

# Wheel Tracks



*Andy Barnett's  
1954 Chevy 210  
"Inliner".  
More on Page 6*

The Official Monthly Publication of "Vermont Automobile Enthusiasts" by "The Vermont Antique Automobile Society"

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& our new office line-up.
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**Erma Bombeck**  
*Never have more children than you have car windows.*



## ***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 a monthly newsletter published in print and electronically for the public, and for the VAE/VAAS membership in ten states and two Canadian provinces.

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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**vtauto.org**

## **EVENTS.... WHAT'S NEXT ?**

### **January 2013**

**January 21st...2PM** VAAS Board meeting at Dick Wheatley's office in Williston.  
*All are welcome to attend.*

### **February**

**February 16th** Monthly VAE meet at RPM Racing engines in Georgia, Vermont.  
Details in next Wheel Tracks

**February 19th...2PM** VAAS Board meeting at Dick Wheatley's office in Williston.  
*All are welcome to attend.*

**February 20th...7PM** Stowe Show planning meeting at Commodores Inn on Rt 100 in Stowe. *All are welcome to attend.*

### **March**

**March 10th....** VAE Meet in central Vermont, location to be determined. VT.  
Roadshow by Charlie & Wendell.

**March 18th...1:30PM** VAAS Board meeting at Williston's Dorothy Alling Public Library.  
*All are welcome to attend.*

**March 20th...7PM** Stowe Show planning meeting at Commodores Inn on Rt 100 in Stowe. *All are welcome to attend.*

### **April**

**April 1st...7PM** VAE Board meeting at Whitney Hill Homestead in Williston.  
*All are welcome to attend.*

**April 15th...1:30PM** VAAS Board meeting at Williston's Dorothy Alling Public Library.  
*All are welcome to attend.*

**April 17th...7PM** Stowe Show planning meeting at Commodores Inn on Rt 100 in Stowe. *All are welcome to attend.*

### **June**

**June 15th....** Engine Show at the Old Stone House in Brownington, VT

### **August**

**August 4th....** Cars of Yesteryear Car Show at North Country Highschool.  
[www.carsofyear.org](http://www.carsofyear.org)

**August 8th...9th & 10th**  
**The Stowe Antique and Classic Car Show**

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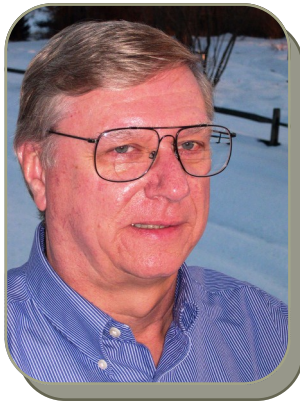
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## FROM THE PRESIDENT

Jim Sears

### \*\*\*Day 1\*\*\*

**By the time you read this** we will have already have had our January meet in Waterbury and celebrated our 60<sup>th</sup> birthday. I can almost remember back 60 years, but I was not yet 3 and it would be some time before I would become a member of the VAE. Not that I wasn't interested in cars even back then.

**When, where, why, and how I discovered the VAE** and became a member is more by accident than design. I lived in Wells, no not Maine, no not Wells River, but Wells, VT. Wells is located in the south west part of Rutland County bordering New York State. Not a center of an old car club. The Bennington Car Show and The Equinox Hill Climb were two events that were close by that I would attend as I grew older. I wasn't always paying attention and often would miss one or both due to the lack of awareness.

**My cousin and her husband lived in Richmond** and always attended the Bennington Car show first with their early T-Bird and then later their Edsel station wagon after their children arrived. One Sunday, probably 1986, on their way back to Richmond from Bennington they stopped by my cousin's parent's home in Wells, I was at my uncle's house probably fixing something for him. Of course the conversation was about the show, cars, and why I didn't go. Well, it was one of those years it got by me. Rats, I missed it again. I asked why they hadn't reminded me and their answer was join our car club and receive our newsletter which lists the up-coming auto events. Of course their club was the VAE. They sponsored me as a member and gradually I became more involved over the years. At that time you needed two sponsors to become a member.

**While the calendar of events in the news letter was my reason for joining the VAE**, the club provided many hours of enjoyment, new friends, a wealth of knowledge on automobiles and much more. Thank you cousin Connie.

**What's your 'What, When, Where, and How'? Share your day 1 story. We look forward to reading it in *Wheel Tracks*.**

### \*\*\*BUSINESS MEETINGS\*\*\*

**Want to hear people groan?** Just say it's time for our business meeting. Some times there are fewer club members at our monthly business meetings than the Board of Directors meetings or the Stowe Show planning meetings. I think we can make our meetings more productive. We can start by communicating any questions, comments, or concerns to one of the club's officers. If you have an idea, request, or proposal to bring to the membership, I'll add it to the agenda for the next meeting. Our contact information is on page two of *Wheel Tracks*, your input is valuable to the club's success. Hopefully this will help to make our meetings more productive.

**I've been asked on several occasions** if we really need to have a meeting every month.

As I understand the bylaws the answer is 'Yes except for good cause'. The bylaws also allow us to call special meetings. This year the 'Except for good cause' bylaw clause will be invoked for the months of June and August. Bob is planning an overnight meet for June and often the venue doesn't provide for a good location to hold a business meeting. Most meetings in August, after the Stowe Show, are sparsely attended and we need a break. We can always call a special meeting if needed.

### \*\*\*THE LAST 10 YEARS\*\*\*

**If you are interested** in working on an addendum to our 50<sup>th</sup> anniversary book, let me know. We will pick up where the anniversary book left off. It should be a lot of fun reviewing and assembling the material that reflects our contributions to the old car hobby. I worked on the last book and learned a lot from the material gathered to put in the book.

