

Wheel Tracks



Chris Barbieri's 1963 Valiant Wagon
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The Official Monthly Publication of "Vermont Automobile Enthusiasts" by "The Vermont Antique Automobile Society"

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"I love mankind ... it's people I can't stand!!"

Linus from Peanuts



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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.

Monthly deadline
The 10th

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


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Membership
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EVENTS.... WHAT'S NEXT ?


February

 **February 22 –7PM at Brownell Library, Essex Junction –**
Automobile Crime Scene Investigation with Richard McLay. More details on page 9.

March

 **March 15th – Good News Garage** Learn how a donated car changes a life – Tour the shop that has helped over 4,000 individuals and families across New England get back on the road to future financial success by helping with transportation.

April

 **April 7th, Monday 7PM.**
VAE Board of Directors meeting at Whitney Hill Homestead's common room. Williston, VT. All are invited



April 26 - VAE Meet.....TBA

May



May 24 - VAE MeetTBA

June

June 7th & 8th...The 28th Annual Manchester Antique and Classic Car Show

June 21st..... 50th National MG T meet in Middlebury

July



July 7th, Monday 7PM.
VAE Board of Directors meeting at Whitney Hill Homestead's common room. Williston, VT. All are invited.

August



August 8th, 9th & 10th



THE VAE STOWE
CAR SHOW

September

September (no date yet)– Allsops Best of Britain Newbury VT Jaguar E-Types restoration shop ..Tentative

October



October 6th, Monday 7PM.
VAE Board of Directors meeting at Whitney Hill Homestead's common room. Williston, VT. All are invited.

October 8th to 11th... 2014 AACA Eastern Regional Fall Meet at Hershey, PA



FROM THE PRESIDENT... BOB LALANCETTE

Wow, the holidays have passed and when you get this message, we will be at our first monthly meet of 2014. The memorabilia meet and pot luck dinner is always a hit with the members. It's fun to see the "smaller" car items and concentrate on their detail as opposed to seeing the whole car.

I was hoping to be in the garage working on the Ford frame, but the power outages put a stoppage to that idea during my days off. Keeping the generator fueled was the priority. I was able to work on a "smaller" item for the Ford, spring hangers and pins for the front and rear.

I hope you have thought of your story as I brought up last month. Now is a good time of year to do this work. I was looking through the 50th anniversary book by battery powered lantern during one of the many powerless nights and was roaring reading Conception Conti's story. I know at the time it was not funny to him, but you could not make this stuff up. So please, think of your story, we would love to hear and see it.

Our open garage in the back of the house provided some relief from the snow and rain, but not the cold. There was a two bay foundation for a shop when we lived there, but Dad never did build a building on it. I can just imagine the projects that could have happened in there. Instead it was a place to park cars. One of those was the oldest brother's 1957 Chevy. V8, power shifting up Pearl Street in Essex Junction, Lure milk shakes in South Burlington, red interior with an 8 track player and a sheet metal rack to hold those tapes. Dad bent that rack up to hold the tapes. Although he won't admit it, Dad is a "car guy".

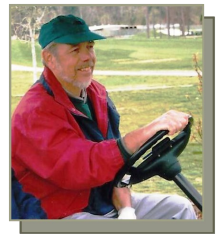
YOUR EDITOR... GARY FISKE

My wish-list went over very well from last month's Wheel Tracks. I did get a comment or two, nothing earth moving but out of the 4 wishes I think two of them has a chance to see some daylight....



A CVSR Club meeting

Wish # 3.... Making better connections with other car clubs. A few days after the January issue went to press I had a call from Gabe Gagne of Swanton and a member of the **Champlain Valley Street Rodders Car Club**. He was unaware of my wish, he called to see if his car club could have a 'garage visit' at my place. They spent part of this morning visiting Duffy Hill and here is something I'll bet you didn't know; they are just like us...good and interesting folks, full of energy and they love anything with an engine attached (cars mostly). Their club started in 1981 and covers mostly the Northeast of Vermont. Being with them for that short time reconfirmed, to me, the many parallels our two clubs have. It was a huge treat for me to meet them. I hope to have them as our "Guest Car Club" in the March Wheel Tracks issue.



And... pushing Wish #3 a little further, Jim Sears acquired permission from Ted Kade, the editor of **Auto Restorer** magazine, to republish his January editorial. Talk about hitting the nail

of the head! You can read Ted's column of page 12 of this Wheel Tracks, where the visiting car clubs usually are.

The 2nd wish.....wish #4....the one about my shop discipline. A couple of tons of ice and snow came off my shop roof during our little ice storm last week and wiped out my Metalbestos wood-stove pipe. All activity had to stop in the shop while I found a better place for the smoke pipe. Something happens when you are ladder climbing in a minus something temperature for a couple of days. It's better than going to the top of the mountain and sitting for an hour! I have "resolved" to have better order in my shop and to correct my bad habits. You might have to study awhile but if you visited I think you might see progress in my resolve....

