

February 2019 Year 66 #2

# Wheel Tracks



**“The Mustang  
was the right  
car at the  
right time.”**

**Read more about  
Dave Stones’  
1968 Coupe  
On page six.**



**The Official Monthly Publication of the Vermont Automobile Enthusiasts**





FROM OUR  
PRESIDENT,  
JAN  
SANDER

This past month has seen two sad passings for the VAE. In early December, our former President, **Nancy Willette**, was struck by a vehicle and died from her injuries. Nancy was our president in 2008. Her husband, Jim, has also been a VAE President. They had Studebakers and were active in that club as well as VAE. Nancy was instrumental in the establishment of a VAE show at the Collins Perley Sports Center in St. Albans. She began the Soft Side column in Wheel Tracks. This column is still a popular Wheel Tracks feature today.

On December 20, **Avery Hall** passed away (See page 12). Avery was VAE President in 1991 and was well known for his impeccably restored Packards. He was president the year before I was, I worked with Avery quite closely on the VAE Board and at VAE events. With everything he did, Avery put his full effort into the VAE.



The Great Race crew & company

One of Avery's best-known antique car adventures was his participation in the 1985 Great American Race. He traveled from Los Angeles to the World Trade Center in New York City with two other VAE members, **Joe Kaelin** and **Doris Bailey**. Participating in the race was Doris' idea and she persuaded Avery and Joe to join in on the adventure. The intrepid trio made the trip in Joe's 1934 Packard Twelve sedan. Avery made at least one formal presentation of their trip at a VAE meeting

shortly after the trip. For years afterward, the three of them would regale their friends, including me, with anecdotes and hilarious episodes of their trip. Sadly, with Avery's passing, all three of them are now gone. The stories of crossing the southwestern desert in sweltering heat, stopping at eateries along the way, and the often-hilarious squabbles among them are now a part of the past, not to be heard again. I, for one, dearly miss Joe, Doris, and Avery and all that they contributed to VAE lore.

Avery was always a strong supporter of our Vermont Technical College Scholarship fund, and his family has asked that in addition to a charity of your choice, or the College Street Congregational Church, you would consider a gift in Avery's memory to the VAE Scholarship Fund, PO Box 1064 Montpelier, VT 05601.

Both Nancy and Avery will be missed, their active support for VAE was greatly appreciated. Our sympathy is extended to their families.

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 1954 Rod Rice  
 1955 Rod Rice  
 1956 Walter Jones  
 1957 Walter Jones  
 1958 Lloyd Davis  
 1959 James Mc Glaflin  
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 1960 Bob Jones  
 1961 Charles Arnholm  
 1962 Robert Slade  
 1963 Don Brown  
 1964 Richard Evans  
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 1983 Mike Hayden  
 1984 Bob Groves  
 1985 Dave Gonyon  
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 1991 Avery Hall  
 1992 Jan Sander  
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 2011 Wendell Noble  
 2012 Dave Sander  
 2013 Jim Sears  
 2014 Robert Lalancette  
 2015 Robert Lalancette  
 2016 Dan Noyes  
 2017 Dave Stone  
 2018 Dave Stone  
 2019 Jan Sander

### FROM YOUR EDITOR... GARY FISKE



### Welcome to February Wheel Tracks...2019.

**Please note.....**I recently found two instances where you had some pages missing when you opened your January printed Wheel Tracks. I hope there were only two of you. When we made the switch to the new paper, last year, we found it created more static electricity than usual and caused problems with the sorting machine. We thought we had the problem solved, but now I have reservations.

Would you please tell me or John Lavallee if you are missing pages. I will send you a proper copy, plus we will know, to watch that machine more closely.

**It was the 5th of January yesterday.** A brand new year. There was a couple of small "blerps" last year but if 2019 is as good as 2018, I will be a happy camper. As for the VAE, a huge plus for 2019, is that most of the events AND the event planners are listed for each month. We can plan ahead this year. I think the change of arranging a new event planner for each month will be refreshing. It is fun putting on an event, if you think you would like to, just drop me a line and I will put you on the list for next year.

**The Shelburne Show Committee and the Waterbury Show committee are both working hard to make 2019 banner years. Both committee doors are wide open if you would like to get involved. There is a likelihood there is a job, "right down you alley", where it is more fun than work. Make a call, the Show chairs are listed on page 2.**

### A Wheel Tracks Appeal.....

Reading the president's column and Gael Boardman's "Good bye" to Avery Hall, I would like to ask if you have memories of the stories that came from the Great Race that Jan refers to.

Avery, Joe Kaelin and Doris Bailey had a fantastic journey across the United States in that Great Race. I don't want to lose those stories, I would like to publish them so they will never be lost.

I have heard parts and pieces of some of the stories; third hand. There was one about the choice of restaurants and, I think, even the table arrangement. I have heard Joe's vehicle was chosen for the trip but I am not certain why.

If you don't want to write them, contact me and I might be able to write them from what you tell me. I will collect the Great Race stories for a couple of months and put them in a Wheel Tracks issue.

Thanks

**Late information.....**Wheel Tracks has just learned there were more than three people in the car during the Great Race across the United States. Please help us in getting the story straight.

