

Wheel Tracks

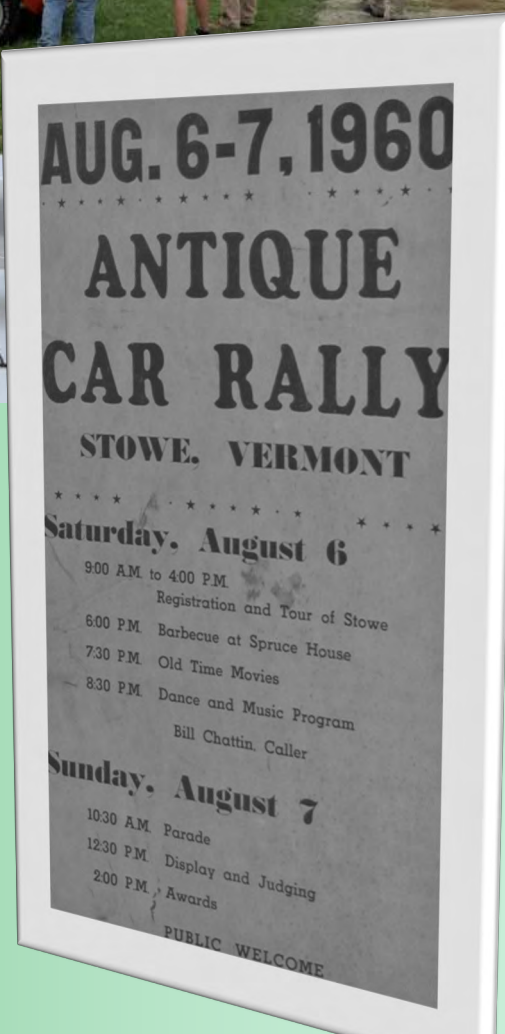


THE VERMONT ANTIQUE & CLASSIC CAR MEET 1957 TO 2019

Not a lot was written about 1957
other than a race up the Mt.
Mansfield Toll Road by a Stanley
Steamer and a Model T.

In the 1958 VAE Show, there were
eleven cars registered.
This year, we expect over 600
registrations in 34 classes.

We have grown-up!
More on page 8





FROM OUR PRESIDENT, JAN SANDER

Tis the season of car shows!

Ever since I attended my first antique car show in 1970, which was a VAE Stowe show, I have been hooked on car shows. In June we attended our very successful Shelburne Museum show. That was a busy weekend as we had two grandsons graduating from Mount Mansfield Union High School that Saturday morning. After graduation we scooted down to the museum where we had left our 1940 Plymouth pickup on the previous afternoon.



The show featured trucks, and it did not disappoint! There was a really diverse selection of trucks to see, two of which really caught my interest. One was a 1941 Dodge pickup in green and black owned by Alden Bryan of Williston. His truck is a near twin of our '40 Plymouth which is also green with black. Our son David who lives in Richmond, sometimes drives the Plymouth around the Richmond and Williston area, and Mr. Bryan drives his truck in the same area. David has had many people say that they have seen him driving our truck in places and times when it would not have been possible. This has mystified David - how was it possible that so many people were mistaken about seeing him driving around in the truck? Mystery solved! There are two nearly identical trucks roaming the roads. I had a good visit with Judge Bryan. He and his family have ties to Jeffersonville and his grandchildren and mine were elementary school age buddies.

The other truck that caught my eye was a green, 1951 cab over Dodge flatbed owned by Rick Kerr of Essex Junction. I enjoyed meeting Rick and his wife. We had a good visit and I learned about cab over trucks. I think that meeting the owners, and learning about their vehicles, is one of the best parts of going to car shows. Over the years, I have met some really nice people. Of course, everyone wants to talk about their vehicle and tell all about it.

The second show that we went to, in June, was the New England MG T Register's Gathering of the Faithful in Plymouth, MA. This is an all pre 1955 MG event that happens twice a year, in the spring and fall. It was a fun gathering with old friends and beautiful MGs. While we were there, David and I had lunch with my cousin and his wife who live nearby. By the time lunch was over, David and I had convinced them that, they needed to turn in their Mini Cooper sedan for a Mini convertible. They now have a gorgeous blue Mini convertible.

Now, we are coming up to August and the big VAE yearly event, our Waterbury show. Bob Chase and Duane Leach and the show committee have been hard at work since last September planning another great event. I hope that you will be there. Maybe you can volunteer to help before, during, or after the show. We are always in need of more helpers. Be sure to attend the Fashion Show on Saturday morning, or better yet, why not participate in it? The Fashion Show highlights, the clothing styles, that were popular when your vehicle was new. It is also a great opportunity to show off your vehicle and tell people about it.

