

Wheel Tracks



December 2011

A CAR FORGOTTEN BEFORE ITS TIME

By Brian Warren, Jeffersonville, Vermont

To start off with, I wanted to thank you for letting me adorn the front cover of Wheel Tracks with a couple of cars that may seem a bit out of character for such a publication. I say this because when you crack the door open on most feature article cars, the new car smell has pretty much worn off. But at the ripe young age of only 20, these babies are still wet behind the ears. Enter, the 1991 Buick Reatta coupe. I would also like to introduce my daughter Jessica (she has taken a special interest in the Polo green) and my son Jason (he's got dibs on the Maui blue).

My first sighting of a Reatta seemed almost magical. It was in the spring of 1988 and I was stopped at a busy intersection. From my left came a white streak that as it passed in front of me, seemed to be moving in slow motion (you know the feeling). As the car traveled over the crest of the road, the chassis sprung up and the car appeared to be airborne. As it darted away, I was trying to guess what I had just seen. I didn't know what it was, but I knew I liked it. I would later find out it was an American made luxury two seat sport coupe that was hand built at the Craft Center in Lansing Michigan. With a price tag way out of my reach, It became a forgotten memory. As the years passed, I would make random sightings of this rare and elusive automobile.

Fast forward to the year 2000. On an annual trip back home (Maine), traveling early in the morning on Rt15 east out of Morrisville, we passed Morrisville Used Auto. As I took a casual glance at the car lot, my foot suddenly came off the accelerator (here goes that slow motion thing again). I looked at my wife and without either of us saying anything; she rolled her eyes to the left. This is good because that means "go ahead, you can turn around". When they roll to the right, it means "you're crazy, keep driving". After turning around, we found a shiny 1991 Maui blue Reatta in a long line of fine automobiles. Later the next week the car would be in my driveway. I have learned that this particular Reatta had only one twin in 1991. No wonder it was so hard to find.

I picked up the Polo green car in 2010. Its main intention was for parts, but I couldn't resist, and completed the necessary repairs to get it on the road. July of this year, our family took both cars to the Buick Club of America's national car meet in Danvers, MA. We had a great time touring the local area, seeing the Red Sox play, and listening to the Boston Pops during the 4th of July fireworks. While at the BCA show, both kids earned their Jr. judging credentials. Jessica helped with the 1940's class and Jason kept the senior judges hopping in the Reatta class.

Our family has gotten a lot of enjoyment out of the two cars, but the friends we have found in the VAE family and the Buick circle, have been the biggest reward. We look forward to many more stories and adventures within the VAE as our two Buicks motor on.

Fun facts: Years of production 1988 thru spring of 1991. Total number of cars produced 21,751. First 2 prototypes were built in England. Hand built at craft stations, no assembly line used. Cars were sold in house to the PPG paint group, body and paint completed and then sold back to Cadillac. Cadillac owned the Craft Center. Once the cars were completed, Cadillac sold the cars to Buick. 60% of all parts are shared with the Buick Riviera.

FEATURED IN THIS ISSUE OF WHEEL TRACKS

Cover Page

Feature Cars...Warren Family Reattas

Page 2 Editor notes

Page 3 The last From This President

Page 4 The Softer Side and Cookie is back

Page 5 Did You Know & Smiles

Page 6 A Dream Comes True

Page 7 Road Trip...

Page 8 Dave's Garage...Broken Bolts

Page 9 & 10 VAE 1st. Over the Bridge

Page 11 Treasurer's Report.

Page 12 Minutes

Page 13 Our Annual Meeting @ VTC

Page 14 Frostbite Tour Anyone?

Page 15 Classifieds, Oil Myths

Contact Us At

vaeinfo@gmail.com

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.**

"Wheel Tracks" is the official monthly publication for Vermont Automobile Enthusiasts (VAE) by the VAAS. Wheel Tracks is a monthly newsletter published in print and electronically for it's membership in ten states and two provinces. The newsletter began in May 1953.

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.

VAAS Directors

*Gael Boardman, Chairman
Lloyd Davis, Vice Chairman
Jan Sander, Secretary
Dick Wheatley, Treasurer*

VAE OFFICERS AND DIRECTORS

President-*Wendell Noble, 802-893-2232*

wnoble@hughes.net

1st. Vice President - Activity Chair-

Dave Sander, 802-434-8418

2nd. Vice-President/Assistant Activity Chair

Bob Guinn, 802-479-0300

Treasurer- *Dick Wheatley, 802-879-9455*

rwheatcpa@aol.com

Recording Secretary- *Bill Sander,*

802-644-5487, sander@pshift.com

Committees:

Audit.....*Leo Laferriere, Doris Bailey,
Jim Sears*

Futures.....*Gael Boardman,
Spencer Halstead, Gary Fiske*

Membership Recruiting..

Chris Barbieri, Carol Lavallee

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Nominating.. *Conception Conti,*

Gary Olney, Bob Guinn

Transition Bylaws.. *Andy Barnett, Fred*

Cook, Doris Bailey,

Chris Barbieri

VAE Directors

Don Rayta, Chairman of the Board

802-644-2776, 50dodge@pshift.co

Hal Boardman, Exp. 2011

802-868-2245

Les Skinner Exp. 2011

802-485-8150 phyles@trans-video.net

Tom McHugh Exp. 2012

802-862-1733 mchughto@gmail.com

MEMBERSHIP SUPPORT TEAM

Membership Secretary (Ex-Officio)

Christina McCaffrey

89 Ledge Road

Burlington VT 05401-4140

VAE membership@gmail.com

Christina.mccaffrey@vtmednet.org

Wheel Tracks Editor (Ex-Officio)

Gary Fiske

802-363-1642

gafiske@gmail.com

2503 Duffy Hill Road

Enosburg Falls, Vermont 05450

Wheel Tracks Proof-reader

Edi Fiske

Sunshine Chair

Christina McCaffrey

802-862-3133

christina.mccaffrey@vtmednet.org

VAE Show Chairs/Board Ex-Officio

Antique and Classic Car Meet (Stowe)

Bob Chase, Chair, 802-253-4897

Duane Leach, Co-Chair, 802-849-6174



FROM YOUR EDITOR

Gary Fiske

Wow...the last Wheel Tracks of 2011. I don't even have all my clocks set for the new

time yet, I am just not ready for 2012. Why is it, the older we get, the more that time becomes a blur? Maybe it's my bifocals...

I have found something that slows time down a bit and that is touring in my old car. Charlie Thompson put together a great tour last weekend to the Annual Meeting in Randolph from points North. The old Dodge racked up another 250 very happy miles. Some dozen VAE folks and their old vehicles made the trip (sorry, I don't have pictures...I was busy having fun) and I saw roads and country I never knew existed. Did you know Brookfield has a 'floating' bridge? I didn't. Berlin Pond at 30 MPH instead of 74MPH, Hill Street in Montpelier (I kept up with the others fine), Route 2, the old fashion way at 36 MPH.... can't beat it. I know - I know, you had to be there to understand. But, you know something? I didn't care what the clock was doing for most of that day. **So, 2012 is on it's way.** There are a few changes planned for Wheel Tracks, nothing earth shattering but hopefully enough to keep you interested. **Don Rayta** has agreed to collect mini-features for Wheel Tracks. Just like the twelve you saw in the August issue. The most read and enjoyed articles in Wheel Tracks are about you and what you are doing with your hobby. **We all want to know how you are doing.**

Clark Wright has come up with a great idea for Wheel Tracks, it will start in January and that is all I am telling.