VAAS LISTENING POST from VAAS Chair, Wendell Noble



We've ended the old year and begun the new on a very encouraging note. Just before year end, Gael Boardman, Fred Cook and I met with Lt. Gov. Phil Scott and new Vermont Disaster Relief president Chris Graff to present our VAAS donation check (pictured right). That gave us a good opportunity to chat about the VAE, VAAS and the activities we are undertaking. Our Golden Wrench Award program struck a responsive chord with Lt. Gov. Scott. He told us of an effort he had been



involved in to spark interest in science and math at the elementary school level. It is clear that we have his support in what we are doing and may gain some help along the way. Thanks to Fred Cook's public relations skills and initiative, we also got some well warranted publicity from this meeting. By now you have most likely seen the article and picture of the event in your local paper.

To start the new year, Charlie Thompson and I met with the Essex Rotary Club to give a presentation on the Golden Wrench program and solicit their support. We certainly met some very nice folks and came away feeling that our message was received with some real enthusiasm. Not only are we looking to receive some financial support from the organization but we are also getting offers of active support from individual members. Just think of how many other similar organizations there are throughout the state that need to learn about what we are doing.



"THE SOFTER SIDE"

A Column Shared & Written by Mary Noble (Left) & Nancy Olney (Right)



Living Easy by Nancy Olney

A couple of weeks ago we had an ice storm that knocked the electricity off at our place for 30 hours. While lying under a thick quilt, double shirts, socks and a wool hat on my head, it brought thoughts of our forefathers and mothers who went through the whole winter without electricity and of course, no central heat, electric blankets, heaters, lights, indoor plumbing, electric stoves, dryers - get the picture? I barely survived 30 hours and the temp outside wasn't that bad. The house temp got to 50 but the worst part was no hot tea or coffee on demand. To top off the insult, it was almost Christmas! I was brought up with no dryer, no central heat but did have a good heat source, hot water and a great radio. What I am getting at is that I have become so "soft" in such a short time. How did they do it? Get up in the freezing cold, start a fire (not turn up the thermostat), bundle up and run to the well or river - break the ice on top and get a bucket of water. The first water hauled maybe wasn't for you but for the animals. After chores, then you get some breakfast which might be plentiful or not depending on what you did to put up provisions in the fall. I'm sure there wasn't any fresh fruit or great coffee. I have been trying to think of something that you cannot get year round now. Sure you may have to pay more for something 'out of season' but you can have it if you are willing to pay the price. Fifty years ago we were eating only what was in season at the time. We all have grandparents who had never had a banana when they were children. It boggles the mind! Now having rambled on about my hardships, I want to talk about all the people that make our lives so comfortable. Behind every convenience that fills most of our houses, there are many bright, hardworking people. Just think about what and who is behind getting that banana on the table and that is just one tiny thing that makes life (or Gary's cereal) better. Right now my hat goes off to all the men and women who worked hours and hours in freezing rain and snow and cold to get my electricity back on. Some of them traveled from miles away to help the Vermont crew in our hour of need. Also, thanks to those who came to cut down trees, branches and clear roads, lines for the electrical workers. I would add that these jobs were done in what were very dangerous situations and done round the clock and some gave up their Christmas with their families to see to it that we had a bright, warm Christmas with our families. So I would like to say a big THANK YOU to all those behind the scene that make life 'living easy' for me.



An ice storm picture from northwest VT.

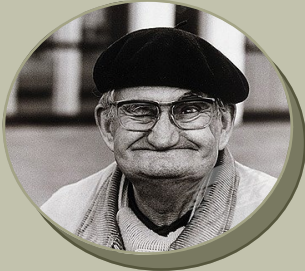
Hours after Pearl Harbor on December 7, 1941, the Secret Service found themselves in a bind. President Franklin D. Roosevelt was to give his infamy speech to Congress the next day, and although the trip from the White House to Capitol Hill was short, agents were not sure how to transport him safely. And run properly it did. Capone's car was a sight to behold. It had been painted black and green so as to look identical to Chicago's police cars at the time.



The car was sold at an auction price of \$341,000 in 2012.

Submitted by Charlie Thompson

It also had a specially installed siren and flashing lights hidden behind the grille, along with a police scanner radio. To top it off, the gangster's 1928 Cadillac 341A Town Sedan had 3,000 pounds of armor and inch-thick bulletproof windows. Mechanics are said to have cleaned and checked each feature of the Caddy well into the night of December 7th, to make sure that it would run properly the next day for the Commander in Chief.



.I met a good friend while taking my morning walk. "Hey Paul, why do you look so dejected today?" "Oh Henry, I'm in trouble I need cash for the business and have no idea where to get it from!!" "Oh I'm sure glad to hear that" I replied. "I was afraid you might think you could borrow it from me!"

One night Paul's wife went into labor and the doctor was called to deliver. Since there was no electricity, the doctor handed Paul a flashlight and said, "hold this high so I can see what I'm doing." Before long a baby girl arrived. "Wait a minute!" said the doctor. "Don't lower the flashlight yet. I think there is another." A moment later the doctor had delivered a second baby, this time a boy. "Hold on!" cried the doctor a third time. "There is another one coming." "Holy cow, Doc!" said Paul as he raised the flashlight again. "You think it is the light that is attracting them?"

The stock market has been so rough, that I slept like a baby last night. I woke up every hour and cried.

Nurse: Doctor, the man you just treated collapsed on the front step. What should I do?
Doctor: Turn him around so it looks like he was just arriving!

