

Wheel Tracks



**This 1927 Ford Model T Roadster Pickup
is 89 years old with its first 28 years still
shrouded in mystery.
The truck's known history begins about 1955
when a VAEer found it for sale
On North Main Street in St. Albans, Vermont.
Read more on page six.....**



FROM THE PRESIDENT...
DAN NOYES

A Ford Model T has no front brakes, water pump, fuel pump, oil pump or filter. If the battery is dead, there is a crank. Choice of two speeds forward, slow and slower, either way you will probably get where you are going.

I guess one could look at the VAE as a Model T. Its simple design and ability to move forward, no matter what gets in its way, are the hallmarks that make us successful. Our fundraising events, the Golden Wrench Awards, VTC Scholarships are successful and will continue to be so, no matter what happens because of the many volunteers who keep us moving forward.

By the time you are reading this our 59th Antique and Classic Car Show will be weeks if not days away. Can't wait to see what cars show up this year. It's not only the amazing cars, but the hundreds of volunteers that make this event possible.

I am sure many of you know that on Friday, June 26th, the Nichols Field in Stowe, where we hold the Vermont Auto Enthusiasts Classic and Antique Car Show, sold at foreclosure auction in excess of \$300,000, including fees and outstanding liens. Over the past six months the VAE was fortunate to have a group of forward thinking investors, donors and partners that worked with us to try to purchase the field. Unfortunately, we were unsuccessful and were outbid.

Henry Ford famously said "Failure is simply the opportunity to begin again, this time more intelligently. His friend Harvey Firestone said "Not having enough money is always complicated!" both ring true as we look to forge the future of the main event that drives the mission of our organization.

Thanks and see you in Stowe!
Respectfully submitted,



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FROM YOUR EDITOR... GARY FISKE

I have had a few very nice comments about last month's Wheel Tracks. Charlie Thompson's feature and the article he wrote about his Whippet made one of the nicest issue that I have been connected with, I couldn't wait, after sending it to the printer, to see it in my mailbox. Thank you Charlie.

Wheel Tracks
Monthly deadline
The 10th

Membership
Only \$30
\$50 for 2 years

As you read on the page before this one, we lost the bid when the Nichols field auction happened. If you all new the work that our president, **Dan Noyes**, has put into researching and developing an action plan for us to be able to purchase the field, you would be amazed. He deserves our most sincere and loudest **THANK YOU**. With some of our club savings and borrowed funds from a group of investors the club was able to put together over \$300,000, but it was not enough. The other thing you would be amazed at is the very complicated ups, downs and curves the whole transaction involved. A TV drama can be made from the actions and non-actions Nichols field has gone through these past two or more years that we have attempted to purchase it.

All of you who have enjoyed the VAE Car Show on Nichols field every August should not despair. We will continue to have a car show and it is very likely our show will be close-by. We have enthusiastically been invited to locate our "VAE Antique & Classic Car Meet" in three other locations and each hold great promise.

In the mean time, please enjoy the 2016 "VAE Antique & Classic Car Meet" at Nichols Field in Stowe on August 12th, 13th & 14th.



Dear Wheel Tracks,

I have two Items to share: Cars & Coffee Vermont (CCVT) has changed locations to the UMal.

Many thanks to **Dan Cabrera** and the Community Bible Church for providing a location which allowed Cars & Coffee Vermont to restart, without their support we would not have been able to make it work. Beside coordinating CCVT and the church, Dan has been the brewer of the Java! And thank you to **Dan Jr** for acquiring, placing and removing the signs in the various locations prior to the event.

Our last event was full on two sides of the church. The UMal location provides a central space to congregate as the group grows. Coffee will be provided by IHOP. CCVT has joined the VAE as an outreach program. VAE is a great organization that is open to all car enthusiasts and responsible for several events in the area such as the recent show at Shelburne Museum and the upcoming in Stowe in August. Joining with VAE provides operation support that will allow CCVT to continue to grow.

Thank you for your support, John Malinowski

Dear VAE,

I have been a VAE member for a couple of years and have been unable to attend any meetings or events until the recent trip to Hemmings. It was during this trip that I met many members for the first time, was welcomed by every member I came into contact with and made to feel like a member of the Club. Let me explain.

During the Club trip to Bennington on Friday, July 8th, my 37 Dodge 1/2 ton overheated on two occasions. The first incident was somewhere south of Vergennes on Route 7. As I pulled into a parking lot to assess the situation, I called Dave Stone on the phone to apprise him of my status, and to my surprise, an entire group of VAE members pulled in behind me in their assorted vehicles. I opened the hood and spontaneously a pit crew of several VAE members were there to offer tools, help and moral support. They made a difficult situation better. Two members, Roy Martin and Ed Welch, volunteered to ride behind me all the way to Bennington to make sure I would be ok for the rest of the trip to Hemmings. Wow - what a great group and what a way to make a new member feel welcomed!

