Warbucks. The Play will be performed at the Haskell Opera House in Derby Line on July 26,27,28 and August 2,3,4. Might be worth a trip to the kingdom!



Continued from page 6....

Pictured to the right is the Berkshire, VT fire department, the number plate on the car indicates 1950 and the Kress White pumper truck sets under the firemen.

Very little can be found when researching the O.F. Kress Company of Lawrence, Mass. The following was found after a short time using a few internet search engines....

The Kress Brothers Carriage Company was in business from 1870 to 1928. They began building fire trucks in 1896. The first ever motorized fire truck was built for Springfield, Mass. in 1896. Kress supplied most of the fire trucks to the New York City Fire Department in the first two decades of the century.



Above, Admirers look Tom's fire-truck over at the 2012 Stowe Show

To the right...Tom Mclay's Kress White Showing it's self off at the 2012 Stowe Show



Lets be in the parade!



Les and Phyllis Skinner invites you to be in a parade...

The Annual Labor Day Parade in Northfield is on, starting at 9:30 am. We will meet at the usual place at Norwich University.

The Skinners no longer have a place to gather in Northfield Falls, so there will be no picnic lunch this year. We gather at the park lot, rear of Jackman Hall as usual at 9:30 and follow the Cadets in the parade. There are rest rooms there.

Some great pictures from Gary Olney's camera and Nancy Olney's computer work



Gael Boardman, a Chevy guy, stands back to avoid salivating and drooling on Paul Tomlinson's very rare Chevrolet Amesbury Special in Salem, NY on Friday.



Lloyd Davis with the owner of this 1911 Packard from Ohio at the New England Brass and Gas Tour in Rutland, last week of June.

Leaving from North Ferrisburg on Friday were; Jim Sears (1975 Oldsmobile), the Boardmans (cousin and cousin), Tom McHugh, the Cary's (1965 Ford P/U), Wendell Noble (1929 Plymouth), the Olneys (1931 Plymouth), the LaLancettes (father and son with 1964 Chevy Nova SS), joining in Cornwall were the Mrazs (1933 Dodge), and in Castleton the Buckleys (father, son, and daughter with 1965 Thunderbird), Saturday we were joined by the Clerihews (1960 Hilman), the Goyettes (father and son) and Charlie Niles (1925 Cadillac) and the Baileys (1928 Essex). Saturday evening Hamilton Hayes visited (1915 Model T). Sunday the Gypsons (1940 Packard) joined in to lead us from Arlington to Saratoga.



Left:
Bill Mraz, Ernie Clerihew, Wendell Noble and Hal Boardman after touring the Hemming's Museum on Saturday. It's hard work, but someone has to do it!



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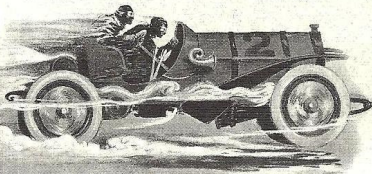
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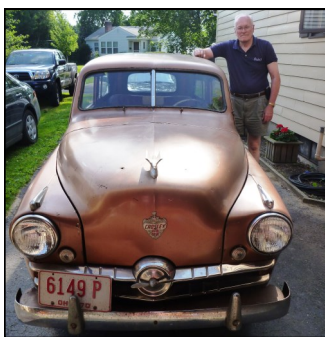
For Sale.... AA Doodlebug. The one pictured in the July Wheel Tracks. Runs good. Rare 20 inch wire rear wheels. Extra ruckstell rear end goes with it. Asking \$2600 or best offer. Call Don at 802-763-7222 or email adams58@myfaifpoint.net



"Wheel Tracks Classifieds"

We are told each month how affective they are.
Email or snail-mail.... both will work to
Get them in Wheel Tracks.
Editor contact info on page 2

For Sale....
1951 Crosley Super station Wagon, VIN: CD 300515, Has been stored indoors for 35 years. Not ready for road. Lacated in S. Burlington, VT. \$1600.00. 802-658-3799



August Bumper Sticker...

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For Sale.... 1978 Mercedes Benz 300 CD 2 Door Coupe Diesel. 160,000 miles. Car has been in an accident. It would make a great project to repair, or a very good parts car. For a reason I don't know the engine, 5 cylinder diesel, was replaced by a M/Benz dealer and has less than 100,000 miles. I have some of the parts needed for the repair, and may be able to help with the delivery. This was an out west car. Still has pretty strong body. Questions call Joe Kaelin at 802-985-2730, or email joekaelin@msn.com Asking \$2000 OBO 8/13

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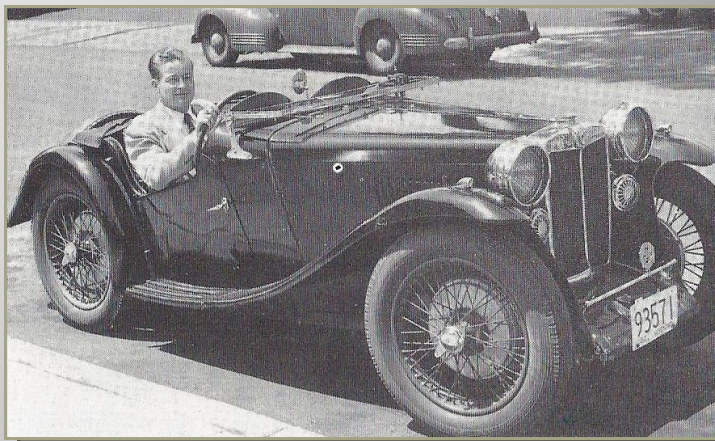
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