When I bought my new car, I called my insurance broker to fill out a new application. He asked me if I have any traffic accidents on my record? I replied, "no, except someone once hit me!" So he snaps, "well that's an accident!" I snap back, "no, the guy did it on purpose!!!"

Submitted by Alden Chapman

"America's Most Embarrassing Cars"

A survey conducted by Carlsurance.com asked respondents to name the most embarrassing cars on U.S. roads.

- | | |
|-------------------------|----------------------------|
| 10...Honda Element | 5... Volkswagen New Beetle |
| 9...Chrysler PT Cruiser | 4...Chevrolet SSR |
| 8...Pontiac Aztec | 3...Hummer H2 |
| 7...Lincoln Town Car | 2...Nissan Cube |
| 6... Subaru Baja | 1...Smart Fortwo |

WORDS YOU DON'T HEAR ANYMORE.

"My Dad bought us an 8-track player!"

My car wont start because of vapor lock Galoshes

"You bet your bippy!"

"You've come a long way Baby!"

Honey take the trash out to the pit. And don't forget the matches, it's getting pretty full.

While you are at the drugstore pick me up a refill cartridge and a new tip for my fountain pen.

I am going to order a new set of Encyclopedia Britannica for the kids , the old set will soon be out dated.



"A 20 Year Search Land's a Dream Wagon"

by Chris Barbieri



Many vintage car collectors tend to migrate to the cars that were special to us in the past.....the cars we grew up with or that have special meaning like your honeymoon car or the one you learned to drive on. Our '63 Valiant 200 station wagon falls into that category to a small extent, but not entirely.

I've always had a love affair with the A body Valiants from 1960 through 1966. My Dad had a 1960 Valiant that was a very interesting car with many new features. It was Chrysler's first "compact" introduced in 1960, along with the Ford Falcon from Ford and the Corvair from Chevrolet. But the Valiant was different. It had very distinctive styling, a slant 6 engine and an alternator replacing the generator. I enjoyed driving that car very much. It was relatively quick and with its torsion bar suspension

handled like a dream.

Fast forward to 1968 and the need for a second car to support a growing family. As a Mopar family the choice was a '65 Valiant wagon secured from a used car dealer on North Ave. in Burlington. I loved everything about that car. It was the right size, reliable, easy to care for and fun to drive with stick shift and it's peppy Slant Six. I never forgot that little wagon and over the years kept an eye out for another from the '63 to '66 body style era. Mostly what I found were either butchered into Rat Rods or rust buckets or both. Many of these wagons were produced but most were family haulers that paid their dues over the years. I was casually surfing the internet in 2010 and lo and behold up pops an original, low mileage, rust free, stick shift, top of the line 1963 Valiant wagon.....and close to home, no less located in Nyack, N.Y. Three days later and we were headed south to check out the car. She was everything I'd dreamed of. Mint bright red original interior with a rust free body in white and a smooth running 170 ci engine only 41,000 original miles. The car was being sold through a broker. We took her out for a test drive around the local neighborhood and everything checked out. A few days later and the deal was struck. Our test drive had only been on local streets around Nyack but now it was time to drive her 300 plus miles on 20 year old tires. The shortest route was up the NYS Thruway, then the Northway to Lake George and onto mostly two lane roads to Vermont. My safety net was that my two brothers, both from Long Island, were planning a visit to Vermont and agreed to follow me home just in case. Valiant reliability and comfort came through and the trip back to home was a dream. Despite the intervening 47 years it's amazing how easy it is to flashback to the 60's! The trip home was uneventful except for a blown 20 year old tire valve on I-89 just before the South Barre exit. Luckily the spare had air.

Very little work has been done to "Val" as she is named [not very original but it fits!]. There was a tune up and new shocks. I expected trouble freeing the old shock bolts but after a little PB Blaster they spun right off. Then there was this oddity. The original radiator had a small "V" cut out of the radiator neck, enough so that the cap would not lock down. Here is one of the things I love about these cars. It took 15 minutes to remove the radiator for repair. Remove two hoses and 4 bolts and out she came. I've tried to trace Val's history without much luck. Papers stuffed in the glove compartment indicate she was sold new by a Wisconsin Chrysler / Plymouth dealer and later spent time in Minnesota. This adds even more mystery to the car as there is absolutely no rust anywhere on the original body despite her snow belt beginnings. If only she could talk!

See *Station Wagons*, page 7





FROM THE 'COOKIE' AT THE STOWE SHOW

BY MARNITA LEACH

Marnita cooks & serves three meals each of the 13 days for volunteer workers at our Stowe Show



Maple Syrup Cookies

1 Teaspoon baking soda

1 Tablespoon milk

1 Egg

1/2 Cup plus 2 Tablespoons

Shortening

1 Cup maple syrup

3 Cups flour

3 Teaspoons baking powder

1/2 Teaspoon salt

1 Teaspoon vanilla

1 (8 ounce) package semisweet

Or dark chocolate chips

Preheat oven to 350. In small cup dissolve baking soda in milk and set aside. Cream egg, shortening, and syrup. Add flour, baking powder, salt, vanilla and baking soda mixture, blend well. Stir in chocolate chips.

Drop by teaspoons onto greased cookie sheet and bake for 12 to 15 minutes.