Here's an interesting tidbit. Did you know that in 1953, when our club began, this newsletter's name was in 2 words...Wheel Tracks? Then sometime in the 60s it became one word...Wheeltracks. In June of 2001, when Sandy Lambert took over as editor the newsletter name went from one word to WheelTracks (no space but with a capitol T). When Ellen Emerson became editor in January 2003 the space between the 'I' and the 'T' was added and the Wheel Tracks spelling went back to the way it was when it started. I didn't realize the editor had that much power. I think starting in January I will name our newsletter after my great aunt, the title will be My Aunt Annie's Jottings"...MaaJot for short. I am fooling...OK?



From The President

Wendell Noble

It's a pleasure to near the end of my term as president with such a positive experience in view. By that, I am referring to the VAE/VAAS role in the ceremonial opening of the new Lake Champlain Bridge. Kudos to president-elect **Dave Sander** for pulling something great from almost nothing. As you all know, represented by **Fred Cook and Dave**, we had a seat at the table of the Lake Champlain Bridge Community which

was planning a major two day celebration opening the bridge back in October. When it became clear that construction would not be completed on time for that schedule, festivities were postponed until May. Just days ago, we learned from the news media that the bridge would open on November 7th and would be marked by a ribbon cutting ceremony. With very little notice to go on, Dave undertook to find out who was in charge, determine if the VAE/VAAS could take part, and round up a few appropriate cars to show up. It was at 8:30 am on the day of the event that I got word that we would take part. Dave had gotten a response from New York Lt. Governor Duffy on Sunday night that they wanted us at the ceremony. **Dave and Bill Sander** shuffled cars around and tow started their '29 Pierce Arrow to load it on a truck. **Charlie Thompson** cancelled some teaching engagements and drove his '29 Willys Whippet down. **Leo and Liz Laferriere** bundled up in ski clothes and drove their '30 Ford Model A roadster over the mountain from Waitsfield. **Mary and I** got our '28 Dodge Bros. coupe out of moth balls and onto a trailer. It all came together at Crown Point. We made history and taught history. As we waited for events to start, crowds of attendees admired the cars and asked all kinds of questions that we were delighted to answer. The speechifying went on long enough that one passerby noted that our old cars would be even older by the time they finished. But the big moment came and our cars were motioned to move to the front. **The first four cars to cross the bridge were VAE cars with VAE signs and banners on display.** We were led by Dave and Bill with their big Pierce Arrow full of dignitaries, the Governor of Vermont on one running board and Lt. Governor of New York on the other. Media coverage was extensive with the TV stations and local news papers snapping pictures and asking questions. Even the Free Press was aware of this event over 30 miles from Church Street, although they retained their ability to avoid mention of the VAE.

Well, this is my last column as president. In my first column in that capacity, I pointed out all the things that were new to us at the time. They are now a year old, but still very pertinent to me. I had, and still have some goals I'd like to see us working on. We made an overt effort to increase our membership and had some success. Let's keep at it. We are a state wide or even regional organization. Let's continue a conscious effort to get more geographic diversity into our activities. What's good for the old car hobby is good for the VAE. Let's reach out to other car clubs within reach and cooperate with them in any way we can to exploit our common interest. We are, as the VAAS, an historic education organization. **More of us should get involved in sharing our interest and knowledge with the public. How we do that is limited only by our individual imaginations.** There are plenty of places for us to plug in; public schools, historical societies, youth organizations and senior citizen facilities to name a few. Let's get out there and do what we are good at; share our love and knowledge of automotive history.

Activities: David Sander

Christmas Party

December 11th, 11:30AM at T-Bones in Colchester off exit 16 of I-89, towards Costco and the Hampton Inn. Lunch is a buffet.

The Yankee Swap gift exchange is on again this year. If you would like a gift then bring a gift not to exceed \$15 unless you want to spend more.

No reservations are needed and the price is \$10.99 per person. We have an email out for Santa to join us. Questions....contact Dave.



The Fred N. Cook Vermont Automobile Enthusiasts Scholarship

is the new name for our VTC Annual Scholarship and Fred Cook was in a bit of a shock when our President, Wendell Noble, made the presentation. This was all because of the hard work that Fred has devoted of many years to make our VTC Scholarship what it is today. We were \$1250 short of \$100,000 after we presented VTC's Financial Aid Director, Catherine McCullough, the 2011 scholarship of \$6,000. The membership then voted and our small car club now has given VTC exactly \$100,000 for scholarships over the years. Thanks to Mr. Fred Cook and our membership, our club can be very proud of our educational work at the Vermont Technical Center.

Announcement...from Don Rayta

Gary has asked me to do an article each month called "**Don's Mini-feature**". I am going to try. I will need your help to give me material. I plan on the first feature to be in the Jan WT. This is a plan to give members a chance to tell about your cars. Many of you need.. and should be recognized. All I am asking for is a picture of your vehicle and a little about it and yourself. **About 250 to 300 words would be perfect but whatever you can do is ok.** If there is something special about your car we would like to hear about it. Maybe it was used in a movie, a famous person owned it or it was passed down to you. Some of us are not mechanics but we have done some pretty neat repairs, I would like to hear about your work. You get the idea. I would like to have some articles on hand by Dec 1.

Those of you who have said you would please consider this a friendly reminder. If you are unable to email just send a hard copy and I will take it from there. My email address is.... 50dodge@pshift.com. Thanks for your help.

THE SOFTER SIDE

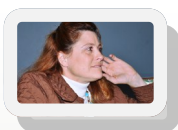
A Column Shared & Written by Marnita Leach (The Cookey),
Mary Noble (Left) & Nancy Olney (Right)

From Mary Noble.....**As the leaves are falling,**

old cars are being readied for their winter rest, gardens mulched and the lawn mowers put away, I watch farmers trying to get in their corn, chop the last loads of silage, and, of course, spread that aromatic slurry, I marvel at their tenacity in keeping their family farms intact and maybe make enough money to be debt-free. That ethic, in my opinion, is the best of Vermont. Wouldn't it be nice if those who wish to demonstrate, wave signs, and do "sit-ins" put their energy and enthusiasm into helping folks trying to recover from tropical storm Irene or even help out on a farm. How much better off we would all be if that time and energy were put into producing material well-being. And there are jobs to be had; nothing wrong with a "menial" job - we can't all be, or want to be, CEO's. It is necessary to take the first step to get to the next one.

While in high school, I worked as a waitress, in a shop at a golf course (never did play golf), babysat and when in college, tutored a student who was dyslexic. She once asked me how you look up the spelling of a word in the dictionary, if you don't know how to spell it. Good question since we didn't have spell-check, let alone computers! I guess my point is, there should be a "point" to what we do in life, and we are so very lucky to live in a country where we have the opportunity to do so.

See, I didn't even mention manual transmissions or trash thrower outers!



FROM THE 'COOKIE' AT THE STOWE SHOW

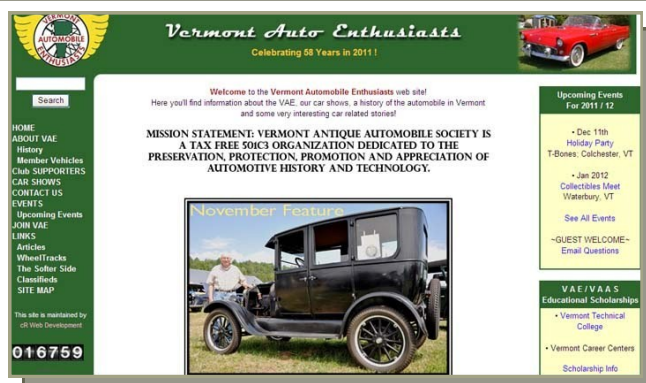
BY MARNITA LEACH



MEAT LOAF SERVES 8

1/2 CUP CHILE SAUCE
1 TABLESPOON WORCESTERSHIRE SAUCE
1 MEDIUM ONION
1 CUP SHREDDED CHEESE
2/3 CUP DRY BREAD CRUMBS
1/2 TEASPOONS SALT
1/4 TEASPOONS PEPPER
2 LBS GROUND BEEF
2 BACON STRIPS
MIX ALL INGREDIENTS

PLACE INTO LOAF PANS AND PUT BACON ON TOP OF MEAT BAKE AT 350 FOR 70 TO 80 MIN.



