

# Wheel Tracks



A beautiful  
1992 Jaguar XJS  
'Elegante'  
owned by  
Serge Benoit  
More on page 6





**FROM OUR PRESIDENT,  
DAVID STONE**

Hi All,

The VAE wrapped up another successful year. Our 60th Stowe show ended up being a very successful anniversary show. The car field and spectator numbers were very good, which will help with the Waterbury transition. Shelburne show will continue to grow with our commitment. Members also enjoyed a variety of monthly activities and get-togethers. Thank you to all the volunteers and members who made this possible.

The other day I had some time to kill at a local automotive tech center so I decided to use this time as an information and fact finding mission. I met with two instructors and proceeded to interrogate them about student needs, school programs, industry and career expectations. Many believe that they can graduate high school, and work in a shop featured on the Velocity Channel and work on 70-80 thousand dollar cars, however the reality of this dream is quite the opposite. What I really wanted to find out was how the VAE could help students entering the automotive field and promote the Golden Wrench award. I need to know what is being taught in the program, what the students are lacking, and how they are being helped. Most of this falls on the school program and teachers responsibility, but we discussed some possible areas where VAE might be able to help out. We also talked about what the kids face in the future in an ever changing industry, expectations after high school and how many students go on to secondary education (think VTC). Here are some VAE bullets that came out of my conversation.....

\*Provide a speaker in an automotive related field, career options.

\*Advise students of scholarship opportunities if they are motivated and apply themselves.

\*A need to generate interest at the middle school level.

\*A VAE substitute teacher on occasion (yes they brought this up)

The ideas above would be a relatively easy task and inexpensive. It would take coordination and scheduling on a school by school basis, depending on the instructors input and feedback. I urge members to contact their local Educational and Outreach Committee dude and try to set up a time to get into the classroom. I would like to talk with fellow club members and develop a course or speech outline for, in class presentations, about these topics. Just a thought.

Happy Holidays, Dave Stone

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FROM YOUR EDITOR... GARY FISKE

Wheel Tracks  
Monthly deadline  
The 10th

Membership  
Only \$30  
\$50 for 2 years

I asked the printers to send a post card to you that looks a little like the one to the right.

So, if you get this, it means your dues need to be paid for 2018.  
We have a wonderful membership and a very bright future.  
"We want you to continue in the VAE"....Thanks



This is our last issue of Wheel Tracks for 2017.... Can you believe it? We woke up to our first snow 'dusting' yesterday and we can now slow down from our hectic summer schedule. I have moved my shop around, so my 2 top winter projects are center-stage. It will be interesting, how far I get come Spring. I have to admit, winter is a season I look forward to. The quiet is great, the slower pace is perfect and the simplicity of the season is super.

We had a wonderful, kind, laid-back neighbor farmer, by the name of Leo, when I was growing up, who didn't get his shorts in a bind if a piece of equipment...or more, happened to be left out before winter set in. Leo's holier-than-thou farm neighbors always had an opinion and Mr. Leo always told me "their problem and mine, always went away after a foot or two of snow". He knew the secrets of life that many of us do not.

Dave Stone's president's address this month, mentions some great ideas to advance our VAE mission to education via the Golden Wrench Award, and our wonderful connection to the 16 Career Centers in Vermont. I attended one of the two yearly meetings required of program advisory committees. I am one of 7 on the committee for **Baxter Weed's** Automotive Technical Program at Cold Hollow Career Center in Enosburg. The director spoke about the great shortage in Vermont in the labor force in the technical fields. If I remember correctly, he spoke of a 10,000 shortfall.

Another pleasant surprise was a new addition to our advisory committee by the name of **Russell LaMantia**. Russell is the physics teacher at the local high school and he plans to work with Baxter to help the students make the connection between automotive technology and physics. This is a very sweet sound to many VAE members involved in the Golden Wrench Award in bringing more math and science into our career centers.

On pages 10 and 11 of this months Wheel Tracks issue is a subject I am hoping will help our students at VTC and our Golden Wrench Award recipients. I remember being a young person and being interviewed for a job, how I was not prepared to negotiate my wages very well. I knew my trade and was very confident in demonstrating this, even proud to discuss the finer points. But I had no background in negotiating the wage I wanted and ended up, probably, being short-changed.

Another subject I want to put out to our VAE members is something we see in the news every day. In fact my brother's grandson is dealing with this at this moment. He is in diesel mechanic school at **University of Northwestern Ohio** and doing great. It's what he has been told and is presently being told by family and friends. While in high school he was told that **Vermont Technical College** is backward, uninviting and while in UNOH he is being told not to come back to Vermont. I am sure the advice was, and is, meant to help but don't you see the sadness here also?

How many politicians have used this talk to get an extra vote or two? How much is true and how much is not? With the VAE's connection to the Vermont Technical College and our 16 high school career centers...how can the VAE help in a positive way?