### Membership Only \$30

\$50 for 2 years

**Wheel Tracks**  
Monthly deadline to  
the editor is the  
5th of each month

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The new issue can  
usually be found  
there, around the 25th  
of the month

**Wheel Tracks**  
is a monthly  
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in print and  
electronically for the  
public, and for the  
VAE membership.  
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## *"The Softer Side"*

A Column Shared by Anne Pierce (Left), Judy Boardman (Center) & Nancy Olney (Right)

### **I do what they call a rolling stop...from Judy**

It must have something to do with the fact that I'm getting old, or am already old, but I find more and more things really irritate me. The first thing that comes to mind is road rage. I think I'd go mad if I had to drive in a metropolitan area on a regular basis. I find it difficult enough to drive in Burlington. All the lights, whether they are on cars or streets, are bad enough, but then you have people walking everywhere and bicycles everywhere, and cars darting in and out of strange places. Add darkness and rain to the mix and it's not very good.

I don't know about you, but I find more and more cars blatantly going through red lights and ignoring stop signs. I've even seen school busses doing this. It's not just young people either! It seems like it is parents of these young folks. Not using directional signals is another problem. I've gotten to the point that I don't even trust cars that have their directional signals on.



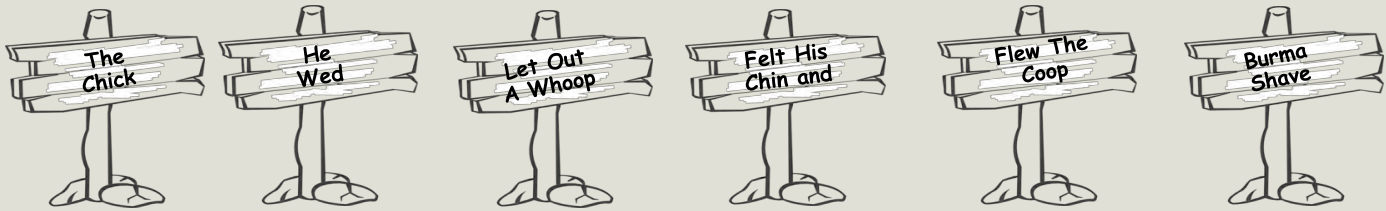
I won't even mention driving on the Interstate, where everyone is going about 80 mph. It's almost unsafe to be going the speed limit. I guess I've been driving on dirt roads long enough where you can drive down the middle of the road, or even on the wrong side of the road, depending on the road conditions, without worrying about other cars. One needs to concentrate because of pot holes, ruts in mud season, or slippery conditions. After dark, you have very few headlights to contend with. Just an occasional deer or two. More often than not, there is more than one deer so you just have to look carefully. I've never hit a deer, but it seems like everyone else I know has, with minor or major damage to the vehicle. (I did hit a bear once, or I should say the bear hit me). It wasn't hurt and I was driving the VW Thing which sustained just minor damage.

I do admit to not coming, to a complete stop, when there is a stop sign on some dirt roads. I do what they call a rolling stop, which seems good enough to me. Why there are even stop signs in some places is beyond me. Speed limit signs, too. The speed limit might be 35 MPH when you drive through a town, but then on a dirt road, some where there is a 25 MPH sign for no apparent reason. How about following a car down a road that is going ten miles below the speed limit? It usually is some older person that can barely see over the steering wheel. This might be all right on a back road but can be dangerous on a paved road with a fair amount of traffic. It seems like everyone is impatient and needs to pass these slow moving cars, usually on dangerous stretches of road.

Then there are the people who still use their phones and swerve all over the place and sometimes pull to the side of the road in weird places.

I think I'd best stop before I move on to another pet peeve. There seems to be no shortage of them these days.





## WORDS

**Goat:** Pontiac GTO

**Juice Brakes:** Hydraulic brakes, as opposed to mechanical ones.

**Leadsled:** A lowered, late-forties to early-fifties car altered using lots of seam lead.



Two guys are walking through a game park & they come across a lion that has not eaten for days. The lion starts chasing the two men. They run as fast as they can and the one guy starts getting tired and decides to say a prayer, "Please turn this lion into a Christian, Lord." He looks to see if the lion is still chasing and he sees the lion on its knees. Happy to see his prayer answered, he turns around and heads toward the lion. As he comes closer to the lion, he hears it saying a prayer:  
"Thank you Lord for the food I am about to receive."

\*\*\*\*\*

Two little boys were known troublemakers, stealing everything they could get their hands, even from the church. One day a priest stopped one of the boys and asked, "Where is God?" The boy shrugged and the priest repeated, "Where is God?" The boy ran out of the cathedral crying to his home where he hid in a closet. Eventually his brother found him and asked, "What's wrong?" The crying boy replied, "We're in trouble now! God is missing and they think we took him!"

\*\*\*\*\*

Paddy and Murphy are havin' a pint in the pub, when some scuba divers come on the TV. Paddy says, "Murphy, why is it them deep sea divers always sit on the side of the boat with them air tanks on their backs, and fall backwards out of the boat?" Murphy thinks for a minute then says, "That's easy. It's 'cos if they fell forwards, they'd still be in the friggin boat!"

\*\*\*\*\*

Q: What did the green grape say to the purple grape?  
A: "Breathe, stupid!"



## Wheel Tracks Academy

**What's In a Car Name?**  
from Wendell Noble

**My prewar car collection consists of a phaeton, a sedan, a coupe and two roadsters.** All of us surely know what body configurations these names refer to, but probably haven't thought much about where the names come from. I've taken advantage of my smart phone's instant wisdom to clarify matters. As you might suspect, all those body style names predate their application to automobiles.

