

Wheel Tracks



Pierre Pepin's 1922 Durant

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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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Membership
Only \$30

EVENTS.... WHAT'S NEXT ?

August




August
8th, 9th
& 10th

THE VAE
STOWE
ANTIQUE
& CLASSIC
CAR MEET



August 16th & 17th.... Annual Milton car show in Milton Vermont
General car show, DJ, food, crafts, silent auction also give-a-ways all day. More info...
Leo Belval, lb7349@comcast.net

August 16, 9AM to 5PM.... Alburgh 3rd Annual Car Show at the Bluegrass Festival site.

 **August 18 at 1:30 PM....** VAAS Board meeting at the Colchester's Burnham Library, Route 2A Main Street, Colchester, near the one traffic light and between the White Meeting House and the Brick Church.


August 23rd.... Third Annual Knight Point state park car show. Open to all. North Hero, VT. Rain-date August 24th.

August 29 - 31.... Okemo Valley Antique & Classic Car Show Presented by Springfield Buick GMC August 29 - 31. See more at: <http://www.yourplaceinvermont.com/>

September

Sunday, September 14, Time: 9am-4pm
10th annual Car Show, Hosted by the Snake Mountain Cruisers. Trophies for top 30 plus Best of Show, Club Participation, Tuner, Muffler Rap, Spectators' choice. Admission: Donations for Camp Ta-Kum-Ta. Sponsored by the Addison County Chamber of Commerce. Info: 802-388-7951 x1 www.BetterL8ThanNever.com

October

 **October 6th, Monday 7PM.**
VAE Board of Directors meeting at Whitney Hill Homestead's common room. Williston, VT. All are invited.

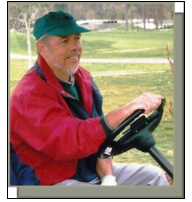
October 8th to 11th... 2014 AACA Eastern Regional Fall Meet at Hershey, PA



FROM THE PRESIDENT

I hope all have a great time at the STOWE show. May you find that special part in the flea market, discover your new ride in the car corral, be awarded for your hard work on the show field, or have a fast run down the valve cover track. Bob Lalancette

YOUR EDITOR... GARY FISKE



The 2014 VAE Golden Wrench Award was, again, a VAE Home Run. More reports have come in from the VAE members who have agreed to present the awards throughout Vermont and the reports have been fantastic. Our presence as an antique automotive organization in the state has certainly increased and we are being told we are also helping to put a spotlight on our wonderful career centers that we have in Vermont. The reward for me and I am sure I am not alone, is meeting the students and seeing their reaction when they are recognized for their skills by the VAE.

Wendell, below, mentions our project of reaching into the elementary schools, especially the 5th graders, with our mobile classroom Bluebird bus. This is a totally new direction and level of understanding that we are heading for and we have a lot to learn if we are going to be effective and further our education focus in the VAE. *We need all the help we can muster if we are going to do this right. Would any of you be interested in joining this new exciting VAE project? Call or email, we want to hear from you.*

One current task is to develop 'lesson plan' choices for the school teachers to choose from. We will soon have five in place. Lesson Plans will help the teachers in fitting us (the VAE) into the school's schedule and better focus the information the students will be presented.

Our Bluebird will spend about an hour with the 5th graders and that hour will be broken down with specific objectives and activities focused mainly in science and math.

A second task needed before a school visit is to set our mobile classroom up to support the lesson plans. An example of a lesson plan would be volumes and measurements. Let's say the class is asked to determine how many gallons of fuel the Bluebird has in its tank by using the gas gauge and the vehicle spec sheet. Then the class is asked to find the number of gallons in the model T Ford parked behind the Bluebird.

Hmmm, no gas gauge...what do we do? A lesson plan is set up for 5 minutes of introduction, 30 minutes for an exhibit tour, 15 minutes for the lesson and the rest of the hour for review. A challenge for some of us....long-winded types, but perfect for that age group. We then leave the school grounds and hope we left a good memory behind.

***** The answer is....maybe the first weekend of June 2015!

Since 2006 I have been asked many times **"When will we have another car show in Shelburne?"** Past events presented by the VAE at the Shelburne Museum were well received and attended, with activities for the whole family. A show at The Shelburne Museum may happen in June 2015. On June 30th, 2014 a conditional proposal was presented by VAE members Wendell Noble, Gael Boardman, and myself to Thomas Denenberg, director of the museum, and Jeff Bundy, director of development.. We left encouraged that our proposal would be accepted by the museum at a later date. It is not too early to start planning for this proposed event. Therefore we need to start by recruiting volunteers. If we get a sufficient number of volunteers to put the event together we will ask the VAE membership to give us the go ahead.

If you would like to volunteer for the possible 2015 event at The Shelburne Museum sign up by contacting me at packardsu8@netscape.net or 802-598-1663. **Jim Sears, VAE Board Chairman**

VAAS LISTENING POST from Wendell Noble, Chairman

The eagle has landed! We succeeded in driving our donated '74 GMC motor home to its temporary location where it waits to be sold to a new appreciative owner by the folks at **Good News Garage** with whom we will share the proceeds, a win for all of us. This may not seem like a big deal, but keep in mind that this is a 40 year old vehicle which has not been moved for several years. Of course the battery is dead, the air bag suspension is deflated, any gas in the tank must be foul and we can't expect the tires to be particularly road worthy. Things went very well. The battery took a charge, the air bags pumped up, the tires held air and Dave Sander managed to plumb in my make shift gallon gas can to the fuel pump. A few cranks, some coughing and sputtering and the engine ran just fine. The only thing we didn't attend to was water in the radiator. We fixed that along the way by knocking on a few doors to borrow a watering can full of water. It was smooth sailing from there. She sure is an eye catching beauty on the highway by the standards of any age.