From the President.....continued on page 6

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 1954 Rod Rice
 1955 Rod Rice
 1956 Walter Jones
 1957 Walter Jones
 1958 Lloyd Davis
 1959 James Mc Glaflin
 Dale Lake
 1960 Bob Jones
 1961 Charles Arnholm
 1962 Robert Slade
 1963 Don Brown
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 1980 Al Ward
 1981 Russ Snow
 1982 John F. Gray
 1983 Mike Hayden
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 1985 Dave Gonyon
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 1990 Bill Dexter
 1991 Avery Hall
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 2015 Dan Noyes
 2016 Dan Noyes
 2017 Dave Stone
 2018 Dave Stone
 2019 Jan Sander

FROM YOUR EDITOR... GARY FISKE



As Jan has mentioned in her "President's Message", we have lost a great VAE Ambassador. Many of us, including me, have also lost a truly wonderful friend. Gael Boardman passed away recently.

I picked up the phone, automatically yesterday, and put it back down. I was going to call him for advice on a Wheel Tracks matter. He was one of my sounding boards in this editor's job, a very trusting sounding board at that. During my short time of knowing Gael, he became one of those few people I will be lucky to call a true friend during my lifetime. The amazing thing about Gael is, I am sure many people besides me, are most likely saying the very same thing. Gael had that ability and it was sincere.

I found, early on, he did not like his picture taken so even though I respected his wishes, I did sneak a few when he was not looking. As I went searching for photos of him, for this August issue, I discovered something for the first time. Look at this picture and tell me if you can see it also.....



Yes, that is Gael, 2nd from the left. He intentionally put himself in Jim Sear's shadow! Except for the photos that I 'snuck', most of mine are like this one. You will find other photos throughout this Wheel Tracks issue. We will miss you terribly Gael but you have left many great memories and stories behind for us to enjoy. You have also left a wonderful family for us to continue exchanging our lives with. Thank you.

Letter to the Editor from Wendell Noble.....I was pleased with the kind compliment Nancy Olney included in her "Softer Side" column, about the flavor of the maple syrup, we used to make. She has solid science on her side in comparing syrup concentrated by boiling versus reverse osmosis. The boiling process causes caramelization of the sugars which contributes to the maple flavor. We used to have three kinds of seasons, depending on how well the sap ran, good years, bad years and really bad years. In a good year, if I found a dead mouse floating in the bucket, I'd dump the whole thing on the ground and look forward to the next run. In a bad year I'd throw the mouse on the ground and save the sap. In a really bad year, I'd wring out the mouse before throwing it on the ground. That probably contributed to the flavor, too.

Notice.... Our Wheel Tracks archives is missing the 2 WT issues from 1958. If you have them, would you donate them to the archives that will follow all the future Wheel Tracks editors?
 Thanks

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

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there, around the 25th
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Wheel Tracks
is a monthly
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public, and for the
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"The Softer Side"

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

Been there, done it in a Probe from Anne



I admit it. I'm not that into cars. If it has 4 tires and a steering wheel and can get me to where I want to go safely, I'm happy. My husband, on the other hand, is what you'd all call "a car guy." Over the years he's purchased antique (I say old) cars and trucks. He does a little bit of general maintenance on them himself, but the big stuff he leaves to the professionals. That I'm happy about. I liken it to, if I want a new electric outlet installed, or want that damned breaker fixed that keeps tripping, when I run my laptop, printer and label maker all at the same time.....well, let's just say I'm still waiting for him, and not the car mechanic, to get around to fixing it.

All that said, it was somewhat surprising to me what happened one day of a month-long camping trip, we took beginning mid June with the end result of arriving in Salt Lake City, for the International Barbershop Singing Convention and then returning home by July 15. We were driving our F-350/camper and towing a 1997 Ford Probe acquired last fall. We traveled down through the eastern U.S. and then over to Branson, MO, and then continued going west by way of Pueblo, Durango, Moab, and finally ending up on the correct date at the KOA in Salt Lake City.

The biggest highlight of our trip (not necessarily the best) for me: We drove up Pikes Peak in Colorado, which is the highest summit of the southern Front Range of the Rocky Mountains in North America. It comes in at 14,115 feet above sea level. (To put it in perspective, Mount Mansfield is 4,393 feet above sea level.) The drive is approximately 19 miles from visitor center to the summit.

