



Wheel Tracks



Mark McDermiott is pictured left at the 2015 VAE Car Show in Stowe on his 1967 Harley Electra Glide. He has had his Harley for 20 years and in that time has rebuilt and restored about every part on it. This Harley's engine has a "Shovelhead" top and "Pan" bottom. The "Shovelhead" term comes from the engine's rocker box covers looking like an inverted shovel and was introduced in 1965. The rocker boxes before '65, starting in 1948, looked like pans...hence the term "Panhead". In 1967 Harley had kept the lower engine design of the older Panhead engine which used a generator until 1970. They then changed to the alternator bottom.

More of page 6

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Mission Statement:
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Your editor and other authors are made aware of some new products, services or information that they feel may have value to VAE's membership. These products, services or informationals are not an endorsement by the VAE unless otherwise noted. The opinions are solely those of the particular article's author.

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Membership
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December 2014



December 7th. at 1PM.....

The December Christmas meet of the VAE will be held at The Steak House, 1239 US Route 302-Berlin, Barre, 802.479.9181

We will start with a VAE Business Meeting that will include updates on the Shelburne Museum Show, VAE Show at Stowe, and upcoming meets and tours for 2015.

A lunch menu will be available on your own from the restaurant. We will then follow with a Yankee Swap. To participate in this fun event bring a wrapped gift that you will exchange for an unknown gift or someone else's. Afterward, some trading should be expected and is perfectly acceptable so that, as much as possible, everyone goes home with a gift they are happy with.

There is a rumor that Elvis may be in attendance. For more information please contact Dan Noyes 730-7171 or dan@streambanks.org



EVENTS.... WHAT'S NEXT ?

2015 SCHEDULE OF VAE MONTHLY MEETS

January 17th..... Memorabilia and Pot Luck Saturday 11am St. Leo's Hall in Waterbury (see page 15).

February 21st..... Auto Electric in Williston Saturday 9am
Learn about your car's electrics.

March.... Visit a Vendor In planning stage.

April..... Learn how to put a car fire out. Location and time in planning stage.

May.... Visit a Vendor In planning stage.

June.... Shelburne Car show at the Museum First weekend of the month.

July.... Drive to a picnic spot. Location and time in planning stage.

August.... The VAE Antique and Classic Car Show @ Stowe.

September.... Garage tour. Let us know if you want us to visit you so we can plan a route. Weekend to be determined.

October.... Gypson Tour. First weekend of the month Route to be planned by last year's winner.

November..... Annual Meeting. First weekend of the month Location to be determined.

December..... Holiday Yankee Swap. First Sunday of the month. Location to be determined.



FROM THE PRESIDENT... BOB LALANCETTE

When a race car driver exits the car after the race, he typically says, "I want to thank my sponsors, my car manufacturer, and my car owner." I would like to do that also. I want to thank all of you for giving me the opportunity to see how this organization works and the good work it does. To see the scholarship money we provide to Vermont Tech and how it changes the lives of those students is very rewarding. I have not experienced the Golden Wrench Award work yet but hope to someday.

I do prefer what the character of the early 1970's movie says when he won his race. Junior Jackson in "The Last American Hero" won a big race with a car and crew that was not his. His old crew felt left out and did not feel a sense of belonging. As he was going to the press box, he raised the trophy and yelled to them, "WE WON!" That is how I feel as I write this last President's message. We won!

We had some great monthly meets, we had an interesting overnight tour in June, we had a successful Stowe Car Show, we gained some new members, and we changed and continue to change the lives of young people.

I thank you again and WE will have a great 2015.



YOUR EDITOR... GARY FISKE

We have gone in a little different direction this month with Mark McDermott's beautiful '67 Harley. Along with trying to bring ALL antique and classic vehicles to Wheel Tracks, one of the huge benefits in my "education"! There was a time I had no idea the difference between a 'Softtail' and a 'Knucklehead', I am not a total authority today but I have solved a life-long curiosity and had fun the same time. BTW, I hope I have this right, but I found out that Mark's nickname is "Blue"..... now I wonder if there is a story there?

Also, isn't it a coincidence that **Chris Cartier's "Auto Alphabet"** series (page 13) is about Indian this month?



Have you heard the drift going around that we are heading back to the Shelburne Museum with a car show? It was before my time but I understand there were some magical times at the museum for the VAE. Ernie Clerihew and Bill Fagan have agreed to be co-chairs of the show and if I understand the 'drift' they will have no problem getting help. The buzz is growing and I am sure you will read much more in Wheel Tracks before the big event the first weekend of June 2015. I wonder what the event will be called, do any of you have some neat ideas?

This is called a "Harp" in most households.....here goes.....you ready? Have you renewed your Membership for 2015 yet?

One last comment. Did that meal at the VAE/VAAS Annual Meeting in Essex tickle your taste buds? I think it was the best meal I have ever had at a meeting such as that. It all had to be brought from another location and served to us. That location was Waterbury catered by **Juniper's Fare Café and Catering**. **Father Paul and Brenda Grey** were the two servers. There were also a lot of VAE hands on deck to help. Thank you to all of you for making the day so wonderful.

VAAS LISTENING POST... FROM WENDELL NOBLE, CHAIRMAN

In this, my last column as VAAS board chairman, I'd like to thank all those who have contributed to our charitable and educational activities in the last year. I'm happy to say that this goes well beyond just the other board members fulfilling their responsibilities. My appreciation goes to the many members throughout the state who took part in "Golden Wrench Award" presentations throughout the state. Ed Hilbert has continued to coordinate with the 16 Technical Career Centers. Gary Fiske is doing all the groundwork to get a new outreach to elementary schools off the ground. Fred Cook has continued to cultivate our excellent and productive relationship with VTC. Charlie Thompson has enthusiastically kept the "Vermont Road Show" on the road. Non-board members, Andy Barnett and Jim Sears, have religiously attended board meetings and greatly helped to steer its' activities.