Wheel Tracks is a monthly newsletter published in print and electronically for the public, and for the VAE membership, a 501c3 a Not-for-profit Inc.

"How to be a member"  
\*\*Go to [vtauto.org](http://vtauto.org)  
\*\*Click "Join VAE"  
\*\*Print form,  
fill it out and mail it with your  
\$\$ to our secretary

\*\*\*Contact Us At\*\*\*  
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Or  
\*\*\*Our Website at\*\*\*  
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## "THE SOFTER SIDE"

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

### BEWARE - FRIDAY THE 13th ! .... from Mary

These BRRR mornings are reminding us that there is a cold winter to come. Cold as it is, we in Vermont have it much better than most parts of the world, so no more complaining. In Vermont, tornadoes, earthquakes, wild fires, mud slides and hurricanes are rare. Of course, there are exceptions, like the microburst that blew down our barn in 2008. Anyway, on Friday the 13th, I once again fell and broke some ribs, right in my own kitchen. With the help of Tylenol and sympathy from the medical profession, I can still cook meals, feed the cats and birds and do laundry. I'm forbidden to do anything really strenuous like use the vacuum cleaner, oh darn! Fortunately, I had already cleared the flower beds and what little we had for garden vegetables - cherry tomatoes and basil was about it.



Then it was time for the Gypson Tour up next to the Canadian border set up by Duane Leach which I first thought would be too painful - antique cars do bounce around when on back roads. But, take Tylenol and a blanket and go for it, I decided. So glad I did as it was a great tour, with beautiful scenery. Then there was all of the delicious food at Gary and Sharon Fiske's home, once we got there - I am not the best navigator so we were the last to finish, but there was food left!

Then came the gale force winds that rattled the area last weekend. While there was havoc all around us, we were fortunate to have only one tree blow down and Wendell started up the outdoor wood furnace, so we had warmth and never did lose electricity, as did so many others. Our blessings, right? That was true until last Thursday evening when we were alerted by Green Mountain Power of a fifteen-minute electricity outage while some final fixes were made. It turned into a two hours outage. Guess it was our turn for a little taste of

inconvenience. But, all is well now - so far!

### "Alcohol For Sale For Automobiles"

The picture to the right is from a photo taken in 1925. The leaves have fallen from the trees, winter is around the corner and what do we do about the water in our car radiators?

This auto parts store will sell you some alcohol to put in your radiators to keep things from freezing and your engine block from cracking.

Or you do what many others did in 1925....in the winter. When you get to work, you drain the water out of your radiator, and when you get out of work, you refill your radiator with water. When you get home...you do it again.

*Read about auto anti-freeze on page 5*







## WORDS

**Twin Six.....**

The first twelve-cylinder engine produced by Packard (1916-1923).



*From Charlie Thompson....*

A teenager, wanting to earn some extra money for the summer, decided to hire herself out as a "handy-woman".

She started canvassing a nearby well-to-do neighborhood. She went to the front door of the first house, and asked the owner if he had any odd jobs for her to do.

"Well, I guess I could use somebody to paint my porch," he said, "How much will you charge me?"

Delighted, the girl quickly responded, "How about \$50?"

The man agreed and told her that the paint brushes and everything she would need was in the garage.

The man's wife, hearing the conversation said to her husband, "Does she realize that our porch goes ALL the way around the house?" He responded, "That's a bit cynical, isn't it?" The wife replied, "You're right. I guess I'm starting to believe all those stories about millennials we've been getting by email lately."

Later that day, the teenager came to the door to collect her money.

"You're finished already?" the startled husband asked.

"Yes, she replied, and I even had paint left over, so I gave it two coats."

Impressed, the man reached into his pocket for the \$50.00 and handed it to her along with a \$10.00 tip.

The teenager took the money.... Counted it carefully..... Then smiled at the man.....

"And, by the way," she added, "it's not a Porch, it's a Lexus."



## Wheel Tracks Academy

### Automobile Anti-freeze

#### The Trouble with Alcohol as an Anti-freeze

The earliest example of automotive antifreeze is alcohol. In particular, these early anti-freeze additives were typically made out of methanol. Also known as methyl alcohol and wood alcohol, this is an industrial chemical that is used as a solvent and for other purpose, as opposed to the ethyl alcohol that people consume.

Alcohol has a lower freezing temperature than water, which made it an effective anti-freeze in early automobiles. However, alcohol has a number of qualities, that make it poorly suited, for use in automotive cooling system applications.

The biggest issue with alcohol as an anti-freeze is that its presence can actually accelerate the corrosion of metal engine components that it comes into contact with. These early water cooling systems were also open, which allowed the alcohol to evaporate over time. If it wasn't constantly topped up, the engine could

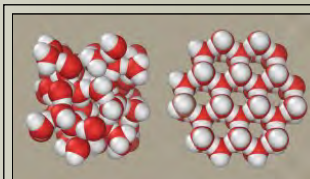
overheat, or the coolant could freeze.