Gary Fiske and Gael Boardman have come up with a great idea to extend our educational outreach. For years we have provided scholarship support to the automotive program at VTC. In more recent years we have reached the high school level technical career centers with our Golden Wrench award program. Gael and Gary suggest we now reach kids at the elementary school level, say fifth graders. We could easily set up hands-on interactive displays of interesting technical and automotive subjects on our Blue Bird mobile classroom. You know, nuts and bolts kind of things that kids can see, touch, feel and measure. I think this is a great idea and am anxious to get started. What do you think?



"THE SOFTER SIDE"



A Column Shared by Mary Noble (Left), Christine Stone (Ctr) & Nancy Olney (Right)

CHANGES.... By Mary Noble

On a recent drizzly day, we were coming home from running errands and I noticed something that struck me as unusual and I pointed it out to Wendell. "Look at that. There are two little kids out playing in their yard." There was no adult supervision. They were just playing around in their raincoats and boots doing whatever their creative little minds led them to do. Isn't it kind of sad that something like that catches my attention because it is so unusual? Today we would expect them to be inside in the captivity of their video games, oblivious to the weather outside. .

Whatever happened to making mud pies, pushing match box cars around, swinging on a swing or from an old tire, badminton, reading under a tree, etc.? Then I try to remember that trends are just that, trends, and they change, hopefully for the better.

I sure hope this one happens soon! Speaking of change, we have become a working farm again with huge gardens of vegetables growing in our hayfield, pigs in the former pigpen and cows in the pasture. All this through the efforts of one man who believes in hard work being a good thing, and getting paid for it should be even better. However, he has discovered that finding young people to work even for money is not easy these days, as they like money, but not work. Two exceptions are our grandsons who are very happy to work for money - one helped plant tomatoes (there are about 500 plants!). Our Colorado grandson has bonded with the piglets, rubbing their bellies and holding them as well as feeding them. Initially, they were surprised to be paid as they were just glad to be outside with growing plants and curious, but friendly pigs. A huge benefit of letting our land be used is that we have vegetables given to us and one of the pigs will be ours - we can make our own ham, bacon and sausage again - and I suspect we will also have some beef from one of those cows. Our vegetarian daughter is trying to remember that the reason for having pigs and cows was then sending them off to be eaten is a farming fact of life. However, she will be glad to be In Colorado when that day comes.



The Roadside Diner



Yellow Cake (with buttermilk) from Edi Fiske

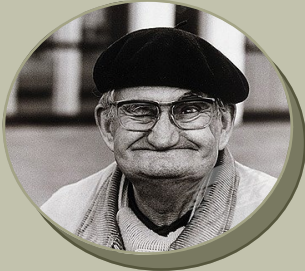
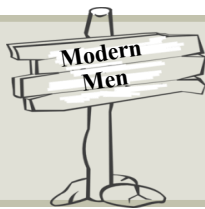
1 3/4 cups flour
1 1/2 cups sugar
Add 1 1/2 tsps. baking powder
1 tsp. salt
1/2 tsp. baking soda

1/2 cup soft shortening
1 cup buttermilk
1 1/2 tsps. vanilla
2 eggs

Heat oven 350 degrees. Grease and flour oblong pan. Stir dry ingredients in bowl. Add shortening, 2/3 cups of buttermilk and the flavoring. Beat 2 minutes. Add rest of buttermilk and the 2 eggs. Beat 2 more minutes.

Bake 40 to 50 minutes.

*Delicious!!! It's unusual to find a recipe for a yellow cake that includes buttermilk.



When I bought my new car, I called my insurance agent to get coverage. He asked me if I have any traffic

accidents on my record? I replied, "no, except someone once hit me!" So he snaps, "well that's an accident!" I snap back, "no, the guy did it on purpose!!!"

A guy had a bit too much to drink. Walking into a courthouse he yell's "All lawyers are sneaky thieves."

A man stands up and says "Hey, don't talk like that to me!" The drunk shouts back "Why, you're a lawyer?" "No", says the man "I'm a sneaky thief."

Two farmers are in a bank, when two robbers burst in. While one of the robbers take the money from the tellers, the other one lines the customers, including the farmers, up against a wall, then proceeds to take their wallets, jewelry, etc. While this is going on one farmer jams something into the other farmers hand. Without looking down, the second farmer whispers, "What is this?" The first farmer replies, "It's that \$50 I owe you."

A doctor, accountant, and lawyer are eating together in a restaurant. Someone comes over and asks how much is 2+2 ?

The doctor replies "four".

The accountant replies, "well it's either 3 or 4 but, I better run the numbers first."

The lawyer says, "let's go outside and talk there." So they go outside and the lawyer whispers, "how much do you want it to be?"

COMMON TOOLS AND HOW TO USE THEM

From Dave of Dave's Garage

BAND SAW:

A large stationary power saw primarily used by most shops to cut large pieces into smaller pieces that more easily fit into the trash after you cut on the inside of the line instead of the outside edge. Also excels at amputations.

TWO-TON ENGINE HOIST:

A tool for testing the maximum tensile strength of all the crap you forgot to disconnect.

PHILLIPS SCREWDRIVER:

Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER:

A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR:

A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

PVC PIPE CUTTER:

A tool used to make plastic pipe too short.

HAMMER:

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit. Also very effective at fingernail removal.