A **phaeton** was an open horse drawn carriage dating from the late 18th century. It was considered fast and dangerous, so its name referred to the ancient mythical Greek god Phaeton, who nearly set the earth on fire, in an attempt to drive the chariot of the sun. This is one of the earliest references to global warming.

The name **sedan** derives from the 16th century sedan chair, which was first used in the town of Sedan, in France. It consisted of a chair inside a small closed cabin, which was supported on two poles, borne by men rather than horses. They were generally for hire, and could rapidly move a passenger, through the crowded dirty city streets of the day. The guys who did the work of carrying the chair were referred to as "chairmen." They were obviously office holders.



The **coupe** also designates a horse drawn carriage of the 18th century. Whereas larger carriages had room for four passengers, a shortened or cut version with room for only two, was referred to as a coupe. This is the past tense of the French verb couper, meaning to cut. That's the same form as "coupe de grace", which has nothing to do with cars.

**Roadster** is a strictly American term from the 19th century designating a horse which was suitable for distance traveling. In 1916, the Society of Automotive Engineers (SAE) defined a roadster as an open car seating two or three. The Brits prefer to use the terms "two-seat tourer" or "open two-seater" and the Italians prefer to call them "spyders" or "spiders."

With all this historical information under our belts, we should all be much better educated than just a few minutes ago.



*Continued from the front page....*

## **Hello fellow enthusiasts,**

**I know what you're thinking**, oh great another story about a Mustang. A dime a dozen at the car show, just like a Model A or Camaro. We've seen them before and there's nothing more to see and I suppose for some people that's true, but we all have our preferences and interests. Which is why attending shows is so important, every car has a story behind it and every owner likes to share it.

Most of you grew up during the muscle car era of Detroit, so you recall seeing a Mustang on every street corner and parking lot, which is true. Over 1.9 million units were built between 1964 and 1968. With over 10 million built to date, you can't deny the appeal of this American icon. The Mustang was the right car at the right time. Styling and performance that the baby boomers wanted. Gone are the huge land yachts, no more fins and massive chrome bumpers, the American car culture was changing. Everybody has a story about a Mustang whether they bought one new or had a family member that owned one. The automotive icon has touched the hearts and imagination of car enthusiasts nationwide since it's inception.



In March of 1985 I purchased this 1968 Mustang with 62,711 miles from the original owner in Essex. I was a senior in high school at the time and my friends were all driving VW Rabbits, Volare's, and Delta 88's. I remember looking at a 1959 Oldsmobile Super 88, baby blue, with a missing head, quite the car, but my dad talked me out of it in favor of the Mustang. I think it was largely because he owned a Mustang while in the service back in '67. Little did I know that this decision would lead to a lifetime hobby. I have the original build sheet from the car which was taped to the wiring harness under the dash. This is the birth certificate and lists all of the options that the assembly line workers would add to the vehicle as it rolled down the line. My Mustang was born with a black vinyl top, white wall tires, hub caps, am radio, 3 speed transmission, and a 200 cubic inch six cylinder engine. The color was Sunlite Gold. Pretty sparse on the option list, especially since Ford offered over 40 options for the consumer.



For the next year and a half, I used the Mustang back and forth to work and cruising around town, plus a few trips down to Saratoga for summer concert events with friends. Every Thursday night you could find me at Thunder Road watching the Lamells' race their two Mustangs, they were one of the few who carried the blue oval. Like any teenage car guy you need to modify and make the car your own. One of the first things I did was purchase a set of gold nugget rims. I didn't want to keep chasing down the hub caps, every time I spun the tires, managing only wheel hop. The fat tires put an end to this antic, the increased traction was dominate over the 110 horsepower. So it was off to the salvage yard with a friend and his station wagon to locate a 302 V8. We found one out of a van and loaded it in the back of his Volare and off we went. The engine needed a rebuild so I spent the next few years putting the engine together. I ported

and polished the heads, installed a performance camshaft, plasma rings, high volume oil pump, Offenhauser intake with Edelbrock 4 barrel carb. I didn't want to deal with headers so I located a set of 289 hipo exhaust manifolds. These manifolds bolt right up and provide unrestricted flow. I soon set off for college leaving the 302 in my bedroom, serving as my bedside stand for the next few years.

Summer of 1986 I decided to replace the battery apron because of rust. I pulled off the fenders and front end sheet metal and soon realized that I was in over my head. I didn't have a welder or the knowledge to tackle it. One of the good things about our hobby is the resources and experiences of fellow enthusiasts. A knowledgeable Mustanger provided me with the guidance and welding help that I needed. I made cardboard templates of the patch panels and had a local metal shop cut and bend them up for me. Back in 1986 there was a lack of reproduction sheet metal, not like today where everything is available. I ended up replacing the front frame rail, torque box and battery apron, this helped to restore the unibody strength. With the welding done and body panels back on, it was time for a new coat of enamel Sunlite Gold paint. The paint job came out ok for a teenager' ability with no experience, plus it was painted in my parents garage. Enamel paint over spray everywhere!