A special note of gratitude is due to Gael Boardman who literally gave birth to the VAAS, as he described so well in his story in last month's Wheel Tracks. That story must be repeated periodically, lest we lose our perspective. Speaking of Wheel Tracks, how can we thank Gary Fiske enough for his tireless efforts in caring for our award winning publication? He deserved the "Golden Scoop" award for that.

Next year, a new board will be seated, with new members Jim Cary and Gary Olney taking part. I intend to be among the non-members staying actively involved. We've done a lot that I am proud of in the past year and there's plenty to do in the ensuing years.

Jim Cary and Gary Olney are newly elected to the VAAS Board and Gael Boardman and I are retiring from the board.



"THE SOFTER SIDE"



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

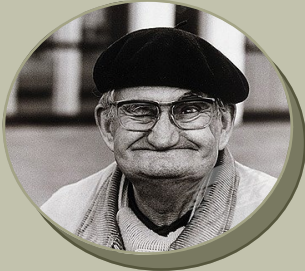
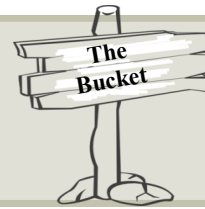
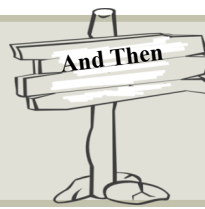
Goodbye to one of my Heroes.... From Nancy

We have recently said goodbye to one of my heroes in the "car world", Tom Magliozzi. I can't imagine you wouldn't know who this is but if you don't, he is the "Click" or the "Clack" (I don't believe it was ever decided which was which) of the Tappet Brothers from NPR's "Car Talk". He and his brother Ray could turn any car, situation or person into something to laugh at, nothing and no one spared. Believe me sometimes Tom's laugh, just listening to it and not even hearing what had been said would make me break into a huge laugh. It must be said that one of the chief things he laughed at was himself and of course, his brother. I don't know but think that antique cars weren't the passion for him as they are to several people I know but he seemed to love cars in general, different makes which there were a few he seemed to like better than others. Have to say that he did beat on a certain make of cars and on his ex and present wife. (I don't know if he had an ex or not). There are very few things that you come away feeling good every time but "Car Talk" was certainly one of the things that did it for me. When VPR stops airing the reruns and quiets Tom's laugh forever, will be a sad day for all of us who love to laugh. The lesson I take from him is laugh as often as possible and realize most things shouldn't be taken so seriously and in the 'scheme of things' most things deserve a good old fashion belly laugh. RIP dear friend.



We have talked about involving our new members in what we do as an organization and I wanted to bring that into an action. As president, I have to pick a recipient to receive the **President's Restoration Award for 2015**. Of course it was difficult; three names were given to me. I started with phone calls and that eliminated one. So then I had to go and look at the two remaining vehicles. I asked new member **Charles Catchings** to come with me to see the two candidates. We had a great day and learned a lot from the two. So please, look in the roster and involve a new member, it promotes our club and opens our minds to new ideas that are out there. **Come to the December Yankee swap meet in Berlin VT to hear our decision. Bob Lalancette.**





When Emily Sue passed out, Redneck Bubba immediately called 911. The 911 operator told

Bubba that she would send someone out right away. "Where do you live?" asked the operator. Bubba replied, "At the end of Eucalyptus Drive." The operator asked, "Can you spell that for me?" There was a long pause. Finally Bubba said, "How 'bout I drag her over to Oak Street and y'all pick her up there?"

A guy in a bar leans over to the guy next to him and says, "Wanna hear a redneck joke?"

The guy next to him replies, "Before you tell that joke, you should know something. I'm 6' tall, 200 lbs. and a redneck. The guy sitting next to me is 6'2", 225 lbs. and a redneck. The fella next to him is 6'5", 250 lbs. and a redneck. Do you still want to tell that joke?"

The first guy says, "Nah. I don't want to have to explain it three times."

A young lady came home from a date rather sad. She told her mother, "He proposed to me an hour ago." "Then why are you so sad?" her mother asked. "Because he also told me he was an atheist. Mom, he doesn't even believe there's a hell!" Her mother replied, "Marry him anyway. Between the two of us, we'll show him how wrong he is."

Two elderly ladies meet at the launderette after not seeing one another for a while. One asked how the other's husband was doing. "Oh! Ted died last week. He went out to the garden to dig up a cabbage for dinner, had a heart attack and dropped down dead right there in the middle of the vegetable patch!" "Oh dear! I'm very sorry," replied her friend. "What did you do?" "Opened a can of peas instead!"

Some One-Liners.....

Nothing is fool proof to a sufficiently talented fool.

#####

On the other hand, you have different fingers.

#####

I have only been wrong once,
and that is when I thought I was wrong.

#####

I don't find it hard to meet expenses.
They are everywhere.

#####

I just let my mind wander, and it didn't come back.

#####

Don't steal. The government hates competition



From VAEer Richard McLay

Continued from front page...

The rocker boxes to Harley enthusiast identifies the engine. Before the "Panhead" was the "Knucklehead" started in 1936 and yes the rocker covers resembled the knuckles of a person's fist. The "Flathead" preceded the "Knucklehead".

Mark lives in Enosburg, Vermont and is part of the McDermott family of "McDermott's Trucking". He and his brother Pete are the third generation operators of the company. How many of us for years have seen the McDermott's milk tankers hauling the product from farms and to the areas largest milk market in the Boston area? Mark is in charge of the company's three garages that keep their 80 trucks and 100 trailers on the road.