When I finally arrived at Hemmings, after a brief second overheating incident just outside of town, Dave Stone and several other Club members were very supportive and welcomed me to the event. As the nights festivities wrapped up Jim and Vilma Cary offered to guide me to our motel in Arlington because my trucks headlights were so dim and to stand ready to help in case I needed it! Well we made it to the motel with the cooperation of the truck.

On Saturday morning I was unable to participate in additional Club activities. So I drove from Arlington to my home in North Hero without an escort or a break down. The return trip did give me the opportunity to reflect on how welcoming and helpful the many members of the VAE Club were to me during my adventure on Friday.

I want to thank those I mentioned in this note and all of those who were also equally friendly and helpful but whose names I can not remember. **Best regards, Mike Felix**

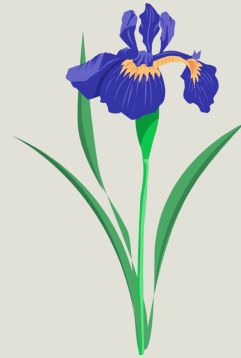
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**Click "Join VAE"
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fill it out and mail it with your
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Your editor and other authors are made aware of some new products, services or information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





"THE SOFTER SIDE"

A Column Shared by Mary Noble (Left), Judy Boardman (center) & Nancy Olney (Right)



"The Day I Didn't Quit Smoking" by Doris Bailey



A friend told me about a man down in New Hampshire who could hypnotize you to quit smoking. I had been smoking for a few years and this seemed like a good idea. Also, our son Clark had mentioned he wanted to quit, so I called him at Lyndon State, where he was a student, and he said yes he did want to quit, so I made an appointment with the hypnotist for the next Saturday. We agreed to meet at exit 19 or 18, and after some confusion about getting to the right exit, we finally met there. We parked my Camaro in a parking lot near a mom-and-pop store and gas station and both rode to the hypnotist's in Clark's old "winter-beater" Cadillac. When we got to the hypnotist, it was a simple office set-up with an inner room. I paid \$50.00 for both of us and Clark went first. This session lasted about half an hour. Then it was my turn. A darkened room and I began to wonder if the man had to say the same thing over and over, or did he use a tape recorder? So, instead of concentrating on what he was saying, I kept listening for the hiss of the tape being played. I didn't get hypnotized at all.

After we left, I realized I had just wasted \$25.00. Clark said he seemed to have been hypnotized. Anyway we found a place to eat lunch and afterwards drove back to the Camaro. I took the keys out of my purse and was going to unlock the trunk to get my jacket. I inserted the key in the trunk lock, started to turn it and the whole key assembly fell into the trunk, including the keys! I expressed rage and frustration in language "not suitable for a family magazine" and agreed with Clark that maybe we could at least open the car with a coat hanger. He went over to the nearby store to borrow a coat hanger. He was gone quite a while. What's keeping him, I thought. Finally he returned with a coat hanger and this explanation: he went over to the store and as he opened the door, he looked up and realized a man was robbing the store, pointing a gun at the clerk behind the counter. She was unloading the cash register into a bag he had on the counter. Neither of them saw Clark, who quietly and quickly withdrew. There was a sort of niche next to the door and he was able to hide in there. He couldn't see the robber and the robber couldn't see him. He waited, and soon the man came tearing by him, ran out and jumped into the car his accomplice had waiting. They roared out of the gas station and disappeared. Clark went into the store and after the clerk calmed down and called the police, she found a coat hanger and Clark returned.

You could have been killed!" I shrieked. "I know it" said Clark, "but anyway here's the coat hanger" he said, with a grin. We couldn't open the trunk with the coat hanger so we fiddled with the door peg, managed to pull it up and opened the car. The only way to get to the trunk was to take the back seat out. After a fierce struggle, Clark managed to get it out and I squeezed in and grabbed the lock and keys. After all this, we both were a little shook, so we talked for a while and then said good bye. Clark went back up to Lyndon and I headed for Burlington. I hadn't had a cigarette since the night before, and my nerves were screaming. I pulled over at the Richmond exit and bought a pack of cigarettes. (After all, Clark could have been killed!) I happily started smoking once more. The best part of this story (which happened nearly 40 years ago) was that Clark never smoked again.

Editor's note.....Mary has skipped this month and is attending her out of town guests.

There has been a request for Doris Bailey's "Softer Side" from July of 2013...enjoy. We all hope you are doing fine Doris!





WORDS

"Get his Goat" comes from when a race horse owner would put a goat in the stall of a nervous horse before the race to calm his horse down. It always worked great until a rival horse owner would steal the goat leaving the horse in an even worse state.



Why men shouldn't write advice columns from Ed Hilbert

Dear John, I hope you can help me. The other day I set off to work, leaving my husband in the house watching TV. My car stalled and then it broke down about a mile down the road and I had to walk back to get my husband's help. When I got home, I couldn't believe my eyes. He and the girl next door was in an embrace kissing. I am 32, my husband is 34 and the neighbor girl is 19. We have been married 10 years. I found they have been having an affair for the last six months. He will not go to counseling and I am afraid I am a wreck and need advice urgently. Can you help me please?
Sincerely, Sheila

Dear Sheila, A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and also check all grounding wires. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the injectors. I hope this helps.