*Continue to page 7*

From page 6

Now fast forward to 1996, I had been driving the Mustang for another 20,000 miles, still with the 200 cubic inch. I had made many trips back and forth to college in southern New Hampshire plus Connecticut for work. The 302 still sat in the corner of my bedroom, but not for long. I located a V8 rear axle and front spindles to make a drivetrain upgrade. Ford had two different suspension set-ups for the Mustang, six cylinder cars had a four lug pattern with 9 inch drum brakes, whereas V8 setups had the traditional 5 lug pattern and 10 inch drum brakes. I was use to brake fade on hot summer days with the 9 inch brakes, an unsettling feeling in traffic and I don't miss that at all. Another benefit to the V8 set up is the number of after market upgrades available.



Four more years would pass before the 302 found its new home. In 2000 the 302 was finally mated, to a toploader, 4 speed transmission. I removed the little engine that could, detailed the engine compartment and installed the V8. I had driven close to 50,000 miles with the six cylinder and three speed and now had mixed emotions about the swap. No longer a teenager, the rational side of me was coming out. Should I keep the car original? Well, the first turn of the key with the 302 quickly erased any of that nonsense. Just the sound of the dual exhaust made it all worth while. I enjoyed the new power and 4 speed, it was a new car for me. The feeling of wide open throttle in second gear is awesome, the little Mustang moves! The only down fall was the lack of overdrive, which many cars from the sixties needed. In 2006, I installed a Borg-Warner T-5 transmission out of a late model Mustang. The fifth gear was basically an overdrive and made driving the interstate comfortable.

By now it's been 25 years since the garage enamel paint job. It was dull, tired and worn out. I was in a parking lot one day just getting out of the car when I heard a couple talking about my Mustang. "Yeah, nice car but it needs a shine" I stepped back and looked at the old girl and concluded the same. Now 2011, I stripped off the Sunlite Gold enamel and started an exterior restoration replacing a door and rear quarter. It was repainted with a modern urethane metallic gold, from the 2009 Ford lineup. The color is a little more brighter than the original but it still pays homage to its roots. Hopefully this paint will be as durable as the enamel.



My future plans for the Mustang include power disc brakes, I think it is a wise upgrade from the 10 inch drums. The Mustang will continue to be my daily summer driver in a world of throw away cars. I hope to accumulate many more miles and memories through out my travels. Just another Mustang, too many yes, but now you know how this little Stang is a part of my life. It's not how much they are worth or how well they shine but the story behind the steering wheel. When you ask a long time owner about their vehicle it will always include memories.

Drive on.....David Stone





## Dave's Garage by Dave Sander



### How do I know I am getting a good upholstery job?

From a guest VAEer

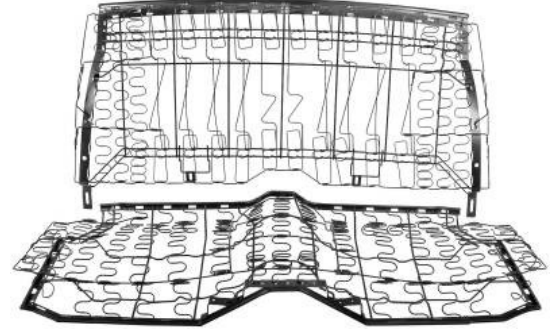
From CostHelper.com....

#### How much does it cost to reupholster a car interior?

For car owners interested in a complete makeover, car owners can buy vehicle reupholstering kits for about \$800, plus an additional \$750 for a professional to install, Zalewski says. A custom upholstery for an entire car can cost about \$2,500. There are also options for carpet repair.

#### How much does it cost to reupholster seats?

Having the car seats professionally reupholstered (not just adding slip covers, but completely replacing the old material with a chosen fabric, adding foam or batting where needed, and repairing springs if needed) typically costs \$200-\$750 per seat, or about \$500-\$2,000 for two bucket seats and a back bench seat.



From Paulina at Rayco Upholstery...

**Plan ahead.** Finding an upholstery shop early on, in the process, will ensure you get a better cost estimation, along with an experienced interior craftsman, who can provide pointers on making sure body fabrication or paint work will match up with the interior work.

**Use Quality Materials.** Our #1 advice - DO NOT think you can save money on the materials that you bring to the shop on your own. More often than not, it will end up costing you more than you thought. Nobody will know better, on what kind of covering materials your car will need to make it look and work best, than the upholstery experts at the shop. If you decide to go with your own materials and something goes wrong, you're on your own.

From Ron at Goodguys Upholstery..

#### SHOPPING FOR A SHOP...

Finding the right shop to do your interior work is important. "Experience is king," Ron told us. "Look at the shop. Is it clean and organized with well-kept machinery? Also check out some of their previous work but pay close attention to the details and the final pieces that really stand out and make a difference. Get your agreement in writing. A firm price might not be possible but a "firm range" is always possible.

If you belong to a car club and know some members who have had their cars worked on, they can be your best bet to get the initial information that you need. If there is someone in the club familiar with the process, and you are a beginner, then ask if he would go along with you.



**Choosing the material** can be fun and a bit overwhelming. After looking through the 10th sample book your eyes might glaze over. You might get as much information as you can from the shop, then go home and study a bit. If you are reupholstering in leather, many times, there are sales where you can buy the three or four hides that you need for your project. Ask the shop for the hide dealer if you want to ask more questions.

If it is cloth you are using, and you want to use the same as what came original to your car, then find the very best sample from your vehicle.

Remember to ask for the left-overs. You have already paid for them. They can be valuable years later in making small repairs.

**What to watch for while your car is being worked on....**Look for straight seams, and smooth lines on cushions, not puffy/uneven work. Don't utilize an upholsterer who smokes unless you like the smell of smoke in your car....forever.