Even though Mark is a mechanic by trade he decided to farm out some of the work in restoring his Electra Glide. John Johnson of Enosburg did the paint job at his shop. The engine and transmission was rebuilt by Drew Fairbanks of Johnson, G&G Buffing of Montreal did all the chrome.

This Harley has a 45-degree, air-cooled, V-twin engine with a 1208 cc displacement. There is no direct connection by Harley Davidson but about the time they presented the "Electra Glide" model to the public in 1965 was also the time they first introduced the electric starter. Is there a connection?

Along with all the "special" Harley terms that non-Harley folks often can't quite keep up with is the term "Softail". We have all heard the name and love the sight and the sound of the Harley Davidson but what the heck is a Softail? It seems in the 'older days' and during the chopper '60s and '70s the Harley had a fairly hard suspension...some called them 'Hardtails'. By hiding the rear suspension under the transmission in the Heritage style and adopting the "Springer" front suspension, Harley was able to offer a softer ride...thus the Softail.

The motorcycle has come a long way from 1901 when William Harley built his first at 20 years old. Mr. Harley's 116cc motorcycle (pictured right) is quite a contrast to today's 1800cc monsters.



Above is Mark's rusty Electra Glide when he purchased it 20 years ago.

Like all of us, he had a plan!

To the right...
Daughters Maureen (right) and Helen celebrate the completion of the Electra Glide some 10 years ago. They are young ladies today, Helen in grad-school and Maureen working for the Fox Network in L.A.





The Roadside Diner



Spiced Parsnip Cake from Marty Barnett

The cake is really delicious, and the icing is perfect with it. It's from the October 2014 issue of Good Housekeeping Magazine.

1 $\frac{1}{2}$ c. pureed butternut squash
2 c. all-purpose flour
2 tsp baking powder
2 tsp ground ginger
2 tsp ground cinnamon
1 tsp baking soda
1 tsp salt

$\frac{1}{4}$ tsp ground nutmeg
4 large eggs
1 c. granulated sugar
 $\frac{2}{3}$ c. brown sugar
 $\frac{3}{4}$ c. vegetable oil
1 tsp. vanilla extract
3 c. coarsely grated peeled parsnips

****Preheat oven to 350° F. Grease two 9 in cake pans. Line bottoms with parchment; grease.**
In med. Bowl, whisk flour, baking powder, ginger, cinnamon, baking soda, salt and nutmeg; set aside.

****In large bowl, with mixer on med. speed, beat eggs, sugars, oil, vanilla and squash puree until well combined. Add flour mixture; mix just until incorporated. With rubber spatula, fold in parsnips. Divide into pans. Bake 35 to 40 min. or until toothpick inserted into centers comes out clean. Cool on wire racks 10 min. With small knife, loosen layers from sides of pans. Invert onto wire racks. Peel off parchment; cool. Can be wrapped in plastic and refrigerated up to 1 day or frozen up to 2 weeks.**

Frost with Brown Butter Icing

****In 1 qt sauce pan, cook $\frac{1}{2}$ c. butter on med. 8 to 10 minutes, or until brown and very fragrant, swirling frequently. Transfer to small bowl; refrigerate until just starting to set, about 30 min.**

****In medium bowl, with mixer on med. Speed, beat brown butter, 2 (8 oz.) pkgs cream cheese, softened, 2 c. Confectioners' sugar and pinch salt until smooth. Makes 3 $\frac{1}{2}$ c.**



From Brian Warren.....On a trip to Maine recently, in South China, I saw these 2 vehicles parked on the front lawn along with large pieces of granite, some shaped like grinding wheels. A short distance further I saw this sign at an intersection. Talk about a world tour! The Sweden at the end of the list should be listed as "New Sweden".





Copper Nickel Brake Line

Progress is great. When a product appears on the market that increases the safety, service life, ease of maintenance, and the performance of our cars, it is a good thing. Perhaps you may have noticed there is a new type of brake line on the market.

A little history- Before WWII, many manufacturers used copper brake lines. Copper is both easy to form, and resists corrosion well. Unfortunately, copper is also prone to cracking. Shortly before the war, there was a transition to steel tubing for brake lines. Steel did not have the cracking problem of copper, but it did corrode. Steel brake lines would often fail after only a few years of use. The options to prolong the life of steel brake lines included many types of coatings to protect against corrosion.

Steel brake lines failing due to corrosion was not acceptable to safety obsessed Sweden. Both Saab and Volvo experimented with epoxy coatings, anodized steel and various other coatings to protect the brake lines. Volvo introduced a new type of brake line in 1976. This new brake line consisted of 89% Copper, 1% Iron, and 10% Nickel. This alloy proved to be durable with the corrosion resistance of copper and the crack resistance of steel.

Years ago when doing repair work I found steel brake lines would only last a few years before they would fail due to corrosion. I used anodized brake line exclusively for the last ten years or so. This anodized line lasts much longer than bare steel line.

Copper-Nickel tubing is much easier to form than steel, resists kinking and virtually will not corrode. I have found that a tubing bender is useful, but not necessary to bend Copper-Nickel tubing.

Cutting and bubble flaring Copper-Nickel tubing is actually quite easy. As with steel tubing, it is imperative to start with a nice, clean square cut. Nothing but a sharp tubing cutter will do.

Make sure there are no burrs on the end of the tube, and that you have a nice clean cut. Like steel, it may be necessary to dress the cut tube with a fine file before flaring. Unlike steel, I have found it is NOT necessary to chamfer the fresh cut end of the tube before using the flaring tool.

