

Wheel Tracks

January 2013

Year 60 #1



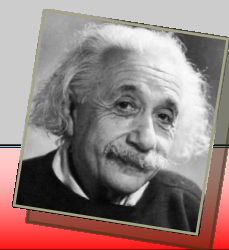
**Bill Erskine's
1910 Sears Motor Buggy**
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The Official Monthly Publication of "Vermont Automobile Enthusiasts" by "The Vermont Antique Automobile Society"

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Albert Einstein

"Any man who can drive safely while kissing a pretty girl is simply not giving the kiss the attention it deserves".



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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Our Website Is

vtauto.org

EVENTS.... WHAT'S NEXT ?

December

December 25th....Merry Christmas!

January 2013

January 7th...7PM VAE Board meeting at Whitney Hill Homestead in Williston.

All are welcome to attend.

January 12th...11AM to 2PM at St. Leo's Hall in Waterbury, VT. The annual VAE/AACA Pot Luck and Memorabilia Meet.

January 16th...7PM Stowe Show planning meeting at Commodores Inn on Rt 100 in Stowe. *All are welcome to attend.*

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

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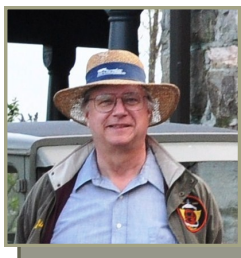
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From The President

Jim Sears

Birthdays, Presents, and Presidents

It is an honor to be your VAE president for 2013. I would like to thank David Sander for a historic 2012. This past year was our 60th and is well documented in Wheel Tracks for us to look back on.

Our 50th Anniversary book documents VAE's history and is a valuable resource (still available for purchase).

The club's beginning is well worth mentioning and celebrating again. Ken Gypson's 28th birthday was on January 4th 1953. His wife, Anne with the help of Rod Rice, held a birthday party for Ken with the idea of starting a club for fellow automobile enthusiast. Ken may have received other gifts from his wife besides the beginning of a car club, but have they lasted this long. Later in January of 1953 the first meeting of the club met naming it 'The Vermont Automobile Enthusiast' with Ken as the first president.

Could Anne, Ken, or anyone else at that birthday party have imagined what the club would look like today; a membership in the hundreds, a car show in its 56th year with hundreds of cars participating and thousands of spectators? It is mind boggling for me to try and estimate how much joy this one humble gift has brought to thousands of people. Thank you Anne, I greatly enjoy being part of the VAE family! A special thanks to Anne and Ken's son Ken for his continued support of our club.

We will be celebrating our 60th birthday at our January 12th meet in Waterbury. See meeting notice on this page.

On another subject, I am looking for volunteers to serve on committee's like the nominating, audit, etc. Also it would be nice to form a committee to write an addendum to 50th Anniversary Book of the last ten years. Let me know if you would volunteer.

Happy 60th Birthday VAE and a Happy New Year...Jim

FROM YOUR EDITOR Gary Fiske

I read an interesting way to view 'the evolution of new ideas' a while back and all I could think of was our little car club...the VAE.

A research firm called Gartner says "a new idea creates **inflated expectations**; they are followed by a **trough of disillusionment**, which in turn gives way to the **slope of enlightenment**" meaning the new idea is starting to show it's true potential.

Inflated expectations, hmmm.... our VAE's new 501c3 non-profit status that took place a couple of years ago.

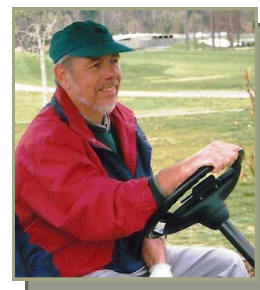
Then the trough of disillusionment,.....what do you mean we have to change our by-laws and what is this VAAS all about anyway (my words) ?

The slope of enlightenment...our new role in Vermont education with the VAE Golden Wrench Awards to high school juniors and our beginnings of the Mobile Museum with the purchase of our school bus. Just to name a couple of "**VAE ideas**".