UTILITY KNIFE:

Used to open and slice through the contents of cardboard cartons delivered to your front door. Works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts . Especially useful for slicing work clothes, but only while in use. These can also be used to initiate a trip to the emergency room so a doctor can sew up the damage.

SON OF A 'GUN' TOOL:

Any handy tool that you grab and throw across the garage while yelling 'Son of a gun' at the top of your lungs. It is also, most often, the next tool that you will need.

Can you see it....way back next to the wall? You are looking at the lonely life of Pierre Pepin's beautiful Blue 1922 Durant touring car. Pierre purchased the car a few years ago at the Stowe Car Show in the car corral. He traded a model A, or was that two, plus a little too-boot. He is a little sad that he has never had it on the road even though it appears to be ready to roll down the highway any time you ask. Pierre's Durant made it's way from New Jersey in 1997 to East Chelmsford, Massachusetts. From there to Stowe and then it's present very quiet life in Colchester.



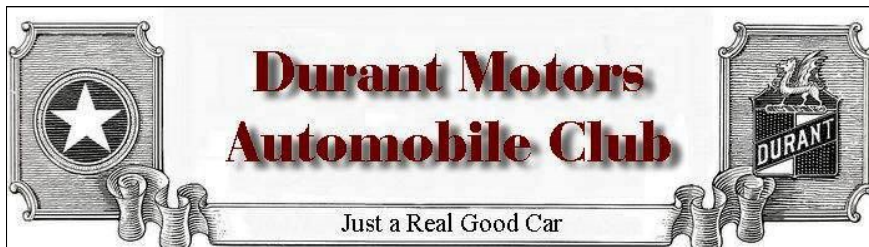
The Durant was a make of automobile assembled by Durant Motors Corporation of New York City, from 1921 to 1926 and again from 1928 to 1932. Durant Motors was founded by William "Billy" Durant after he was terminated as the head of General Motors. Billy Durant's intent was to build an automotive empire that could one day challenge General Motors. The Durant automobile is considered to be an example of an "assembled" automobile because so many of its components were obtained from outside suppliers. Pierre's 1922 vehicle is powered by a four cylinder Continental engine. It is an overhead-valve type, fully encased. Bore: 3-7/8", stroke: 4 1/4"; S.A.E. rating 24 horsepower; brake horsepower at 1800 r.p.m. 35.

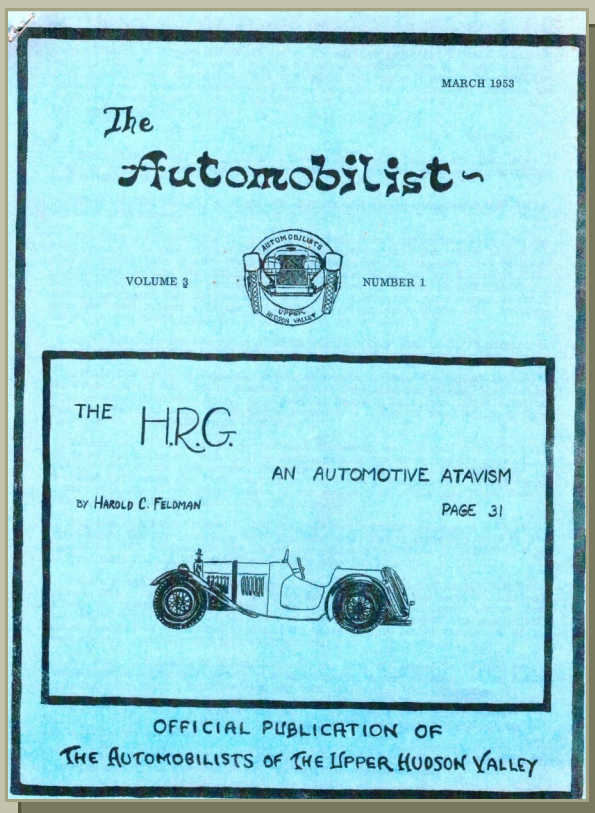
Durant vehicle production was suspended for the 1926 and 1927 model years. When the Durant was reintroduced, the car was redesigned and powered by a six cylinder Continental engine; some of the early vehicles were marketed as the "Durant-Star". Bodies for the vehicle were supplied by Budd Company. In 1930, some Durants were built with all steel bodies, also supplied by Budd. Durant Motors was found insolvent and automobile production ended early in 1932.

Wheel Tracks can not find a Durant that has been for sale in Hemmings Motor News in the past 6 months and when going on the internet none can be found for sale there either. The "Durant Motors Automobile Club" website offers a lot of information but again, Wheel Tracks found none for sale. Does that mean Durant Cars are hard to find if you would like to own one?



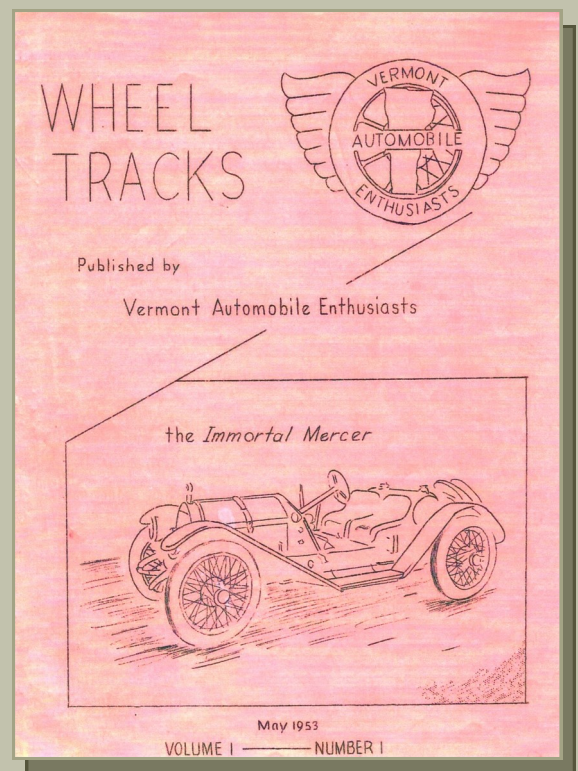
A 1922 Durant Touring Car
Durant's advertising claim:
"Just-A-Real-Good-Car"





A Bit of History....