From page 6

Station wagons of the 50's and 60's era were in their glory days. They were family work horses but not very sexy compared to the other options of the day like tri colored hardtops and convertibles of the 50's and Mustangs, Corvettes and Barracudas of the 60's. But I've learned first hand that they've endeared themselves to those who grew up with them. Two cases in point. At the WPC National Meet in St. Johnsbury a couple of years ago I had Val parked next to our '65 Barracuda Formula S. The "Cuda" is a really nice car, but the Wagon got most of the attention. At the Stowe Show last August I had Val parked next to our '64 Valiant convertible, also a very nice mostly original in red but it was the wagon most folks migrated to with tales of the Valiant wagons they grew up with.



I love Val.....she embodies everything I like about the '60's A body Valiants. She's reliable, easy to work on, kind of funky in her own way and always brings happy memories to those who meet her. Other cars will come and go but Val is a keeper.



Editor's note.... To the left is a Plymouth sales ad from 1963. The ad discussed the many factory tests performed before release to the public. It read:

"Hour after hour, hour after hour, the car was driven in the white-hot heat of the Arizona desert. They were driven 50,000 miles at top speed over all kinds of road surfaces— some 10 times the strain any ordinary car would ever have to withstand.

Horns were blown 58,432 times, turn signals checked 241,032 times and trunk lids opened and slammed 3,652 times. In all, our prototypes went through, beg pardon, hell and high water, but it was worth it to us and, more importantly, to you.

We uncovered 358 design flaws. Not just fixed or corrected, mind you, but improved— back to the drawing board— redesigned, rebuilt, retested, until the result was right. This we did in spades. Get on and start a great adventure story all your own."



PLASTIC WELDER

Most home workshops have some type of welder. Whether it is a simple arc "stick" welder, a wire feed MIG welder, a modern TIG welder or a simple set of Oxygen-Acetylene torches, these tools are invaluable to a "Hands-on" automotive enthusiast.

Today, more and more things are made out of plastics. Inevitably, while working on a project, there will be a need to weld plastic. Unlike metal, plastic can not be electrically welded, as plastic is an insulator, not a conductor.

Like metal, plastic can be thermal-welded. This simply means fusing two similar plastics together with heat.

There are two affordable plastic welders available for the enthusiast. The most inexpensive type, is a hot air jet type. This type simply uses a jet of hot air to melt the welding surface and a plastic welding rod. This type of welder looks like a conventional hand held hair dryer with a metal cone tip at the end.

I have found this type to be particularly tricky to use. It is difficult to modulate the temperature, and the right temperature is critical for a good weld. If the temperature is too hot, the plastic burns, too cold and you cannot get a good bond.

The other option is speed tip welding, or airless welding. This welder looks a lot like a conventional soldering iron, only there is a slot in the tip for the welding rod to be fed into the machine. Speed tip welders have an adjustable heat setting, so the operator can "dial in" the proper temperature for the particular type of plastic.

I have both types of welders. I have used the speed top exclusively for the last several years, with very good results. I have successfully welded plastic interior parts, rubber bumpers, and many other miscellaneous parts.

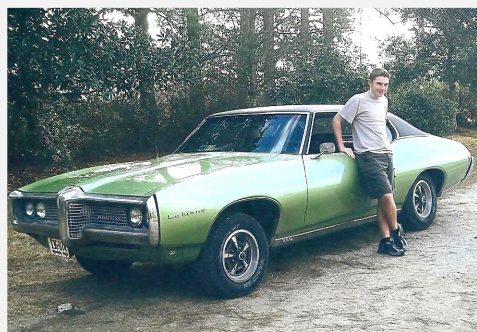
I have a Urethane Supply welding kit. I bought my welder on Amazon for less than \$200.00. It literally paid for itself the first time I fixed a bumper cover. They have much less expensive models starting at about \$50.

This welder came with an instruction manual, welding rods and the welder itself, everything needed to begin plastic welding at home.

Like most welding, plastic welding takes a little practice. The right temperature is crucial. Too hot, you burn the plastic, too cold yields a cold weld with little strength.

As with metal welding, you have to use the appropriate plastic welding rod. It takes a little experience to be able to determine which rod to use with which plastics.

This tool turned out to be one of those tools that has proven to be very valuable, I can't imagine not having it.



Grandpa Dudley (Paw-paw) has given his grandson Jarrett this '69 Pontiac Lemans. Jarrett will be the third generation to drive it, once he gets his license.

The family lives in South Carolina and this news was passed to

Wheel Tracks by a Vermont friend. Good luck Jarrett and congratulations!

Q. What was the first official White House car?



A: A 1909 White Steamer, ordered by President Taft.

VAE February Meet

VAE February Meeting: Accident Reconstruction of Vehicles

When a motorcycle hits the side of a turning pickup truck, who's at fault? Find out the answer to this question and several others at the February meeting of the VAE. The meeting will be held at Brownell Library in Essex Junction on February 22, 2014 at 7:00 pm.



Richard McLay will present an example of an accident reconstruction for a motorcycle collision into the side of a pickup truck. Wendell Noble will read the part of the opposing police expert. This will be a condensed review of a real case prepared for trial May 2012, in Cedar Rapids, Iowa.