I for one can't wait to see our progress in 2013. The more of you who pass on your ideas; the better 2013 will be.

I am not a 'crossword-type' person but I researched a little and they seem to be hiding behind many of the antique cars that are around. So, check out our new Wheel Tracks addition on page five. The author of the crossword was in plain view when I found him... I am looking for other authors, please send me 20 to thirty words, with their clues and I will make your crossword.

Ditto to our new Prez... **HAPPY 60TH BIRTHDAY VAE AND A HAPPY NEW YEAR.**



Main Street Waterbury

The Annual VAE Pot Luck Luncheon and Memorabilia Meet. Bring your Memorable/Automotive Displays for all to Share.

Sponsored by the VAE and the AACA

January 12th at St. Leo's Hall 109 South Main Street, Waterbury 11AM to 2PM

Ken Jypson will share some of his early VAE experiences and we will install our 2013 officers.

A GUARANTEED GOOD TIME

THE SOFTER SIDE

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



THIS IS NANCY AND MARY'S MONTH OFF,
WATCH FOR NANCY'S COLUMN IN FEBRUARY.



FROM THE 'COOKIE' AT THE STOWE SHOW

BY MARNITA LEACH



APPLE WALNUT CAKE

4 CUPS COARSELY CHOPPED APPLES

2 CUPS SUGAR

2 EGGS

1/2 CUP OIL

1 TEASPOON VANILLA

2 CUPS SIFTED FLOUR

2 TEASPOONS BAKING SODA

1 TEASPOON CINNAMON

1 TEASPOON SALT

1 CUP CHOPPED WALNUTS

COMBINE APPLES & SUGAR LET STAND IN LARGE BOWL.

BEAT EGGS SLIGHTLY ADD VANILLA , OIL BEAT WELL.

COMBINE FLOUR, BAKING SODA , CINNAMON AND SALT ADD ALTERNATING WITH APPLE MIXTURE
STIR IN NUTS .

POUR INTO GREASED AND FLOURED PAN 13 BY 9 BY 2 BAKE AT 350 FOR 1 HOUR



A few pictures of our really nice
Holiday Gathering at JP's
restaurant in Essex on the 2nd of
December.

The top left is a workman being
"watched" by Tom Willis and
Dave Sander. The Willis vehicle
has a flat tire and the wheel is
rusted in place.

Bottom left, Wendell Noble, days
before, was defeated by this mud
flap, unable to remove it from a
'donor' bus for our
Mobile Museum. The

guys removed it after Wendell had
gone home and here Dave Sander is
presenting the memento to Wendell.
Top right, Wendell is representing a
few members and giving me, Gary
Fiske, a flower vase' for my 33
Franklin. I understand they came with
new Franklins.

Bottom right, Elvis stopped by for a
visit...just a visit.



In a dark and hazy room, peering into a crystal ball, the Mystic delivered grave news:
 "There's no easy way to tell you this, so I'll just be blunt. Prepare yourself to be a widow. Your husband
 will die a violent and horrible death this year."
 Visibly shaken, Laura stared at the woman's lined face, then at the single flickering candle, then down at
 her hands.