Until next month stay well,

## FEBRUARY MONTHLY MEETING

FROM BOB LALANCETTE

**February's meeting will be at RPM Racing Engines in Georgia, Vermont on the 16<sup>th</sup>. This is a Saturday event.**

Meet **Rick Paya** and see his engine shop. Visit his website ([www.rpmenginesvt.com](http://www.rpmenginesvt.com)) to learn more about him and his shop. **Bring your questions and your bag lunch. Meet at 11 am.**

Take Interstate 89, exit 18, route 7 north, right turn at the Georgia United Methodist Church (go up the hill, 333 Carpenter Hill Rd. On a side note.... he rebuilt a 4.3 liter V6 engine for my Chevy truck and polished the crank shaft and supplied the bearings for my 1960 M-F tractor. He might be able to help you on your project. See you there.



## THE SOFTER SIDE

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



### “ANOTHER CHAPTER” BY NANCY OLNEY

**Cars are bedded down for the winter**, holidays are over, there are still remnants of cookies and fudge and decorations, so now you would think that we could all settle in for the cold and snowy days ahead. Maybe catch up some of the reading you have wanted to do or some “winter” project that you want to get done. If you are like us, these “projects” have been begging to be done for several winters.

But, this is the year to get it done. Sounds good, doesn't it? As usual, something seems to get in the way of all our good intentions. Let me tell you about ours.

**About March of 2012, a skinny, scraggly, dirty cat** showed up at our door. He was very skittish and extremely hungry. So we started to feed him and he came every morning about 6 AM and scratched at the door and waited for us to give him his breakfast. This was repeated again about 6 PM and we soon learned his schedule and tried to comply, even asking a neighbor to bring his meals when we had to be gone. We named him Willys (Willy) and tried to get friendly with him but making friends was on us, he continued to accept and maybe I should say, demand, service but didn't seem to get any “closer”. At one point he bit Gary, bad enough to draw blood. While not exactly the behavior we had wanted from him, it would have been ok if there hadn't been a rabies scare in the area. From the look of Willy, with his crooked tail and a piece torn out of his ear, with no shots, Gary could be at risk. He contacted someone involved in catching stray cats and they set up a “have a heart” trap. If caught, Willy would be taken to a vet, get a checkup, have shots, be neutered and taken to a farm in the area that accepts “refurbished” cats. I don't know which of those things Willy objected to most (Gary seemed to think he knows) but Willy had other ideas! Half in the trap, it triggered the door, faster than lightening, Willy backed out and was gone! Back to square one and the days before Gary would have to start rabies shots were ticking down. Advice from the vet, and Gary's doctor: watch the cat (if he returned) and see if he displayed any strange behavior. To make a long story short, Willy returned to eat and eat and eat. No friendlier, no less demanding but thankfully not sick.

**Since then, Willy has been spending the cold nights inside, in my chair.** You would think we have our teenagers back the way we worry about where he goes for sometimes hours. Willy now likes us to pet him, give him treats and make of him. He checked out our grandchildren at Christmas and decided to make a fast exit until they left. We check the door when he is out and about, making sure he isn't waiting on the doorstep to come in. Willy went out New Year's Eve and was still out when we went to bed about 12:30 AM. At 2:45, he was at the door and I was there to welcome him home. Now, we could sleep! We can't believe his attitude: he ignores us, and he doesn't seem to be concerned with how we fuss over him and will just walk away or turn his back. All the teenage years come rushing back. Just thankful he doesn't drive. Have to cut this short, Willy's supper time.

### “Cars of Yesteryear”, a Newport VT Car Club By: Lloyd Harvey

At the home of beautiful Lake Memphremagog in Newport, Vermont, on a cold day in October, 1983, several area antique and classic car enthusiasts assembled their vehicles at Mulkin Chevrolet in Derby, VT to share their passion with others. Simply put, they had a car show. Their first step has continued each year since, with their thirty year celebration to be held on August 4, 2013 at North Country Union High School in Newport. First lesson they learned, August is a much better month to have a car show.

**Cold or not, that first car show encouraged the group** to form a new car club in 1984. The club will eventually be known as Cars of Yesteryear and will become incorporated during the same year. Its mission “to promote the appreciation and restoration of antique motor vehicles, rods, classics and other motor vehicles of special interest”. Ownership of one of the aforementioned vehicles was not then, and is not now, a pre-requisite to becoming a club member. Of the forty-seven ( 47) charter members, six (6) members remain actively involved with the club today. They enjoy a lifetime membership in the club as recognition for their years of service and support.

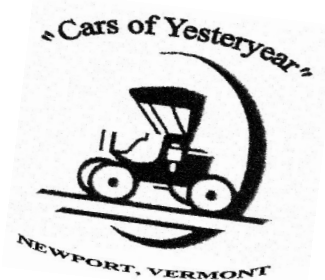
**The annual car show is the main fund raiser for our club.** The proceeds enable members to sponsor, annually, a scholarship to two (2) area high school graduates who are continuing their education in an automotive related field. Members also donate to area food shelves and other charitable organizations annually.

**In addition to the car show in August,** the club sponsors four (4) cruise nights at various locations , as well as, club tours within Vermont and surrounding states. Members also attend cruise nights sponsored by various businesses in our area, participate in parades and travel to neighboring club functions to support their efforts. We try to get the most fun out of the short season we have to enjoy our cars.

**Cars of Yesteryear publishes a newsletter** every month, except for March. Visit our website, [www.carsofysteryear.org](http://www.carsofysteryear.org) to view upcoming club events, for sale items, and other items of interest.

Today, Cars of Yesteryear has one-hundred-eighty-three (183) members, eight (8) junior members and still growing.