This is a close copy of the 'Home Page' on our VAE web-site...vtauto.org. You can see there has been over 16,000 visits and the counter was started only about 10 months ago. Interestingly, the top five countries going to our site are (from the top) US, China, Canada, Italy and Germany. **The most favorite pages....our Home Page, The Car Show Page, The Wheel Tracks Page, the Calendar Page and The Softer Side Page.**

If you have visited our website lately you have seen many changes. We have been working with our webmaster, Rachel Smith, on what is called a 'refresh'. You will now see the latest 'feature car' picture on our home page that changes each month when a new Wheel Tracks comes out. **Soon you will see a new 'Stowe Show Page' that is presently being developed.** When you go to the many vehicle pictures that

are on our site you will soon have no trouble IDing them, we hope to have all or most labeled. Check out the many changes and if you have some ideas we would like to hear from you. Send your ideas to Jim Sears or Gary Fiske.



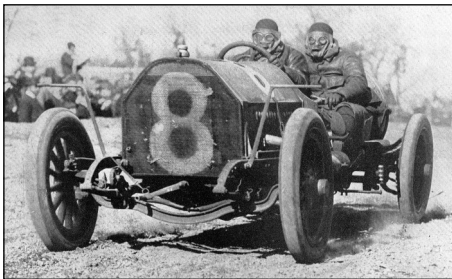
Did you know that in 1910...

By Gene Fodor

- ... Production was 181,00 cars and 6,000 trucks...
- ... James Storrow became President of GM; Charles Nash succeeded William Durant as head of Buick ...
- ... REO introduced its Speed Wagon ...
- ... Four Wheel Drive Co of Wisconsin began manufacturing four wheel-drive vehicles...
- ... Racing at Indy featured 2 three-day races and 1 two-day race ...
- ... A White three tone truck was shown at the NY Auto Show...
- ... American LaFrance Fire Engine Co. making engines for the past 75 years made its first motor drive fire vehicle ...
- ... The Borg & Beck clutch was first used in the Rambler ...
- ... Martin L. Pulcher formed the Federal Motor Truck Co. ...
- ... G.A. Schacht produced a full line of trucks from 1,000 to a 3 ton chair-drive chassis ...
- ... A four cylinder REO won the Bennett Cup for reliability ...
- ... Buick made its first 6-cylinder model ...
- ... for the first time, cars were offered as "completely equipped", whatever that meant ...
- ... the 6th Vanderbilt Cup Race was run on Long Island, NY and won again by Harry Grant driving his ALCO ...
- ... New marques have declined, as only 15 new companies are formed this year.

Caption 1: Harry Grant driving the # 8 ALCO assisted by his (un-named mechanic).

Caption 2: ALCO passed the finish line with Harry Grant driving and won the 6th Vanderbilt Cup. Grant achieved an average speed of 62.8 mph for the 278.08 miles. This speed was faster than all of the previous Vanderbilt Cup Races with the exception of Robertson's 1908 victory at 64.38 mph.



A Police STOP at 2 AM sent to WT by Gene Fodor
An elderly man is stopped by the police around 2 a.m. and is asked where he is going at this time of night.

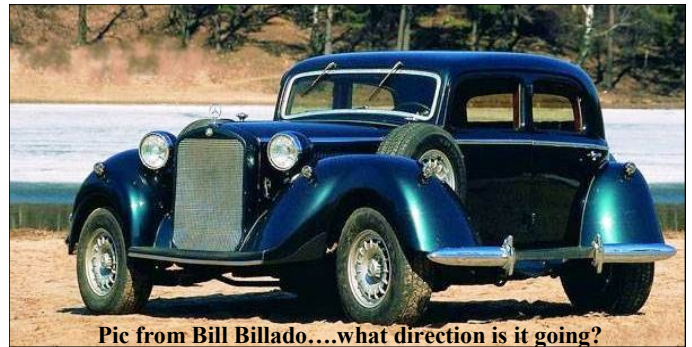
The man replies, "I am on my way to a lecture about alcohol abuse and the effects it has on the human body, as well as smoking and staying out late."

The officer then asks, "Really? Who is giving that lecture at this time of night?"

The man replies, "That would be my wife."
He was arrested...

A Consumer Tip from Wendell Noble....

When searching the store shelves for a product that does what it's supposed to, read the labels on the container. If it has lots of warning labels and a skull and cross bones, you know it works.



Pic from Bill Billado....what direction is it going?

A farmer got pulled over by a state trooper for speeding, and the trooper started to lecture the farmer about his speed and, in general, began to throw his weight around to try to make the farmer uncomfortable.

Finally, the trooper got around to writing out the ticket, and as he was doing that he kept swatting at some flies that were buzzing around his head.

The farmer said, "**Having some problems with circle flies there, are ya?**"

The trooper stopped writing the ticket and said—"Well yeah, if that's what they are—I never heard of circle flies."

So the farmer says, "Well, circle flies are common on farms. See, they're called circle flies because they're almost always found circling around the back end of a horse."

The trooper says, "Oh," and goes back to writing the ticket. Then after a minute he stops and says, "Hey... wait a minute, are you trying to call me a horse's ass?"

The farmer says, "Oh no, Officer. I have too much respect for law enforcement and police officers to even think about calling you a horse's ass."

The trooper says, "Well, that's a good thing," and goes back to writing the ticket.

After a long pause, the farmer says, "*Hard to fool them flies though.*"



THE DREAM COMES TRUE

By Bob Lalancette

There was a 70% chance of rain this day, but in Florida, that means a 30% area of land will be dry. As the sky lightened at 6 am, I saw blue sky. The dream may come true. As an auto enthusiast, it does not matter if you are restoring a car, driving a new one, or racing one, it is still an auto and you are an enthusiast. I was about to do something not many people do, drive a race car on the famous Daytona two and half mile track.

My wife got me this dream for my 50th birthday gift, a driving experience from the king of auto racing, Richard Petty. I thought of where the beginning was and it was Daytona Beach. They came here from the beginning of the automobile, to set the speed records. Forget the racing, remember this was the Bonneville speed records area of the

time. The sand was hard and flat. The timing of the ocean's tides brought the men and machines in February. They brought Fords, Stutzes and Bluebirds to set the records. When 277 mph was all that the sands would give to Sir Malcomb Cambell in 1936, he left to go to the Bonneville Salt Flats for the over 300 mph records.

Daytona Beach was done. But in stepped Bill France, an Amoco gas station owner to start that thing called Nascar. So this day, with the ABC Wide World of Sports films in my mind and Chris Economaki's voice, and CBS's coverage of the Great American Race and our own Ken Squire's voice in my head, I was at Daytona International Speedway's pit road, in a race car.

I was very nervous. I had two 8 lap sessions to drive in. The first eight were very overwhelming. All I thought of was the Plymouths, Pontiacs, and Fords that were driven on this track. It was a proving grounds for them. Win on Sunday, sell on Monday. I did miss my shift into second gear, went right into fourth on the entrance to the track. Got to catch up to the instructor's car. I was surprised as to how narrow the track was. How could these guys go two and at times three wide through the turns? The thoughts of Curtis Turner, Fireball Roberts, Smokey Yunick, and the young Richard Petty ran through my head. Checkered flag, end of the first eight laps.