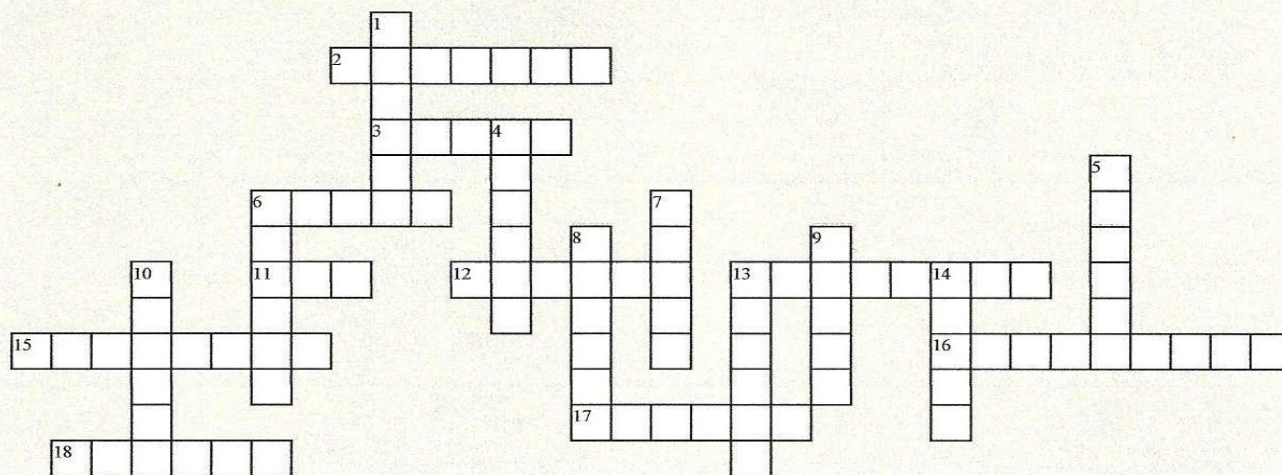
She took a few deep breaths to compose herself and to stop her mind racing. She simply had to know.

She met the Fortune Teller's gaze, steadied her voice and asked, "Will I be acquitted?"



One day Dan asks Bob, "So Bob what did you get for Christmas?" Then Bob says to Dan,
 "Oh see that brand new red Ferrari outside?"
 Dan says, "OOOOH WOW!!!"
 Bob says, "Ya, I got the same exact color tie!"

Wendell's Crossword



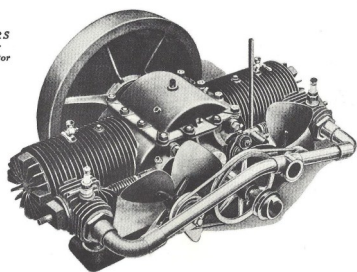
Across:

- 2 - He reigns over the pins
- 3 - Ford's sporty avian
- 6 - Starter or nut case
- 11 - Monogram for ransom
- 12 - Knight's valve
- 13 - Apartment loo
- 15 - Annoying alloy
- 16 - Chevy's venerable engine
- 17 - Little gear
- 18 - Car bling

Down:

- 1 - First cross country ride
- 4 - Street fight or back seat
- 5 - Part of MG
- 6 - What a great joint
- 7 - Where the rubber meets the road
- 8 - A roof over your head, or not
- 9 - One over the other
- 10 - Wheel tilt
- 13 - Jolly good spoke holder
- 14 - Ford's fiasco

The SEARS
Perfect Air
Cooled Motor



AND CO., CHICAGO

Page Seven

SEARS
1910

Many VAE members have seen Bill Erskine's Sears Motor Buggy. Some have even seen him arrive at a VAE meet with the crated motor buggy just like it arrive by train from Sears, Roebuck in 1910 and watched him assemble the vehicle. Bill has had this Motor buggy since 1999.

Reprinted from old publications Wheel Tracks found that.....Lincoln Motor Car Works was an automobile company in Chicago, Illinois. It produced cars for Sears Roebuck from 1908 until 1912. Nine models were offered, priced between US\$325 and \$475. They were sold by mail, out of the Sears catalog. Sears had a very lenient return policy: cars were sold on a ten-day trial basis.

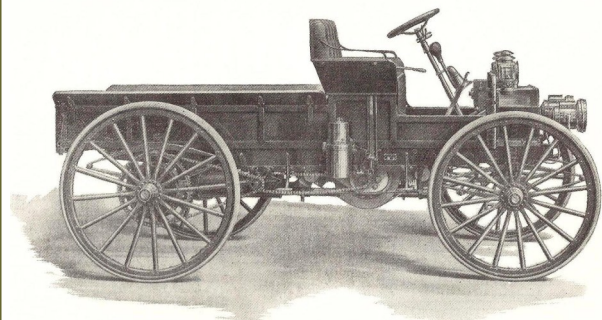
The cars had an air-cooled, two-cylinder, horizontally-opposed engine, similar to that later used on BMW motorcycles. The engine was located under the floorboards,

beneath the drivers feet, and started from a hand crank in the front. Early cars were rated at 10 hp, and later models developed 14 hp.