Take photos of the pre-upholstery. It can help the upholsterer immensely while sending the message that you are a 'detail person'. If you plan to do some of the dismantling, it is important the upholsterer sees your car beforehand, even if that means an extra trailer trip to his shop. Save all material that you take from your car so the shop has examples of stitch types and stitch designs.

**And lastly.....** The shop has your car as collateral and will also most likely ask for an advance. All OK. But, be sure you have a fairly good sized "hold back". It is surprising the misunderstandings that can happen during a project like this.





Wheel Tracks heard some interesting news from Barton, Vermont recently. Do you remember some of those beautiful pictures that Wheel Tracks has published from "The Ken Barber Collection"? Many of those photos originate from glass negatives. The old Bag Balm building in the village has new owners and there is a possibility Ken will be setting up his dark room there. He says there is much work to do yet, let's cross our fingers. PS...there might be room this month to publish another of his really nice photos.



There is a 1906 Orient Buckboard in Derby Line, Vermont that might be visiting East Fairfield, Vermont for a while! If we are lucky, we might even be able to hear and see the buckboard driving around the show grounds in Waterbury this August.

You can see the buckboard, in the picture to the left, with some Island Pond elementary students on the seat. Dennis Dodd has agreed to bring the car to his shop and get it to make car noises again. Gary Olney, the buckboard's owner, will be watching the transition closely.

If you study our website ([vtauto.org](http://vtauto.org)) you will find, in some areas, there is room for folks to make comments about some of our stories. Some really nice comments have come back from all over the United States and as far away as the Czech Republic.

As an example.....The "Richard & Roxie Kerr and their 1951 'Cab Over' Dodge" story has attracted some really nice replies. Here they are....

*I used to own that truck. Dale purchased it from me back in the early 90s. It was originally a Wrecker, with a Medium Duty Ernest Holmes model 525 Wrecker unit on it's back. I purchased it out of Lexington, Virginia, back in the mid 80s. For pictures of it while I had it, email me at [ehardy120@gmail.com](mailto:ehardy120@gmail.com).*

*Hello, what a beautiful truck! And such a nice job on making your own bed. Wow. I have been looking for people that might be interested in parts from a 1950 dodge coe that I currently own. I bought it about 4 years ago and have not started my project yet. I plan on keeping only the cab and selling the drive train to someone looking to restore a similar truck. I believe this truck used to be a "roll off" style truck. It has a straight 6 cylinder engine with manual trans, a large cable winch on its long straight frame and a 2 speed rear end. The truck was altered at some point in its life as the frame has been lengthened. If any one knows of a club or interested parties, my email address is listed below. Can send pics too. Thanks Dan (no address was found)*

*Wow! It is beautiful. I am restoring a 52 dodge coe at the present time. Do you have any extra parts for this model. I have lost my oil filler tube. It is different than the one of 48-50 coe. call me steve parker, 540-525-6913.*

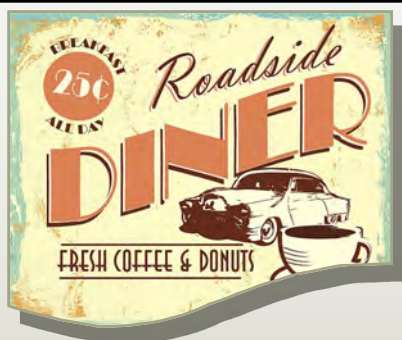
To find the comments just scroll through the "featured articles" list and if there are comments, they are noted at the bottom. In the Kerr's example, it is noted there are "4 comments". It is amazing how the featured stories have accumulated the past seven years. Our webmaster, Justine Perdue, has done an amazing job building our website.

Wheel Tracks has had a few responses about that back-country winter road picture (right) from the last issue. It is called the Corliss Road. It runs parallel and is sometimes just feet from the Canadian border in Richford, Vermont.



There seems to be a very serious discussion going on in this picture to the left. Les Skinner (right) and Bill Sander are 'very' deep in some subject.

What would happen if Wheel Tracks had a contest on what they might be talking about?



## The Roadside Diner

### Pan-Fried Fish



Edi Fiske

1 lb. fresh or frozen fish fillets or three 10 to 12 ounce  
fresh or frozen pan-dressed trout or other fish  
1 egg

2/3 cup fine dry bread crumbs or cornmeal  
Shortening for frying

Thaw fish, if frozen. Cut fillets into portions. Rinse pan-dressed fish; pat dry. In a shallow dish beat the egg; stir in 2 tbs. water. In another dish combine bread crumbs or cornmeal, 1/2 tsp. salt and dash of pepper.

Dip fish into the egg mixture, coat both sides. Then roll fish into bread crumbs; coat evenly. In a large skillet heat 1/4-inch-deep shortening. Add the fish in a single layer. If fillets have skin on, fry skin side last. Fry fish on one side 6 to 7 minutes or till brown. Turn and fry 6 to 7 minutes longer. Fish is done when both sides are brown and crisp and when fish flakes easily when tested with a fork. (Thin fillets may require less total cooking time than pan-dressed fish.) Drain. Makes 3 servings.



### The Education/ Outreach Committee

You are invited to join us or even be a member of the committee.

Contact members on the list, on page 2.