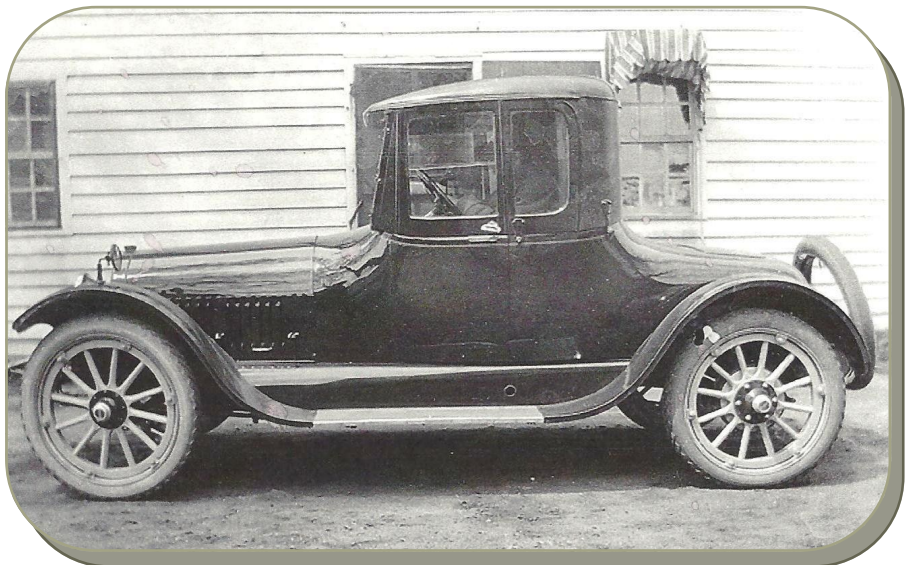
The crew chief asked me what happened to me. I told him of the missed shift, the thoughts of history running in mind. All he wanted was for me to go fast, think of the driving line and distance from the instructor's car. With all the jitters out of me, I went out for the next eight laps. I just thought of the asphalt under me, just concentrated on what the crew chief said. I was now going 155 mph! Alone in a car built for speed. This is a place men and women have dreams of and mine had come true.

Notice.....Cuba Trip is Off

Our trip advisor and planner is unable to do the work that is needed for our visit to Cuba next May. The idea of a VAE group getting together and visiting some far-off land seemed to fit the twelve members who promptly got on the travel list. One wonders if we should be on the lookout for other less complicated travel destinations. All Aboard.....

Pictured to the right is a 1918 Buick. It has 6 cylinder, produces 62hp and sold for around \$1,000. The passenger compartment on this vehicle is wrapped with a 'winter enclosure'. There appears to be a couple of patches on the rear tire and a driver and child are sitting inside.

I have just come across this photo that a VAE member has given me but unfortunately I can not identify who it was. I need to do a better job sorting things out. If you were the person who gave it to me, I would like to know the rest of the story. The owner of the car, who was the child, where and when was the picture taken. Can you help me out?
gcf





We have a movie star among us. Remember when I asked if anyone with a 1950s car would be interested in being in a movie called "Dinosaur" that was being made in Montpelier? Well Bryce Howells answered the call with his 50 Packard, I am not sure how it all went but I received a really nice Thank You from the producer Rose Waterman to the VAE and especially Bryce for his patience and good nature. She went on to say how "handsome, photogenic...and comfortable the Packard was. I will try to find when the movie airs and pass it on to you.

Dr. Kendall's Horse Spavin Cure was made in Enosburg Falls, VT for about 30 years in a huge building on Main Street. They were the first to bring electricity to the village with steam boilers/generators....and part of one of those systems has just been exchanged between two VAE members. After many months of haggling and a 30 year ownership

Gene Towne has transferred ownership to Gael Boardman. Below is a picture...



Remember the Sgt. Mike cartoon in last months WT? No one responded when I asked if anyone recognized it. The cartoon was a regular in 'Stars & Stripes' during the war in Vietnam. For me, it brought a little reality during that screwed-up 'unreal' time. I was safe on a destroyer off the country's coast while I had many friends getting shot at in the jungles. I spoke recently to a VAE

member who flew choppers there. Choppers then had a life expectancy of 15 minutes....

Thank You Sgt. Mike.

Word got around last week there is a VAE member who might be interested in selling his 1917 Studebaker. I am told the car is referred to as a 'Black Dash' era car and is a 'sleeper' in the old car market. Just gossip mind you.

I am sorry to say I missed who the ticket winners were at the Annual meeting last Saturday.....except one. This gent pictured below won the "cheese ball award".



ROAD TRIP! By Charlie Thompson

Flat Rock, NC Here I Come!

Once again I set out on a road trip adventure.

Four days and 1135 miles later, Rosy and I rolled into the Mountain Inn and Suites at Flat Rock, NC.

There are lots of miles, routes, getting lost, traffic,

problems, (generator worked intermittently on the way down and not at all on the return trip; water pump seal failed on the way home) and such that I could relate, but the best of the trip were the people I met along the way.

First, at the McDonald's in Fair Haven, VT, I met Kathy and Brad.

We ran through the usual answers to the usual questions: No, it's not a Ford. Whippet. Never heard of it? It was made by Willys Overland, you know, the guys who made Willys Jeep for WW II. Yes, I drove it from home, headed for NC. No, the bullet holes aren't real. No, I'm not restoring it. Then, I learned that Kathy's father is Rusty Bourn who does all the specialty plating (chrome, nickel, and such) at Vermont Plating in Rutland, a good contact to have.

Then, there was the nice officer down below Gettysburg who pulled off behind me when I stopped to let people pass. He wanted me to know that I had a mile of cars backed up behind me and would likely get a ticket if I didn't pull off more often!

Further along in Virginia, while tinkering on the generator in a shopping parking lot, Paul and Weeta Phillips came over to investigate the car and offer to help. They are collectors of scooters, pedal cars and old bicycles. They left me with their phone numbers and an offer to come back with further help and/or to put me up overnight with dinner and breakfast!

On the way home, on Route 209 in Pennsylvania, I had just passed Muchmore's Antique Shop when I realized that Rosy had boiled out all her water and was overheating. I let her cool, poured in the gallon of water I had plus a couple bottles of drinking water, and backtracked to the shop. Dorenda Muchmore let me fill the radiator, refill my gallon jugs, and provided me with another gallon container for the road as well as wonderful conversation and a tour of her shop.

Later in the day, after negotiating a mountainous detour off Route 209, I stopped in the edge of a driveway to check the radiator and let Rosy cool off. The homeowner, Bill's second question was, "Want a beer?" I told him about my leaking water pump packing and he just happened to be an old-time plumber with a spool of graphite string packing in his box. As I walked back down to the car, I was surprised by a man walking across the lawn who looked just like Don Liepelt. Well, it was Don, followed by Nancy, Elaine, and Devlin. They were returning home from the same gathering and had stopped just down the road from my spot. Don helped add packing to Rosy's water pump and we were off. We shared a nice supper at the diner where Don and Nancy ate during their honeymoon 39 years earlier!

I got dozens of "thumbs-up" and waves all along the way. Our good old USA is full of friendly and helpful people who enjoy and appreciate our old cars.

(Pictured is Charlie and his 1930 Whippet)





This column is a Q & A column with you asking me questions and after researching the answer I will reply.
Any questions 'automotive' is fare game, I might not know the answer but hopefully I will find someone who does know.
Please send all inquiries to dasander@aol.com or 32 Turkey Hill Road, Richmond VT 05477

REMOVAL OF BROKEN STUDS AND BOLTS

We've all been there, especially while working on vehicles that are driven in salt. We start to wrench a nut or a bolt, and...SNAP!