Don was driving. It was a gorgeous day with blue skies and puffy white clouds. We were informed that we'd have to leave the car, at the lot, at mile marker 16, and we'd be shuttled to the summit.

As we got to mile marker 16, Don casually remarked, "Uh-oh, I think there's something wrong with the clutch." **Ya think?** What the heck does that mean? Get me out of this car. How are we going to get down? I'm going to die on Pikes Peak! All of those thoughts raced through my mind.

Don casually maneuvered the car into a parking spot, turned it off and started getting out of the car, all the while I'm internally panicking, thinking about calling AAA for help or my mother to say goodbye and to take good care of our kitty, Millie. But, no, I too made my way to the shuttle and up and away we went.

I must say the peak was awesome! spectacular! breathtaking! gorgeous! No words can capture the magnificence of that part of our American landscape. I am truly glad we made the trip up, but now we had to get down off this damned peak. We were shuttled back down to 16 and got in the Probe. Don started the car, and it "appeared" that things were OK. He then finally said something about somebody telling him about hydraulic clutches, and how they can overheat and not work and need cooling off, which did nothing to calm my nerves of possibly going off one of those S-curves at 95 mph. **All I thought about was clutch/brake, clutch/brake, clutch/brake - they're right next to each other.** Maybe the brakes won't work either. As we started the drive down, though outwardly calm, my stomach was in a knot, and every time he stepped on the gas I wanted to throw up. I think the door handle needs replacing as I was gripping it so hard; either that or the floor where my feet were. Suffice it to say it was the longest 16 miles of my life.

We did make it down the mountain. When we stopped for the mandatory "brake check" by a Park Ranger, he let us know the tires were great, and all I wanted to say was, "Yeah, but what about the &*&#!@\$ clutch?" OK, so I can say I learned a little about hydraulic clutches that day, but I can also say with regard to Pikes Peak: Been there, done that, in a Probe!



Dave's Garage by Dave Sander



Absent any questions this month, I will share a story about how costly it can be to ignore warning signs and delay needed maintenance.

A friend of mine has a towing and recovery business. He recently picked up a Subaru from out of state after it broke down on the interstate. The owner told him to keep the car. Why did the Subaru break down? The center drive shaft bearing failed, and the driveshaft came undone from the carrier bearing, flung around, came out of the transmission, hit the pavement, and punctured the floor. The drive shaft punched through the floor and up between the front seats, at highway speed.

Fortunately, nobody was injured. This problem most likely made considerable noise for some time before it catastrophically failed. This could have been a \$100 repair, taking less than a half hour to fix. Someone decided to ignore the warning signs, and ended up walking away from the car.

I considered buying the vehicle and repairing it. I probably would have, but looking at the car it was very clear the car had never had any maintenance. I don't think it was ever washed or vacuumed out. I can not understand how anyone can invest thousands of dollars in a vehicle and not maintain their investment.



They are lucky nobody was killed. The driveshaft came right through the floor and through the center console between

FROM OUR PRESIDENT, JAN SANDER

Sadly, on June 26, we lost a valued member of our VAE family. Gael Boardman passed away at his home in Underhill. Gael was VAE President in 2003. In addition to being president, Gael was very active in the club in many other capacities. He was instrumental in establishing the Golden Wrench Award and each year he was one of the people who make the presentation of these awards happen. He was the Vice Chair of the Education/Outreach Committee. Many of you will remember his beautiful voice as the Field Announcer at both the Stowe and Waterbury shows for many years. Gael had a natural voice for radio announcing. He also helped the club in many small, behind the scenes ways. He was quick to offer his help to set up our monthly meetings. I always knew that if necessary, I could count on Gael to organize a garage tour or a similar event.

He was instrumental in organizing this year's meeting schedule. If something needed doing, we could always count on Gael. Several years back, Bill and I had the dubious honor of putting on a Gypson Tour. We had friends from Israel visiting us for a week while they enjoyed a New England fall foliage vacation. One of the highlights of their trip was riding in the back of Gael's 1918 Locomobile on the Gypson Tour (pictured). To this day, they still talk about their day with Gael and Judy Boardman and his wonderful antique car. Gael was a true ambassador of the antique car hobby and we all shall miss him and his stories!