**“We welcome you to participate in any of our events and to become a member of our club”.**



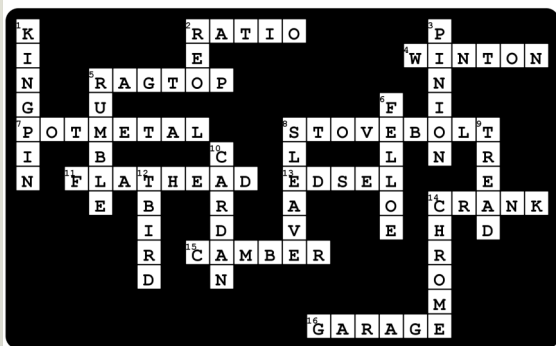


### The Speeding Ticket

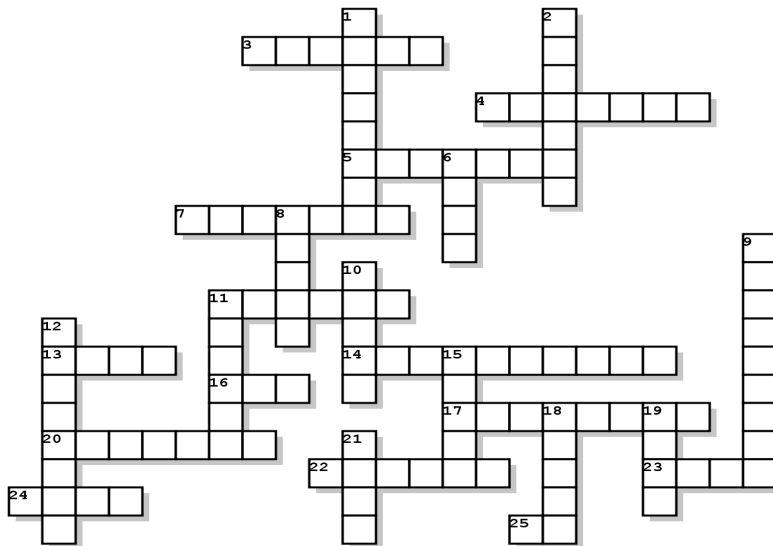
A man is standing in front of the judge after trying to get out of his speeding ticket. The judge finds him guilty, fines him \$50 and hands him a receipt.

The motorist, a bit upset by now, sarcastically asks "What am I supposed to do with this, frame it?"  
"No," replied the judge. "Keep it. Two more and you can get a bicycle."

## Chris Barbieri's Crossword



### January Answers



### Across

- 3 My ... the car.
- 4 1st Pony
- 5 Somewhere west of...
- 7 Sexy slang term for bumper guards on 50s Cadis & Packards
- 11 sliding valves
- 13 Yes, it has a .....
- 14 53 Starline Coupe
- 16 Slant
- 17 Buick trainey
- 20 "Ask the Man who owns one"
- 22 GM body
- 23 Recently revived 60s Dodge
- 24 32 Model B...
- 25 People's Wheels

### Down

- 1 ..... Airflow
- 2 50s Mini with Grill Prop
- 6 50s Willys
- 8 Ford-O-...
- 9 "Bow Tie"
- 10 Spiritual Rolls
- 11 Henry J
- 12 Winning Plug
- 15 Evasive American PU
- 18 Pierce weapon
- 19 R. E.....
- 21 Halt move!!

## "THE INLINER" BY ANDY BARNETT

In high school, my car was a 1950 2-door Ford painted black, and had dual exhaust. Two of my classmates had '49 Chevies with split exhausts (one of which was done in shop class.) This is when the envy started. How could I make my Ford sound like the Chevies? The answer is: you cannot!

Transportation for the next 45 years consisted of a VW, 3 Chevy wagons, a Nova, a Buick, an Omni, two K-cars, two Tauruses, and a Mercury, before we became a two-car family.



Work in progress

One day while getting gas for our return trip home from South Hadley, MA, we saw a really nice 1954 Chevy 210 2-door with the sweetest sounding pipes. I was hooked again. On another visit to South Hadley, my cousin said that "my" car was for sale and did I want to take a look. Of course I did. Off we went. But the owner wanted too much money. The next time we were in South Hadley was for our 45th high school reunion, Thanksgiving weekend, 1994. My cousin said the Chevy owner wanted to see me; he had become more reasonable. A test drive, a handshake and the deal was made.

The following weekend my son and I went to bring the car home along with a box of some 38 trophies, various moldings, speedometer, a bumper, and several boxes of small parts.

Since owning the Inliner I have made some enhancements. Visually, it has been painted black suede, rims painted red, with caps and rings and whitewall tires. The engine was rebuilt some years ago and mildly modified. The transmission, a Power-glide, was replaced with a TH350 with a shift kit. (Boy, does that car love second gear!) We also replaced the rear end with a '57 that came with 3.36 gears.

The first show for the Inliner was the last VAE show at the fairgrounds in Essex. There I met Conception Conti, he signed me up, and gave me a handful of old dash plaques. I have been collecting them ever since.

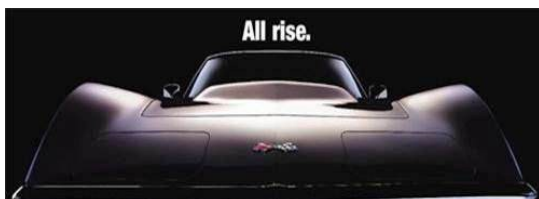
That same year was our first time at Stowe. As I was heading down the hill looking for my registration number, I heard, "What are you doing with Ray Faginski's car!?" And that is how I met Barry Rickert, apparently a friend of the man I bought the Inliner from. Marty and I have become good friends with Barry and Ginny Rickert from Wilbraham, MA. Over the years together we have put many miles on our Stovebolts.

We meet great people who share our interest in the old car hobby!

Editor's notes.....Andy tells me there are over 3000 members in the world wide "Inliner Car Club". For you folks just learning, like me, the term inliner means the cylinders are in line and not like a v8 or v6. Although in Europe the term inliner can include V configurations. An Inliner can be two, four, six or twelve cylinders but the Chevy inline six engine is where the term resides most of the time.