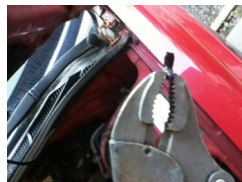
Here, the fastener is broken off, the metal has been cleaned up and is ready for the weld.

Easy outs can work, unless they twist or snap off. Ever try to drill out an easy-out? It's almost impossible. The metal is very hard, and when they snap, they usually give no warning. It is also almost impossible to drill and tap without going off center. I have a little trick I've been using for years, very handy if you have access to a MIG welder. First, weld a bulb on the end of the broken stud or bolt. The resulting heat from the weld will heat the fastener and usually break the rust bond.



Here, the metal bulb is welded to the end of the broken stud. While the weld is still hot, penetrating oil is sprayed on the broken stud.

Second, either place a nut over the bulb and weld it to the bulb, or latch on to the bulb with a pair of vise grips. If you elected to weld a nut on the bulb, place a box wrench over the nut.



After locking on the bulb with vise grips, the broken stud was coaxed out by gently rocking it back and forth until it easily unscrewed. You can see the shiny steel weld in the jaws of the vise grips, and the rust colored threads of the broken stud.

Soak the fastener with penetrating oil, then gently work it loose by rocking it back and forth. Now it should easily back out. This process is much easier when trying to remove a steel fastener from a non-ferrous metal (brass, bronze, aluminum, etc.) because these materials will not weld with a mig welder, and the weld will not stick to anything but the fastener. I have also welded nuts to rounded off bolt heads and nuts to facilitate their removal.

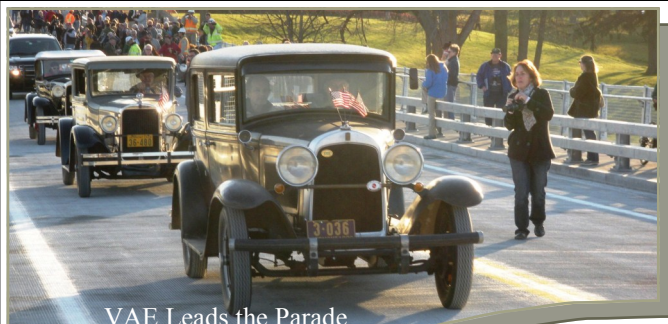
Remember, when reassembling these parts, use a liberal amount of Never-Seize, so the next time you take it apart, it will come apart.

I hope this tip helps!

VAE HAS STRONG PRESENCE AT CHAMPLAIN BRIDGE OPENING....from David Sander

At the annual meeting I put in a request for 1929 era cars for the recent Champlain Bridge dedication ceremony. Fortunately, several VAE members stepped up and offered the use of their cars.

I sent the following email to Karen Hennesy and Lorraine Franklin, the New York and Vermont co-chairs of the Champlain Bridge celebration Committee.... Good day, I have hastily arranged for at least three 1929 era automobiles for the "soft" opening of the bridge on Monday. Where and when should my group meet/



VAE Leads the Parade

assemble? Do you have any dignitaries who may want/need transportation?

Hi David- ..."all of the plans for this ceremony are out of our hands and come from NY Lt. Gov. Bob Duffy's office, so we unfortunately are unable to do anything other than to tell you to join the line of cars that will cross the bridge when it opens..."

Next.... I sent an email to the contact people for Lt. Governor Duffy and Governor Shumlin. I got this reply from Lisa Kunin, the contact person for Governor Shumlin..... David, Lorraine's email explains the situation well for tomorrow. NY is organizing the event and the plans are for a ribbon cutting. The event is expected to last an hour and I have not heard any mention of anything other

than the ribbon cutting and a few speakers. ...You can certainly plan to bring your cars, but I suspect anything more organized will need to wait for the celebration in May.

I hope you understand. Please let me know if you have any questions.

Lisa Kunin

An email and two phone calls to Governor Shumlin's personal assistant were not returned.

Late Sunday night I got an email from Lt. Governor Duffy's assistant asking for my phone number. I replied, and as soon as I clicked "send" the phone rang. She was very glad to hear from me, and really wanted to be able to have '29 era cars at the opening, and available to transport Lt. Governor Duffy. She took my contact information, and said she was looking forward to meeting me at the bridge. I sent out an email on Sunday night. When I got up Monday morning, I saw my computer was locked up and the email was never sent.

I hastily sent the email out again, and drove to Jeffersonville to get the Pierce-Arrow and the Model T ready to go to the bridge. The car that was parked behind the Pierce-Arrow would not start, and it took some time to get it going. The Pierce-Arrow had been sitting for over a year, had old gas and a flat battery. It too would not start despite forty-five minutes of trying in vain. We pulled the Pierce-Arrow out with the truck and pull started it. It started in about 20 feet. By now, too much time had passed to even think of taking the Model T. I drove the Pierce-Arrow to the gas station for fresh gas, then to the flat bed which was being inspected. The truck was not ready yet, so we had to wait for the inspection. Once inspected, we loaded the car and headed off to the bridge.

We got to the ferry just as a ferry was about to leave. We pulled on to the boat, and met Fred Cook and Mary and Wendell Noble. I gave them the plan, explaining that we had the use of Lorraine Franklin's driveway and that the contact person from Lt. Governor's office was going to meet us.

When we were driving off the boat, a group of New York State DOT people came over to me. Good grief, what now?

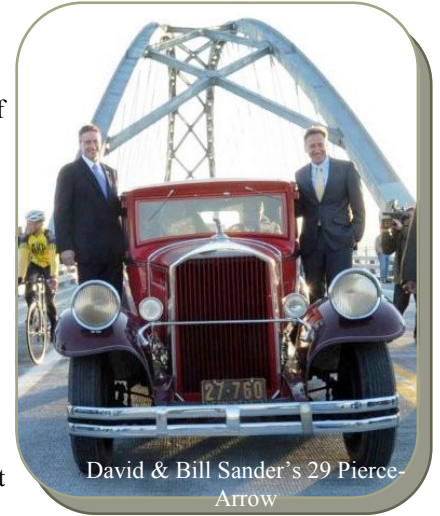
One asked me if I was Mr. Sander. A little nervous, I said that I was. He stated that he was expecting us, and told the other men to move the barricade to the new bridge. He then asked us to park on the approach to the bridge.

All the VAE participants were parked together, dad and me with the '29 Pierce-Arrow, Charlie Thompson with his '29 Willys Overland Whippet, Mary and Wendell Nobel with the '28 Dodge and Leo and Liz Laferriere with the '30 Model A.

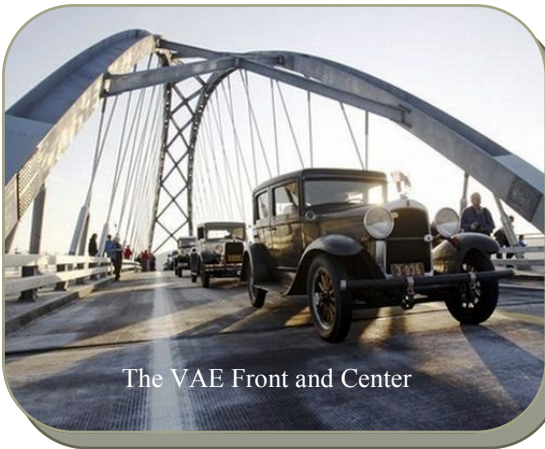
When New York Lt. Governor Duffy arrived, his aide, Kaii Torrence asked me why the cars were so far from the bridge, then she asked if we could move them up to the front of the pack. We had gone from unwelcomed to being the first in line to cross the bridge in just a few hours!