John



Wheel Tracks Academy



Antique Auto Body Leather Work

from Vintage Series (1982)

The 1907 instructions for preparing the leather.....

Motor hides of fine texture are made from the bullock and the cow which have been matured quickly. Morocco leather can also be used, which is the skin of a goat.

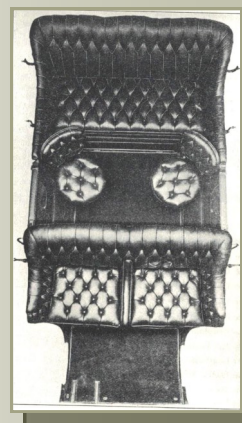
The salt, with which the hide is treated to prevent putrefaction during transit, is first removed thoroughly washing it in running water. The hair on the hide is then loosened by soaking it in a series of spent and new lime liquors, a process which takes several days. The hair is now removed by working over the hide with a two-handled knife, the hide resting on a beam. After soaking in water, the hide is again placed on the beam for removing the loose fatty tissue and portions of flesh from the inner side. The "pelt" as it is now called, has the lime removed from it by bathing it in dung or chemicals having the same effect. This kills or neutralizes the lime, so the resulting compounds can be washed out in water. The tanning process next follows, the hide being suspended in liquors of increasing strength, after which, while in a wet condition, it is split. The grain split forming the hide is to be subsequently enameled.

(Split leather is leather created from the fibrous part of the hide left once the top-grain of the rawhide has been separated from the hide).

The hide having been tanned is now passed through a process of currying, buffing, soaked in more tanning liquor for softening, and stretched on a frame.

Enameling consists of 1 or 2 coats of daub (boiled linseed oil), one coat of slicker varnish and two coats of enamel varnish.

The hide is then grained in a heated room by rubbing it with a cork board then coated one more time with a varnish and dried in an oven.





The Roadster Pickup is locally known as an East Fairfield truck, a little village fifteen miles East of Lake Champlain in Northern Vermont. The village is known for saying yes to the railroad. The story goes, when the railroad wanted to build a line through the town in the 1860s the sleepy village center 5 miles West of East Fairfield had hysterics at the idea of becoming a rowdy railroad town. East Fairfield opened its arms to the idea....rowdy and all!

East Fairfield's nickname is "Puddledock" that came from the Spring time hub-deep mud in the streets and the folks who live there are called "Puddledockers"; terms of endearment used to this day. When the St. Johnsbury and Lake Champlain Railroad came through town the transition was instantaneous. Hotels, granaries, a drug store, bars and pool halls were built overnight. Water power at the two dams on Black Creek sprouted all kinds of new enterprises. Puddledock took on the reputation as a rowdy railroad town while the little town center, just a few miles away, stayed safely away.

The story also goes that the **model T** spent many of its years, previous to 1955, in Puddledock, in fact the exact residence and driveway has been identified as its home. This information has been passed down from villagers long past away and the home was torn down many years ago. Is the story true, what was the truck used for and who owned it during that time has not been figured out completely, the detective works continues.....

The VAEer who found the truck for sale in 1955 is **Gael Boardman**. The seller who brought it to **Walter Benjamin's** garage on North Main Street, St Albans to sell it was unknown when Gael offered \$20.00 to buy it. When Gael returned to find if the seller accepted his offer, he found a local hotel owner, **Doug Kelly**, had bought the truck for \$25.00. **Wheel Tracks** found **Mr. Boardman**, sixty one

years later, still a little upset he got "out-offered" by **Mr. Kelly**. Gael was prepared to go all the way to \$30.00 but in the traditional way of bartering, one does not let that information out until the exact 'correct' time.

For many years the Model T was parked in a shed behind the Kelly Hotel on South Main Street until rumor had it that Mr. Kelly sold it to someone in the Boston area.

Enter another VAEer.... John Lavallee. John's dad and grandfather had a machine shop in Massachusetts and had decided to expand into Northern Vermont in the mid 1960s. John was a young man when he joined his father and grandfather in Winooski to inspect the building they had just purchased along the river and that is when he spotted a Model T pickup in one of the dark corners of the building. The truck then had a new owner, John Lavallee. A short time later, John heard a rumor the "T" had belonged to Mr. Kelly and after telling John it was impossible that the truck had been his, Mr. Kelly recognized the repair work he had done on the rear of the vehicle. The Model T was in fact the Kelly/East Fairfield truck. Over the 20 to 22 years that John owned the truck, not a whole lot was done to it.

The Model T caught the eye of a dairy farmer in 1987 and again it found a new home, but this home was special.... it was back in East Fairfield!