In the interest of simplicity, all models used a friction-drive transmission. A roller (a metal wheel with a rubber surface vulcanized to increase its grip) on the front sprocket shaft was pressed against the machined rear surface of the engine flywheel, thus driving the sprocket shaft, the drive chains and the rear wheels. Moving the shift lever set the drive roller to various positions on the flywheel, either nearer the center or nearer the edge, effectively changing the "gear ratio" for climbing hills or driving on level roads. Moving the roller past the center point spun it backwards to give reverse gear. The "clutch pedal" worked differently from most other cars, in that the operator had to hold their foot on the pedal to keep the roller pressed against the flywheel (the catalog claimed that the weight of the operators foot was sufficient to provide forward motion). Removing the foot from the pedal allowed the roller to spring back from the flywheel, effectively providing "neutral" so the car could be cranked without moving forward.

The engine was lubricated by an "oiler", essentially a tank mounted under the seat which had several adjustable drip feeds with separate lines to the engine bearings and other areas. All components of the transmission were exposed, so several bearings and pivots had to be oiled or greased manually from time to time.

Despite Sears' solid financial bases and great marketing ability the Sears Motor Buggy was doomed from the start. Sears competitors were making many advancements and by 1912 Sears automotive division had lost \$80,000. After selling around 3500 Motor Buggys in four years Sears decided to stop. Lincoln Motor Works continued into 1913 to make vehicles under their name until they also stopped.



International "Auto-Wagon"

Today we call the vehicles "High Wheelers" but the term very likely will confuse any 'old timers'. Sears had it's Motor Buggy and International Harvester had its "Auto Buggys" and "Auto Wagons" like the picture to the left. Auto Buggys had a back seat and Auto Wagons did not. IHC made this type auto wagon from about 1909 through about 1915 when the term motor truck slowly took over. IHC made many models of vehicles during this period: from the auto wagon and auto buggy to the roadster and the touring car, in all over 11,000 vehicles were built.

Have you ever seen a Sears Motor Wagon and an IHC Auto Wagon race? Go to this address on the web, it is a hoot.

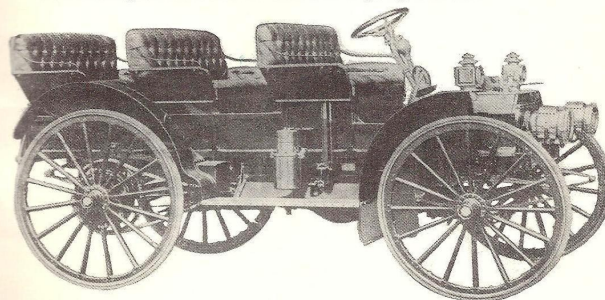
<http://www.youtube.com/watch?v=8qLpBv4qm6A>

If somehow we could take ourselves back to visit 1910 when the Sears and IHC were trying to make a buck building motor vehicles you will find a few competitors. No wonder Sears stopped and IHC went to trucks! Here is a partial list of the other car companies. By 1910 there were 290 auto manufacturers in the U.S. with over 458,000 cars on the road.

Whiting	Chalmers Detroit	EMF
Royal	Pullman	Bergdoll
Mitchell	Sterns	American
Courier	Premier	Kenmore
Stoddard	Pratt Elkhart	Corbin
Auburn	Schacht	Brush
Fuller	Imperial	Hupmobile
SPO	Firestone	Velie
Owens	Paterson	Franklin
Cartercar	Berg	Baker
Paige	Everitt	Ford
Cino	Zimmerman	Success
Willys-Overland	Hunt	Chicago
Packard	Oldsmobile	Black
Halladay	Otto	Peets
Atlas	Krit	

A FEW DON'TS

- Don't crank engine with an advanced spark.
- Don't crank engine with clutch engaged.
- Don't run car on batteries.
- Don't run car on retarded spark.
- Don't run engine when oil is low.
- Don't fail to grease wheels every 500 miles.
- Don't fail to throw out clutch when shifting speeds.
- Don't throw gears into reverse when car is going forward.