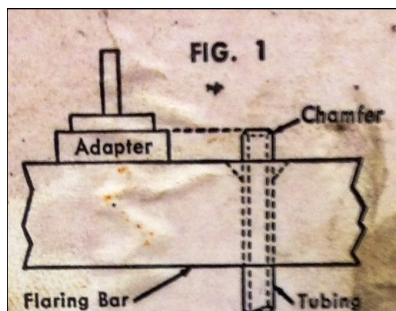
Because the Copper-Nickel is softer than steel, I found I have to be more gentle with a bubble flare tool. It takes far less effort to drive the mandrel in to the tube, and to pinch the final flare. I also found that it works better to use a tad more material for the flare than with steel. When installing and tightening the flare nuts, I found it takes less effort to tighten the fittings with no leaks. The Copper-Nickel tubing has more "squish" than steel.

I recently replaced all of the brake lines on my Chrysler minivan. With the ABS pump, proportioning valve, dual circuits and the many transitions to rubber hose and back to metal, there were many individual lines to form and many fittings to flare. The Copper-Nickel was far easier to work with than steel would have been. When I finished the job, there were no leaks.

Copper-Nickel brake line is stocked at most auto parts stores, and the price is comparable to anodized steel tubing. Do yourself a favor and try some the next time you have to replace a brake line. You won't be disappointed!



I place the end of the tube receiving a bubble flare a little above the base of the adapter button as shown.



I place the Nickel-Copper a little higher, leaving more tubing above the bar.



Tubing ready to be clamped with the adapter button for the first step with the bubble flare.



Adapter button clamped.



Final clamp in the bubble flare.



The "Golden Scoop Award" is pictured to the left and mentioned in Wendell Noble's "VAAS Listening Post" on page 3. Some of you probably don't quite understand what this award is all about..... It was given to me by three VAE friends at the appreciation dinner. The friends were Gael Boardman, Andy Barnett and above mentioned Wendell. Gael, early on in my Wheel Tracks editor job, took to calling me Scoop. The name they called reporters in those early B&W movies...I believe. As you can see, the award has been put together by these three gents with a lot of detail and thought. I like my editor job and have taken more from the job than I have given, believe it or not. As I have said many times, I might put the publication together but there would not be a "Wheel Tracks" if it were not for all of you who contribute by sending me your articles and ideas. Thanks for the scoop award, there should be many more names on it.

There should be a couple more VAE related "Golden" explanations..... **The "Golden Wrench Award" and the "Golden Quill Award".** The "Golden Wrench Award" is something our non-profit, the VAAS, has had in place for three years now. To date we have awarded some nice Mac tools and recognition to 35 students in all of the high school career centers in Vermont. These are students picked by their teachers for their top skills in their automotive technology classes. The award was conceived because of the VAE's commitment to the education of our young people in Vermont.

The "Golden Quill Award" is an award given each year by the **Old Cars Weekly** publication. There are 8 car club categories that they identify and in the eight there are around 170 winners. Wheel Tracks is in the **National Compact category** and has received recognition three times. The first was when Gene Fodor was editor and then in 2012 and 2013. You can Google Old Cars Weekly and read their list of winners. Winning does not mean we get a '56 Corvette or thousands of dollars, that would be nice of them, wouldn't you say? We simply get mentioned in their list of publications.....**It is a very nice mention.**

Andy Barnett, Gary Onley and Wendell Noble recently was invited to the Vermont Technical College scholarship dinner in Randolph. Their mission was to deliver the VAE's latest scholarship donation to VTC and an added benefit was meeting the college's new president, Dan Smith. Mr. Smith was very interested in our Golden Wrench Award program and has asked to meet with us to learn more. Connecting VTC and our Vermont high school career centers is a very important job and we hope we can help in the task. A number of years ago the VEA had gone over the \$100,000 level in our scholarship program to VTC. I wonder what the latest number is.

Would anyone have an idea who this indecisive odd couple is on the right?

They seem to have lost their way...although it is said we will see more of them at a later date. Date, as in a time in the future....Odd Couple as in Walter Matthau and Jack Lemmon. To be continued.....



Terry Riggs

The Hemmings Motor News Great Race is already in the works for 2015. We recently had the great privilege of meeting a 2014 Great Race participant at our annual meeting in Essex. Terry Riggs of Fletcher, Vermont and navigator Jay Conant of Bolton ran the 2450 mile race in Terry's 1959 Volvo PV544.

Terry gave us a very interesting description of the controlled-speed endurance road rally. They ended the race 8 minutes and 47 seconds off the perfect time and was in 51st. place out of around 100 participants. The race was from Maine to Florida. Two of Terry's memorable comments was "There is no talk during the race other than DIRECTIONS". The second was "it's a good idea if your navigator is NOT your wife".

Terry has signed up for next year's race from Kirkwood, Missouri to Santa Monica, California and plans to drive his Volvo once more.





This story was submitted by Hayden Janes (pictured left) of Richford, Vermont.

First Oldsmobile by Marjorie Roberts

Public interest in old automobiles has shifted into high gear recently and it seems a good time to tell the following story of one of the first Oldsmobiles in Vermont.

In 1897 Birney Combs of East Berkshire, Vermont, at the age of eighteen, being advised by a good friend in the cattle business, purchased the auto. It came from a New York garage and Birney paid a sum of four hundred dollars for it. He took drivers lessons while going from the garage to the Hudson River Boat Line where he shipped the Olds to Troy for the sum of six dollars.