A substance called ethylene glycol was first synthesized in 1856 by French chemist Charles-Adolphe Wurtz (pictured left). However, very little was done with the substance until the 20th century. It was first produced commercially in 1917, but at that time it was primarily in the manufacture of dynamite.

Ethylene glycol was first used as an automotive anti-freeze in 1926, and it saw widespread use in military applications during World War II. After the war, it became the dominant chemical anti-freeze for the remainder of the 20th century. Other chemicals, such as propylene glycol and organic acid technology (OAT), have started gaining in popularity, but ethylene glycol is still widely used.

In between alcohol and ethylene glycol, glycerol was briefly used as an automotive anti-freeze. This chemical works similarly to ethylene glycol, but it was more expensive to produce. However, recent studies have suggested that glycerol may prove to be a good alternative to ethylene glycol in the future. This is primarily due to the fact that glycerol isn't toxic, and advances in production techniques and may result in a more affordable product.



Water expands when it freezes, which can spell big trouble for a cooling system.



**We have all heard about Serge Benoit....or should we say, we have all "heard" Serge Benoit.** Serge has been our "French Voice" at our August Antique & Classic Car Meet for many years. He and Gael Boardman keep the show rolling on the public address system at the 60 year old car event.

Serge lives along the Richelieu River in Sabrevois, Quebec surrounded by, what appears to be, over 1700 square miles of farm land, extending from our border to the St Lawrence River. The vision we Vermonters have is that just a few miles north is Montreal, when all the time there is this beautiful farm land laid out like you would see in our Midwest.

Serge spent over 30 years working for Canadair and Bombardier, both companies very familiar to all of us. He presently works part time for a bus company called "Trans Dev" who operates busses throughout Serge's area including Montreal, both school busses and transit busses. Serge drives them all. The balance of the time Serge operates the company, he started seventeen years ago called "Eval SB". If you have your eye on an old car, or even a not-so-old vehicle, you can hire Serge's company to find if the purchase would be a good idea...or a bad one. His company evaluates 100 to 150 vehicles each year.

**Now to the XJS Jaguar that Serge owns.** Serge found the car at an estate sale last November and is the third owner. Other than some brake work, the car was ready to head down the highway....or autoroute, so they say up his way. Jaguar made about 115,000 XJS models between 1975 and 1996 with V12 engines in most of them. The "purists", so Serge calls them, were protesting the car should also have the 3.6-litre Jaguar AJ6 straight-six engine under the hood. The protest worked and 500 XJSs were built with the six cylinder engine.

Serge's Jag is called the Jaguar XJS Classic and between 1992 and 1996 they made about 8800 2-door coupes and 19,000 2-door convertibles. Transmission choices were the 5-speed automatics (Serge's car) or the 4-speed manuals.



Jaguar was founded in 1922 and was transformed a number of times with different companies in England, until 1990, when the Ford Motor Company bought Jaguar. Eighteen years later, in 2008, an Indian company by the name of Tata purchased Jaguar and retains ownership today. All Jaguar cars are, however, still built in England.

Sir William Lyons (1901 - 1985), known as "Mr. Jaguar", was with fellow motorcycle enthusiast William Walmsley, the co-founder in 1922 of the Swallow Sidecar Company, which became Jaguar Cars Limited after the Second World War. Serge said the XJS Jaguar was Mr. Lion's last "build approval"



Performance wise, the XJS top speed is 150 MPH with a 0 to 60 of 6 seconds. The six cylinder, 24 valve engine produces 240 HP and the V12 engine puts out close to 300 HP.

A little, like what Shelby did to Fords, a performance company by the name of "Lister" was asked to make the XJS perform, straight-up, with a Ferrari.....and they did it. They transformed 90 XJSs into 200mph-plus supercars. At over 600 horse power....we all should have one!

In the meantime, Serge's car is a Grand Touring Jaguar that replaced the beautiful, legionary XKE.....and does a great job carrying on the tradition.





# The Roadside Diner

## Holiday Cinnamon Rolls



Edi Fiske

\*2 1/2 cups buttermilk  
baking mix  
\*1 egg, slightly beaten  
\*1/3 cup milk  
\*2 tbs butter or margarine,  
softened  
\*1/4 cup sugar

\*2 tsps cinnamon  
\*3 tbs chopped citron  
\*3 tbs chopped candied  
red cherries  
\*1/4 cup confectioners' sugar

1. Preheat oven to 400 degrees F. In medium bowl, combine baking mix, egg and milk, stirring with fork to make a soft dough. Turn on to lightly floured surface and, with floured hands, knead lightly until smooth.
2. With lightly floured rolling pin, roll dough into 10" by 8" rectangle. Spread with butter or margarine, sprinkle evenly with sugar, cinnamon, 2. tbs each of cinnamon and cherries. Roll dough tightly, jelly - roll fashion, beginning at 10-inch side.
3. Place seam side down, on cookie sheet. With scissors, cut roll almost through at one-inch intervals, Bake 20 minutes or until lightly browned.
4. In small bowl, combine confectioners' sugar and 1 and 1/2 tsps water; spread mixture evenly on warm roll and sprinkle top of roll with remaining citron and cherries. Remove rolls to wire rack to cool. Makes 10 servings.