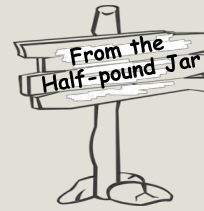
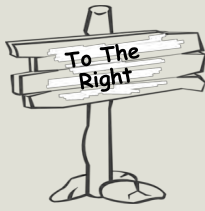


I am looking forward to seeing you and your vehicles at Farr's Field in Waterbury on August 9th, 10th, and 11th at The Vermont Antique & Classic Car Meet!

These are the help categories we need.....

Field set up.....Parade lineup.....award lineup.....someone in charge of speakers....help with announcing on the field and field take down

**If anyone can help Call Duane 849-6174 or email fordpu64@yahoo.com
Judges needed, call Steve Carpenter 802-334-5194 or stevenc1974@outlook.com**



Words...

Vis a Vis.... The term means face to face and refers to the seating arrangement in the passenger compartment.



My sister Tina was telling her husband, George, about a wonderful program she had watched on TV. The show gave a national award to heroic people who put themselves in grave danger to help out someone they hardly knew.

George replied, "That sounds a lot like getting married."

The attorney tells the accused, "I have some good news and some bad news." "What's the bad news?" asks the accused. "The bad news is, your blood is all over the crime scene, and the DNA tests prove you did it."

"What's the good news?"
"Your cholesterol is 130."

A defendant isn't happy with how things are going in court, so he gives the judge a hard time.

Judge: "Where do you work?"

Defendant: "Here and there."

Judge: "What do you do for a living?"

Defendant: "This and that."

Judge: "Take him away."

Defendant: "Wait; when will I get out?"

Judge: "Sooner or later."

Q: How many politicians does it take to change a light bulb?

A: Two: one to change it and another one to change it back again.

I couldn't figure out why the baseball kept getting larger. Then it hit me.

Whenever your ex says, "You'll never find someone like me," the answer to that is, "That's the point."



Wheel Tracks Academy

Bleed For Me!

From Wendell Noble

Hydraulic brakes were a wonderful advancement in automotive technology.

Preceded by mechanical brakes on the rear wheels and then all four, they were commercialized by Malcolm Loughead in 1917. Used only on race cars at first, they were first used in production cars by Duesenberg 1921. In this time frame, Loughead changed his name to a more recognizable name, Lockheed. Today hydraulic brakes are on virtually every car made and Lockheed is also well known in the aircraft industry.



The hydraulic brake system consists of a master cylinder full of brake fluid with tubular brake lines running out to the four slave cylinders, one at each wheel. The brake pedal is mechanically connected to the master cylinder so that when it is depressed, the piston in the cylinder forces fluid out to the slave cylinder. Pistons in the slave cylinders move in response to the fluid pressure and press the brake shoes against the wall of the brake drum. Voila, the car stops. In order for this to work effectively, it's essential that the brake cylinders and lines be completely full of fluid. Any air bubbles in the system will simply compress under pressure from the master piston and fail to move the brake shoes as needed. Air bubbles are bound to be in the system following any repair work that entails opening up it at all. Thus, a method is needed to bleed the system of air. The way one usually does this is very slow and laborious. **Step one:** have wife get behind the wheel. **Step two;** crawl under car with a wrench and loosen the vent plug on one of the rear wheels. **Step three:** yell to wife to depress the brake pedal and hold it there. **Step four:** close vent and yell to wife to let up on the pedal. **Step five;** repeat steps one through 4 about 15 times until you see fluid squirt out with no air bubbles. Then move on to the next wheel and do it all over again, etc. There's got to be a better way. I have tried using a tool that acts as a hand activated vacuum pump to suck fluid out. I've found no one who made that work well. My local mechanic pointed me to an apparatus that forces compressed air into the master cylinder reservoir and pushes the fluid through to the wheels. I undertook to rig up my own simple way to do this. That requires some sort of fitting that will seal into the reservoir fill opening and some pipe fittings to connect to a compressed air line. I did that, then guessed at a reasonable pressure to use and took a shot at 30 psi. It works great. Once the pressure was applied I don't think I spent more than a minute running from wheel to wheel and watching for a nice steady squirt of fluid from each vent. It's just unfortunate that I had to discover this so late in life.



The Stanley Steamer won the race in 1957. It turns out, steam does not care about elevation changes...but...Model Ts do care. Our 50th Anniversary book reported that the T did make it to the top of Mt. Mansfield's Toll Road but it had to do it backing up the entire 4 miles! Back then, the August show was called the "Invitational Meet".