An International with three seats

“The Booby Trapped Model T”

By Blake Case, Jr.
Delmar, NY

October 17, 1962

Dear Mr. Blake Case, This is to authorize you to remove the remains of the old 1926 Model T Ford from my barn in Monticello, NY. You may have any part of this vehicle for your own use or sale. I also give you permission to enter the barn and remove the vehicle at your convenience. Please try to close the doors of the barn as best you can when you are through removing the car. Alfred D. Fero

And so begins a story of my experience in moving a Model T from its resting place...

Some of the tales that you hear these days are “far out” and really fantastic, when people start talking about antique cars. Some even go so far as to bend the truth and others are downright tales of fantasy. The following tale is none of the above, but an actual factual account as it happened.

Back in the year 1926, a certain gentleman purchased two new Model Ts, a Fordor Sedan and a Roadster– pickup, in one deal. The pickup was used daily at his summer residence in the Catskill Mountains and also made many trips to Brooklyn, NY, where it found some use during the winter months. The sedan was used only occasionally in the summer, and during the winter months was stored in a barn on the farm in the mountains. This general pattern was followed until the summer of 1933 when the sedan was driven into the barn and retired from active service.

The following spring, when the owner returned from Brooklyn, he found that someone had helped themselves to a few parts off the sedan. The local sheriff was notified along with the State Police, but the Ford slowly lost more of its parts such as its carburetor, generator, starter, coils and tires. The right front tire remained as it was too close to the barn wall to allow anyone to remove it.

The old gentleman who owned the Ford was heard to remark that **“he’d get ’em if the police didn’t”**.

Time past- yes, the years went by until October of 1962 when I received a letter stating that the owner had died and it was his wish that I take the remains of the sedan and use it as I saw fit.

I went to the barn and there sat the old hulk– basically in good condition but missing a lot of parts. It was really dark in that section of the barn but I could see that if I put some tires on it I could roll it out.

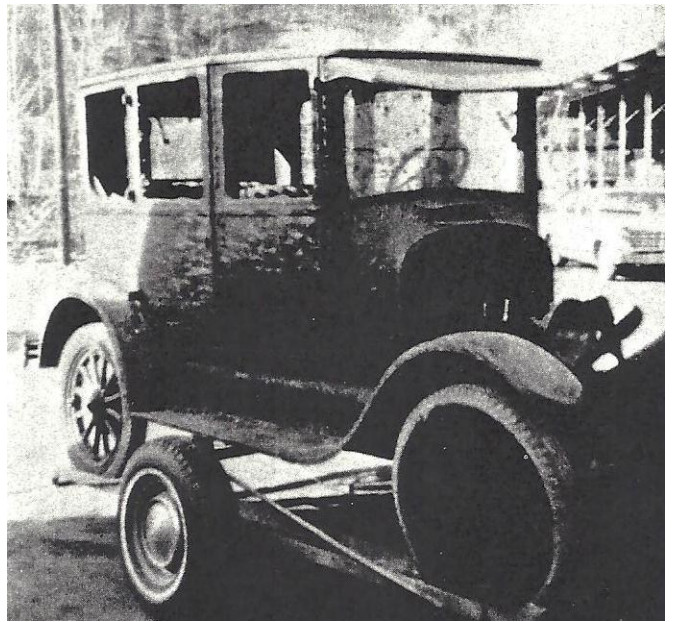
It was another year or so before I obtained the tires and rims and put them on. As I have previously mentioned the right front tire was still on it and I left it that way. I did notice, however, that there was a rope tied to a plank that was directly under that right front wheel and that (the rope) went up into the loft of the barn. As it was very dark in there I gave it no more than a passing glance.