Dennis Dodd belonged to the VAE and his farm is a mile or two just outside the village. Over the 29 years the Model T hardly ever missed an area parade. Dennis and Linda's children along with many other local kids spent many great times throwing candy to parade spectators from the pickup's bed.

The "T" also had quite a transformation on Dennis' farm. It got a Ruxtal rear-end and Rocky Mountain brakes. A new top and bed, a complete motor job and all the running gear trimmings along with a new coat of paint. Dennis told about the memorable hours he and his son drove the back roads enjoying the country side. He spoke of all the sights you can see when going 20MPH. He would just pop the Ruxtal into gear and chug along not having to shift, no mater how steep the hills.

So, now it is 2016 and Dennis has his attention on a 1908 International high Wheeler project. He also has a '31 Model A sedan and a really cool home-built Model A Speedster..... **and the Model T pickup has caught the eye of another VAEer!**

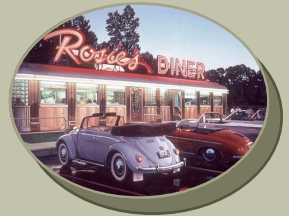
Enter the Wheel Tracks editor..... The Ruxtal rear-end and Rocky Mtn. brakes was more than the guy could resist, the truck, again, has a new home. The good news is the 1927 model T pickup is only a few miles North of its East Fairfield beginnings. **The bad news is the amount of filled space that had to be freed-up to make room for the "T"**. All good, when you step back and look at the scheme of things.....



Edi Fiske

The Roadside Diner

I would like to hear how you liked the dish, edifiske@gmail.com



Summer Squash Soup

3 lbs zucchini
 (unpeeled and cut into chunks)
 1 cup celery leaves
 2 cups chicken stock
 2 tbs onion, minced
 1 garlic clove, crushed
 1/2 tsp salt

pepper to taste
 1 sprig of leaf herb
 (thyme, basil or oregano)
 1/2 cup heavy cream
 (optional)
 1/2 cup parmesan cheese
 croutons, chopped chives or parsley

Cook squash, celery leaves and onion in stock until tender. Pour off all liquid and reserve. Puree vegetables in blender; pour back in saucepan. Add stock and seasonings. Heat thoroughly and season to taste.

Serve hot or cold.

Stir in cream at serving time, if desired.

Garnish with parmesan, parsley, chives or croutons.

**Made it and delicious*



The answer is Meghan Jean, pictured left, Is Rod's granddaughter.

Meghan and her cousin Diane Jean, pictured right, own and operate a recently opened business in Stowe called " **Billie Jean Vintage**". It is located at the **Stowe Cinema Plaza**, 454 Mountain Road.

Another great piece to this news is they will be joining us at the VAE Car Show in Stowe this year, in the Crafter's Tent. Be sure to stop by and welcome them.

Meghan tells Wheel Tracks they are always looking to buy clothing and accessories from the 1920's - 1970's and to pass the word to club members. Another neat part of the store is the corner with hundreds of older vinyl records. Again, if you have any records, they would be interested in adding them to their collection.

Meghan has a background in fashion design and has been a freelance seamstress for years. She has plans to add her own custom work to the store racks in the near future. Diane's expertise is in menswear and vintage Western apparel. Good luck to you both.

Check out their website
at
Billiejeanvintage.com





Dave's Garage by Dave Sander



"Under Pressure"



I was recently working on a British sports car with an overheating issue. I did a lot of work to solve the problem, I adjusted the timing, flushed the radiator, etc., thinking I solved the problem multiple times. While driving in the 4th of July parade the temperature gauge went up, but was still on the high side of normal, then coolant began to spew out of the radiator. What?? How can that be?? I waited for the car to cool down, then I checked the radiator cap. It was a normal looking cap and looked to be in good shape. The gasket was fine, the spring provided resistance when I pressed on it. The cap was marked as being a seven pound cap. I put it on my cap tester, and it barely held one pound and then began to leak.



I found an auto parts store open on the 4th and bought a replacement cap. When tested, this one took just over seven pounds of pressure before it began to vent. The gauge held steady at just over seven pounds.

Pressure in a cooling system is vital for keeping water in contact with the metal surfaces of the cylinder heads and block. Pressure maintains the water-to-metal contact that is vital to prevent localized boiling or steam pockets in the combustion chamber areas of the cylinder heads.

When a pressurized cooling system is not allowed to pressurize, two things happen. The boiling point of the coolant is significantly reduced, and the coolant will spew out as it expands.

A radiator cap tester is a must have tool for the home mechanic. Good cooling system pressure testers will also include an adapter to test caps.

The Golden Wrench Award In Bradford, Vermont.

**Oxbow High School student
Kyle Pittman of Corinth
Is the 2016 recipient.**

From left to right:

VAE presenters, John Mahnker and
Carroll Bean.
Michael Pittman (Dad), Kyle and Heidi
Pittman (mom).
Instructor, Cameron Sweet and
Assistant school director
Brian Emerson.