Around 1969 the VAE August show changed names to "Antique Car Rally". One of the first car show reports showed up in the winter Wheel Tracks where it was reported there were 225 cars. A comment was made how in only 12 years they went from having a parade with only two cars to the 1969 parade with 180 vehicles. The "Friendliest Car category" went to Paul Dutton's Cadillac Calliope.

In 1971, Clark Wright had recently finished as Wheel Tracks editor and Larry Johnson took over. There was an ad for a 1946 Hudson, asking \$695. A nice complete car but there was a knock in the engine. The 14th VAE Stowe Rally had 300 cars that year with the "Friendliest Car" being a 1902 Orient motorcycle. There were 11 vendors in the flea market.

The 1979 show moved from Mt. Mansfield parking lot to the Topnotch field. The move created some growing problems but they had 325 cars that year. It was reported in Wheel Tracks that a crow flew over the field at 1:04 PM when they found that some of the "johns" had run out of toilet paper. A white model T led the parade that year and it appears the "Friendliest Car Category" has been dropped. The classifieds had Gael Boardman looking to buy a 10-20 IHC tractor and he also had a 48 Chevy to sell (that was too good to scrap).

Another move was made after being at Topnotch for 12 years. In 1991, the move was made to **Nichols Field**, just south of Stowe Village on Route 100. Christine Skinner was our editor then and glee was expressed, in the newsletter, of not having "lake-front" flea market spaces any longer. A 1980 Canadian wolf fur coat was for sale in the classifieds for \$275 (requirement....the new owner had to be bilingual). Very little was reported about the Show's first year at Nichols Field. There was mentioned in August of 1992 that show car registrations had passed 600, (like last year). There were some worried discussions about how many cars the club could handle at this 'larger field' (discussions of 1000 show cars came up). The Vermont Chamber of Commerce had awarded our Stowe Show, the best summer event in the state.

Conception Conti was our club secretary in 1993 and in his September Wheel Tracks report, he told of "gorgeous weather" for the August show that year and over 800 show cars. He witnessed car tags from 10 U.S. states and 4 Canadian provinces and one of the best shows, ever. **Bob Jones**, the president that year, said he would not have survived the show without all the wonderful volunteers (also true to this day)! Bob does not mention the owner, but the President's Award that year went to a 1947 Ford convertible painted Monsoon Maroon. Bob also discusses a mistake in the recently published VAE's 40th Anniversary Book, claiming he had been in the Navy. **"The closest I ever got to the Navy, was the troop ships, that transported myself and a few thousand others to Korea in the early 50s....as US Army soldiers, not sailors!!!"**

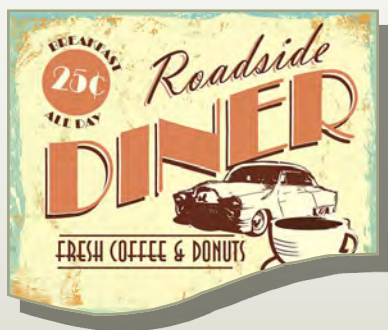
Jumping to September 2001, when the August show was mentioned by President Fred Cook (many of the years, Wheel Tracks had no written show after-report). **"There can be little doubt, everything came together for the 2001 Stowe Show. VAE's 44th year, was one of the best!"** Tom Maclay and Dick Currier were the show chairs that year. Fred had a special "tip 'o the hat" for Tom McHugh that year. It was Tom's 35th year as the Flea Market Chair....(lets see, it is 2019 now...emm, 35 plus 18 makes it an amazing 53 years that Tom McHugh has been doing his magic in the Flea Market!)

Ray Tomlinson wrote a note to Wheel Tracks at 5:45AM the Monday after the show. He and his brother, Richard, had co-chaired the car corral for the past 9 years and he spoke about the "amazing show" that year. Ray spoke about being a part of the huge group of show volunteers and listed the many jobs involved in creating a successful show. Les Skinner was the VAE treasurer in 2001, it was noted Les had a huge failure as "The weather Chairman" and he was quietly let-go. Sandy Lambert was the Wheel Tracks editor.



Fast forward to 2019.... Farr's Field is waiting for us, the army of volunteers have spent the past 12 months working on this year's show and we are only days away from pulling the trigger for the 62nd year. It was sad for many of us to leave Nichols Field in Stowe after those many years but the leap to Waterbury was the BEST-EVER outcome. Waterbury is a progressive city and we are now a big part of its great future.