What does the "Automobilist" news letter on the left have to do with the "Wheel Tracks" newsletter on the right?



The "Automobilist of the Upper Hudson Valley" is an antique car club founded in Troy, New York, in 1950. The "Vermont Automobile Enthusiasts" is an antique car club founded in Vermont in 1953. A member or two of the AUHV club were from Vermont and because of travel distance or other reasons thought it might be a good idea to start an antique car club in Vermont.

The Automobilist editor published this from Ken Gypson Sr. in the March 1953 newsletter..... " Ken Gypson is spreading the gospel. To quote from a letter received from Ken the 25th of January, he says "You will be interested in the fact that there is now a club of enthusiasts up here (Burlington, Vermont) now. We had our first real organizational meeting last Sunday. There were about 15 of us, but I know it will be larger as each fellow present knew more fellows who should be contacted for further meetings. They elected me as president. I hope that this summer we can have some good outdoor meetings and perhaps get together with the AUHV. Incidentally, this does not quell any of my interest in the AUHV."

This bit of history was given to Wheel Tracks by Lloyd Davis. Lloyd was commenting of the Eagle-Macomber item in last month's Wheel Tracks. He says..."The July Wheel Tracks has the best picture of the engine of the Eagle-Macomber that I have ever seen. I well recall Ken Gypson's (Jr.) grandfather recounting his early exposure to this make as a young man. I joined the AUHV in it's early days as I was working in Bennington at the time and Troy is only 28 miles away. It was natural for me to join when this club was formed."

The Upper Hudson car club seems to be one of the stars out there that fell in line to create our VAE. Wheel Tracks wonders how many of our present members knew of this connection. Many early issues of Wheel Tracks mentions gatherings where the two clubs would share meets and activities but none have happened in recent memory. There are presently around 250 members in AUHV and it's president is Phyllis Stanton. There are ten officers in the club and twelve committee heads that include indoor and outdoor activities, banquets, finance, public relations, club store, historian, newsletter editor and webpage administrator to name some. Their website is part of the Hemmings website.



Polyurethane Bushings

I am a believer in keeping things original, to a point. Sometimes I have an opportunity to take advantage of an improved technology, and I use it. One such example is the substitution of polyurethane bushings in place of rubber bushings in suspension systems.

I replaced the sway bar bushings several times in my Chrysler minivan. Sway bar bushing failure was a known problem. I was reading about this problem on line, and I read a suggestion of replacing the bushings with urethane bushings in place of the OEM rubber bushings. I reluctantly did the substitution, and was very surprised to see that not only did the urethane perform much better, but they also held up better. I have not had to replace them since. By the way, even Chrysler acknowledged this problem, and have since substituted urethane bushings as replacement parts in this application.

I am not talking about the cobalt blue or bright orange bushings people use to dress up a chassis, I am talking about black urethane bushings, that look just like OEM rubber bushings.

I have recently replaced all the suspension bushings in three English cars. Two of these cars are cars that I rebuilt the suspension on years ago. In all three cases, the rubber had deteriorated and failed. I ended up replacing the bushings in the lower A arms of the front suspension, sway bar and the bushings on all the leaf springs and spring shackles with the new, and much improved urethane bushings.

After disassembly and cleaning, I put a thin film of grease on the new bushings before I assembled them, to prevent squeaks. In all three cases, the cars drove better, the suspension was tighter, quieter, and suspension travel was smoother. I was astonished at the improvement in performance over the rubber bushings.

These bushings not only perform better, they will also look "new" indefinitely. Check your favorite parts supplier or look on line.



How many of you know what a "ring-gear" is?



Ok, it appears your editor might have been the only VAE member who didn't....until **Wendell Noble** found the ring-gear in his '29 Plymouth roadster had problems. If you look closely you can see some of the gear teeth in the pictured to the left are damaged.

The ring-gear can be found on the flywheel of most cars, old and modern. It is the gear that the starter gear (called the Bendix gear) 'slips' into when you want to start your car. The starter can then turn the engine over to get it started. Once the engine is running a spring allows the Bendix gear to slide back out of the way. It appears Wendell's ring gear was simply hit wrong by the Bendix gear too many times and made the damage. I am told when you stop the engine in your car it is most likely the engine will stop at the same position most every

time and the same teeth get used each time to start your engine....who would have guessed!

Wendell was able to find a vendor who sells 'new' ring gears. The old gear can be heated up and with a hammer can be slid off the flywheel. The ring gear is built to be sixteen-thousandths of an inch bigger than the flywheel and heat is needed to expand the gear metal to get it off and on the flywheel. Some mechanics even put the flywheel in a freezer over night to help the process....metal expands when it is heated and shrinks when cooled.

A garage in Georgia called **RPM Engines** installed the new ring-gear on Wendell's flywheel and he is now back on the road.

gcf

August VAE Meet.....