Congratulations Kyle





A friend sent this to me the other day after I was whining to him about not being able to get last winter's 10 pounds to heck off the front of me..... and I am still calling him my friend. Actually its not last winter's 10 pounds. It is 2 winters ago's 4 pounds that never made it off, and 3 winters ago's 2 pounds plus a couple of more from other winters the past 10 years. Now let me see...10 plus 4, plus 2, plus a couple more equals **ten....right?**

I am not going to let the cat out of the bag completely.... But, I have heard about an old stove that might be for sale and I understand a fellow VAEer has already been offered

the purchase. I have a stove in my shop that is falling apart but not quite on its last leg. Plus the stove that is for sale is a little special. It is a Markland School Stove made a lot of years ago in Barton, Vermont. I know it's a heck of a heater because I have stood beside it in the middle of the winter....wow!

Now, what do I do? Should I offer \$1.00 more than what the other VAEer has offered and **MOVE ON?** Or should I be gracious and back off....a bit?

Another factor, speaking about legs, I understand this Markland had a broken leg. Hmmm, discount now comes to mind.

The parade season is in all-ahead-full or Flank speed...that is Navy talk for all you civilians and Army types. The 4th of July parade was a very successful event in Bakersfield, just down the road from here. That is where I went to high school so I agreed to have my T Roadster in it. My friend **Lionel Thompson**, from Bermuda, road with me. Other than it being a little cool that day, Lionel had a good time. As you know, Bermuda is a British Overseas Territory and I felt obligated to explain to Lionel what the 4th of July is all about. That was fun.

We followed an interesting vehicle in the parade. A jet powered car that has cruised at 300MPH. My "T's" top speed is about 30MPH...whats the big deal with an extra zero.....

Tomorrow is Old Home Day in another small town just West of here; Sheldon. They have it every five years and this year is it. A VAE member, **Andy Crane**, is the chair of the Historical Society and I am sure he is very busy right now. We will be passing by where our VAE proofreader, **Edi Fiske**, was born and where her father's blacksmith shop was located. The structures are all gone now. **Al Ward's** daughter, **Lori Derry**, is in charge of the parade and it looks to be a zinger. **Wendell & Mary Noble** will be there with his Plymouth and **Dennis Dodd** plans to bring his Model A. If we are really lucky, **Gael Boardman** and his VW Thing will also join us. The proofreader, as many of you know, is my 90 year old Mom, she and I will be in the T with the top down. We have been practicing the "Queen Wave" for a couple of days now.

One of my information agents for this column reported a mini drag race on the street of Rutland that involved one of our respected officers. The story goes that our 1st. vice president, **Dave Stone**, could not sit calmly at a stop light while one of those "ugly imports" made vrummm noises next to him. Dave was driving one of his hot Mustangs South with a group of VAEers on the Bennington Tour. The Wheel Tracks reporter claimed there was only a small tire-chirp when Dave remembered who he was and restrained himself. I am sure it scared the heck out of the "ugly import"!

Another VAEer had an adventure while unloading his old Plymouth from a trailer. Like he had done hundreds of times before when bringing his ride to a club event, he put the ramps into place and un-did the hold-down straps. Then he went to the truck to get some items that he wanted to take with him. While leaning in the truck there was a rumble and a little vibration. The "rumble" was the Plymouth rolling off the trailer, racing over the ramp sections. When our club member went to look, he found the Plymouth 30 feet away waiting to go on-tour. We have all heard of the Tesla self driving cars but who knew they were built way back in 1929!