We need help in these categories if you have an hour or part of a day to spare. Call Duane Leach so he can pencil you in so he knows he has help. 802-849-6174
The categories.....**Field set up.....Parade lineup.....Award lineup.....Someone in charge of speakers.....Help with announcing on the field (Gael Boardman's job) and field take down.**



The Roadside Diner

Easy Lemon Squares



Edi Fiske

Crust....

1/4 cup granulated sugar
3 tbs. butter or margarine, softened
1 cup all purpose flour

Topping....

3 large eggs
3/4 cup granulated sugar
2 tsps grated lemon rind
1/3 cup fresh lemon juice
3 tbs all purpose flour
1/2 tsp baking powder
1/8 tsp salt
2 tsp powdered sugar

Preheat oven to 350 degrees.

To prepare crust. beat 1/4 cup granulated sugar and butter at medium speed of a mixer until creamy. Lightly spoon 1 cup flour into a dry measuring cup ; level with a knife. Gradually add 1 cup flour to sugar mixture, beating at low speed until mixture resembles fine crumbs.

Gently press mixture into bottom of an 8-inch square baking pan. Bake at 350 degrees for 15 minutes, cool on a wire rack. To prepare topping, beat eggs at medium speed until foamy. Add 3/4 cup granulated sugar and next 5 ingredients; beat until well blended. Pour mixture over crust. Bake at 350 degrees for 20 to 25 minutes. Cool on wire rack. Sift powdered sugar evenly over top.

Yield : 16 servings (serving size:1 square)



VAE Gossip from GCF



A question about the Chevy pictured right. Mike Gilbar knows this is a Chevy but would like to know the year and model. This is his G-grandfather's car. The VT plate is 1929.

I took a car out of winter storage a few days ago. It was real dirty since I live on a dirt road but no critters had set up house-keeping in the car. Not like other years. The only thing I am doing differently is not covering the vehicles and I open the engine compartments, to minimize any cozy dark areas for them to build a nest. Dirt is no problem, but critter damage and poop is. Should I be knocking on wood, or do I have a good idea here?

Folks are still sending us really neat comments when they read the Wheel Tracks articles on our website. Our October 2015 issue on Bill Fagan's Stoddard-Dayton recently produced a comment from a gent who has extra parts for a 1912 Stoddard-Dayton.

The April 2017 story on Don Pierce's Model A had recently produced some questions for Don about Model A's. Here are the web addresses to find the comments.....<https://vtauto.org/1910-stoddard-dayton-10h-roadster/> and <https://vtauto.org/1930-ford-model-a-tudor/>

The easier way is to simply go to the WT issues on our website and scroll to the bottom of the articles for the comments.

VAEer, Fred Gonet, sent a nice article about a school in Augustine Florida. The idea was related to BFA St. Albans teacher **Adan Vincelle** and Wheel Tracks heard his reply that...."yesterday would not be too soon for us". The idea was to offer our 16 Career centers in Vermont a VAE visit with one of our old cars. The students can put the car on the lift and go completely over how the manufacture put it together...those 100, or so, years ago.

If appears the VAE Education/Outlook Committee will be running with the idea. So, for you VAEers out there, in the corners of Vermont, be ready for a call to see if you would be willing to visit your area career center with your old-ride. You might even get a tune-up or an oil change out of the deal. Maybe the Education committee could grant the small expense for parts if the school students would do the work. Of course you and the school instructor would have eyes on the project at all times, so the advance/retard lever does not get mixed up with the "crank" starter mechanism.



**The 16th Annual Shelburne
Museum Classic Auto Festival,
Fathers' Day Weekend,
June 15 and 16, 2019**
By Ernie Clerihew

Considering how rainy this past Spring had been, it was a pleasant surprise that Fathers' Day Weekend turned out quite nice, with only a bit of rain and even a little sunshine. It was still cool enough that those vehicle owners whose machines have inadequate cooling systems were less worried, thermally speaking. The theme for this year's show was TRUCKS, and Shelburne Museum's Art Department developed an eye-catching brochure for the show. There were about forty-five antique trucks of all shapes and sizes on the upper field of the Museum grounds. Of course, old trucks have always been welcomed to the Shelburne Show, but having a direct invitation will always bring more of them out.



This year's show vehicle attendance figures added up to 155, including pre-registered and day-of-show registrations. The vehicles on display were arranged in a more compact configuration, which made for easier viewing for the spectators. This year, car clubs including Mercedes Benz and Porsche were given their own places to display their member's cars.