Need more information? Call or email Dan Noyes 802-730-7171
dan@streambanks.org



Be ready for the March 15th visit at the "Good News Garage" in Burlington. You will find meet details in the next issue of Wheel Tracks.

The Good News Garage opened its doors in 1996 and since has matched more than 4000 cars to worthy folks in need of transportation.



VAE Gossip by GCF



Hey, **Jay Hudson**, I apologize for not giving you credit for that great photo of Rick Hamilton's boat on Lake Willoughby that was in Wheel Tracks last month. I think it was about two seconds after I pushed the send button to the publisher that I realized my mistake. I hope that is it for 2014. I had plans for making no mistakes but I can accept "only one". Jay is a friend and a great armature photographer from Glover, VT. See you when it gets green Jay....



Let me guess the musical notes this hole makes from 0 to 60MPH in 10 MPH increments. This vehicle was found in one of the Northwest counties of Vermont in December 2013. Flower-child or penny-pinching Vermonter...your guess.

Have you ever been around when someone hits the golf-shot of the year or in the crowd at a car show when someone explains how he

restored his award-winning beauty? Have you noticed how we hang on every word the golfer and the restorer has to say? Well, I was ready to be "that guy" after I found bonding my blast cabinet to a driven ground rod was working very nicely. Then.....the one inch spark jumped from the cabinet to my elbow and the whole soap-box plan went down the tubes. I am not sure if it was the ozone smell from the SPARK or my naughty word, but the dog, again, took off for the other side of the shop. I am now heading back to the drawing board and more experiments. Bob Lalancette told me I should do like they do at IBM and strap a ground band around my bare wrist. That is next but I will be going to the 'courage department' before I make that move! I can only think its like putting your finger into a light socket to see if it is live...

Great news came to Wheel Tracks a couple of days ago! The "Softer Side" has been one of the most popular columns in our newsletter but have you noticed we have had to "go dark" every third month? Well, Christine Stone has agreed to be a Softer Sider for a few months to see if it works for her....Thank you Christine. Lets cheer her on as she begins her column in our April issue.

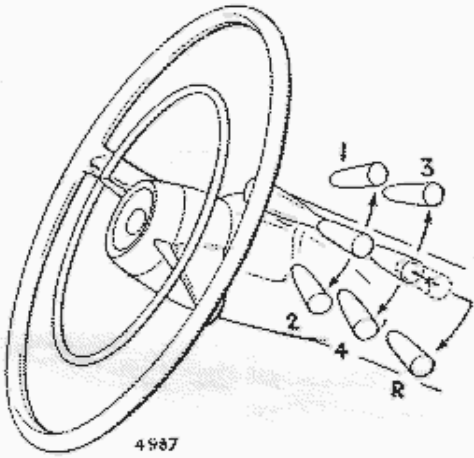
A highly respected VAE elder reminded me the other day that I have not updated my information in the VAE roster lately. In fact, I have never updated the info...and that elder thought he "knew it all". Well, Mr. Elder, I have now updated and you will see the results when you get the 2014 Roster. I am not a pushy elder but I do know a lot of you have real old info in the roster. Maybe you should update before the pushy elder zeroes in on you too..... Send Christina McCaffery your new info, there is still time, her contact info is on page 16. That roster is our holy-grail in finding folks and their cars, please update your information for us all.

As we speak, there is new website update activity at vtauto.org. The Member Only page is close to finished. The Stowe Show page has a neat new "slide show" and the latest show winner list. We are in the hopes the Stowe Show page will take off with many other new features once all the possibilities are known. The little pictures in the upper right corner has made a lot of nice comments...it changes each time a new page is chosen. A bigger and better "Photo Gallery" is planned along with a button to better explain and promote our Golden Wrench award program. I find it impossible to get my head around the fact that our website has been visited over 200,000 times in the past couple of years. Great Britain is the second most visited country after the U.S.



Another Hillman Story from John Gillis

I really enjoyed reading Ernie Clerihew's 1960 Hillman story. These cars are a bit different and not often seen. When I was a boy, a couple from Montreal, bought the old farm across the river from us as a second home. A while later, Mr. Soden bought a car for his wife to learn to drive. That car was a 1959 Hillman Minx convertible. It was an odd, but cute, little car like none I had ever seen before. The plan was for her to drive the car around the farm practicing her driving skills. She practiced driving the Hillman mostly on a road through a large meadow, not venturing onto roads. The previous owners of the farm, an old couple, had never owned a car nor a tractor, only horses. So, it's likely that the farm's roads had never been driven on by