### What is happening in France?

This from VAEer Dave Stone..... Swincar is a new type of ATV. Last month, Wheel Tracks had an article called **The Dog House** where new engineering designs were being created in the 1920s. Have you noticed the engineers have not stopped creating?

These French engineers have created Swincar. They call it a mechanical spider on steroids, with full independent suspension all wheel drive. Four-wheel steering, 4-wheel tilt so the wheels always

stay vertical and a pendulum seat. The vehicle is fully electric with four hours of drive time and even recharges the batteries while going down hill. The vehicle is "adjustable", to "fit" the driver.

It was developed in France during the past ten years and now being distributed world wide. Are there any VAEers out there interested in a dealership? Wheel Tracks tried to find the price tag on one of these vehicles, but was unable. If one of you purchase a Swincar, maybe you will agree to share this info, before taking off for the hills.





## IT'S IN THE BAG

When doing engine work or restoration work, organization is key to success. I recently overhauled an engine in my shop, and I was greatly aided by a careful and thoughtful organization when I took the engine apart.

I carefully catalogued the nuts, bolts, hardware and parts in zip lock bags, carefully labeled with a sharpie marker. The valve cover bolts were placed in a sandwich sized bag, labeled valve cover bolts, Left. The head bolts and miscellaneous hardware were placed in quart sized bags and labeled. These bags were then placed, in a gallon sized bag, labeled and Left.

This method continued through the engine disassembly. The oil pump bolts were bagged, and placed in the bag with the oil pump. All of the bags of parts were placed in a box with all the other parts.

When I reassembled the engine, all of the nuts, bolts and miscellaneous hardware were easily located, and the order of opening and unbagging the parts, easily gave me what I needed without wasting time searching, and minimizing the risk of placing the wrong hardware in the wrong location. When installing the left cylinder head, I grabbed the bag labeled Left, and all of the hardware was clearly labeled. When I was done, all the hardware was accounted for. There was nothing missing, and nothing left over.



I also use this strategy when I take a car apart for major work or restoration. There is nothing more maddening than not being able to find a part when needed.

Zip Lock freezer bags have an extra strong zipper, and provide a white rectangle for labeling. The next time you are in the grocery store, I would suggest buying a few boxes of sandwich, quart and gallon sized zip lock freezer bags for your shop.



Car Hauling, Little Falls, New York, 1941

## Auto Mechanic's Tip

Dave mentioned rebuilding an auto engine this month in his column above.

Wheel Tracks was recently told a neat tip when you have to purchase new bolts for your engine head or exhaust, that might not be top quality.

You simply heat the bolts, red hot, with a torch and dunk them into a pan of old oil and they become case hardened.



An interesting blacksmith belief, is that when you do dunk anything to case harden them, you should dunk them in a northern or southern motion. This, supposedly aligns the magnetic fields correctly.

Does anyone have more information on this tradition?







Can you imagine the satisfaction an auto mechanic must have, **after solving a complicated engine problem, and then test driving it down the road to witness the results of his (or her) hours of hard work?**

Now multiply that satisfaction by 10 or 20 for the non-mechanic, and you will get an idea of my ride to the annual VAE meeting in Essex a little while back. I bought the '85 El Camino some years back and going to the annual meeting was my first real drive, after tearing apart a lot of things and hoping I put them back together correctly. It is unreal how acute your senses become! I swear, if a "clunk" or a "boing" happened twenty miles out, I would have needed "repairing"! The car (truck, so VT DMV calls them) rode and drove great. I came back in the dark and I have to say, my main driver for the last twenty years has been a pickup and I was not prepared for near blindness, meeting other cars, with me being so low to the ground.

[youtube.com/watch?v=Try3cqr\\_QxU&feature=youtu.be](https://youtube.com/watch?v=Try3cqr_QxU&feature=youtu.be)

I know, I know...its just a pain to type this goblee-gook of an internet address, into your computer, but if you try this one, you will see what our younger generation is up-to. My grand daughter is majoring in graphic design and it's a possibility, in her final year of college, I might, now, understand what her graphic design definition means. This youtube is from a VAE member whose nephew has started this company.