I was asked if we could drive Lt. Governor Duffy in the Pierce-Arrow. I said yes. I suggested that Governor Shumlin ride with Charlie Thompson in the Whippet.

Continue to page 10....



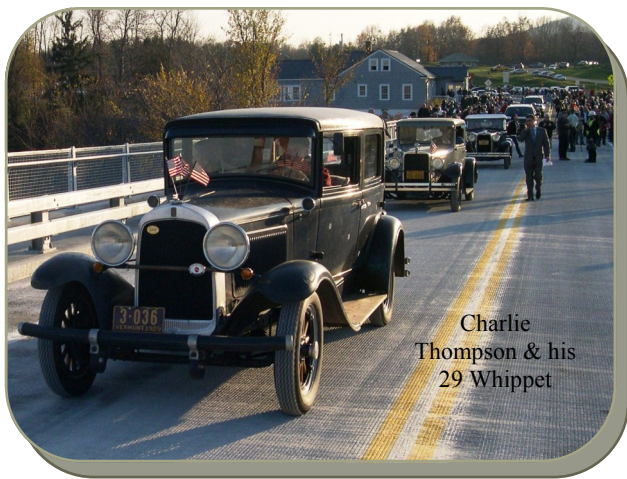
David & Bill Sander's '29 Pierce-Arrow



The VAE Front and Center



Leo & Liz Laferriere in the 30 Ford



Charlie
Thompson & his
29 Whippet

From page 9....**As I was watching the speakers I was a little nervous.** The cars were facing up hill on the ramp to the bridge. The Pierce-Arrow was having issues with not starting. What if, when the time came, the car did not start? The media would be filming, all eyes would be on me, the Governor would be waiting, and I would be holding up the entire celebration.

Fortunately, when the time came, it started right up.

The Governor and Lt. Governor decided to walk across the bridge after the ribbon was cut.

I had the head of the New York State Department of Transportation, Kai Torrence, Lt. Governor Duffy's aide and Lorraine Franklin in the car. Shortly after getting under way, I picked up Fred Cook. **We were the first car crossing the bridge, with the other three VAE cars right behind us!**

About a third of the way across the bridge, Governor Shumlin and Lt. Governor Duffy decided they wanted to ride on the running boards of the

car. Governor Shumlin got on the left side, Lt. Governor Duffy on the right.

I had the security detail asking me to go faster, and a large group of media walking backwards in front of the car taking pictures and videoing our progress across the bridge, motioning me to slow down... Definitely a moment to remember!

Once safely on the Vermont side, the Governor and Lt. Governor each stepped off the car and spoke a few words to the waiting reporters, then each got into their respective black SUV's and drove away. Shumlin heading east, and Duffy heading west, back across the bridge.

I continued down the road to the "No Bridge" Restaurant. Lorraine Franklin stepped out of the Pierce-Arrow and gave a shout out to Lisa, the owner of the Restaurant, who was on the roof next to the sign. Lisa then proudly ripped the "No" off the No Bridge Restaurant sign.

I pulled out of the parking lot of the recently renamed Bridge Restaurant and pointed the Pierce-Arrow west again, and began my return trip across the bridge shuttling my **V.I.P. Fred Cook** back to New York to his awaiting Honda. On the way I picked up fellow VAE member and **Vice-president elect Jim Sears and Chris.** They rode on the running board too.

With a little hard work from a small group of dedicated VAE Enthusiasts, the bridge opening was a resounding success, with a nice sampling of 1929 era cars. A fitting tribute to a beautiful new bridge that is more than a functional bridge, but also a bridge that evokes the look of the original Champlain Bridge, opened in 1929. It was an atypically beautiful, sunny warm November day. I was interviewed by Judy Simpson from WCAX. The interview was featured in there lead story about the bridge.

The story was covered by WCAX, WPTZ, FOX 44, ABC 10 from Albany, Vermont Public Radio, North Country Public Radio, The Burlington Free Press, The Plattsburgh Press-Republican, The Rutland Herald, The Times Argus, The Wall Street Journal and The New York Times. The Associated Press also covered the event, and it was picked up by TV and Radio stations and news papers across the country. Definitely some great press for The VAE. *(All Pictures taken by Jim Sears except the Pierce-Arrow by AP)*



Wendell & Mary Noble in the
28 Dodge



Announcement from our Treasurer, Dick Wheatley



The VAAS received it's first member contribution in October. A donation of \$1300 was received and to be split between the Scholarship and Long-Range Funds per request of the donors.

Please consider the Vermont Antique Automobile Society, Inc. in your year-end gift giving. Donations are tax deductible and you can dedicate them to our educational/scholarship programs or help us grow a fund for establishing a site for a permanent collection.



Treasurer's Report - November 10, 2011**Dick Wheatley- Treasurer**

MONEY MARKET - bal. October 12, 2011	\$ 156,317.55		
add: October interest income		79.87	
less: transfer to checking		(8,000.00)	
Balance November 10, 2011			148,397.42
GENERAL CHECKING - bal. October 12, 2011	\$ 3,767.12		
Deposits			
Transfer from money market account		8,000.00	
Stowe 2012 sponsorship		250.00	
Member Dues		30.00	
Total receipts		8,280.00	
Disbursements			
5234 Les Skinner - gift certificate for the Conte's		30.00	
5235 Jan Sander - prize for Frostbite tour		18.99	
5236 Hall Communications - Stowe advertising		300.00	
5237 Tom McHugh - Stowe expense reimbursement		300.00	
5238 Bob Chase - Stowe expense reimbursement		301.64	
5239 Mid America Awards - Stowe awards		199.25	
5240 Century Communications - Stowe pager rental		125.00	
5241 Eastern Etching & Mfg. - Stowe awards		311.88	
5242 Mace Engraving - Stowe awards		57.40	
5243 Heather Maclay - Stowe registration expense		400.00	
5244 Stowe Electric Dept. - power		18.71	
5245 Kathryn Nichols - Stowe field deposit for 2012		1,000.00	
5246 VAAS - Vermont Tech College scholarship		6,000.00	
5247 Commodores Inn - Stowe Committee meeting room		150.00	
5248 Brenda Fodor - Annual meeting table decorations		21.76	
5249 VAAS - WT, website & additional VTC scholarship		2,000.00	
5250 Mace Engraving - Stowe awards		10.51	
5251 Dept of Motor Vehicles - trailer registration		90.00	
Total disbursements		11,335.14	
Balance - November 10, 2011			711.98
Total VAE accounts			<u>\$ 149,109.40</u>
Vermont Antique Automobile Society, Inc.			
CHECKING ACCOUNT - October 12, 2011			\$2,254.92
Deposits			
Contribution from member		1,300.00	
Advertising revenue		60.00	
VAE payment for WT & website		750.00	
VAE payment for VTC Scholarships		7,250.00	9,360.00
Disbursements			
214 Gary Fiske - Wheel Tracks expenses		63.96	
215 VT Techncl College - scholarships		6,000.00	
216 VT Techncl College - scholarships		1,250.00	
217 L. Brown & Sons - Oct Wheel Tracks		576.32	7,890.28
Balance - November 10, 2011			<u>\$3,724.64</u>
Restricted Funds			
	Scholarship Fund	Long-Range Fund	
Balance - October 12, 2011	3,665	-	
October contribution	650	650	
Balance - November 10, 2011	<u>4,315</u>	<u>650</u>	



VAAS Board Meeting Minutes October 17, 2011



Board members Present: Gael Boardman, Lloyd Davis, Leo Laferriere, Dick Wheatley

Others Present: Gary Fiske, Wendell Noble

The meeting was held at Dick Wheatley's office at 1 Market Place, Unit # 31, Essex Junction, VT at 1:30 PM

All motions were unanimously approved.