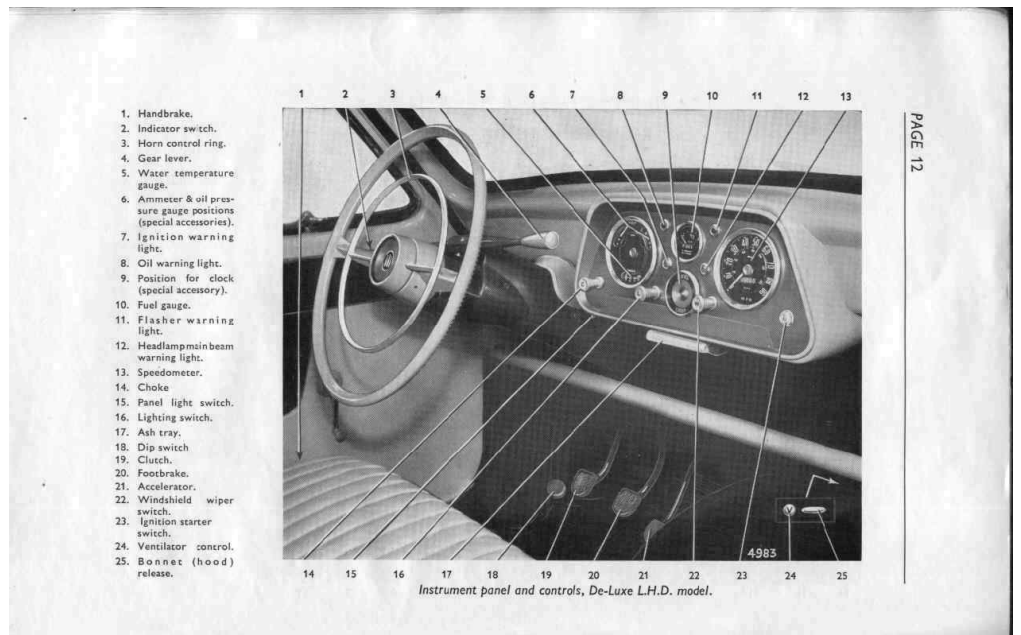
Gearshift lever (steering column control).

anything else. I can still remember these old folks going to town with their horse and wagon. This was around nineteen sixty. Looking back, it's no wonder that after a short time of trying to learn to drive a standard shift Hillman around an old Vermont farm, that Mrs. Soden decided that she did not wish to learn to drive after all. With no need for the Hillman, Mr. Soden decided to put it up for sale.

At that time, Dad had started looking for a car to drive to work so our mother would have the family wagon at home. The Minx Convertible became his car. It wasn't used as a family car since there was seating for five and there was nine of us kids. Dad would take us for drives around the back roads, half of us at a time, with the top down. We had never ridden in a Hillman nor a convertible before then. It was a real treat. I loved that odd little car. This little black convertible with red interior and mirrors perched on it's front fenders got curious looks wherever it went. Dad's Hillman did not have the Easidrive transmission like Ernie's car, but an odd 4 speed manual column shift. That, it's centered instrument panel, the very small pedals which were suspended from under the dash, along with the smell of

leather, made it uniquely different from any American car. A few years later, it developed engine problems, so it went into storage in the barn. I think it needed a timing gear. I would go to the barn often and take this car for imaginary drives. I'd put the top down and get behind the wheel. I'd insert the imaginary key. Push the clutch and shift to neutral. Pull out the choke and start the engine, all the necessary steps. Then off for the drive. I hoped that one day the Hillman would be mine. Unfortunately, it's wheels were stolen and when some boys who were of driving age asked Dad to sell them the car, stating that they wanted to fix it up, he gave it to them. I didn't say anything. Later on, when Dad found out that I had wanted the Hillman, he wished that he had kept it for me. As trivial as it may seem, it upset him such that, for the rest of his life, he never got over it. Over the years, I've bought various old cars that I wanted to own. I wish that I had bought a 1959 Hillman like Dad's while he was still alive. I think he would have enjoyed it.

In my entire life, I've only ever seen one other Hillman convertible. It was at the Stowe Car Show. I believe that it belonged to Ray Unsworth. That Hillman, like Ernie's, had the small fins which were not present on the '59s like Dad's.



When I finished writing my December 2013 President's message I felt relieved. I'm not one who likes to write. Then Gary (a.k.a. Scoop) emailed me suggesting a column from the Chairman. I made no promise to do it so this may be the first and last. So here it is.

My thoughts of what the future vehicle enthusiasts may look like were sparked by an article and an advertisement I read recently. So will that future enthusiast be much different then you or me?

The advertisement is for this year's Great Race from Maine to Florida, that's in our back yard. Eligible vehicles are 1972 and older. My first thought was '1972! That's not old'. My first and last new car was a 1975. On second thought it is all relative to one's age. To someone 18 it would most likely seem old. With my curiosity peaked I went to find out more. Several classes of participants were listed; the last one was most interesting. The X-Cup for driver's 21 and older with a navigator 21 or younger, designed to promote the old car hobby to younger vehicle enthusiasts. Is there a Great Race team in the future representing the VAE? To read more about this go to www.greatrace.com select the ABOUT tab then COMPETITION DIVISIONS.

The magazine article that struck a cord with me was in the most recent issue of 'Auto Restorer'. The author, Editor Ted Kade, commented about change: some good, some maybe not. (His article appears on page 12 in this issue of 'Wheel Tracks'). Anyhow his observations are about what is taking place at car shows and in his neighborhood.