I recently read an article about this year's Hershey Show in Old Cars Weekly. One gent at the show from Minnesota, was quoted as saying, **he had too many current projects and was now shopping auto parts for his next lifetime.....** I now have my answer to all those folks, who go out of their way, to question why I have so many old-car-projects going on. Until now I really had no good answer. In the caption for the cartoon to the right, the angel asks.... **"Ocean View or would you rather watch them fight over the will?"**. Like I said, I now have a reply for that angel. ( I am doing a lot of "destination assuming" here....)



**The November VAE Email Auction results.....** There were no bids for lots 9-4,9-5 and 9-10.

Lot 9-1 to **Gael Boardman.....\$12.50**, lot 9-2 to **Don Rayta...\$12.01**, lot 9-3 to **Gael Boardman....\$10.0**, lot 9-6 **Duane Leach....\$22.10**  
Lot 9-7 **Duane Leach....\$17.43**, lot 9-8 **Ed Hilbert... \$41.00**, lot 9-9 **Duane Leach....\$20.53** You might notice the auction is located on a different page this month. Besides the auction being a huge success and wanting to more prominently feature it, we have been getting some really nice auction donations from members. Wheel Tracks would like to also feature the gift donations in a better way, they have made quite a "bidder-stir" in the past. **A question.....should we consider entering our GMC Motorhome in our email auction....with a possible reserve?**



The picture on the left is of Wendell Magoon when he was accompanying Hank Baer during the Waterbury's "Not Quite Independence Day Parade" this past summer. As I was walking toward the truck, Wendell was leaning against the bumper the way you see him here but he had an expression that took me back to boot camp in the 1960s. **He had one of those scary boot camp drill sargent faces that could melt you to a sputtering imbecilic in 40 seconds.** I found out later he is, in fact, a retired drill sargent. I told him what I saw and asked if he would don that expression again while I took a picture and this is the best he could do. Kind of a tame drill sargent,



wouldn't you agree? The picture on the right is not Wendell but a good drill sargent example. So...I still have no real proof of the misery we poor recruits had to endure. Wouldn't that be something if Wendell could never be able to pull that look off again, just because I asked for that photo?

**Carol Lavallee has given the VAE another piece of her jewelry to our VAE Email Auction.** This time, I have a feeling, a few more guys will be bidding. Carol's other auction gifts went like hot cakes but this one is something special. You see, her dad worked for the Indian Motorcycle company back in the 1940s. I understand, the company gave away awards of different types and Carol's dad received this one. A chain tie clasp with an Indian head medallion (pictured right). Not many members know about this and there is already talk going around of its value..... and attraction. Wheel Tracks hopes to have it in the auction for January's issue.



Are you in school to be an Auto technician?  
Have you ever done the "MATH"?  
How is your pay-check created?

First, lets talk about "billable hours".  
Those hours that you work, that you get paid for.

From Bob Greenwood of Motor Age Magazine..... "Understanding the math in technician productivity"

We all agree that there is a severe shortage of competent technicians within the industry, and many shop owners tell me, that when they see one in, or lost one to another industry, they cannot compete on technician wage levels other industries are prepared to pay. I'm very concerned, management just shoots that statement out without any justifications or backing it up with the mathematical facts. I respectfully disagree with management when they are bringing an emotional response to the table and not business facts.

#### Do the math.

It is not all about you and what you pay hourly. It is all about how many hours per day the technician gets billed. A \$25 per hour technician who works 40 hours a week is paid \$1,000 gross per week ( $\$25 \times 40$  hours). Let's say the shop charges a door rate of \$100 per hour and this technician is billed out for an average of 5.3 hours per day at that \$100 per hour. That means he or she generates \$530 per day, times five days a week, which equals \$2,650 in billed labor per week. The technician being billed at that level, contributes \$1,650 gross profit per week to the business ( $\$2,650 - \$1,000$ ), or based on working 50 weeks a year, \$82,500 gross profit per year contribution to the shop after he/she is paid.

Now let's examine a really competent technician who is commanding a \$39 per hour wage and, based on a 40-hour week, a weekly salary of \$1,560. One who is uninformed immediately would say it can't be done. Stop and think. Do the math. It is not what he or she is getting paid per hour, it is all about how many hours per day they are being billed out. If this technician is that good and consistently is being billed out eight hours a day at \$100 per hour, he or she would produce \$800 per day or \$4,000 in billed labor per week ( $\$100 \times 40$ ). This technician contributes \$2,440 gross profit per week to the business ( $\$4,000 - \$1,560$ ), or based on the same 50 weeks per year will generate \$122,000 gross profit contribution, per year, to the shop after he or she is paid. That's an additional \$39,500 contribution to the shop ( $\$122,000 - \$82,500$ ) the higher paid tech contributes than the lower paid, less productive technician. *The above hourly wage numbers are from 2014. Because of the high shortage of auto technicians the hourly wages have increased in the last three years.*

#### This from Jim MacPherson, of Monster website.....Hourly vs. Flat Rate for Auto Techs.

Automotive technicians are generally paid by the amount of work they produce (known as "flat rate" compensation), or by the hour. Some shops combine hourly pay with incentives for above-average productivity. Here's what to consider when determining which is right for you....