What does stovebolt mean? Well I asked that too and it seems if you want to tear down a Ford you can do most of it with a 9/16 inch wrench.....but when it comes to Chevies they used half inch 'bolts' just like they use to build stoves.....you know, with quarter inch slotted bolts and the square nuts. Many non-Chevy folks have some fun with that but mostly there are no smiles on the Chevy guy's face when the term is used.

Detroit Bill-  
Fodor



boards by Gene





**P**lease excuse the 'slight' distortion of the picture to the above. The 1917 American LaFrance pumper (center) that was sitting on display in 1930 is the same vehicle pictured below! The 'Speedster' is the results of a few months of work by VAE member **Gael Boardman** and friend **Mallon Teachout** in the 1960s. The pumper was purchased new by the St. Albans FD and used until 1949 when it couldn't do its job at the Main Street Opera House fire. **Homer Hungerford** was the next owner and when **Gael and Judy Boardman** put plans together to be married in 1959 a 'wedding deal' was offered to Gael that he could not refuse.

The speedster's wheel base was 160 inches and got 90 HP from an 825 cu. in. 6 cyl. t-head engine. There is a story where the speedster was allowed only once around the Champlain Fairgrounds raceway before it was abruptly stopped because of the deep ruts it was creating in the corners. All raceway activities had to stop to allow the grounds people to repair the damage while the crowd roared. The straight pipes could be heard in the next county when the speedster was "on the road". **The best guess is the speedster resides somewhere in Massachusetts today....if it still exists.**

Note the fire house picture above is a winter picture and the tire-chains on the rear of the pumper. Someone guessed the chief's car on the right is a 1926 or 27 Buick.....Is that your guess?





## Dave's Garage by Dave Sander

*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](mailto:dasander@aol.com) or 32 Turkey Hill Road, Richmond VT 05477*

## I'M GOING TO MAKE IT AFTER ALL

Recently I went through the annual exercise of getting my old work truck ready for the state inspection. The parking brake did not work. The piece that connects the front and intermediate cables had broken. This is the part that allows for adjustment to take up slack in the cable. It is a simple piece of metal that has a 5/16 hole on one end to accept the threaded end of the front cable, and a slot at the other end to trap the ball at the front end of the intermediate cable.

Unfortunately, after checking at the dealer and auto parts stores I learned this part is not available anymore.

A check of the local wrecking yards revealed parts no better than the broken part I already had. Frustration led to despair. I realized that this part was manufactured once, so, it could be again. After a little thought I realized I could easily make one.

I took a piece of scrap steel, 3/16" by 1 1/4" and cut it to a length of 8". Next I drilled a 5/16" hole about an inch and a half from one end, placed it in the vise and bent the end over 90'. This gave me the end for the threaded rod on the front cable.

For the other end that accepts the ball on the end of the intermediate cable, I drilled a 1/4 hole about 2 1/2 inches from the end, then drilled a 3/16 hole about an inch from the end.

I placed the part back in the vise and bent a 3/4" tab over the other end. I removed the piece from the vise and placed it in my metal chop saw, then made a cut connecting the two holes I had just drilled. This gave me the slot to place the intermediate cable in.

Final cost? One piece of scrap metal and about 10 minutes of time. Often when working on older vehicles we have to manufacture our own parts. Fortunately, with a little time and effort, this is possible.



## Antique Power for Your Phone and GPS

Charlie Thompson

There have been numerous suggestions for powering cell phones and GPS devices in our vintage cars on the assumption that 12 volts is required. These include carrying a 12 volt motorcycle battery, installing an inverter and various associated circuitry to raise the on-board 6 volts up to 12 volts, and other methods.

When I discovered that one charging method for my GPS was to plug it into the USB port of a computer, I realized that a voltage lower than the normal 12 volts must be adequate to charge the device. I installed a "cigarette lighter" socket in my 1930 Whippet and found that the 6 volts fully charged my cell phone and kept my GPS running all day on trips and tours.

To install a "cigarette lighter" socket in your vintage car with a 6 volt system, buy a power splitter (#1) available from discount stores or the flea market vendor who sells all those cheap Chinese nuts, bolts, lights, etc. Close to the plug end, cut the leads to one of the sockets (#2). Strip the wire ends and attach a couple lugs (#3). With a continuity meter or light, determine which lead connects to the center "hot" point in the socket and attach it to a "hot" supply under the dash such as one side of the ammeter. Attach the ground lead to any grounded point under the dash such as one of the meter attaching bolts.

Reverse these connections if your car has a positive ground system.

Plug in your electronic device and hit the road!

In my Whippet, the socket hangs just below the bottom edge of the dash, essentially out of sight unless the phone or GPS is plugged into it.

(Note: My cell phone is an inexpensive TracFone. If you have an expensive Smart Phone, I-Pad type tablet, or GPS, use your own good judgment and use this charging method at your own risk.)



12.27.2012



A 2nd. task was accomplished the day our Mobile Museum Bus was delivered to Vermont Technical College. We also delivered this beautiful 'electric' car. The VTC Auto Technology Department is building an electric car and they are borrowing this car to learn a lesson or two in the art.

The car is called the "**Champlain College Lectric Lizzie**" and was built at the college in the early 90's. Professor of engineering George Bradford and his class built it and entered it in the Tour De Sol solar car race in 1993 earning 20th place out of 41.

The car was later purchased by Professor Bradford and driven regularly. George's wife Nancy would often drive it to work. There is a story how he had to explain to her that it was built to go only 45mph and not the 65mph that he found she was doing on I-89 on her way to work!

After George's death a number of years ago the car sat in their barn. When Nancy heard that students could use it to study and build a VTC model of their own she jumped at the opportunity and loaned it to the college.