So how has the VAE changed? Has it been so subtle that we didn't notice? We still encourage new members, young and old, no matter what their vehicle interest is. What has changed is probably more evolution. In 1953 a 25 year or older car would have been a 1928 model and back. Today a 1989 vehicle is eligible to participate in our Stowe Car Show. To me that may be new, to an 18 year old it's 7 years old-er than they are. So when I talk with a younger person I have to remember what their point of reference is and what is "hot" to their peers. A newer and younger enthusiast has a much larger selection of vehicles to choose from than when the club formed. Thinking ahead 25 years, will any of the vehicles that rolled off the assembly line today be on the Stowe Show field in 2039. If I'm still around then, will I appreciate a 2014 vehicle? Probably not, but I will have great respect for the owners who are continuing our hobby.

Until next time or maybe not, Jim

An item from VAEer Lloyd Davis about Hildene and why in 2007 the Bennington Car Show had to find a new location.... Hildene was the home of Robert Todd Lincoln, the son of President Abraham Lincoln, located in the Battenkill Valley area. The 412 acre estate has some 40,000 visitors each year and a few years ago its board of directors decided they would refocus the theme of the estate to better present the "Hildene experience".

That meant the Bennington Car Show that had used the 'lower meadows' the past 20 years had to find a new location for their car popular car show. They have now moved to the Dorr Farm in Manchester. Other venues also had to relocate, such as "The Southern Vermont Arts and Crafts Festival" of 30 years at Hildene. "The Komen Race for the Cure" also move on after 20 years. The lesson...unless your own the land, your show should always have a b-plan.

This from VAEers Ellie and Marvin Ball....in reference to the CCC Camp story in the July Wheel Tracks issue. They wrote how the Mount Philo, the "big lump" you see from Rt.7 in Charlotte, is Vermont's first state park was created by the CCC Corp. During the 1870s Vermont was starting to see many 'city visitors'



Mount Philo in Charlotte, Vermont

during the summer and Vermonters were starting to realize the extra income that tourism can produce.

Mr. Frank Lewis decided to build an inn in the area and would meet the train in Charlotte to bring his visitors to the inn. In 1870 the Humphry family of Dorchester, Mass., purchased Mount Philo and blazed a road to its 968 foot summit. The inn keeper, Mr. Lewis, used the summit road for many years to take his guests by wagon to the top to "take in the view". In 1924 Mt Philo became Vermont's first state park and in 1935 the CCC Corp upgraded the summit road and built the lodge along with all the rest of the park that exist today. The 168 acre park is open from Memorial Day Weekend to Columbus Day Weekend.



His father was born in a log cabin and called from the humblest rank in life to preside over our nation during the most momentous period of its history. One generation later, Robert Todd Lincoln, the only child of Abraham and Mary Todd Lincoln to survive to adulthood, became Chairman of the Pullman Company, the largest manufacturing corporation at the turn of the 20th century. He built his Georgian Revival mansion in 1905 in the scenic village of Manchester. It became home to only Lincoln descendants until 1975, longer than any other Lincoln residence.

Auto Restorer

THE HOW-TO GUIDE FOR CAR & TRUCK ENTHUSIASTS

JANUARY 2014 | VOL. 26 | NO. 1 | \$7.00



Auto Restorer is a monthly (no-advertising) magazine that costs \$40.00 per year and \$60.00 for a 2 years subscription. Go to www.custmag.com/arr to be a subscriber. Thank you, Ted Kade, for allowing us to Reprint your column.



Change is Good....Sometimes. I clicked on my car radio the other morning and pushed a preset button for a favorite station. What happened next may not have been very safety-conscious on my part, but my eyes left the road for a moment to check out the dial.

Something was definitely wrong here...the music coming out of the speakers wasn't even close to what my "favorite" station usually played. Well, maybe this uncommon music selection was a fluke, I assured myself, perhaps a personal favorite that the program director was pushing or something from a sister station that got mixed in by mistake. But then the next tune and the one after that weren't "right" either.

At the next stoplight I checked again - sure enough, the radio was tuned correctly. So when I got to work I accessed the station website and my suspicions were confirmed—my "formerly favorite" station had decided to enter the New Year with a new format.

Granted, in the Grand Scheme of Things a radio station changing its playlist ranks as a minor irritation at best; something like the recent closing of two family-style restaurants that I use to frequent on a regular basis. One of them was remodeled into a bank, the other was demolished and is being replaced by an upscale eatery that says it always has more than 30 types of olive oil on hand.

OK, about now I imagine someone would like to tap me on the shoulder and remind me how "the only constant in life is change" or however that saying goes.

But it takes more than a philosophical statement to brighten my day when I have a good case of the grumbles going. Fortunately for me, that day-brightener arrived in the form of an entry for our Events column. The upcoming show, this informed me, **"is open to trucks, cars, military vehicles, tractors, garden tractors, stationary engines, customs and anything else that shows up."** People should come to the event expecting a gathering of "good folks" and "interesting viewing".

I then checked a few other notices of upcoming shows and found one that said **"open to all makes and models, 1979 and older."** Another said **"modified cars are welcome and eligible for awards"**. Still another advised that **"500 cars and motorcycles of all makes, models and years will be on display,"** and one other announced that their event is **"open to all show vehicles, including classic and late models."**

Now this is a direction of change that I can easily get behind. More and more I'm noticing that shows are opening their doors to a broader range of vehicles. Do you have a bone stock '50s car? Come on in. You say you've modified your '70s import so you use it as a daily driver? Good to see you. You bought your pickup new 20 years ago but you've kept it looking and running like the day it left the showroom? Welcome, park if right over there.