**In a shop that pays by the hour**, employees are compensated for the amount of time they actually work. If a job that "books" estimate will take an hour turns into a three-hour ordeal, the employee is paid for all three hours.

**Under the flat-rate pay system**, the technician is paid by the job. Similar to the example above, if a job that is estimated at one hour takes three, the employee is still paid at the flat rate -- the equivalent of one hour. However, if he completes the work in just 30 minutes, he still receives the full flat rate.



Continue to page 11



**This from the Vermont Department of Labor Statics.....**  
**(These wages range from lowest to highest in the Burlington area)**

- \* Automotive and Watercraft Service Attendants..... \$9.68 to \$17.79
- \* Automotive Body and Related Repairers.....\$15.22 to \$29.68
- \* Automotive Specialty Technicians ..... \$10.72 to \$25.78

**The National Bureau of Labor Statistics lists all levels of auto technicians together and reports a wage of \$10.32 to \$30.80.**

**So now lets jump from being a student to being "on-the-job for a couple of years.**

So, now lets jump from being a student to having been on-the-job for two years in a dealership in Vermont. Lets say you are working 45 hours each week and making \$21.00 per hour. There are about 2080 regular work hours per year and you are doing 2340. Your weekly "total" wage is \$945.00 which comes out about \$49,140.

Using the picture to the right, we will now do more math.

Gross earnings..... \$945.00  
 Federal income tax..... \$109.94  
 State income tax..... \$36.86  
 Social Security..... \$56.70  
 Medicare/Medicaid..... \$14.18  
 Health Insurance..... \$55.13  
 Retirement Savings..... \$63.00  
 Lets skip the last two...



Total take-home pay..... \$609.19

#### A Disclaimer from Wheel Tracks....

All these numbers are to help you "do your math" so there are no surprises later. These numbers might not be your numbers, but maybe a good place to start.

Wheel Tracks found, recently, that one country in Europe requires the government to list everyone's income online. The reason for this is to take the mystery and secrets out of the subject so wage disparities cannot happen. We do not have this in the United States but don't be shy asking questions of your fellow workers and certainly during your job interviews.

How many times have you heard your parents say when they were in school, training for a profession, there was very little financial training that came with their course of studies. Please don't let that happen to you. Ask your Career Center instructors if they can cover some of these subjects and better yet, ask to have guest speakers come to your class. You could even cover the financial subject by taking an extra class.

Be well and enjoy your journey,  
 WT

# The VAE Decemberr Email Auction



Below you will find items identified by lot numbers.

If you would like to make a bid simply email [gafiske@gmail.com](mailto:gafiske@gmail.com), state the lot number and place your bid.



There are no reserves and on the 10th of December the bidding will close.

The winning bidders will get an email telling them where, in Milton, Vermont, they can pick up and pay for their items.



*Have some fun bidding and if you have something nice to donate to the VAE....Thank You, the proceeds from your gift goes to our education fund.*

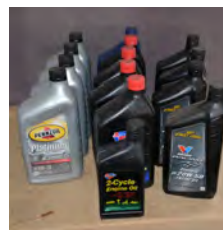


Lot 12-1

A gift from Lee & Cathy Larson of New Hampshire. A Model T Compression whistle (Spark Plug Whistle)  
*Short story on page below*



Lot 12-2  
11 qts. Syn 10W30  
&  
3 qts. motor flush



Lot 12-3  
4 qts. Pennzoil Syn 0W20  
5.5 qts. 2-cycle oil  
4 qts. Syn 20W50



Lot 12-4  
15 qts.  
Valvoline  
5W20



Lot 12-5  
4 pts. Octane Booster  
5 cans spray lube  
5 cans spray silicone



Lot 12-6  
18 qts.  
Castro 5W30



Lot 12-7  
14 cans  
Fuel conditioner/  
antifreeze



Lot 12-8  
Part syn oil  
5 qts. 10W40  
9 qts. 5W20



Lot 12-9  
9 cans  
Engine Restore/lube



Lot 12-10  
12 cans  
Transmission  
Stop-leak

## What the heck is a whistle test?



**The Model T compression whistle** (lot 12-1) was sent to us by Lee & Cathy Larson of New Hampshire. They are not VAE members, Lee found the whistle in his garage from a Model T that he owned many years ago and wanted to find a good home for it. He googled "old car clubs" and found us, next door in Vermont. This Wheel Tracks will be sent to them with a thank you note. The compression whistle was not the best thing to put on your running engine, but it was a fun sound to make in a parade. You can see the pipe T, where one side screwed into a spark plug hole, the 2nd side held the whistle (which is controlled by the driver by an attached cable) and the 3rd side is where the spark plug is screwed in. It is a fairly loud sound and of course it goes "tweet" each time that cylinder comes up for its compression stroke.