Guess where all of the attention was focused when the Mobile Museum bus and "Lectric Lizzie arrived? Yes....you guessed it...Lizzie all the way!

**Albert Einstein....**

**"If you judge a fish by its ability to climb a tree,  
It will live its whole life believing  
it is stupid"**



**Don't you like the cool fire truck story on page 8 this month? If only the Speedster was still owned by someone in the VAE and we could all hear that sound of those 'pipes'. While talking to a VAE member who owns a fire truck a few names of other owners came up; Larry Johnson, a Mr. Bessette, John Hockenson, Gael Boardman and Bill Sander to name a few. I would love to put a nice multi-page feature on VAE fire trucks in Wheel Tracks. What do you say, any neat ideas out there?????????**

Remember a couple of years ago when we visited **Adam Routhier's business in Milton called Finish Solutions?** We had a VAE meet there and saw demonstrations of how great soda blasting works.

Well, a little while back I was shown a Jeep frame that was not only blasted by Adam but also primed and painted. The **Cold Hollow Career Center in Enosburg** had the job done and it was beautiful...and for only \$400.00. I have a Franklin built mostly of aluminum that needs some of Adam's attention before restoration is started. Maybe this Spring.

**I heard a small VAE group (of three) went south to Shaftsbury** a few days ago. **Wendell Noble** had some business with **Anthony Cook's Classic Metal Restorations shop**. **Gael Boardman** and **Andy Barnett** kept Wendell company. Anthony's shop has had some business with a few VAEers since he demonstrated his plating and chroming abilities at the last Stowe Car Show. Later they continued south to **Mark Goyette's Restoration shop in Bennington**. A comment was made to me that maybe they could talk Andy out of the 50s and into something older. And something older is what they found... a 1919 Studebaker, a 31 Chrysler Roadster and an early Paige were found in the Mark's shop. I might have this wrong but I understand they saw a beautiful headlamp that Mark had repaired but only after he had peeled the copper skin from the housing, did the repair and reapplied the skin before re-chroming. I am amazed to hear the levels of detail as I do my small beginning attempts in my shop. I also heard Anthony and Mark were lobbied hard to become VAE members.....easy boys, you were only guests....

I read something in "**Old Cars Weekly**" the other day that made me feel a little better about another year flying by and here we are in 2013. That is, our cars are now also one year older making them more valuable. Does that help anyone?

I got a note the other day from **Rod Dolliver** in Charlotte. He said his neighbor wants to sell a 1915 Vermont registration plate (#9110). If anyone is interested call Nancy at 802-425-2886. Thanks Rod.

**I think the crossword puzzle will fly as a hit.** I have had a few nice comments and no swearing so far....well, maybe a little grumbling from a gent because his wife knew more answers than he did. Gael Boardman has given me his rendition of 20 words and 20 hints for the March **Wheel Tracks** and that is as far as my reserves go. Please send me your list and I will title the crossword in your name...ain't that great? You could even go as far as 30 words and 30 hints if you feel up to it. Lets give them a challenge.

**Are you ready for the move from E10 to E15 fuel?** Well it is coming our way! The politicians have not heard a word of our 'old car' concerns let alone the chain saw and lawn mowers folks who will be throwing their damaged equipment out. Your VAE Board has asked our Recording Secretary (**Bill Sander**) to send a letter to possibly one of the few Washington folks who will listen, **Peter Welch**. Maybe I can publish a little of the letter in the next WT.



## A report from Gene Fodor of the Waterbury Annual VAE Pot Luck Luncheon and Memorabilia Meet.

January 12<sup>th</sup> Waterbury Meeting a Resounding Success!

One of the best attended VAE meetings was held Sunday January 12 at St. Leo's Hall in Waterbury. By 10:30 the auditorium was filling up and more tables and chairs had to be assembled. The members who were displaying were hurriedly preparing their precious exhibits that they would explain later. **Outgoing President David Sander** kept the meeting going at a fine pace and covered all the necessary items. For a full explanation please see **Bill Sander's Minutes** to be published soon.

With all the food arranged in an appetizing order, the members attacked the dinner table with vengeance. Needless to say, VAE provides some of the best eats anywhere.

**After the lunch was served**, the attendees were introduced to our speaker. The first and most honored guest was Mr. **Ken Gypson**, the son of the founder of the Vermont Automobile Enthusiasts, who came to help celebrate the club's 60<sup>th</sup> birthday. To the right is a photo of Ken and **Lloyd Davis**, the original and only two remaining members.



**Incoming President Jim Sears** had a big birthday cake with candles which Ken helped to extinguish and cut ... hummm, good!!

**Ken then spoke of his memories** of the founding of VAE with some antidotes and then trivia questions from 60 years ago during which most of the room was very quiet with only a few guesses. Ken also provided us with copies of the first issue of Wheel Tracks in the original colors and displayed much of his Dad's art.

**The second featured speaker was Richard Soper** the representative from the **Lake Champlain Transportation Museum** in Plattsburgh. Richard thanked the club for its generous donation and explained the mission of the Museum and their future plans. Their future includes the recreation of a section of the original Lozier factory of Plattsburgh, NY. He then explained how automobiles can be donated or loaned to the Museum.

**Now it was time to listen to the 15 or so members who brought displays.** Everything imaginable from the 1900's through James Bond's Aston Martin was on display. There were posters from days gone by, lights from the railroads, mystery parts with the owner looking for some reasonable explanation as to their use. Models upon models of the member's favorite car and much more.

Oh, and what about the Aston Martin, you ask. Well, this handmade replica (pictured to the right) with many moving parts as well as sounds was made by our Canadian member Serge Benoit who with his charming wife Theresa, brought it to the meeting. This model displayed every possible gadget that the original James Bond car had in the movies. That's right, from the knives that came out of the hubcaps, parking light dropping to expose rockets, to the sound of the engine to the left seat being blown out through the roof. Serge estimated that the value of the car, as it stands was several thousand dollars! The model also comes with its own cloth cover made by Aston Martin!