Some folks, no doubt, will find this movement a bit too liberal, a thinning of the bloodlines from the days when a car with the wrong year's hubcaps or improper trim was suspect at best and more than likely would be seen as unacceptable for serious judging. 'and I'll admit that wide-open shows are bound to draw some cars and trucks that will make me cringe and wonder "what were those guys thinking when they bought or modified those vehicles?" But in the end, if this hobby is to thrive for many more New Years to come, it has to accept individual tastes and be willing to welcome a growing range of people who care for and truly enjoy their rides.

On the other hand, I'll also admit that I'm not so liberal when it comes to music, and I'm searching for a replacement for that "formally favorite" station of mine. I've also located a couple of nearby family-style restaurants to replace the two that recently closed in my neighborhood. Maybe the new upscale place that's under construction will be awesome, but I'm not ready to sample 30 different types of olive oil just yet.— *Ted Kade*



From the English Settlement and Gael Boardman

As an Antique Automobile Enthusiast I have been accused of living in the past. I really don't. Taxes, the woodpile and Fox news keep most of me in the here and now.... But, as they say, we can't deny the past. There are things best forgotten but oh-so-many things warmly remembered. Now, as a pre-war issue myself, thinking back is a great pastime. Cars and people are often the memories. It has been very slippery recently as we had a big ice storm in January. I vividly remember a slippery day in Ripton, Vermont in the mid 1950s. We could have been killed. "We"... are Peveril F. Peake of Bristol. His fairly new 1956 VW beetle and me, his youthful apprentice.

The story should start with the car. He really didn't want it. In recent trading he had run out of cars and money at the same time. Only the 1925 Jewett touring car was left. It has a California top but no side curtains and even Peake didn't want to use it every winter day. What to do? Remorse and a wringing of hands brought "Mother" to the rescue. She funded a replacement vehicle, sort of, on her terms. New, not too expensive, reliable and cheap to run. Burton Smith of the Castleton Auto Museum had just the answer. Bought new but never driven, Burton decided against displaying the foreign air-cooled wonder and sold it to the Peakes. (The Peake formal family car was a Packard and it is still in the VAE club.) The bug was a love-hate relationship with Pev. When he wasn't abusing it to show his Mother what a poor investment it was, he was praising its great economy and its ability to go most anywhere. The little car took a lot of harsh treatment, usually at full throttle.



An example of a 56 VW Beetle

Then there was the night he threw the battery box cover through the back window when something wasn't going right....etc. etc. This wasn't the first Mother-to-the-rescue car. The first was a few years earlier after he sold the 1915 Buick, his first car. That incident provided, with Moms help, an Austin 7. He blew it up towing home a 1923 Buick touring car. Another story, memory. As is the 3rd and final new car out of over 1000 vehicles he owned and drove over his incredible career. The 3rd one he bought himself.

Back to the snow and ice and Ripton. Dale Lake lived in Ripton with his mother on the family farm. Dale, a former VAE President, "worked out" leaving the barn doors open for cars. Dale was a Buick man but liked most everything. He also was an outlet for cars that Pev grew tired of. I'm not sure of the mission that day in January but we went off to see Dale, the long way, on the paved road. I don't think Dale was home so now with some time to kill it was off to some other adventure....and it was. Beyond the Lake place the road continued...dirt, steep and hardly maintained. It was really just a looping short-cut down the mountain and back to the main road below. The VW, classically, wasn't very warm and that day we were dressed for the arctic. The little defroster cleared a 4-inch hole at the lower outer corners of the windshield. To see out one needed to bend down and out.....the driver right up tight to the steering wheel. It was slippery and no-one had been through but Pev took the "short-cut" anyway. A VW beetle with a fair ground clearance would go lots of places. Its' 36 horsepower engine didn't over-power and with the rear engine for weight over the driving wheel traction was quite good. A negative was that forward progress down hill when slippery could be tricky. The heavier tail end liked to pull out and pass the lighter front.... Hence piloting maneuvers. Pev was a really good driver and was doing quite well until, trying for a better look through the "observation hole", he inadvertently got his long woolen scarf caught in the steering wheel. Oh...Oh! Time to correct the slide, and we were sliding a lot. He'd wheel the wheel over, the tangled scarf would wind up pulling his head onto the steering wheel. Quick!.... Back and unwind only to have it do it again....and again and so on. Steering lock to lock. The first time he swore, BANG, CUSS....BANG, CUSS. You get the idea. Even fearing for our lives I couldn't help but laugh. Then so did he. Highway hysteria. Right out of the W.C. Fields picture show. We eventually made it to the bottom.

Last winter I severely dented my winter car. Ice. No scarf. Am I doing something wrong?

(Note: P.F. Peake and the little VW came to have a great impact on my life and career. I am grateful to both.).

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Bits of Logic from
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Law of Gravity - Any tool, nut, bolt, screw, when dropped, will roll to the least accessible corner.

Law of Probability - The probability of being watched is directly proportional to the stupidity of your act.

Law of Random Numbers - If you dial a wrong number, you never get a busy signal and someone always answers.

Supermarket Law - As soon as you get in the smallest line, the cashier will have to call for help.

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**Charlie Thompson in his
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