The Stowe Antique & Classic Car Meet

August 8th
9th & 10th

Would you have a few hours to spare?

Are you planning on arriving early for the Stowe Antique and Classic Car Show? Perhaps a trip to Cabot Cheese or to check out a covered bridge or two.

Why not consider volunteering a couple of hours and help make the show a success. We start the Saturday before and work all week. From setting up tents, laying out the field, or filling old wood chuck holes, so we could use your help.

For more information or to volunteer please contact Dan Noyes at 802-730-7171 or dan@volutneervt.com



VAE Gossip by GCF



Rick Reinstein's story on page 13, I am sure, will bring memories back for all of you. I remember my Dad's 41 Chevy that would never quit. Much of the floor was missing and mother had to wash the dust off from us any time we visited Grandma on her dirt road. Both back fenders had fallen off but getting the chains on in the winter was really easy! It didn't matter how cold the winter days were, it would be the only vehicle on the farm that would start. In a conversation with Rick lately he mentioned a "move" his parents had when the car needed to be stopped in a hurry.... funny, my mine had the same "move". We could be driving along when someone pulls out in front of us. They would stomp on the brakes and the same time they would fly their right arm out in front of us in the front seat. The "move" worked and we six have all survived fine and dandy.

Don't you always wish you could manage time better? When I think I have my time managed perfectly right down to the second, someone will arrange or rearrange an event and all of a sudden my time-management skills gets overloaded and I go into melt-down. I start getting funny looks from folks and asked very difficult questions that take better skills than I have to answer. "What do you mean you can't go to the 47th family reunion this year"?..... Or..... "You have Franklins, I thought you would have the car meet at the Lamphere's at the top of your list". Wouldn't you think my time-management classes should include how to explain the three-day golf tournaments?

Marnita Leach has retired from her job as Wheel Tracks GREAT recipe expert. After years and many recipes that tweaked our members appetite we will miss her. It was normal to get emails and calls asking me if I had made a typing mistake because *"those ingredients just don't go together"*. When I informed them I had correctly copied the recipe I would get a call the next day telling me how great the dish was. It was normal for me to get comments about using the Wheel Tracks recipe within hours of it's arrival in the member's mail box. Thank you Marnita.....it was a great run....Thank you.

You will find a new recipe column on page 4 this month. I asked our proof-reader (my Mom) if she would agree to get it started. I have had requests for a recipe column to return to Wheel Tracks and here it is. I had a brain-block on what to call it but my wife Sharon came to my rescue, *The Roadside Diner* really fits the bill. I am sure I can get Edi to give me more of her favorite recipes but I would also like to put some of yours in. Emailing them to me makes less work but I will accept them any way you want to send them. The only rule.....**we want your favorites**. Also, I would like to hear how your 'yellow cake using buttermilk' turned out.

Charlie Thompson is restoring a 1929 Whippet roadster that needs door hinges. These hinges pictured to the right are his creation and they are beautiful.... And correct for that model and year. He started out with a piece of angle iron and without a metal mill using mostly hand tools you can see his result.



TWO GREAT AUTOMOBILE WEEKENDS

By Bob Lalancette

The last two weekends of June provided an automobile enthusiast with two great things, great weather and unique vehicles. Saturday morning started with a cup of coffee and new friends at the "Cars and Coffee" at South Burlington. A short drive to Middlebury to the MG meet brought a new perspective to these colorful cars. After the VAE monthly meeting, folks dispersed quickly leaving **Dave Lamphere** and I to realize that we would not have NASCAR knocking on our doors to work pit road! I continued to Rutland to stay with my nephew, pumping him up for his first drive in my race car on July 4th. On Sunday morning I cruised down to Bennington to see the arrival of the third leg of the "Great Race". I was able to park right in front of the Hemmings Garage and tour the museum. A short walk to the arrival spot revealed a carnival atmosphere. The movie prop car from the 1965 Great Race movie with Tony Curtiss and Natalie Wood was wheeled out of the Hagerty Insurance hauler and driven around the lot. Then the competitors started rolling in, all 108 of them. For the "CARS" movie fans, DOC Hudson entered in flashy style with NASCAR promoter Humpy Wheeler and his grandson. What a class act, autographing baseball type cards of "CARS" characters for the young people. After lunch at the Bennington Fire House, I went back to the Hemming's Garage for the fueling of the cars. As I walked around the corner, there sat a 1946 Ford convertible. The man said, "What's



Ken Bailey & his 46 Ford

going on?" I explained the race and he was able to park next to my Nova. He told me his name, Ken Bailey of the Barre Baileys, auto parts and scrap yards. He told of the burning of cars to rid them of the wood frame work for the steel and the busting up of batteries for the lead to fuel the Second World War effort. Little did I know this story would shake a person the VAE would visit the next weekend.