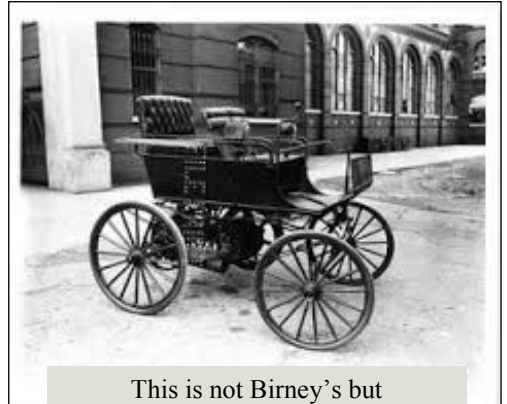
The auto was unloaded and Birney started up a steep hill. It was almost too much for the little four and a half horse power but he finally made it. About ten miles out of Troy he met a horse and buggy. Riding in the buggy were two pretty girls. As soon as they saw Birney they threw up their hands and jumped out of the buggy and climbed a stone wall. Birney led the bewildered horse around the auto and continued on his journey. Late that night he reached Eagle Bridge where he was to load the auto on the train. He hunted until he found some planks and the flat car and managed to drive onto it. The auto was billed to Burlington, Vermont.

There were at least three Stanley Steamers in Burlington at the time and Birney, hoping to get a few parts, left the car in a garage and went shopping. When he returned for the car he found a few more parts missing!

Bravely, he started out of Burlington and reached Colchester. Here, at the foot of another steep hill, he was forced to wait until a friendly farmer came along. Birney hitched the auto to the farmer's buckboard and with this additional horsepower he reached the top of the hill. At last he arrived in St. Albans still twenty-five miles from home.

By this time the Oldsmobile needed several more parts which he was unable to purchase them, so he went home without the auto. On his next trip to St. Albans he shipped the Oldsmobile back to New York and traded it for a rubber-tired buggy.

Marjorie Roberts is a relative of Birney Combs. One hundred and seventeen years later Ms. Roberts calls Birney's East Berkshire, Vermont her hometown also.



This is not Birney's but
An example of an 1897
Oldsmobile



From Activities Chair, Dan Noyes... commenting about "The Garages" garage to the left....

"Kind of looks like my garage, minus the cars, tools, stove, organization. Wait I think the only thing we have in common is two garage doors, a roof, wall and floor. So I guess it kind of does not look anything like my garage. One can dream."

Dan has brought Wheel Tracks to the attention of this restoration business in Brattleboro, Vermont called **"The Garage"**. The business also has a fantastic online newsletter called **"The Old Motor"** that is claimed to be updated daily. Is that a Cord in the "Old Motor's" current edition?



Dan tried this past summer to have a VAE Meet at **The Garage** but was not able to put it all together. He has not given up yet. Wheel Tracks intends to ask permission to reprint some of the interesting articles.

Requested by Bill Billado and Gael Boardman.... A reprint of an article from the May 2003 Wheel Tracks. Submitted in 2003 by Gael Boardman.

Mr. Buick, before Bob Jones saw the light and stopped restoring Model T Fords, was Dale Lake. Dale lived in the house he was born in on a rural road in Ripton, Vermont. I suspect Pev Peake got him involved formally with the "old car people" but Dale's interest had always been there.

Many of us remember Dale and his interesting connection to old cars, as does Bill Billado in the following recollection....

Dale Lake had collected a whole lot of cars and parts and it was Dale who came up with what I needed to put my 1935 Buick 69 -C back on the road. This car gained its collector car status at Dale's in the mid-fifties and eventually found its way to St. Albans in the hands of two other early icons: Gael Boardman and Lanny McHall. Dale provided the parts and also teased me with his extensive collection of "old iron", none of which was for sale at the time.



Pictured above is Dale Lake driving his home-built Locomobile Speedster at the Bomoseen Tri-club meet in 1956 with Gene Kosche. The Speedster has a life more interesting than some of our own.

As time passed, things changed in Dale's remote neighborhood. Folks from 'down-country' started buying up parcels of the beautiful acreage and when in sufficient numbers, they decided that they were not impressed with Mr. Lake's interest. So the battle began! As you can surmise, Dale was not the victor in this legal scrap.

It was at a VAE Meet at the Lincoln Inn where Dale made a tearful plea for the membership to "come and get 'em' before the crusher deadline arrived". Well, that summer consisted of a season-long VAE hallmark event. Every single weekend, in good weather and bad, the gang was there, competing and negotiating for "who got what". Among the regulars that I can recall were Tom Beebe, Larry Johnson, Doug Kelly, Roy Martin, Kip Matthews, Tom McHugh, Rod Rice, Gardiner Spencer, Ray Unsworth, Al Ward, Ed Welch, Clark Wright and myself. A lot of man hours were invested, but we got the job done and many treasures were spared the axe.

Anyone who visited Dale's old iron mecca understood that it was an all day event. He had many a yarn to spin and plenty of sage advice on how to keep our cars in tip-top condition. On one such visit Dale admonished that if one ever had occasion to do a motor job on an Isotta Fraschini, one should seriously consider flipping the car on to its roof somehow, because that would afford the easiest access to the "innards". He swore he'd done it from the bottom up and it worked real slick.

Although Dale was cordial to all who came to see him, he would always step outside as you approached, never allowing anyone into the house where he lived with his very elderly mother. You can imagine our surprise when during one of the last visits to Ripton, Dale invited our small group of "regulars" into his home. We all looked at each other with expressions of amazement and disbelief.... We had finally arrived.

Dale was Vice President and VAE President in 1959. He made almost all the meets in his only transportation, "an old car". His, "Well, you know...." preceded some of the most interesting and entertaining automobile comments I have ever heard. He was a great guy and a 14-carat Enthusiast.