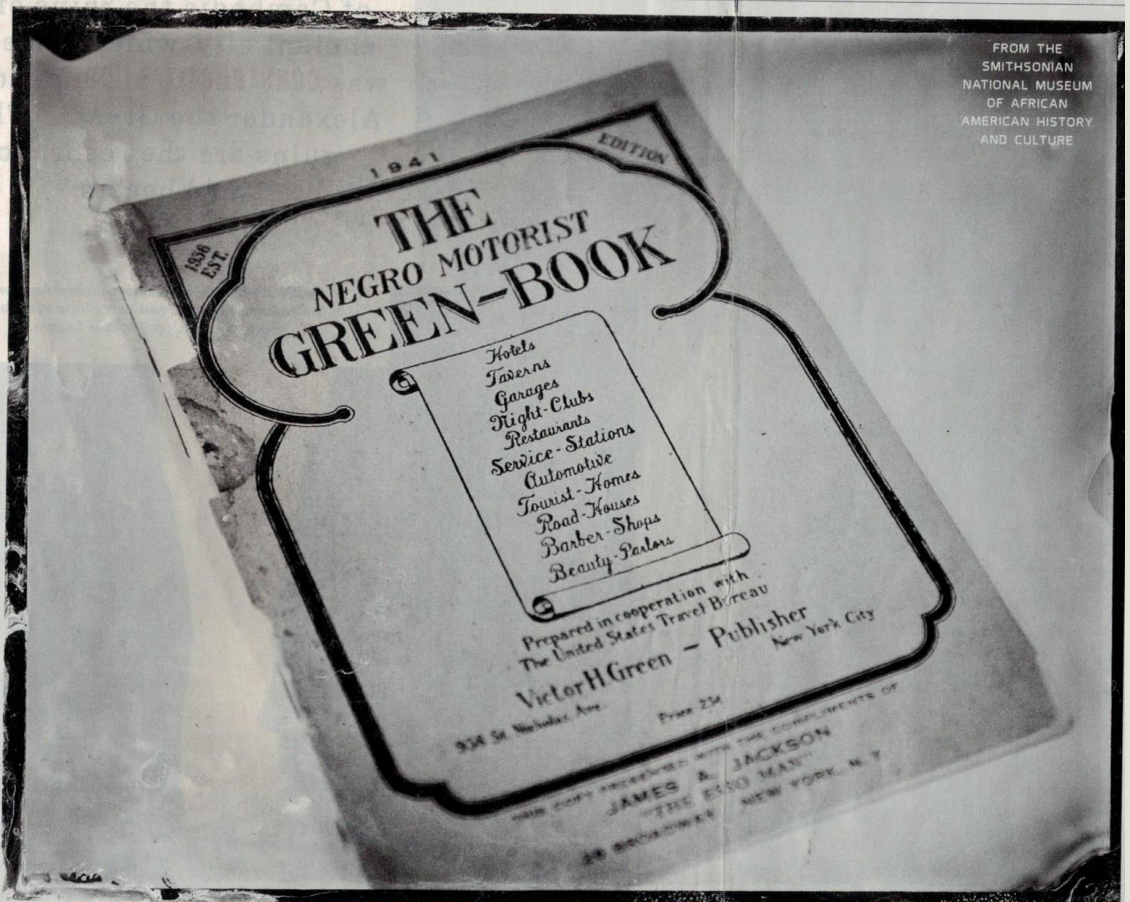
There is a rumor going around about a couple of VAEers salivating over some antique cars in California that have been put up for sale. Sometimes folks get some big ideas before all the pieces can be put into place and the trigger never gets pulled. In that case the adventure just becomes a talking point for future conversations. But, sometimes those adventures really do happen and if this one happens there just might not be an October Wheel Tracks published. One of the VAEers will be very busy loading and unloading. We will see which way the coin falls.

National Treasure

For black Americans traveling by car in the era of segregation, the open road presented serious dangers. Driving interstate distances to unfamiliar locales, black motorists ran into institutionalized racism in a number of pernicious forms, from hotels and restaurants that refused to accommodate them to hostile "sundown towns," where posted signs might warn people of color that they were banned after nightfall.

Paula Wynter, a Manhattan-based artist, recalls a frightening road trip when she was a young girl during the 1950s. In North Carolina, her family hid in their Buick after a local sheriff passed them, made a U-turn and gave chase. Wynter's father, Richard Irby, switched off his headlights and parked under a tree. "We sat until the sun came up," she says. "We saw his lights pass back and forth. My sister was crying; my mother was hysterical."

"It didn't matter if you were Lena Horne or Duke Ellington or Ralph Bunche traveling state to state, if the road was not friendly or obliging," says New York City-based filmmaker and playwright Calvin Alexander Ramsey. With director and co-producer Becky Wible Searles, he interviewed Wynter for their forthcoming documentary about the visionary entrepreneur who set out to make travel easier and safer for African-Americans. Victor H.



FROM THE
SMITHSONIAN
NATIONAL MUSEUM
OF AFRICAN
AMERICAN HISTORY
AND CULTURE

The above article was taken from the April 2016 Smithsonian magazine and can be found in its entirety online .

The Negro Motorist Green Book (at times styled The Negro Motorist Green-Book or titled The Negro Travelers' Green Book) was an annual guidebook for African-American roadtrippers, commonly referred to simply as the Green Book. It was originated and published by New York City mailman Victor H. Green in the United States from 1936 to 1966, during the Jim Crow era, when open and often legally prescribed discrimination against non-whites was widespread. Although pervasive racial discrimination and black poverty limited ownership of cars among African Americans, the emerging black middle class became car owners. In response, Green expanded the coverage in his book from the New York area to much of North America, also founding a travel agency.

From a New York-focused first edition published in 1936, Green expanded the work to cover much of North America, including most of the United States and parts of Canada, Mexico, the Caribbean, and Bermuda. The Green Book became "the bible of black travel during Jim Crow", enabling black travelers to find lodgings, businesses, and gas stations that would serve them along the road. Outside the African-American community it was little known. Shortly after passage of the Civil Rights Act of 1964, which outlawed the types of racial discrimination that had made the Green Book necessary, publication ceased and it fell into obscurity. Interest in it has revived in the early 21st century in connection with studies of black travel during the Jim Crow era.

Los Angeles is now considering offering special protection to the sites that kept black travelers safe. Ken Bernstein, principal planner for the city's Office of Historic Resources notes, "At the very least, these sites can be incorporated into our city's online inventory system. They are part of the story of African Americans in Los Angeles, and the story of Los Angeles itself writ large."