Dave Welch and Dave Carpenter (left) again put on a great show of stationery "hit and miss" engines. These machines are lots more interesting to watch than the fractional horsepower electric motors that replaced them. Also appearing at Shelburne was the VAE display of the process of automotive restoration, from "rough" to "show ready". Another VAE display was a hands-on collection of basic automotive systems like brakes, lighting and transmissions. Noted automotive historian and early Rolls Royce mechanic Pierce Reid offered a talk about early automotive design and how it developed from horse drawn carriage designs. Over at the Train Depot, Bill Erskine "took delivery" of his Sears automobile, which was assembled and driven away with the help of some amazed spectators. This year's show featured an expanded "Antique Car Talk" moderated by VAE co-chair George Schiavone. Registrants were invited to say a few words about their pride and joy. Of course, the best stories were about the

trips that didn't go quite right and the emergency repairs we performed to get us home!

The 2019 Premier Sponsor, Shearer Chevrolet GMC offered an essay contest open to all registrants. Anyone displaying a vehicle was invited to share their vehicle's story in writing. Judges selected 6 winning stories. Cash prizes were awarded at the Saturday evening reception.

Thanks to all who served to make the 2019 Shelburne Museum Classic Auto Festival such a success, especially those who worked at the Registration Tent, which can be a chaotic place without the active participation of good help. Thanks also goes to WHEEL TRACKS editor Gary Fiske, who in the months preceding the show never failed to give the show a good amount of coverage in our publication. Working invisibly but competently behind the scenes, Christina McCaffrey, Jim Sears, Justin Perdue and Peter Tampas helped to organize mailing lists and web pages to get the word out that everyone should "save the date" for the show.

This year's awards included:

OLDEST VEHICLE: 1910 Sears Motor Buggy owned by Bill Erskine

OLDEST TRUCK: 1919 Rolls Royce 40/50 Military Tender owned by James Stejskal

FARTHEST DRIVEN VEHICLE: 1947 International Panel Delivery Truck (driven over 1500 miles to get to Shelburne) owned by James Warren

MOST ORIGINAL UNRESTORED VEHICLE: 1959 Imperial owned by Lou Beauchain

CHAIRMAN'S AWARD: 1991 Toyota Sara owned by Rain Palmer

DIRECTOR'S AWARD: 1925 Pierce Arrow owned by Jay Austin

Drive carefully and keep watching this publication for news about next year's Shelburne Museum Classic Auto Festival.

Coming VAE Events for 2019



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



This year featuring antique tractors. Also new... Antique race cars will have their own class. Motorcycles will have their own class AND...
The Kit Car Community is invited to be on the show field.

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

October Gypson Tour. More details later.
Ed Hilbert.

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

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

Our Board meetings for 2019 will be held in a place to be announced.
October 8th @ 6PM
"All Are Invited"

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

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

Next Cars & Coffee Vermont is August 17th - 7am to 9am at UMALL.

Largest monthly car gathering in Vermont, 80+ cars over the 2 hours. Not a show, a gathering of enthusiasts sharing stories and Information about Automobiles. All makes, model years are welcome. Afterward's enjoy breakfast at IHOP, great way to start the weekend. **John Malinowski**



The "Not Quite Independence Day Parade" in Waterbury on the 29th of June was a huge success. A good number of VAE cars were there and we have never seen Main Street with so many spectators!

Waterbury is a magical Vermont city. The VAE is very lucky to be a part of the city and its very bright future.



VAEer, **Andy Barnett** (center) presents the Golden Wrench Award to **Colton Poulin** (left) at the Burlington Technical Center.

Instructor, **Robert Church** (right), has been at Burlington Tech for many years and has witnessed some top students getting this award over its eight year history.

Notice/request... We are looking for members to take over some jobs for our August Waterbury Show.
Chose the one you would like and call Duane,
802-849-6174

1. Volunteer coordinator .
2. Someone to order merchandise for souvenir tent.
3. Someone to order volunteers

Wheel Tracks Classifieds

Free to all Enthusiasts



For Sale.... I am selling my collection. Call Felix Bottenhorn in East Ryegate at 802-592-3530.
 *** A 1960 Austin Healey
 *** A 1948 Willis Jeepster, restored
 *** 1980 Buick Riviera, best ever
 *** Geo Metro, new engine
 *** 1954 Chevrolet Pick-up, 15K miles since restoration

For Sale.... Generator Transfer Panel. Reliance Pro Tran. 10 breakers. Call for pics. Ex condition. \$250. Call 802 244 8375



For Sale....
1978 VW Camper. I have traveled the U.S. in my retirement and now need to find a good home for "Rita". Contact Joanne Nicks at 517-403-7179.