#### Some highlights from our last meeting minutes.....

**Golden Wrench Award:** Wendell Noble reported that there is no definite response yet to Trevor Day's request for a co-op student. Enosburgh and St Albans have been informed of the request and Dave Stone will speak to Essex.

Wendell Noble has emailed Joel Greene of Snap-On confirming our interest in an arrangement to provide monetary award certificates, redeemable from Snap-on for graduating seniors. No response has been received yet.

**Other Activity:** Gael Boardman suggested that we consider activities that promote the VAE and the old car hobby. Specifically, we should target other related "niche" hobby groups through Wheel Tracks coverage. Spending money to promote membership at the car show was also suggested although this was deemed to be a responsibility of the board of directors.

**Cars at the mall:** Charlie Thompson (not present) has spoken with the responsible person at the University Mall about putting some cars on display inside the mall. He was met with a positive response. We selected the weekend of July 20 -21 for that purpose since it would be effective in promoting the upcoming car show and does not appear to conflict with other events. It also is the same weekend as Cars and Coffee.

**Silent Auction:** Wendell Noble described a plan to have a silent auction at the January memorabilia meeting. Items donated by members will be offered for silent auction with proceeds to go to the club. Item donations are solicited.

The complete minutes can be found, along with the minutes of all other VAE meetings, on our website [vtauto.org](http://vtauto.org). Just go to the "member only page". If you have forgotten the password, email John Lavalley or Gary Fiske.





Above, the note writes... “owned by little old lady”, near mint 1911 Cadillac. On the back is noted “a longer story available, was in barn for years—someone pulled it out & just left it”.

Below... Noted on back, “Horse power, Craftsbury—date ?”







Avery Hall died on December 20th, 2018 .

This from Avery's friend, Gael Boardman.....

Nearly an original member of the VAE, Avery Hall has given at least sixty-four years of interest and enthusiasm. Along with John Hawkinson, Rod Rice and other pioneers in our hobby. Avery was "into it". After Model A's in high school, he found his first Packard (1928 Packard sedan) and never looked back. His 1926 Packard Phaeton won a national award and, given a chance, the 1928 roadster would have too. His H.C.S. came from the A.K. Miller auction and his restoration made it a knock-out.

Then there was the speedboat at Thompson's Point, the American LaFrance fire truck and a bunch of later BMW's. Avery collected automobile art, literature and automobile knowledge. With a small nod to vanity, he got Vermont license plate "R AVE H". It took a while to figure out, it was for Raymond Avery Hall. His wife, Andrea Rogers, dubbed an additional three car garage built at home on South Union Street in Burlington as "Avery Packard Hall" in the style of Avery Fisher Hall in NYC. Avery was Club president in 1991 and Board Chair the following year. He was active in the long time Essex show, co-chaired the first of the Shelburne shows, and was a major organizer of the 40th and 50th VAE year books. Avery's death reminds all of us that things worth doing should be done right. Avery did things right. GB



### My Favorite Shop Tool and....It was Free from Gary Fiske

For years, I had been using an old piece of rail road rail and punches to rivet new linings on my old car brake shoes. The result, sometimes, were not pretty but it worked.

I was in a friend's auto repair shop one day and saw this Barrett Model 51 brake lining machine and was amazed at how simple it worked. I didn't know such a machine existed. John (Reighley), the owner, told me how a number of people, some from far away, come to use it and invited me.

I never did go to his shop to use the Barrett, thinking I would be imposing. Then, about eight years after I first saw the machine, John called me. He was retiring after many years of operating his shop and wanted to know if I could use it. The new owner didn't want it and John did not want to throw it away. It was like Christmas when I went to pick it up!

The old machine had a tired motor and had no modern ground....I could not wait to get my hands on it. A feature on the machine is how the used rivets are disposed of. When you press the foot pedal, the punch pushes the old rivet out of the lining and it falls into a trough. From there the rivet goes into the pipe stand and exits on the floor. The pipe had been stuck full for years. Cleaning it out produced 5 or 6 pounds of old rivets.

I could not believe the beautiful job it did on my first lining job! Since then a number of VAEers and neighbors have

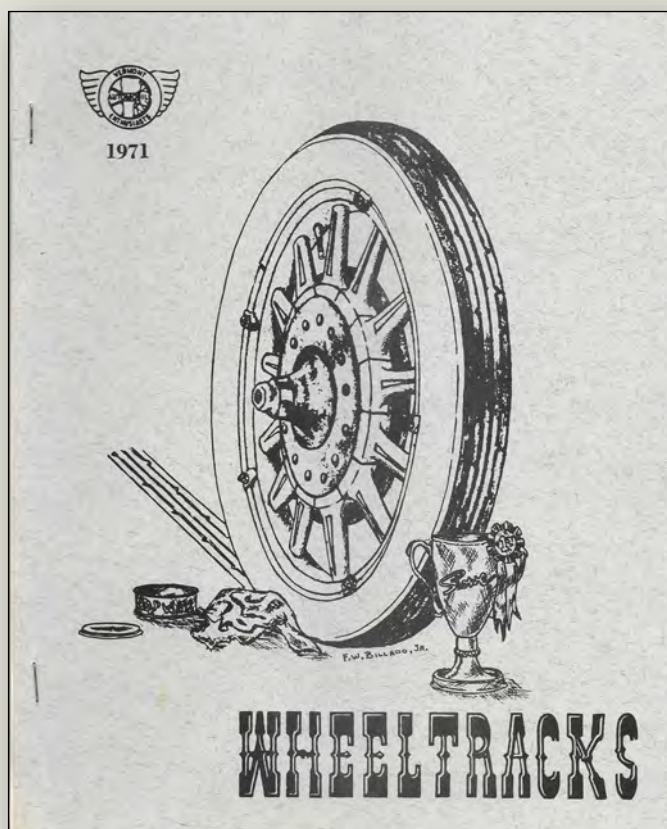
come by to use it. Whippets, Chevys, a Dodge or two and a few old trucks are on the road with some very nice looking brake linings, thanks to John's Barrett lining machine.