Gael Boardman asked me a while ago to write an article about a founding father of VAE, namely Dale Lake. And more recently, I also noted that there has been emphasis on those older members confronted with the task of downsizing their collections as was the sad case with Dale. Bill Billado.

Editor's notes.... If anyone has knowledge or even better, has one of those vehicles that came from Dale Lake's "old iron mecca" would you please let Wheel Tracks know. A feature article and clear digital pictures would make a great story and an addition to "the history".

A note from VAEer Will Dodge of Fair Haven, Vermont.....

Some time ago, probably not weeks ago, during a phone chat with Gael Boardman, I am pretty sure I agreed to write an article for Wheel Tracks. Here we are just past October and as the early days of November unfold I found myself reflecting on the loss of our good friend **Joe Kaelin**. We lost him last October 3rd, I believe the 9th of this year would have been his 75th birthday.

I have been dealing with the public and in various aspects of the automobile business for about forty years, since before my 16th birthday. In those years I believe I have been blessed to have encountered probably hundreds if not thousands of wonderful people, customers, fellow employees, manufacturers, etc. Joe Kaelin certainly rises to the top of all these categories as a truly unique individual. Quite early on in our acquaintance, over 20 years ago, he told me basically... "Let there be no mistake about it, I work for Joe Kaelin!!" This might seem a bit contradictory as Joe, for the most part, pretty much always was technically employed by someone else, as he was when I first met him. However, if anyone ever thought they were going to "tame him" to work FOR them, they were mistaken. This was not to say that Joe was not a terrific employee, but to achieve the final successful results for both him and his employer, he did it HIS way. Here again, technically in our first interaction, he was a salesman and I was the sales manager, however, I quickly wondered who was managing who. Early on in sales I learned that sales is, for the most part about psychology and at this, Joe was a master. He would have all parties to the sale analyzed eight ways to Sunday and I would be wringing my hands and telling Joe...."Just sell the car!!". In his way, he usually did.

Seriously, I truly believe Joe, although he utilized many of his talents, could have been a truly effective psychologist, he was THAT insightful. Joe believed and rightfully so, that a purchase had to be fair for BOTH the buyer AND the seller to make it an equitable transaction. If only more of society grasped this concept.

At this point, many of you who knew or didn't know Joe are probably wondering what kind of connection this lengthy dissertation has to do with Wheel Tracks. Well, I personally believe there is one common denominator that all of us in the vintage automobile hobby have. It is our admiration and respect for not only the vehicles we have a passion for, but also those individuals we meet along the way. The folks who share our interest and passion for these vehicles. Joe Kaelin was truly one of those people and many reading this and who knew Joe believe as I do. We all have memories of Joe lending a talented, knowledgeable hand to many a project to see that it is done properly.

Thanks Joe, in some way, I am sure at this moment there is a project out there that you are heavily involved in.....whether we earthly mortals realize it or not.....

Will Dodge is the owner of "Fair Haven Chrysler Dodge" in Fair Haven, Vermont. The business has served the area for 67 years with Will taking over eleven years ago.



Joe Kaelin



Left....A picture from the 2014 VAE Car Show at Stowe.

Owner unknown to Wheel Tracks
Can anyone enlighten us?

Greetings from Chris Cartier
and his next "Auto ABCs"

We are doing "I" This Month.....
"The Indian"

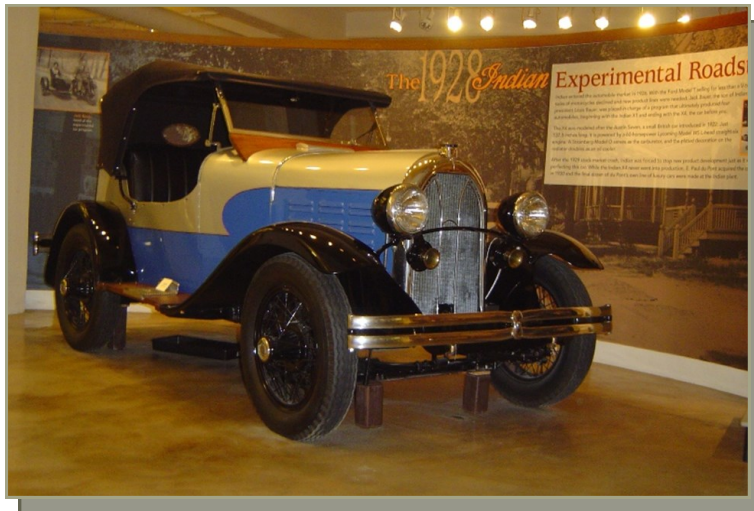
Join us for a continued walk through the Alphabet
learning about obscure American Auto Makes.

"I" IS FOR "INDIAN!"

Did you know that the famed motorcycle manufacturer from Springfield, Mass. was briefly in the business of making cars? Yes, it seems that in 1926, when a Ford Model "T" cost less to purchase than a new Indian Motorcycle. The owner of Indian decided to enter the business of producing and selling cars. He put his son, Jack Bauer, in charge of it's development. Jack set to work promptly and based his designs on the Austin Seven. The resulting car, pictured to the right, is the X4. It is a little less than 12' in total length and is powered by a 60 horsepower Lycoming L head 6 cylinder motor!