1. Lloyd motioned to accept the Secretary's and Treasurer's Reports. Leo seconded. There was no other activity other than Wheel Tracks expenses.

2. There was a discussion about the Annual Meeting. Gael will be unable to attend.

3. Wheel Tracks: Style, content and distribution were discussed. Dick made the motion to offer the complete publication of club finances summarized to accurately represent both VAE and AAAS finances. Lloyd seconded the motion.

4. Web Site discussion: A plan was established to update the web site for 2012. Wheel Tracks will be included along with information about the anticipated VAAS fund drive and the new technical school program. A plan to increase revenue from Wheel Tracks and the web site was discussed. No action was taken other than to agree that this is necessary and to agree to put in the effort required to bring this about.

5. Partnerships: It was moved by Dick and seconded by Lloyd that the VAAS Directors will meet with the VAE Directors to establish who will meet with several potential partners, define what we are looking for in potential partners, and to determine what we might be able to offer to any group or organization that is interested in joining us in a partner relationship.

6. VAAS financial awards: There was a discussion concerning the vote on the budget which VAAS is presenting at the Annual Meeting. If the budget is approved, how do we handle the presentation of our financial awards? It was agreed that we should maximize our visibility. The Board will consider suggestions for this.

7. VTC scholarship program: Dick motioned and Leo seconded that the VAE and the VAAS should name the annual Vermont Technical College scholarships after past VAE president Fred Cook. It was noted that Fred has been the liaison between VAE and VTC for several years. He has also been a long time successful fund raiser for VAE.

8. Vehicle donation: Leo motioned and Lloyd seconded a motion that Dick Wheatley will respond to the offer to donate a sports car to the VAAS. This donation will be accepted under the right circumstances and conditions.

9. Other business: There was no other business.

10. Next meeting: The next meeting of the VAAS Board of Directors will take place on Monday, November 14 at Dick Wheatley's office at 1:30 PM.

Dick made the motion to adjourn. Lloyd seconded the motion. The meeting adjourned at 3:50 PM.

Respectfully submitted by: Jan Sander, Secretary

Vermont Antique Automobile Society ANNUAL MEETING Minutes

The 2011 Annual Meeting of the Vermont Antique Automobile Society was held at Vermont Technical College in Judd Hall on Saturday, November 5. The meeting was called to order by Wendell Noble at 1:30 pm.

1.Approval of minutes: Wendell Noble suggested that the 2010 VAAS Annual Meeting Minutes be amended to include the names of the VAAS Directors. Randy Cary motioned to approve the amended minutes. David Sander seconded this motion. The minutes were accepted as amended.

2. VAAS Budget for 2012: Dick Wheatley distributed copies of the proposed budget. Wendell explained the relationship between the VAAS and the VAE – money from VAE goes into VAAS until the time when the 2 organizations will merge into 1 organization. This is in accordance with our IRS requirements as a 501 C-3 organization.

David Steinman made a motion to increase this year's Vermont Technical College scholarship donation by \$1,250. This one time increase will make our total scholarship donations to VTC an even \$100,000 over the 20 years that VAE has been funding these scholarships. Gene Napoliello seconded this motion. Joe Paradis asked for a paper ballot. Don Rayta seconded Joe's request. It was voted NOT to have a paper ballot. The motion passed to give an additional \$1,250 from the 2011 budget to the VTC scholarship award.

David Steinman made the motion to accept the proposed VAAS budget for 2012. Leo Laferriere seconded this motion. The motion passed.

3. VAE/VAAS VT Career Centers Scholarship program: This is a scholarship program which the Futures Committee is looking to establish. Gary Fiske reported on their efforts to date.

4. Report of the Nominating Committee: Wendell reported that the current VAAS Board members are all willing to continue to serve in their positions. As this is a fairly new Board, it is felt that their efforts will be best served by maintaining the continuity of the Board membership. The current Board members are:

President- Gael Boardman Treasurer – Dick Wheatley Secretary – Jan Sander

Directors – Andy Barnett, Bob Chase, Lloyd Davis, and Leo Laferriere

Fred Cook moved that the Clerk be instructed to cast one ballot to retain the current VAAS Board. Gene Napoliello seconded the motion. The motion was passed.

5. Adjourn: The motion was made and seconded to adjourn. The membership voted to adjourn at 2:06 PM. Respectfully submitted: Jan Sander

*Our 2011 Annual meeting and gathering at VTC's
Judd Hall*





Mr. Fred Cook

November 5, 2011 VAE ANNUAL MEETING

The 2011 Annual Meeting of the Vermont Automobile Enthusiasts (VAE) was held at Vermont Technical College in Judd Hall immediately following the Annual meeting of the Vermont Antique Automobile Society (VAAS) on Saturday, November 5. The meeting convened at 2:07 PM.

1. Fred Cook motioned to accept the Minutes of last year's Annual VAE Meeting with the correction of several names. Jim Sears seconded the motion. The motion to accept the amended minutes passed.

2. VAE Budget for 2012: Dick Wheatley presented the proposed budget for 2012 and moved that it be accepted. Bob Chase made a motion to increase the Appreciation Dinner allotment by an additional \$4,000 to enable the club to hold an Appreciation Dinner in the spring as well as one in the fall. Jim Sears seconded this motion. In the ensuing discussion it was pointed out that having the 2 Appreciation Dinners would allow the Club to acknowledge volunteers from this past year in the spring and then acknowledge the 2012 volunteers in the fall. This would also put the Club back on course for our one Appreciation Dinner in the fall of each year. After various pros and cons of this idea were discussed, the motion passed to amend the proposed budget to add an additional \$4,000 to the Appreciation Dinner budget.

John Mahnker made the motion to accept the budget as amended. Randy Cary seconded this motion. The motion passed.

3. Report of the Nominating Committee: The members of this committee were: Conception Conti, Bob Guinn, and Chair – Gary Olney. They presented the following proposed Slate of Officers:

President – David Sander

2nd Vice President – Robert Lalancette

1st Vice President – Jim Sears

Secretary – Bill Sander

Treasurer – Dick Wheatley

VAE Directors

Chair – Wendell Noble

Director for 1 Year - Les Skinner

Director for 2 Years – Chris Barbieri

Wendell Noble made a motion to accept the Slate as presented by the Nominating Committee. Fred Cook seconded the motion. There were no nominations from the floor. John Mahnker moved that the Clerk cast one ballot to accept the proposed Slate. Randy Cary seconded this motion and the motion passed.

4. Dues for 2012: Dues are currently \$30 per year. There is a \$5 discount for early renewal. Early renewal is any time before December 31. A 2 year early renewal is \$50, a savings of \$10. A 5 year early renewal is \$140, a savings of \$10. Randy Cary made a motion to leave the dues as they currently are. This was seconded by David Sander. The motion passed.

5. New Business: Don Rayta is going to write a new column for Wheel Tracks in which he will profile people and their car/motorized vehicle. He is looking for people and information to use in this column.

6. Activities: David Sander announced that the December Holiday party will be a Yankee Swap gift exchange. It will be held at T-Bones in Colchester on Sunday, December 11 at 11:30. Jim Sears gave a brief description of upcoming meetings. There was a brief discussion about getting several VAE members and their vehicles to participate in the ribbon cutting ceremonies at the new Champlain Bridge on Monday, November 7. The following members volunteered: Leo and Liz Laferriere – 1930 Ford Model A roadster, Wendell and Mary Noble – 1928 Dodge sedan, Bill and David Sander – 1929 Pierce-Arrow sedan and Charlie and Marion Thompson – 1930 Whippet sedan.