Please, you are also invited to use the machine if you want. You would not be imposing. I order the linings and rivets that I need from McMaster-Carr, they have every size you can imagine. Plus, they can deliver in about 24 hours, I don't know how they can do that.

I have had the machine for four or five years now and John recently asked if he could come by to use it, now how great is that? Yes, you sure can John, anytime.







## A look back to the Fall 1971

Lloyd Davis was president and Wayne Martin vice president. Jennie Brown was sec-treasurer. Donald Brown and Kip Matthews were program co-chairs. The directors were Charles Haynes, Paul Dutton, Adrian West, Leo Laferriere plus Lloyd. The Wheel Tracks editor was Larry Johnson. (A note, Wheeltracks was one word back then...what happened?)

Here is Larry's editorial...

Just rolled in from Hershey and was glad to see so many friends and neighbors down there. It was bigger and better than ever and we feel certain that it's going to catch on. Just imagine, if you will, 2200 flea spaces @ \$20 and around 1400 campers at \$3 a night for three nights and wouldn't that knock yer hat in th' creek!

We have held the presses on this issue for some time now, but we feel it was worth it to see the pictures. Jerry Mottram and Mr. Baldwin have spent long hours taking the kinks out of the offset machinery.....

The Fall Gypson Tour was held in the Waterbury-Waitsfield area on Oct.17 on another beautiful day. Over fifty members turned out, most of the antique. After following another of Don Brown's diabolical questionnaires, everyone ended up at Mad River for an outstanding feed. A business meeting was held at which the posted prospective new members were voted in, and three more presented. Don gave the answers to the quiz but maintained we would have to wait till the annual meeting for the winning name.

(Hey, Don. How about the fellow who found the doodlebug over at the piggery and gave the temperature on the moto-meter for his answer? 10 points for initiative?)

One of our members sold a car to a person named Seigfreid or Suffield, or something similar to that, who runs a restoration and fender service out of Springfield. Seems the buyer sent a 1/4 deposit, paid 1/2 more when he picked it up, and at the same time left a check for the final 1/4. As soon as he was out of town, he stopped payment, and our man hasn't got his money yet. The car has been resold and our man still has the title! Has anyone had experience with this outfit out there?

Send in material for Wheeltracks, and have fun. L.J.

Footnote on Hershey.... We traveled in luxury this trip out, but pulling a twenty foot trailer home 478 miles through the rain was a chore. We played tag with the Evans Interlay all the way home. Now we know how the truck drivers do it....just get the mirrors through and the rest will follow. 'Feller' we went with said it was more fun than skinny-dipping in the cement pond.

### From page three....

The 14th annual Stowe Meet, co-sponsored by the Stowe Area Association and the VAE, attracted over 300 cars again this year. Some confusion over the new parade route was all forgiven as many attended the banner supper and films Saturday evening. The new flea market was well vended and well attended, although falling victim to frequent rain showers.

(The show car winners were then listed on the rest of the page.)

### From Page 13.....

For Sale...1930 Packard 'Razer Edge' close couple sedan by Brewster, model 740. Engine professionally overhauled, many extras, nothing missing. \$5250. Write Jean-Pierre Lefebvre, Montreal, Quebec.

For sale... 1946 Hudson Commodore eight club coupe, 7,000 miles, good paint and interior but engine knocking. \$695. Will send photo for \$.50. Call 514-352-5954.

Bumper sticker seen on Ray's small sports car;  
"HELP STAMP OUT TALL DOGS"



This pic is signed FWB. Could this be the Bill Billado we all know from Shelburne?  
The umbrella is marked...PRDT KM

# Coming VAE Events for 2019



**February 16th, Saturday 10:00AM.**

February meeting will be in Bradford at Sargent Metalworks. He restores high end cars from around the

world, and has done some of the best of show winners from the Stowe show. Bring a bag lunch. Club will supply drinks.

**Address...** 228 Industrial Park Drive .Bradford Vt. Look for VAE signs. It is across the road from Farmway for the wives who want to shop. Duane Leach

**March 2019....** A visit to the Subaru Race Team headquarters in Colchester. Event organizers, Clark Wright, Jan Sander & Wendell Noble. More details later.

**April 2019....** Event organizers, John & Carol Lavallee, Fletcher, Vermont.

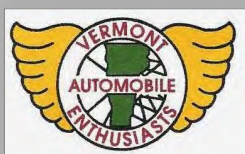
**May 2019....** Event organizers, Gary & Sharon Fiske, Enosburg Falls, Vermont.



June 15th & 16th...  
The VAE/Shelburne Museum  
"Classic Auto Festival".  
Event organizer, Ernie Clerihew



**June 2019....** Event organizers, Gary & Nancy Olney, Derby Line, Vermont.



**July 12th, Friday....** Our multi-day tour of Bennington area. More details later. Ken Gypson.

**July 20th & 21st ....** U-Mall VAE Old Car Display in-the-mall. More details later.

**July...** Colchester Burnham Library. VAE old car visit. More details later from Charlie Thompson.



August 9th, 10th & 11th. Waterbury...  
"The Vermont Antique & Classic Car Meet".