The VAE has been given some items that you might be interested in owning. To the right came from Ed Ellis, he is calling it a Walker Racine car jack (the name is not on the jack itself). A small donation to our VAE education fund and it is yours.



The same goes for all or any of these mostly Cadillac shop manuals pictured left. Curt Koehler's shop manuals cover mostly from 1965 through '69. There are also some Sun tester manuals, a few Hydro-matic transmission manuals, Cady service bulletins and other misc. from the same period.

Again, a small donation to our education fund and you will have some great reference manuals. Just contact the editor, info on page 2. Thank you, Ed and Curt.



Caddy Springs.....

The assembly clamped to the rear axle of Rod Rice's spare Cadillac-turned-wrecker parts car, with an axle diameter of 3". I suppose that can be padded in to grip a smaller diameter axle. These are far from perfect, but they ain't junk. Available for what I paid...free.



August Bumper Sticker...

Who Sprinkled The Bitchy Dust?

For Sale.... 2010 Subaru Outback Premium. Manual transmission. Very good condition, well maintained. 111,000 miles. Winter package. Extra wheels with snow tires and transmitters. \$7,700. Call 802-933-6939 or email cjreighley@myfairpoint.net



For Sale..... 1973 Triumph Spitfire that's been garaged for 30 years. 0 miles on rebuilt motor, transmission, brakes, bearings, clutch cylinders, new top. New European camshaft and distributor, used Pacesetter (I think) header and extra header. Ported and polished heads, balanced valve train, rods and pistons. Many spare parts. The driver side floor pan is rusted out as is most of the exhaust. It needs a windshield. The rest is solid as far as I know. I would entertain any reasonable offer.
For Sale.... Corvair supercharger There's a carb and various plumbing included with it. It's just taking up space here, and again I'd accept any reasonable offer. Contact Bruce at pambruce@gmavt.net

For Sale.... Car Collectors Post and Beam 2 1/2 Story 36 x 60 Dream Barn. It comes with 1.5 level acres for VAE meets and an early 1800s Grecian style cape cod house. Located on Rt. 12 in Northfield Falls, Vt. The Barn has 2160 sq. ft. of car storage on the first floor. Front 3 bays are heated with a concrete floor. 2nd floor has 1332 sq. ft. of storage for the collectable stuff nobody can live without. The house has approximately 2000 sq. ft. of living space. The first floor has 4 rooms and a 3/4 bath. The second floor has 3 bedrooms and a full bath. The 26x20 kitchen has an oak floor. The rest of the house has wide plank floors and interesting log floor joists. The house may be post and beam construction also (Never took it apart to see). It has a full basement and attic for storing even more car parts.

Everything is usable as is but could certainly stand some updating. For tax purposes the town says its worth \$144,000 but I say it can be yours for \$115,000. Give a call, take a look, make an offer. Partial trade with an interesting vehicle considered as well. Call Les Skinner at 802-485-8150.

Welcome New VAE Members

*** Bryan Alden, Williston, Vermont.....1957 Triumph, 1947 Chrysler T&C Sedan, 1941 Dodge Pickup.

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



**1966 Dodge Charger
Owned by
Amos Roleau**



August 2019

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

Gael Boardman: A remembrance

On June 26th of this year, we lost a pillar of the VAE. This now is the world without Gael Boardman. It's certainly a lesser world but so much more than it would have been without him. His prominence as a backbone of the VAE was just one among the many other roles he played. Whether it was the VAE, Boy Scouts or supporting the community of Underhill, Gael was the guy who would never



let the flag touch the ground, figuratively or literally. What he

did was defined by what needed to be done to save the day. Gael and Judy established an institution for the ages with their July 4th parties. For us old car buffs, Gael was the oracle of historical facts. I recall when we went over to Gary Olney's place to look at his collection, I cautioned Gael that we would have to trudge through some snow to some of the cars. His comment was, "I'd walk through broken glass in bare feet to see more old cars." We all share a responsibility to collect together all the stories he's told us about VAE members past and present, old cars and the history of our organization. He had a gift for illuminating the past and livening up the present. I'll miss the valued opportunities for lively repartee and rousing philosophical discussions we shared.

It would be presumptuous of me to say Gael was my best friend, but I had none better. We'll miss you, my friend, but never forget.

Wendell Noble