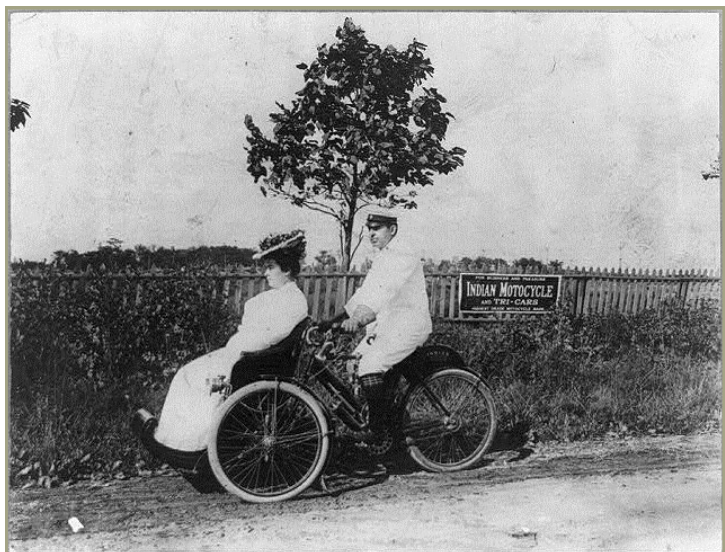
Alas, the Depression of 1929 caused Indian to make a quick exit from the auto business, all R&D \$\$ were redirected for the day to day operating budget of the Motorcycle business. Our loss! If you want to see more vintage Indians, including this beautiful X4, I encourage you to visit the Transportation Museum in Springfield, where the entire second floor of the museum is dedicated to the Springfield "hometown" cycle manufacturer! You could do worse than buy an Indian!

Best regards, Happy motoring, see you "On the Road, Again"



Editors added notes.....taken from "The Standard Catalog of American Cars, 1805-1942".

In 1914 a newspaper published a rumor that the builders of Indian, Hendee Manufacturing Company, was planning on going into the car business. This rumor was immediately denied by owner, George M. Hendee even though in 1916 it was reported that there were five cars registered in Massachusetts under the Hendee name. It is also written that in the 1920s the Indian Company constructed a factory to build automobiles but when the plant was completed it was soon sold and used to manufacture Rolls-Royces. It is reported that Indian spent \$65,000 building four cars, three of which are extant. Two had bodies by Merrimac and one by LeBaron Coachworks.



Mr. & Mrs. Willie Kay on their "powered" Indian Tricar,
Dated 1906 from the Library of Congress



1926 Indian Racer

Note to the editor: It's good to find Chris Cartier back in print. His article about the Dagmar was great automotive history. Perhaps he is aware that the "Dagmar" name appeared even more recently in automotive history. In the 1950s, Cadillac's rather prominent bumper guards were popularly referred to as "Dagmars." If the car ran into an obstruction, the Dagmars would get there before the car did. I don't suppose there's any connection to the car of that name.

Wendell Noble

TAA DAA.... THE WHEEL TRACKS MONTHLY AUCTION!!

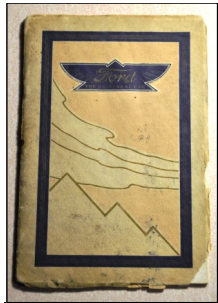
For a few months this auction will be an **"Experimental Auction"**, we hope it will be fun for everyone and that it will work. Wheel Tracks is in the possession of quite a number of items that have been donated to the VAE. So a BIG idea has been hatched where we can find nice homes for these items and at the same time raise a few dollars for our Education Projects... **The VTC Scholarship Program, The Golden Wrench Awards and our Mobile Museum/classroom.**

One of the things we have not worked out is.... How are we going to get these items to the winning bidders without driving the editor nuts and having to holler uncle. For now we will plan to have the winning bidders pick up their items at the NEXT VAE GATHERING. (What about far off members and non-members??....we will try to figure it out as we go) **Auction helpers are welcome....to help.**

The way it will work....for now.

You will find pictures of a few auction items here on this page each month. If you want to make a bid just email or snail-mail me with your bid. My contact info is on page 2, there are no reserves and it's open to members and non-members.

The winning bids will be announced in your NEXT Wheel Tracks. You can start having fun now.....



#1...A Model T Ford owners manual. A little tattered but complete.



#2 A 1932 Ford model B distributor. The word "good" marked on box.



#3 A brass Studebaker emblem.



#5, 1960 Thunderbird



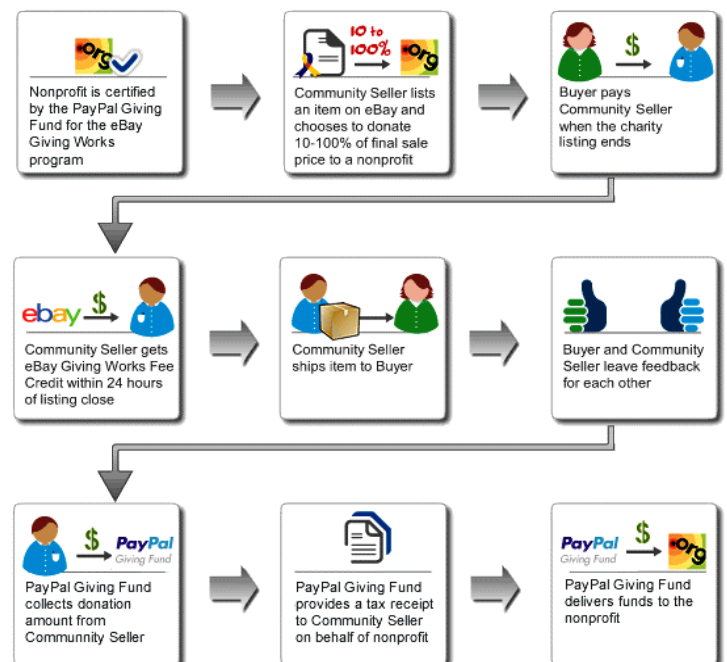
#4 Groups of five car show badges, mostly VAE. We chose the groups, you bid on one group and say how many you want. 7 to 9 groups available.

From Dan Noyes.....