This year featuring antique tractors.

Also new... Antique race cars will have their own class. Motorcycles will have their own class AND... The Kit Car Community is invited to be on the show field.



**September....** Wings & Wheels, Highgate Airport. More details later. Event organizer, Hal Boardman.

**October ....** Gypson Tour. More details later. Ed Hilbert.

**November....** VAE Annual Meeting. More details later. Wendell & Mary Noble.

**December 8th, Sunday 11AM....** VAE Holiday Meet. Steak House Restaurant. 1239 Barre/Montpelier Road. Charlie & Marion Thompson.

**Cars & Coffee Vermont 2019....** Every 3rd Saturday at 7AM on the University Mall Grounds. John Malinowski

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

John, also, sends out regular "Event Emails" to all members

Our Board meetings for 2019 will be held in Williston at the Whitney Hill Homestead.

April 8th @ 6PM

July 8th @ 6PM

October 14th @ 6PM

"All Are Invited"



# Wheel Tracks Classifieds



Free to all Enthusiasts



**For Sale.....** Mid 1990s Blue Bird school bus. 5.9 Cummins engine ready to head down the road. \$3000.00.  
Contact Gael Boardman 802-899-2260 or Wendell Noble 802-893-2232

## February Bumper Sticker...

I used up all my sick days.

So, I called in dead.

**Do you need a VAE name tag?**  
(\$9.00)

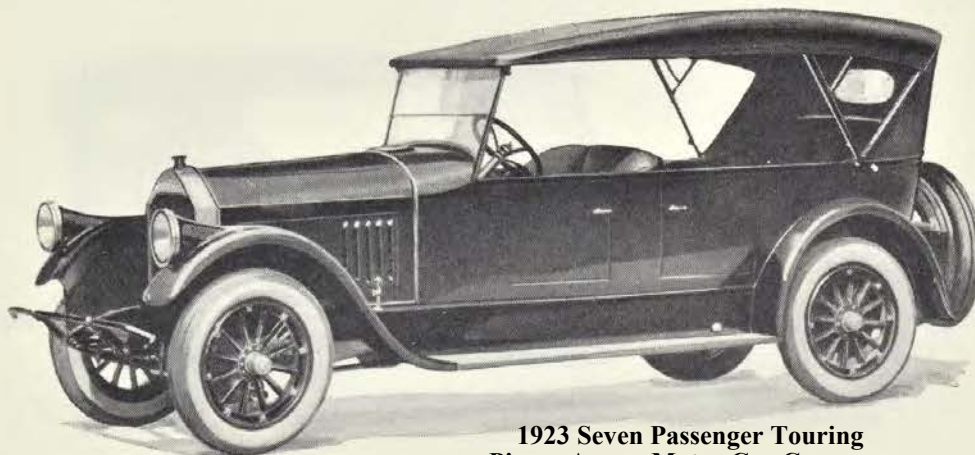
**Contact Christina**  
christina.mccaffrey@vtmednet.org

\*\*\*\*\*

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

\*\*\*\*\*

**Need a VAE window sticker? \$1 each, 6 for \$5.**  
Call 802-933-7780 or email [gafiske@gmail.com](mailto:gafiske@gmail.com).



**1923 Seven Passenger Touring**  
**Pierce-Arrow Motor Car Company**  
**Buffalo, New York**

**Wheel Base...**138  
**Wheels....**Wood, wire or disteel  
**Tires...**33X5 inches; rear non-skid  
**Brakes...**Service, contracting on rear wheels.  
Emergency, expanding on rear wheels  
**Engine...**Six cylinder, vertical, cast-en-bloc,  
4X5.5 inches; head removable; valves in  
side-dual opposite; horsepower 38.4, N.A.C.C.  
Rating. (National Automobile Chamber of  
Commerce Inc.)  
**Lubrication....**Full force feed  
**Crankshaft...**Seven bearing  
**Radiator....**Cellular

**Cooling....**Water pump  
**Ignition...**Storage battery  
**Starting system....**Two unit  
**Voltage...**Six to eight  
**Wiring system...**Single  
**Gasoline system....**Pressure  
**Clutch....**Dry multiple disc  
**Transmission....**Selective sliding  
**Gear change....**three forward, one reverse  
**Drive....**Spiral bevel  
**Rear springs...**semi-elliptic  
**Rear axle...**Semi-floating  
**Steering gear...**Screw and nut

**VERMONT AUTOMOBILE ENTHUSIASTS**

Please Send Dues or Address Changes to:

**Christina McCaffrey**

**89 Ledge Road**

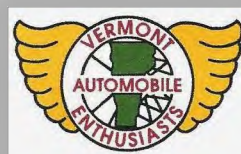
**Burlington, VT 05401-4140**

*christina.mccaffrey@vtmednet.org*



**The Vermont Antique & Classic Car Meet**

The show committee is in it's fifth month of planning # 62



**February 2019**

Check the date after your name,  
Your VAE Membership  
might need to be renewed.



FROM WHEEL TRACKS 2013 ARCHIVES.....CERETA (DRIVING) & DAVE LAMPHERE IN THEIR COOL JAG