**Some mechanics use a similar whistle** they might make in their shop, using a fitting that screws into the spark plug hole with a piece of fuel hose, and a dog-toy whistle. Its an easy way to find top-dead-center in number one cylinder when you are timing your engine.





## \*\*\*My Story\*\*\*

From Jan Sander

**My interest in cars date back to several memorable childhood experiences, beginning with my daily rides on the running board of my aunt's car, as she came home from work.**

**She would pull up in front of the house** and I would hop on for the ride down the driveway to the garage. When I was about 4 or five, a neighbor took me for a ride in her convertible. It was my first top down car ride and I was hooked! The car was either a Dodge or a Plymouth and it was blue.

My next convertible ride would not occur until I was in high school. A friend of mine would borrow her dad's '57 Plymouth Fury, and we would put the top down and head to the Buffalo airport. We would sit by the runway, top down, for hours watching planes take off and land, listening to tunes on either the radio or the record player which was in what normally would have been the glove box. This was quite the advancement, we thought, in automotive engineering. However, it wasn't very practical as it could only be used when the car was parked, so it never caught on. It was really cool to watch the planes fly directly over head. Today's teens will never have that opportunity due to increased security regulations.

**The most significant**, life altering, automotive event occurred when I was 10 years old. I spotted my first MG! It was a bright spring day and I was riding my bike down a street near my house in suburban Buffalo. Suddenly, I heard a different sound, and I looked up to see a drop dead, gorgeous, sleek black sports car with high wire wheels, round the corner and roar past me, continuing to the next corner where it turned out of sight.



This is not Jan's TC but a beautiful example of a 1947 MGTC

I was so enthralled that I forgot to pedal, fell off my bike, and sat there in the street staring after that car. It took some time, but I finally determined that the car was most likely an MGTC. I promised myself that when I grew up, I would own one of those fabulous cars.

**Fast forward several years to adulthood** and a series of VAE related events.

Bill and I moved to Vermont in September, 1970 and attended our first Stowe Antique Car Show in August, 1971 up at Spruce Peak. We continued to attend the show over the years. Often there would be a TC or two, there along with a few TDs. At the 1978 Stowe Show, I met the owner of a white 1953 MGTD. He told me that he also owned a black TC. This was Frank Churchill of Middlebury, and he told me that he was the co-founder and vice chair of the New England MG T Register, a worldwide organization of people who love T series MGs. He offered to send me a copy of the Register magazine, The Sacred Octagon. Now I was hooked!

I joined the Register and a few months later bought my 1968 MGB. This led to my joining the VAE a few years later in the early 80's. In 1984, I bought my red 1947 MGTC. Bill and I both joined VAE together and thus began our family's involvement with the VAE and the Stowe Show, now to be the Waterbury Show. Since that time, Bill, son David, and I have each taken a turn as VAE President as well as held other offices in the club. As a family we have remained active in the T Register. David is the current Chairman. Bill is the keeper of back issues of The Sacred Octagon and fills requests for them. I am the chair of the scholarship committee, which annually awards 2 scholarships for print journalism, and automotive technology in honor of the Register's founders Dick Knudson and Frank Churchill.

**David, Bill, and I** are now the proud owners of both Frank Churchill's MGs. In late August, 1999, Frank was driving the TD in Middlebury when he was hit broadside in an intersection by a woman who ran a stop sign. Frank was killed and the TD was beyond totaled. We acquired the wreck and David spent 8 years restoring the TD to better than new condition. A few years later, we were able to buy Frank's TC.

In an interesting side note, the red TC was originally black when it left the factory in Abingdon. Frank painted his black TC green because every MG deserves to be British racing green at least once in its lifetime. So, we now have 6 MGs - an MGB, an MGA, a TF, a TD, and 2 TCs. Both of the TCs have once been the same color as that black TC that I fell in love with all those years ago.

All in all, it's been an interesting journey from the running board to the driver's seat. That's my story, and I'm sticking to it.

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

**Please Update  
Your VAE Roster  
Information  
Today**

Drop a note or email to  
Christina McCaffrey  
89 Ledge Road  
Burlington, Vermont  
05401-4141



**The 2017 VAE \$1000 presentation to  
The American Precision Museum  
In Windsor, Vermont**  
From the left are VAEers Wendell Noble and Don Pierce.  
Then Frank Hoffman of the museum and VAEers Lloyd Davis

## Coming VAE Events for 2017 & 2018

**December 2nd.....** Our December meeting will be our annual Holiday Party. It will be held at Martell's at the Red Fox, 87 Edwards Road in Jeffersonville on Saturday, December 2, at 1:00 PM. We will order off the menu; burgers, sandwiches, and appetizers will be available. The restaurant would like an idea ahead of time, an approximate number of us, so PLEASE RSVP 1 WEEK AHEAD, NOVEMBER 24 to me at 802 - 644 - 5487, or sander@pshift.com.