Wheel Tracks editor's notes... I for one, have never thought of this connection to our love affair with old cars; until I read the Smithsonian article. We in Vermont are very protected from many affairs of the world that do not get broadcast on the national news media.



Early Newport, Vermont from the "Ken Barber Photo Collection"





Our Bennington/Hemmings trip was a success even with a little shower Saturday.

We would like to thank two members for being such gracious hosts. Hamilton Hayes and Ken and Nancy Gypson. Friday night after the cruise-in we headed over to Hamilton's for a fantastic bbq and tour of his collection. We enjoyed the stories about his hot rod Lincoln and the T's. Saturday morning it was off to Ken's, for another walk through history, from midget racers to an impressive collection of diecast that both he and his father collected. Ken led us to Salem New York for a walk through horse power haven. An unbelievable collection of early American name plates, many pre-nineteen twenties, IHC high wheels, Henderson, Studebaker and much more. Thanks again to Hamilton and Ken for sharing your passion and knowledge. A special shout out to Mike Felix for driving his 1937 Dodge Brother truck all the way from North Hero, of course the Silver Annie was no small feat either.

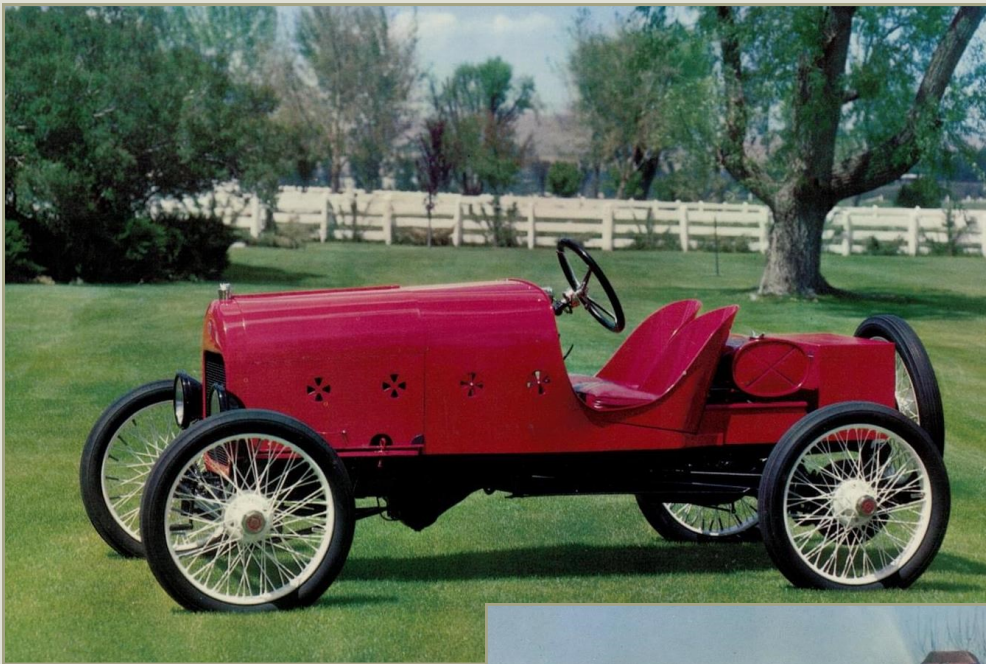
Thank you all who attended, Dave Stone.



Editor's notes.... The pictures of the Bennington Tour were sent to me with no captions.

Please excuse this as we are too close to press time to investigate. If someone would like to give me captions, I will include them in the next Wheel Tracks issue.





These three pictures are from
Gael Boardman's Harrah's
Autocard collection.

Left, A 1922 Ford Speedster.
Body by Ames, Model T,
4 cylinder, Frontenac model S-R
racing head and producing 47
horsepower.

1922 price with accessories and
speed equipment
\$707.00
Ebay card price \$2.00

Right, a 1926 Ford Triple
Combination Pumper.

Model TT, 4 cylinder,
20 horsepower.

Purchase price is '26,
\$1000.00

Ebay card price, \$7.50



Left, A 1937
Cadillac Sightseeing Bus.

Body by A.J. Miller Body Co.
Series 37-75, 8 cylinder
135 horsepower.

Price in '37
\$2300.00

Price of card on Ebay:
\$15.70

The September American Precision Museum Tour in Windsor, Vermont

September 24, Event update,

Our September 24 meeting will take place at the American Precision Museum in Windsor Vermont. We need a few old cars at this event, so get ready to drive or trailer! We will provide a small show from 11-3. Free admission to the museum for members that show. Hopefully after the meeting we will drive over to the Boiler Works to see a Stanley Steamer, and learn how it works.

Anyone interested in a caravan?

Thanks...Dave Stone

dsatbtv@aol.com 802-878-5943

Please watch your emails from John Lavallee for further information on the tour to Mount Washington.