A great day with great friends and great food. If you missed this meeting, try to get to the next one.

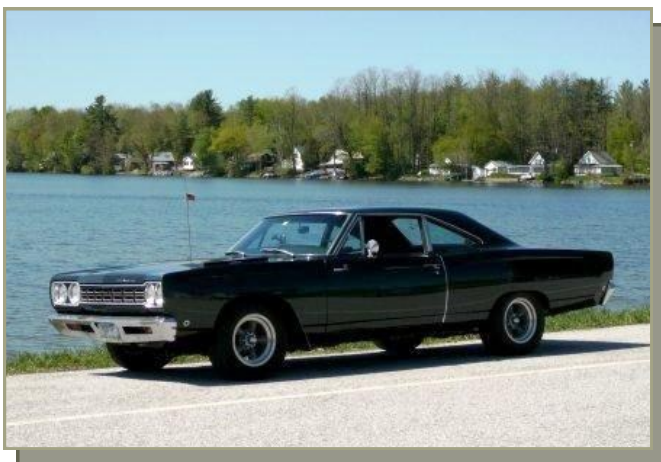


Ken Gypson left and outgoing president David Sander

**Our Next Meet  
In February**

**RPM Racing Engines in Georgia,  
Vermont on the 16<sup>th</sup>.**

**This is a Saturday event.**



## New VAE Members

### Cliff & Star Bullis of Franklin, VT. Owns this 1968 Plymouth Roadrunner Coupe

They found their Coupe in Huntington, California  
15 years ago and have spent many happy miles with it.

It is Forest Green and has a 400 Cu. In.  
engine under the hood with a sound from the old days  
when the throttle gets pushed.  
Rumor is the tire can smoke also.

Treasurer's Report - January 11, 2013		Dick Wheatley- Treasurer	
<b>Vermont Automobile Enthusiasts, Inc.</b>			
MONEY MARKET - December 10, 2012	\$ 74,093.87		
add: December interest income		15.73	
less: Transfer to checking account		36,000.00	
Balance - January 11, 2013			\$ 38,109.60
GENERAL CHECKING - December 10, 2012	\$ 2,037.34		
add: Dues income		5,170.00	
Transfer from money market account		36,000.00	
		41,170.00	
less: Disbursements			
5418 VT Technical College - Annual Meeting lunch		1,197.00	
5419 Jim Sears - reimb. for meet expenses		162.11	
5420 VAAS - 2013 budgeted support		36,000.00	
Total disbursements		37,359.11	
Balance - January 11, 2013			5,848.23
Certificate of Deposit - December 10, 2012	80,000.00		
add: November & December interest income		200.80	
Balance - January 11, 2013			80,200.80
Total VAE accounts			\$ 124,158.63
<b>Vermont Antique Automobile Society, Inc.</b>			
MONEY MARKET ACCOUNT - December 10, 2012	\$ 2,044.39		
add: December interest income		0.05	
less: Transfer to checking account		1,650.00	
Balance - January 11, 2013			\$ 394.44
CHECKING ACCOUNT - December 10, 2012	\$ 339.25		
add: Advertising revenue		30.00	
Support from VAE		36,000.00	
Transfer from money market account		1,650.00	
		37,680.00	
less: Disbursements			
A CH insurance for bus		365.00	
255 Dept. of Motor Vehicles - bus registration		70.00	
256 Rachel Smith - website maintenance		645.00	
257 Dick Wheatley - reimb. - diesel fuel for bus		50.00	
258 L. Brown & Sons - January Wheel Tracks		1,189.70	
		2,319.70	
Balance - January 11, 2013			35,699.55
Total VAAS accounts			\$ 36,093.99
<b>Restricted Funds</b>		Scholarship Fund	Long-range Fund
Balance - January 11, 2013	\$ 4,315	\$ 1,100	

# STOWE SHOW MEETING MINUTES

December 19, 2012



The Stowe Show Committee meeting was called to order at 7:02 by chairman Bob Chase.

**1.) General Information:** Gael Boardman mentioned that the "mobile museum" bus will be taken to VTC within the week where it will be checked over and serviced as necessary. Dick Wheatley has obtained insurance and license plates.

**2.) Dash Plaques and Trophies:** Duane Leach asked if there were any new ideas as to what should be on plaques beyond that discussed at the last meeting. It was agreed to put Gene Fodor's MG and Ken Squier's choice of car on the plaques. It was also agreed that, in the absence of a president's restoration award, Ken's Auburn would be on the poster. Gene Napoliello volunteered to make a scale model of the WDEV model A Ford truck for presentation to Ken.

**3.) Awards:** Bob Lalancette suggested that a complete description of all the awards to be presented and published in the special edition newspaper which is included in the registration packets. A simple but complete list of awards will be included in the brochure. John Lavallee has agreed to take care of continuously updating the web site with Stowe Show information.

**4.) Special Events:** As follow up to last meeting's decision to make 1953 cars a theme of this year's show, Leo Laferriere stated that he had spoken to Joel Najman about putting on a '53 themed music show. He has agreed.

**5.) Brochures:** Bill Sander asked for military vehicle pictures from Bob Chase for inclusion in the brochure. He will coordinate with Chris Barbieri on overall brochure preparation. Gene Napoliello will provide a brief write up on youth events.

**6.) Sponsorship:** Bob said that Gene Fodor and Wendy Nelson are preparing a letter for prospective sponsors. They are looking for candidates for sponsorship, especially major sponsors as several from prior years have been lost.

**7.) Field Ramp:** Bob and Leo have been working with the land trust to determine if a permanent ramp could be installed in exchange for removal of the pavement on the field. Although agreement hasn't been reached, the idea has been favorably received so far.