Well, you finally replaced the bumper on your 1968 Caprice Classic or decided to upgrade the carburetor on your model T. The old parts are still good so you put them on the shelf. Unfortunately that was 1972, "Never know when you may need it". Like most good Yankees I too have lots of perfectly fine parts stashed here or there that I probably will never need.

Here is a good way to help the VAE meet it's mission and more importantly make more room for more stuff.

"eBay Giving Works" is a way that you can list items (they don't even have to be car parts) and donate a portion to the club. When you list the item, you can select a portion of the sale price of the item from 10-100% to be donated to the club. If you should have questions please call me, **Dan Noyes** at 802-730-7171 or drop me an e-mail at dan@streambanks.org I'll do my best to give you a hand. If you are an eBay pro and can help others list their items let me know and I'll make the connection. There will be a link directly on our web site to the eBay VAE page.



Wheel Tracks Classified

Order Your VAE Name Tag
Write \$7.00 check to: Phyllis Skinner
PO Box 208 Northfield Falls, VT
05664-0208

For Sale..... 1938 License Plate # 29-251, White Background, Blue Numbers. Good condition. Buy Now for \$ 65.00.

Also an awesome find . Vintage 'Gulf No-Nox' Orange Gas, Gasoline Wooden gauge for early Ford Cowl tanks, square tanks, oval tanks and other cars too. 1" x 17". With advertising 'That Good Gulf Gasoline and Supreme Motor Oil'. Call M. Hayden Janes, Richford, 802-848-3622.

For Sale.... Gene Town's 1938 Studebaker Commander. A member spotted it along the road in



Essex with a for sale sign in the window. No other info available. For location call Hal Boardman at 802-309-2506 1/15

Wanted.... Tonka, Structo and Hubley cars and trucks. Contact blevitch@cox.net or 480-786-1767 1-15

For Sale.... 1931 Chevrolet AE Special Sedan. Org 6 cyl. Engine- Trans. Org upholstery, older repaint, no rust, solid car, good driver, dual side mounts, trunk. \$10,000 or best offer. Call Jim at 802-226-7422

1/15



For Sale... 1989 Lincoln Town Car. 3rd. Owner with 99K miles. All works and works very well. \$6500. Call Ray Tomlinson at 802-878-4340 1/15

**December
Bumper Sticker...**

**If this car is being
driven courteously
it's been stolen.**

For Sale.... 1970 Charger / Coronet 14" wheel covers, set of four in very nice condition. \$100.

Sales brochures: Plymouth: 1933,1937, 1939,1953,1954, 1970, 1977

Volare, Chevrolet: 1960 cars, 1961 light duty trucks, 1961 heavy duty trucks. Mercury: ! 963 Mercury "Car Buyers Coloring Book, very rare and mint.

1953 Vermont Wheaties license plate, near mint condition, \$15

Owners Manuals: Cadillac, 1960, 1971, Lincoln, 1951, Kaiser 1952, Plymouth 1949, 1960 Valiant, 1969 Fury, 1983 Scamp pickup, Dodge, 1978, 1983 Rampage, Dodge 1964, 1978, Rampage 1982, Sportsman 1981, Rambler, 1956.

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



For Sale... 1973 Mercedes 450SLC, silver gray, power sunroof, with 157,000 plus miles on the car. Odometer doesn't work

so true mileage is unknown. This spring I had the following work done by a Mercedes mechanic. Tune up, front end work, rust repair on underside, and power windows repaired and adjusted. Price reduced to \$6500. Jim Sears 802-482-2698 1/15

For Sale..... I have more parts to rebuild a T Ford motor. Bearing two for A Rod-1/2 for a main.

4-connecting rods.

4-pistons (clean) with rings.

8-valves and 8 tappets.....\$50.00 for all.

* Model T Aluminum Hood somewhat stuck, make an offer.

* Pair of '27 big drum wheels, no rims, \$40.00.

* One 27 Ford headlight with lens, \$20.00.

* '31 Model A hood, \$40.00.

* Engine stand (750 lbs.) \$50.00

Marvin Ball, N. Ferrisburg, VT. 802-425-3529 el-lieb@gmail.com.

FREE: 7 tires, 23 inch (33x5) and 3 tires 700-17.

Selling, at a cheap price, 9 new tailpipes with surface rust for "make your own", mostly 2 - 1/4 dia, and several new mufflers of various large sizes. Selling 28 LaSalle radiator, 27 Packard radiator with shell (426), 37 Packard 120 engine, 36 Packard transmission. Call Roy Martin at 802-862-6374 1/15



For Sale.... Stihl 041AV chainsaw, great condition, \$160.00. Call Gary Fiske, 802-933-7780

**VAE/AACA Monthly Meet
A Pot-Luck in Waterbury**

**January 17th..... Memorabilia and Pot Luck Saturday 11am St. Leo's Hall in Waterbury.
109 S. Main St. (aka Route 2), Waterbury, VT**

**Installation of 2015 Officers, Business Meeting Automobilia, Memorabilia,
and Collectables Presentation.**

**11:45 AM Pot Luck, 12:45 PM Installation of Officers and Business Meeting, 1:30 PM Display Presentations
2:40 PM Clean up, 3:00 PM Depart**

Contact our host Lucille and Gene Napoliello (802) 244-7536 1st VP Dan Noyes (802) 730-7171

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

Membership Secretary

89 Ledge Road

Burlington, VT 05401-4140

christna.mccaffrey@vtmednet.org



**Jim Sear's '75 Olds
A Delta 88 Royale Convertible**

December 2014



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**This is a test.....
Which is more beautiful?**

#1....The maple tree found on the Gypson Tour left.

#2.....The 1936 Chevrolet Master above.