The overnight TOUR started on the following Friday. Crisp weather and quiet roads greeted us and by the time we hit the Chelsea Green we had a dozen cars. After our picnic lunch at the Post Mills Airfield, Brian Boland gave us an energetic talk about his start and craft with hot air balloons. After our tour of the

Saturday morning we drove to the Multicar Club Meet in Bethlehem NH and met old friends and made new ones. It was good to put



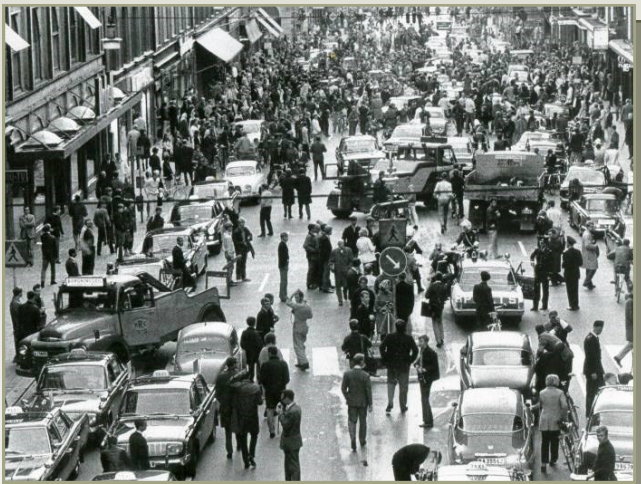
Dave Lamphere with his tire problem!



A Great Race entry...what is it?



VAEers @ Play.....



←
The day in
1967 when
Sweden
switched
from driving
on the left to
driving on
the right.

→
A Ford ?



Here are some additional Stowe Car Meet Sponsors.....Thank You

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Champlain Valley Equipment
Clark's Truck Center
The Commodore's Inn

Montpelier VT
Stowe VT
Burlington VT.
Stowe VT
Quechee VT
Montpelier VT
Montpelier VT
St. Albans VT
Jericho VT
Stowe VT

Pall Spera Co. Realtors
Wendell & Mary Noble
Richard L. Wheatley CPA
Seven Days
Shaw's General Store
Sherman V. Allen (Mac's Market)
Stowe Motel & Snowdrift Motel
Stowe Area Association
Stowe Insurance
Stowe Mercantile

Stowe VT.
Milton VT
Essex Jct. VT
Burlington VT
Stowe VT
Rutland VT.
Stowe VT
Stowe VT
Stowe VT
Stowe VT

Thank You All

Co-Operative Insurance Companies
Crop Bistro & Brewery
Dunkin' Donuts
desGroseilliers Funeral Home
ELIOT
Golden Eagle Resort
Green Mountain Inn
Interstate Battery Company
Jeffersonville Automotive
Mountainside Resort at Stowe

Middlebury VT
Stowe VT
Burlington VT.
Hardwick VT
South Hero VT
Stowe VT
Stowe VT
Burlington VT
Jeffersonville VT
Stowe VT

Stowe Mountain Resort
Stowe Realty
Stowe Red Barn Realty
Stowe Reporter
Stowe Seafood
Stowe Vibrancy
Town & Country Resort
The Transcript
WCAX-TV
WDEV-Radio Vermont
Walker Construction Inc.

Stowe VT
Stowe VT
Stowe VT
Stowe VT
Stowe VT
Stowe VT.
Stowe VT
Morrisville VT
Burlington VT
Waterbury VT
Stowe VT

Dick Wheatley's Recount of a VAE Tour.....

We met on a perfect June morning in Richmond, VT, made five stops along the way to pick up more members in their favorite rides and made our way to the Post Mills, VT airport by noon. After lunch on the grounds, experimental balloonist, airport and private museum owner, **Brian Borland** gave us some history of his career, purchase of the property and what has led to the museum. He then said we were welcome to wan-



The Museum



der at will. This is a large two story building housing a collection of items beginning with balloons, burners, baskets (a separate line of connected buildings houses motor scooter propelled landing craft). There are collections of crutches, walkers, sewing machines, dental chairs with all the related tools, beer bottles, Spam mementos, fans, clocks, cars, motorcycles, pots and pans, airplanes, sinks, toilets, come-along's, a tank made from metal roofing, a Subaru Woodie (from hundreds of pieces of wood nailed in random sequence), fire trucks,



VW buses and of course the Vermontasaurus (pictured to the right) and much more.



Our next stop was around the corner at Chuck Solger's wood shop where he was fabricating parts for a 1930 Model A panel truck. He explained the process, if the wood frame is not right the metal panels won't fit. He showed us his Reo's and his next projects. Collectors from around the country ship their vehicles to Chuck where he might spend months getting the job right.

Some members of the group continued on to attend a multi-car club show in Bethlehem, NH the next day.

Nut Torque chart....sent to WT by Lloyd Davis

Here is a chart showing proper torque values of standard bolts and nuts. When installing castellated nuts, if the cotterpin slots do not line up with the hole in the bolt, exchange the nuts until you find nuts that do align. Over and under torque in excess of 10% should be avoided. Torque values shown are for clean and dry threads. Readings are in inch-pounds.

Information taken from 1972 Franklin Club newsletter "Air Cooled News" in a column written by John Burns

Fine thread series		Coarse thread series	
Tap size	Torque	Tap size	Torque
8-36	12-15	8-32	12-15
10-32	20-25	10-24	20-25
1/4-28	50-70	1/4-20	40-50
5/16-24	100-140	5/16-18	80-90
3/8-24	160-190	3/8-16	160-185
7/16-20	450-500	7/16-14	235-255
1/2-20	480-690	1/2-13	400-480
9/16-18	800-1000	9/16-12	500-700
5/8-18	1100-1300	5/8-11	700-900
3/4-16	2300-2500	3/4-10	1150-1600
7/8-14	2500-3000	7/8-9	2200-3000
1-14	3700-5500		

My Chevy Roots from Rick Reinstein

My first email address coined by my son who set up my first account was chevfanatic@-----. Here's how it all started:

I think my fanaticism began long before I was born. The evidence can be seen in an early picture of my mother posing next to my parents' first car—a 1949 Chevrolet Fleetline Deluxe four door sedan taken on Skyline Drive in Virginia. Obviously, the die was cast. In 1952 my father bought his first new car—an Admiral Blue Chevrolet Styleline Deluxe two door sedan complete with fender skirts (mud guards), side chrome, but no radio (a nod to my ole man's prudent side) manual transmission, and black wall tires. Two years later I came along and our relationship began. Although my father refused to admit he was a car guy, I have many family pictures of his cars with me posed in front.