If you are not able to RSVP, and realize that you can come, please come. I'm sure that we will be able to accommodate a few more.

Edwards Rd is off of VT RT 108, just about 1 mile before Smugglers' Notch Resort. It is about 3 miles after Jeffersonville Village going towards Stowe. The road through Smugglers' Notch will certainly be closed by this date, so do not plan on coming through the Notch.

For those who wish, there will be a gift exchange. Gifts should be in the \$10 to \$20 range. Each gift will be given a numbered tag, and each participant will receive a numbered ticket. We will draw tickets for the gift exchange.

**January 6th.....** On Saturday, January 6, we will be at St. Leo's Hall at St. Andrew's Church on Main Street in Waterbury at 11:00 AM. This is our annual Models, Memories, Memorabilia, and Collectibles meet held in conjunction with the Green Mountain Region of the AACA. This meet features a Pot Luck Dinner. Come prepared to share your collections!

**January 8th.....** VAE Board meets at Whitney Hall in Williston, at 7PM. Everyone is welcome



**I am working on putting together meets for the coming year. I hope to have a full schedule published in Wheel Tracks by the January issue.**

**I may need an idea for February if the one that I am working on doesn't come together.  
If you have a good February idea, please let me know. Thank you!**





# Wheel Tracks Classified

**Wanted.....**Looking for an ambitious, honest, antique car loving handyman to continue a part time business of repairing temperature gauges. Perfect match for a retired person wanting extra income while having fun. Steady business and expandable. Roy Martin 802-862-6374



## December

**My brakes are awesome.  
Come closer and I will show you.**

**Bumper Sticker...**

**Do you need a VAE name tag?**  
**Contact Christina**  
christina.mccaffrey@vtmednet.org  
\*\*\*\*\*

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

**For Sale....**Have 6 quarts of non detergent oil,10 weight Kendall and Oilzum. Would like \$3.00 each Ellie Ball 802-425-3529 or ellieb@gmavt.net

For sale: Farmall Model C tractor, 1948-1951. Good condition. runs very nice. New battery, has PTO. Asking \$3000. Roy Martin

*This came from Charlie Thompson explaining how he restored his 1929 and 1930 Vermont license plates. They were maroon with yellow numbers that year.*

**The paints I used** for painting my 1929 and 1930 license plates were Valspar Tractor and Implement Enamel #5339-08, Equipment Yellow and PlastiKote Acrylic Lacquer #1079, Nissen Burgundy Pearl / Berry Metallic from Sanel Auto on Williston Rd. The burgundy is not quite right, of course, since it gives a metallic sparkle when viewed in the sun, but it was as close as I could find without the expense of a custom mix and I like it very much.



**The pros get \$100 or more** to restore a plate, so my colors represent at least a \$90 saving per plate, plus the cost of shipping, etc. Also, I did not fill in rust pits or achieve a perfectly flat plate, just sand blasted, primed, and painted. I got the best results by spraying the background color first, masking everything except the numbers and border, and then spraying the number color. This way, I could accurately mask half way up the sloping sides of each number and get a very authentic looking result. I did this on the 1929 plate.

**On the 1930 plate,** I did the alternative of painting the number color first, masking the numbers, and then spraying the background, but it was harder to see and control the position of the edges of the number color. To do the masking, I scanned the old plate before I primed it and used the computer to make a mirror image. Next, I covered the back of this sheet with clear contact paper, to make a glossy surface. Then I applied masking tape over the contact paper, flipped the sheet over, and cut out the sections I wanted to mask. This gave me pre-cut masking tape pieces which I could peel off the contact paper and apply to the number plate. It was time-consuming, but the results were very satisfactory.

The motivation for all this was the need for a nice looking 1929 plate for the Whippet for the Champlain Bridge Grand Opening back in May, 2012.



VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

*christina.mccaffrey@vtmednet.org*



Hal Boardman's Nissan has a new "Sportbak" look!

December 2017



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Permit No. 61

**CHECK THE DATE AFTER YOUR NAME,  
YOUR VAE MEMBERSHIP  
MIGHT NEED TO BE RENEWED.**



WDEV's Ford model A truck.

WDEV first signed on the air on July 15, 1931. It has been owned by the Squier family and their company, Radio Vermont Group, since 1935.

Lloyd Squier owned the station from 1935 until his death in 1979, and passed it to his son, NASCAR broadcaster Ken Squier, who owns the station today.