7. Adjourn: Charlie Thompson made the motion to adjourn and David Sander seconded the motion. The Annual Meeting adjourned at 2:50 PM.

Respectfully submitted: Jan Sander



VAE President, Wendell Noble and VAE Treasurer, Dick Wheatley presents the 2011 Scholarship award to VTC Financial Aid Director, Catherine McCullough



Bonnie Willis (right) & Brenda Fodor created the Table decorations



VTC President, Dr. Philip Conroy



Rodney Decato, 2nd year Automotive Technology student

October 2011 VAE Meeting Minutes

The regular monthly meeting of the VAE was held on Saturday, October 15, 2011, at El Zorro's restaurant in Jeffersonville, Vermont. The meal and meeting followed the Frostbite Tour.

The Meeting was called to order at 1:38 PM by President Wendell Noble, who began by turning the meeting over to Jan Sander to go over the questions on the Frostbite Tour. Mary and Wendell Noble were the winners.

Secretary's Report: Dick Wheatley moved, and Don Rayta seconded the motion to accept the minutes of the prior meeting as printed in Wheel Tracks. This passed unanimously.

Treasurer's Report: Bill Sander moved, and Gael Boardman seconded the motion to file the Treasurer's Report, as printed in Wheel Tracks, for audit. This passed unanimously.

VAAS: Gael Boardman gave a brief synopsis of activities, which will be fully reported at the Annual Meeting next month.

Nominating Committee: A full slate of officers has been recommended by the Committee for both VAAS and VAE. Elections will be at the Annual Meeting in November.

New Business: Gary Fiske mentioned the Cuba Antique Car Tour scheduled for May, 2012, and asked for some assistance with articles for Wheel Tracks.

Don Rayta moved to adjourn at 1:55 PM. This was seconded by Bill Sander, and passed unanimously.

Respectfully submitted, Bill Sander, Recording Secretary



The Frostbite Tour began at Tatro's Construction yard in Jeffersonville. It was a perfect Fall day and **Jan Sander** created a tour that 'city folk' would have died for and us Vermonters never get enough of. The tour was 25 miles of some of the most beautiful back roads that Vermont has to offer. We drove to Cambridge, up the Pleasant Valley Road and Irish Settlement Road on through the little berg of Underhill Center. We continued in a little circle up the Sand Hill Road back to

Irish Settlement Road then back to Jeffersonville via the Thompson Road. The tour ended a ways up Route 108 toward Smugglers Notch on the Edwards Road and a very nice restaurant called El Zorro's where a tasty lunch was waiting for us. There was competition in finding items along the route to answer a quiz that Jan made up but this reporter has come up short with his notes to remember the winner. Jan was my passenger and I whined a little for the answers but ended up with the worse score.

By the time the meeting ended and we headed home the clouds had created rain. My 27 Dodge has no windshield wipers but I found the Rain-x that I applied that morning did the job fine. **Wendell and Mary Noble** headed home in their 29 Plymouth Roadster and thought they were doing ok without side curtains. Mary was curled up comfy in a blanket and then they met a truck where the road had collected a huge puddle of water. I understand the wave of water came through Wendell's side



and on out Mary's to settle back onto the road while soaking them both very well. **I wonder if that is why our ancestors created 'closed cars'?** I heard other little tidbits of other adventures from that day but without good facts I will just say if you missed the 2011 Frostbite Tour you should make sure you don't miss the 2012 Frostbite Tour. gef



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Mail this with an enclosed check today to:
Christina McCaffrey (Member Secretary)
89 Ledge Road
Burlington, Vermont 05401-4140

Name.....

Mailing Address.....

Phone & Email address.....

What Antique or Classic Cars Do You Have? (Note...You do not need an old car to join the VAE, a love for history will do)

Would You Like Our Monthly Newsletter, **WHEEL TRACKS**, Mailed to You or On-Line?.....circle preference.

Vermont Antique Automobile Society Classifieds

Contact: John Lavallee at Wheeltracksads@gmail.com

Advertising (free or paid) in Vermont Antique Automobile Society News (printed and on line) is a privilege. Advertising is free to all members of The Vermont Automobile Enthusiasts Club/VAAS members. Ads can be up to 60 words with an optional photo. Prices must be shown on all For Sale items along with full name and phone number and/or email address. Your ads will appear in Wheel Tracks and on line for three months unless we are notified to remove it earlier.

Non-members classified (non-business) can also place ads as described above at a cost of \$10 per ad per month.

1/4 Wheel Tracks Page...\$35.00 per month

1/8 Wheel Tracks Page... \$25.00 per month

Your Business Card in "Here's My Card"...\$10.00 /mo.

All ad fees must be paid in full before publication...make all payments to VAAS. All advertising is accepted in good faith and only after our editors approval. Emailed ads are welcome and preferred. Please check for deadlines.

For Sale...Gilbarco gas pump, 1940ish no globe, does have hose and nozzle with Opaco bulk oil tank. \$355.00. Contact Marvin Ball, 802-425-3529 North Ferrisburg, VT 1/12

**Got-Something-to-Sell.....
Sell-It-Here

As you can see we have plenty of room and it's free to members. Email your ads to gafiske@gmail.com



For Sale, A great gift idea. Official VAE Lapel Pin. Contact Wendell Noble. \$5.00 ea & \$1.00 S&H. Wear It Proudly.

For Sale...1985 Mercedes 380SL convertible, black, 2 tops, 123,000 miles, excellent condition inside (leather) and out, \$10,795 OBO. Contact Gerald @ 315-769-2821 Massena, NY 1/12



VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

Membership Secretary

89 Ledge Road



*1986 President Pete Crosby
Standing by his Model A*

VAE CALENDAR OF EVENTS..... VTAUTO.ORG....A GREAT WEBSITE

December...

3rd thru 9th...Hershey, PA.....Toys for Kids 1 to 92 years old at the AACA Museum.

11th...Sunday at 11:30 AM. VAE/VAAS... Holiday Party at T-Bones in Colchester....Details on page 3.

15th...United States of America Bill of Rights Day

17th...Saturday AT 11:30 AM. Green Mtn. Regional AACA will meet at Country Club of Vermont in Waterbury Center to discuss the Vermont 2013 Glidden Tour. A luncheon will be served, \$20.00 per person.

21st...Wednesday at 7PM. VAE.... Stowe Show planning meeting at Commodores Inn on Rt. 100 Stowe

January 2012...

14th... Saturday 11AM to 3PM. VAE/VAAS...Annual Installation of Officers and Covered Dish Luncheon in Waterbury, Vermont. Memorabilia/Automotive displays. More detail in next Wheel Tracks.

29th...Sunday 8AM. Saginaw 30th Annual Swap Meet & Flea Market.

February 2012...

15th...Wednesday at 7PM. VAE...Stowe Show planning meeting at Commodores Inn on Rt. 100 Stowe

Announcement.....The 2011 Stowe Antique and Classic Car Meet Winners List

The list of winners of the 47 classes of entrants from the Stowe Car Show has become 22 pages. In the past when the list was much smaller it was published in Wheel Tracks. Even then the list had to be reduced in size to the point it was very hard to read and did not do justice in head-lining the importance of the hard work of the people who entered cars at the Stowe Show.

The list is being reformatted and will be added to our website at vtauto.org. The work should be finished and available twelve months of the year starting next month. The January Wheel Tracks will direct you to where you can find it on our site. The plan is to archive the old winners list each year a new car show produces a new list of winners.

For those of you who do not use computers and the web, with your request, a copy will be mailed to you