**8.) Show Departments:** Details of the clothing order will be discussed at the February meeting.

Gael mentioned that there is a need for signage improvement such as indicating where information and registration booths are. Duane agreed and suggested placing direction type street signs on corners. Duane also noted that we need to update and improve show class signs.

Leo mentioned that it is time to order more judges' plaques. Andy Barnett agreed to check out competitive pricing from local sources.

Leo reminded us of an offer from a Vermont stone sculptor to construct a car sculpture on the field during the show. Dave Sander volunteered to follow up with the sculptor for more details. Bob will get information on town regulations and trust requirements.

**9.) Trailer Report:** Duane is continuing to look at trailers available for purchase. He is also looking for four golf carts.

**10.) Other Business:** None

Respectfully submitted, Wendell Noble, acting secretary.



Submitted by Bill Billado

"Nothing pushes like a Deere"

The question...How fast was the truck going?



This sent to Wheel Tracks by Keith and Sara Goodrich of Florida  
**This is for everyone who has owned or worked on a British car.**

**For example**, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions. The logic is elementary and inescapable!

**The function of the wiring harness** is to conduct the smoke from one device to another. When the wiring springs a leak and lets all the smoke out of the system, nothing works afterward.

**Starter motors were** considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke, requiring very unsightly large wires.

**It has been reported** that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defense secrets.

**Therefore**, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

**In conclusion**, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components especially British units manufactured by Joseph Lucas, Ltd.

**And remember: "A gentleman does not motor about after dark."**

**Joseph Lucas "The Prince of Darkness" 1842-1903**

**A few Lucas quips:**

**The Lucas motto: "Get home before dark."**

**Lucas is the patent holder for the short circuit.**

**Lucas - Inventor of the first intermittent wiper.**

**Lucas - Inventor of the self-dimming headlamp.**

**The three-position Lucas switch--DIM, FLICKER and OFF. The other three switch settings--SMOKE, SMOLDER and IGNITE.**

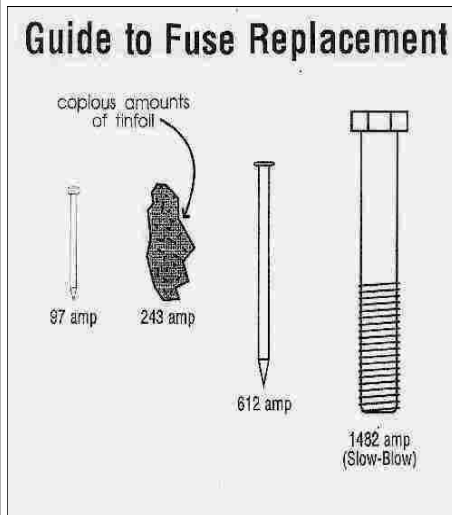
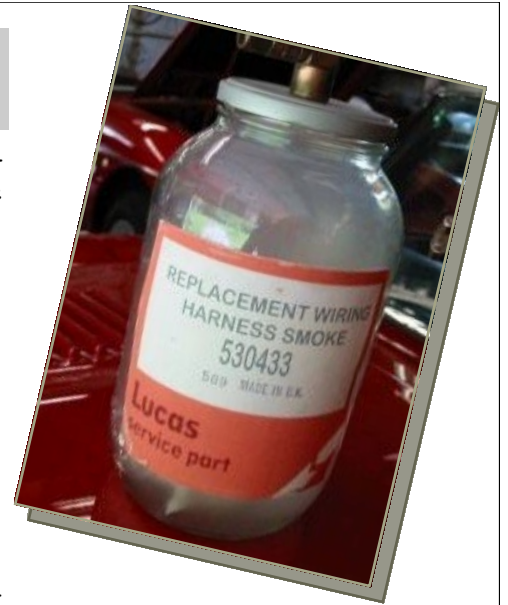
**The Original Anti-Theft Device - Lucas Electrics.**

**If Lucas made guns, wars would not start**

**Back in the '70s, Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which did not suck.**

**Q: Why do the British drink warm beer? A: Because Lucas makes their refrigerators.**

**This has been referred to as the smoke theory when the smoke comes out its finished, cooked or done for.**



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[www.vermontengine.com](http://www.vermontengine.com)

*A note passed on to Wheel Tracks by Jim Sears....*

Jim,  
 My name is Chuck Farnham, I have a car I am going to sell and was talking to Bob Cody at Cody Chevrolet. He suggested contacting your association. I have a 1961 Olds Cutlass 2 door with the 215 Rockette V8, less than 25,000 miles on it and is a very nice car. If you know anyone who might be interested, please have them contact me.  
 cell# 336-978-5954.  
 Thank you very much.  
 Sincerely, Chuck Farnham



Contributed to Wheel Tracks by John Lavallee

For Only \$100 per year Your Business Card can be here and on our website....[vtauto.org](http://vtauto.org) Every Day of the Year

**Become a Member Of VAE**

**For Only \$30.00**

**Contact: Christina McCaffrey (Member Secretary)**  
 89 Ledge Road  
 Burlington, Vermont 05401-4140  
 Or  
 Go to [vtauto.org](http://vtauto.org)  
 And click onto  
 "Join VAE"

# Wheel Tracks Classified

**For Sale...** Quincy air compressor. 115/230V, 3.5HP, 20 Gal cast iron tank. Cylinder, crank shaft and flywheel, 6.7 CFM@90 PSI. Horizontal tank, 25ft. Hose, portable. \$150.00  
Contact...[brycehowells@mac.com](mailto:brycehowells@mac.com)

## FOR SALE OR SWAP

The largest collection of antique car literature in Québec. 100% original (1890-1980) catalogs, folders, magazines, books, photos and automobilia. Valued at over \$20,000. Would sell or swap for an antique car of equal value. Info:  
[gbureau@videotron.ca](mailto:gbureau@videotron.ca) 3/13