**We will see you at the
Antique & Classic Car Meet in Stowe
on the 12th, 13th & 14th of August**

Our 2016 VAE Schedule

August 12-14....VAE Show at Stowe
(See our web page)

September Trip to the Cog Rail at
Mount Washington.
(To be confirmed)

October 8..... Foliage/Gypson Tour

November 12.... Annual Meeting

Cars Of Yesteryear

Cars of Yesteryear 33rd International Car Show

August 7, 2016 at the Athletic field at North
Country Union High School, Veterans Ave., Newport, VT.

For more details, list of classes and registration forms ,visit our web site
www.carsofyesteryear.org.

3rd Annual Summerfest/Antique Car show August 27th, 2016 Alburgh, VT. ((Old Blue Grass sight, Route 2 North of Alburgh Village)) Antique car rides, Live Bands and Entertainment all day (bring a chair) over 50 vendors, Yummy Festival Foods, kids pedal car racing, lawn mower drag races, pony rides, bouncy house, pie eating contests, Chili cook-off, kids games, face painting, petting Zoo, and so much more.



Hi Wheel Tracks, Cars & Coffee Vermont continues to grow. Approximately 40 cars over the two hours during last event. Large variety of years and manufacturers, great conversations and free coffee!

We have moved the event to the University Mall. Next event is 8/20. Keep up to date by visiting carscoffeevermont.com

Best Regards, John Malinowski



Wheel Tracks Classified



Vermont Engine Service Inc.
16 Krupp Drive, Williston

802-863-2326 or 800-287-5488

The largest engine machine shop in Vermont

1/17

**June
Bumper Sticker...**

Yes,
This Is My Truck
No,
I Won't Help You
Move

2/16

WAITSFIELD MOTOR CAR COMPANY

VAE President's Award Winners....

1912 AC Sociable	1948 MG TC
1925 Voisin	1927 Packard

Phone: 802-496-4277

E-mail: oldcar1@gmavt.net

DAVID G. STEINMAN

WAITSFIELD, VT 05673

FOR SALE.... 1926 Model T Ford Coupe, \$10,000

Beautifully restored older restoration with natural wood wheels with black body and very nice interior. Comes with dust cover, repair manual, original jack and misc. Ford tools. Pix on request. Must sell, have lost storage space. Contact **John Meyer, Montpelier, VT, 802-223-6666**

Editor's find..... **For Sale.....**

Ford model A pickup said to be 99% restored. Gentleman has died, sons want to sell. Located in Bristol, VT. **Call one son at 802-343-9263**



For Sale..... (I need to Spring/ Summer Clean)
*Three MoToR's Flat Rate Manuals for years 1948 [two] and 1955. Includes parts numbers and flat rate labor for cars reaching back to 1938.
*One MoToR's Auto Repair Manual covers all makes from 1940 to 1955.

*Two Chilton Auto Repair Manuals, one covers 1940 to 1953, the other 1972 to 1979. All in very good condition. \$15 each or all six for \$75. 1944 Vermont license plate. Good condition \$10.

*Sales brochures: 1960 Chevrolet full color showing all models \$20. 1964 Chevrolet Station Wagon full color \$15. 1960 Pontiac 10" x 12" full color 14 page \$25.

Chris Barbieri 802-223-3104 cgeeb99@gmail.com

For Sale.....

1966 AUSTIN-HEALEY in very good condition. Must sell, space problem. This car is worth a LOT more than the asking price! \$45,000US!



Call us now and be the lucky one to own a 1966 Austin-Healey at half-price! **514 805-1083 (QC).**

T & A For sale

The greatest accumulation of Ford T and A parts in Québec! Surely one the largest in Eastern Canada. Also: tons of old automobile tools and parts. Would prefer selling as a LOT to a motivated buyer. Very reasonable price. All this is in Montréal QC. I'm selling this for an old friend who does not speak English very well. **Gilbert Bureau, gbureau@videotron.ca**

Do you need a VAE name tag? Send \$7.00 to Phyllis Skinner with correct spelling. PO Box 208, Northfield Falls, VT. 05664

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

Wanted.....

I need the assistance of 2 more helpers to set up Nichols Field for the vendor spaces. I will be starting the work about the 3rd of August. Please call me and we can arrange the times that would be convenient for you.

Tom McHugh 802-862-1733 or 802-318-1348

Also.....

I would like to find a replacement to take my place after this year to work with the vendors who come to our show in August. One huge plus is dealing with some great people who have been with us for many many years. I will help you learn the job, call me. **Tom McHugh**



The field set-up crew in 2014... from the left...Tom McHugh, Joanna Conti and Hal Boardman.



VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

Membership Secretary

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



This beauty is owned by Hal Boardman.

A 1988 Nissan Pulsar

August 2016



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Montpelier, VT
Permit No. 61

Be Nice.....Buy a VAE Membership for a Friend

What connection does our
1975 VAE president,
Rod Dolliver,
have to this young lady?
Answer....page 7