Dad's '52 and I became close and I have fond memories of helping him wash the car on Sundays, when I begged him to leave the hub caps and skirts off. I thought it looked cool! He didn't. Later, we would go for rides with me steering from his lap. We lived in Maryland outside DC and I can recall sitting next to my mom when she drove it. We had a traffic light at the crest of a steep hill, and to this day I can still hear my mom swearing when she caught the red light. When it changed to green, Mom would floor the old Chevy and pop the clutch—pushing me into the seat. I also remember seeing my reflection in the chrome dash trim and kicking my short legs out as we rode.

In 1959, my father decided he would buy one of the first compact cars in America—a Studebaker Lark four door with a 170 straight L-head six. We kept the Chevy as a second car for a short time until he sold it to a doctor. They had to peel me out of the back seat crying when he delivered it. I remember looking back through the Lark's window at it as we drove away. By the way, the Lark was a real lemon. I think the old man regretted selling the Chevy.

Fast forwarding—my first car was a 66 Mustang, but I never forgot the old Chevy. In 2000 I decided to buy one, fix it up as a project, and relive my childhood. My dreams came true in December of that year when I located a 51 Chevy coupe sitting in a field in Kansas. In January, my twenty year old son and I boarded a bus for a 34 hour trip to Kansas City, where we rented a truck and trailer and brought "Dorothy" back. In 2011, I experienced the thrill of driving her for the first time. Who says you can never go home?? The journey continues.

The bottom picture is the 49 Chevy taken in Mt. Ranier, MD before I arrived (was born), and the top picture is me with Teddy and 52 Chevy in Silver Spring, MD...



The 1974 GMC motor home that Polly McEwing donated to the VAAS has made it's way to Hirschaks parking lot. It is now waiting to be spruced up a bit by a few VAEers.....call Wendell Noble if you want to help. The Good News Garage will help us find a new owner. If you are interested call them.

The GMC motorhome was produced by the GMC Truck & Coach Division of General Motors for the 1973 through 1978 model years in Pontiac, Michigan. It was the only complete motorhome built by a major auto/truck manufacturer. Part of the reason this vehicle is so different from other motor homes of the era is that it was not conceived as just a "camper," but as a vehicle for comfortable travel as well. The design was radical for the day with front-wheel drive and a low profile, fully integrated body.

12,921 GMC motorhomes were produced from model years 1973 to 1978. Over 7,000 are currently listed in an international registry. Estimates suggest that at least 8,000 to 9,000 of the original production are still in running condition.



Wheel Tracks Classified

For Sale.....1967 Dodge Coronet 440, 2 door hardtop. Power steering, radio, variable speed wipers, automatic transmission, sure grip, light package, remote control mirror, undercoating, bumper guards and tinted windshield.

This is an original 318 Dodge Coronet 440. I have owned this car more than 25 years and purchased it at the Stowe Car Show. It had 58,000 original miles on it when I got it, now 73,000 miles. Most of the paint is original and shows excellent for its age. Interior original, all looks new. Factory undercoated, all original sheet metal with no rust or dents. Chrome excellent and shows no signs of pitting. The tires were upgraded to radial red lines with magnum 500 wheels. Included will be whitewall tires and the original



hubcaps. All lights and gauges work. Original bill of sale, build sheet, certcard, manual, visor cover instruction sheet for seat belts, warranty schedule booklet, original brochure, facts and feature manual, and service manual included.

There is so much history on this car, if interested it's worth following up on. \$19,900 or reasonable offer.

For Sale..... 360 High Performance Motor. More than \$3,000 invested. Moving soon, selling for \$1600 firm. A great buy for someone!

Bill Kelly, Bridgton, ME 207-647-4033 for further information.

Greetings from
Chris Cartier
And his next "Auto ABCs"

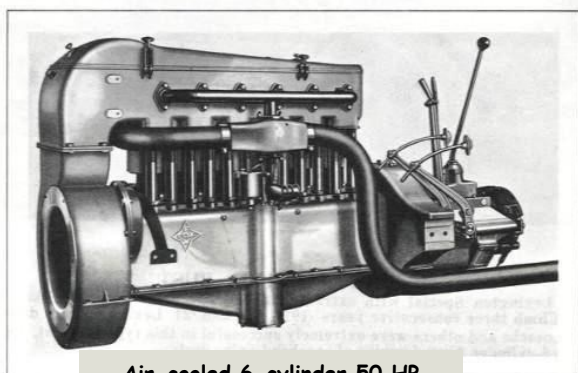
We are doing "F"
This Month.....
The "Fox"

backing and automatic signal lamps - Open Models \$3,900.00 and \$4900.00 for closed models.

In this 1922 Fox Touring Car advertisement claims made included - "This amazing Air-Cooled Car Hurdles A Decade of Motor Progress" and "Fox A Powerful-Beautiful Air Cooled Car". Priced including 5 cord tires, wire, wood or disc wheels, motometer, stabilizers,



1922
*This Amazing Air-Cooled Car
Hurdles a Decade of Motor Progress*



Air-cooled 6-cylinder 50 HP

The Fox Motor Company was founded by Ansley H. Fox (who had already invented the Fox Shotgun) as his second idea for a company. It was organized on November 21, 1919, but did not begin production until March 1921. The cars had air-cooled engines, and, some claim, were the only cars to give Franklin Automobile company a small run-for-its money. It was claimed to get 20 mpg. The cars were bigger than the Franklins. However, it took a long time to get into regular production, and the company could not get enough investors. Therefore in 1923, the company went out of business.