**FOR SALE....** 1924-26 Hudson Super-Six motor and differential with brake drums and all. . Infos:  
[gbureau@videotron.ca](mailto:gbureau@videotron.ca) 3/13

**For Sale...** Tires, all seven are 33x5 (23 inch), good for roll arounds while restoring your car or slow back road trips after completion. They range from bald to very good tread. Call 862-6374 for details. Roy Martin 3/13

## FOR SALE...

Original car catalogs 1940-1980, USA, Canada and Europe. All years and models. Reasonable prices. Sell as a lot or single items. Ship worldwide. Infos:  
[gbureau@videotron.ca](mailto:gbureau@videotron.ca) 3/13

## "Wheel Tracks Classifieds"

We are told each month how affective they are.  
Email or snail-mail.... both work great.  
Editor contact info on page 2

## February Bumper Sticker...

**Cover me! I'm changing lanes.**

**FOR SALE...** Original car catalogs 1940-1980, USA, Canada and Europe. All years and models. Reasonable prices. Sell as a lot or single items. Ship worldwide. Gilbert Bureau, Montreal  
Info: [gbureau@videotron.ca](mailto:gbureau@videotron.ca) 3/13

**For Sale:** 1970 Dodge Charger 500. In family since new. 318 V-8, Torqueflite, air, buckets, rally wheels etc. Mint interior and body. Recent repaint in original gold metallic. 73,000 original miles and comes with original owners manual, window sticker and broadcast sheet. \$25,000 neg.

**1953 Vermont** license plate in near mint condition. \$15.

**Jim Beam 750 ml** rare 1959 pink Cadillac decanter. Full, never opened decanter in original box with all paperwork. Issued by Jim Beam bourbon in the 1970's and 80's as part of a series of collector car decanters. \$75

**1984 Chrysler Corp.** Dupont paint chip set. Includes all Mopar domestic and import cars and trucks including two tone combinations. Also includes prior year information back to 1981. Six pages total. \$15

Chris Barbieri 802 / 223-3104  
[cgeeb99@gmail.com](mailto:cgeeb99@gmail.com) 3/13

## Tour Banners For Sale

Sturdy cotton  
With ties.  
\$20.00



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Gene Fodor  
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**Phyllis Skinner**  
**PO Box 208**  
**Northfield Falls, VT**  
**05664-0208**

## FOR SALE

Genuine  
Coracle 1920-30's picnic basket (100% complete) for 6 persons. A similar one recently sold for 2,125 euros at the Bonham auction in Paris France. Very rare. Price is \$1650US.  
Info: [bureau@videotron.ca](mailto:bureau@videotron.ca) 3/13



## Free to a good home:

Compaq PC with keybd, NEC monitor, internet ready. (No printer)  
I need the space. Thanks.  
Rick Reinstein 802-363-0605 3/13

**For Sale....** Luggage rack, unique, that fits over rear spare tire of teens cars that folds up. \$45.00.

**Adjustable folding** wood steering wheel, 17 inch. \$250.00.

**Spare tire carrier** for 30s car that fits on Present spare, to give double spare. \$35.00.

**Wire wheels**, six, for Chrysler, Plymouth, Dodge, 1928-31 and perhaps fits other cars. \$95.00.

**Wire Wheels**, a pair, 19 inch for 20s—30s large cars, with Studebaker hub caps. Need sandblasting. \$40.00.

**1934 Buick lubrication chart**, all models, opens to 11X17, black color, vg..\$25.00.

**1930-31 Model A Ford sales catalog**, booklet type, all models, in color, g..\$35.00.

**33-34 Chrysler Floating Power** sales catalog, all models, color, opens to 25X15. minor damage, \$25.00.

**Quebec touring map**, 6X9 booklet, beautiful color cover, great for display in car at shows. \$15.00

**Early Model T tire carrier for running board**, complete with all white tires, for display, would make excellent sign at flea market. \$40.00  
New listings.....

Book... "The Modern Gasoline Automobile"(1912) by Victor Page ...rare, clean, vg condition, 712 pages, many illustrations, \$60.00.

Book... "Modern Aircraft" (1927) by Victor Page... basic principles, instruction, operation & Maintenance, VG used condition, \$60.00

Book... "Automotive Ignition, Starting and Lighting" (1919) ...vg used condition, profusely illustrated, \$45.00

Book... "Automobile engineering, Clutches, Transmissions, Chassis, Final Drive" Vol. II (1920), vg condition, illustrated, 462 pages, \$45.00

Call Dave Maunsell in Hardwick, VT 802-472-6670

3/13

**VERMONT AUTOMOBILE ENTHUSIASTS**  
Please Send Dues or Address Changes to:  
**Christina McCaffrey**  
Membership Secretary  
89 Ledge Road  
Burlington, VT 05401-4140

**February 2013**



**Mary Mazur**  
**2000 VAE President**

## **Our Mobile Museum**

**W**e have had our first “member suggestion” for a color scheme on our Mobile Museum. This picture to the right taken by another car club in the Northeast Kingdom..... Can anyone help identify where we might seat our VAE member Les S.?

Pictured below is our bus while parked on Duane and Marnita Leach's lawn in Fairfax a couple of week ago. The member discussion you can see taking place is a planning session on how the bus will make its way to Randolph, VT and the Vermont Technical Center. The center has agreed to look our museum over and maybe perform a little work if needed.



The group did get a complaint later in the day about “lawn ruts”. The bus became stuck as it headed for the highway but the powerful diesel engine had no problem getting out of the ruts.

There is a group being formed to create the looks and use of our Mobile Museum and there is plenty of room if you would like to be one of the ‘creators’ also. Just contact anyone on the VAAS Board and let them know.