Wheel Tracks Classified

Tour Banners

For Sale

Sturdy cotton
With ties.
\$20.00

"Your Car Will
Wear it Softly"

Gene Fodor 802-372-9146
crownwheelwheel@comcast.net.



August Bumper Sticker...

**I may be slow but
I'm ahead of you!**

For Sale... 1977 Cadillac Coupe Deville.

I am 73 years old, and this classic vehicle needs a new steward. I have repainted it, a new headliner, replaced the transmission, an upgraded AC, new rotors, pads and brake lines, new radiator, exhaust system and alternator, the car is in excellent condition. 104K miles, leather excellent, tires 75%, factory CB and the wire wheels still sparkle. Asking \$5900.00. Call Frank at 802-862-6838.



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For Sale..... [A] parts [big an small] I have 5 front fenders 30/31, have 3-29s \$25.00. I have one starter it is new or rebuilt \$70.00 udiside. A Ford rebuilt water pump \$55.00. One leftover {A} muffler=\$70.00. One Ford zenith {carb} not iron \$40.00. Set of brake shoes 8 molded lines for original Ford with just brakes \$40.00. One 23 inch rim liner \$20.00. one A Ford engine, last owner stated it had babbitt work, done by babbitt has high compression head Sept 1930 serial #3837740 \$700.00

Marvin Ball, Ferrisburgh, 802-425-3529 10/14



For Sale....CHEVROLET: 1948 Fleetline Aerosedan, older restoration (1995) still very presentable. Original 216 inline six engine professionally rebuilt 2003, runs well. Vacuum shift. Hampton Coach interior as original. Black exterior/tan interior. Coker WWW. \$12,500. Contact Ken at (802) 247-3443 or kenbrandon@myfairpoint.net

For Sale.....1947 Mercury 59AB style engine. Rebuilt as follows: new pistons and rings, new oil pump (converted to external spin on oil filter), reground stock grind cam, hardened seats, new valves and new adjustable lifters. Comes w/ clutch and pressure plate. No heads, intake or dist. \$2500
Ken Gypson, Poestenkill, NY. 518-432-7565 9/14

For Sale.....1953 Packard Patrician in very nice condition. This car originally belonged to the wife of Warren Austin, Vermont senator who was the first official U.S. Ambassador to the U.N. The car has just been fixed & shined up (picture was taken before work was done). It starts right up & runs very quietly. The exterior is black (not all paint is original) & the inside is brown and tan. It has 4 doors, automatic transmission & automatic radio antenna. It has 32,570 miles. Front bench seat, rear foot rests, original steering wheel, & 6 white side wall tires (2 are in the trunk). Car garaged in Montpelier
Ethel Grandfield 802-223-6442



For Sale...."Need more garage space so am selling my set of 500 Mag Wheels w/ spinners. The wheels are in great shape as are the Spinners. The Spinners were \$85 alone. Picture shows wheels on our Falcon. \$500 for wheels and Spinners. Bruce Kier 802-449-3065 or email

WANTED.....

Storage space for classic car. The ideal space would be secure, reasonably mouse-proof, accessible, in Chittenden County, and on a road that does not have heavy traffic.

Karen Unsworth
kunsworth@comcast.net
802-922-3403



For Sale..... 1925 Ford Model T Depot Hack in NH. Built in 2005 by Douglas Magee Sr., an "85 yr. old Ford Guy". 1925 chassis has been fitted to replicate a 1915 Ford with period fenders, brass lights, etc. Presents itself nice, motor runs, needs final sorting out. \$8800.00 or good trade. Doug Magee Jr. 860-830-1707. Just an example pictured...not the one for sale. 8/14



New member: **Charles Catchings**, Essex, VT
Returned member - gift of Lloyd Davis: **JP & Lise Tanguay**, Rutland, VT



Sunshine: **Doris Bailey** recovering at Fanny Allen Rehab
"Way to go Doris!"



VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

Membership Secretary

89 Ledge Road

Burlington, VT 05401-4140

christna.mccaffery@vtmednet.org



**Don Rayta's
1950 Dodge Meadowbrook**

August 2014



PRSRT STD
U.S. Postage
PAID
Montpelier, VT
Permit No. 61

**Ernie, wife Melanie and daughter Emma celebrate their Model T's 100th Birthday
By driving to Detroit from Vermont**



From their Blog...<http://modeltrambles.blogspot.com>

July 14th, 2014....We left on schedule at about 8am this morning and had a very easy trip out of Pittsford via Florence.

July 15th: Little Falls, NY to Macedon, NY..... Today it was not raining hard enough to force us to stop driving altogether. So we persevered through the rain and it eventually let up. And the best thing about driving the Model T in the rain is that anything that gets wet gets air dried. Before we dried off, however, we drove through a construction zone, which gave the car a nice patina of dirt.

Things were going swimmingly back on the paved highway (route 31), until an 18 wheeler approached us in the opposite direction moving quite swiftly. So swiftly, in fact, that when it passed us, the hinged upper windshield folded inward, as it is designed to do. As a result, the Model T's occupants were taken by surprise and Emma's bandana was ripped completely off her head and into the neighboring field. We did not stop but pressed onward.