Several more months passed before I obtained the services of my brother-in-law and his pickup to move the Ford to another and safer location. I opened the old doors and attached a tow rope to the Model T and stood to one side so I could direct my brother-in-law as he attempted to pull it out backwards. He started to back up his truck and when the slack came out of the rope the old Ford moved back about four feet. **And then all Hell broke loose!**

After the dust had thinned out enough so that I could see, I figured out what had happened. The plank had come out from under the right front wheel and released the rope. The rope had gone up to the ridge of the barn where it went through a pulley and back down to about four feet above the roof of the old Ford. Here the rope was attached to a black birch log about six inches in diameter and ten to twelve feet long. This had been suspended above the roof of the Ford ready to drop on the thief who attempted to push the car out of the barn.

I then checked the Ford all over for anymore un-sprung traps and continued to move it out of the barn, and after closing the doors, offered a prayer of thanksgiving.

Now I know what the owner meant by **“I’ll get ’em”** - he damned near did! Thirty– five years later!



**Pictured are some
“Very Happy”
gift recipients
at the
JP
Holliday Bash.**





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 or 32 Turkey Hill Road, Richmond VT 05477

RUNNING TUBELESS TIRES ON TUBE TYPE RIMS

Like many subjects with antique cars, the subject of running tubeless tires on tube type (J-Type) rims is one that has many opinions, myths, half truths, strongly held beliefs, distorted memories and anecdotal evidence.

Unfortunately, the vast majority of tire technicians being employed to install tires today are simply too young to have any working memory of installing tires on tube type rims.

First, a little history. Early automotive tires required inner tubes. The first major innovation of the automobile wheel rim was the "Safety-Rim." This rim has an inner bead running just inside the outside edge of the rim. The Safety Rim was designed to help hold the tire on the rim in the event of low tire pressure or a catastrophic structural failure of the tire.

Soon after there was a major innovation in tire technology, tubeless tires. Tubeless tires were designed to run on the new safety rims. Older, non safety (J-Type) rims still require tubes for safe operation.

Running tubeless tires in J-Type rims without tubes can result in sudden deflation of the tire. This situation can result from aggressive driving, road hazards, or driving on a tire that is not properly inflated.

Now, before I go any further, let me state that I know many people have driven many thousands of miles with J-Type rims and tubeless tires with no problems. I get it. (For what it is worth, my Saab has gone 200,000 miles and the seat belts have not been needed, even once, however, I still use the seat belts whenever I drive the car).

I have also spoken with people who have had tires suddenly deflate, with no warning. People have told me that tire shops refuse to install tubes in their cars, because the tires say "tubeless" on them. What they do not understand is that the tire is tubeless, but the rim is not.

There are mis-beliefs and myths out there that tubeless tires will overheat and self destruct if you run tubes in them. I have been told crass and ignorant things, like that I am a menace and a threat to everybody else on the road because I drive an older car with tubes in the tires. As is often the case, there is a "ring" of truth to these far fetched stories and strong beliefs. The truth remains in the murky middle. At the risk of "treading" in to an emotionally charged subject, are the facts:

As a rule of thumb, if you put tubes in tubeless tires you should de-rate the tire by one letter grade, or about 18 mph (30 kph) off of the rated 10-minute top speed. If you're installing an "H" rated tire (130 mph) you hardly have much to worry about if it gets de-rated by 18 mph to 112 mph 10-minute top speed capability. Probably not an issue on most of the cars we are discussing here.

Tubeless tires have softer and more flexible sidewalls than tube-type tires (except for some very serious low profile autocross tires with steel reinforced sidewalls). Modern radials tend to squat under loads and make the sidewalls bulge out a bit, This puts a larger footprint on the road, and the softer sidewall reduces rolling resistance, reduces heating, and improves fuel economy. When you install a tube in a tubeless tire you sort of defeat the advantages of the flexible sidewall, and the car will have a stiffer ride.

In the New England MG "T" Register a car without tubes automatically fails the safety inspection, as the steel MG wheels are the older J-Type rims. For a wheel to be rated for use without a tube in Europe, it must have a safety bead to prevent the tire from peeling off the rim in the event of a sidewall deflation. Unfortunately, I am not aware of any such requirements here in The United States.

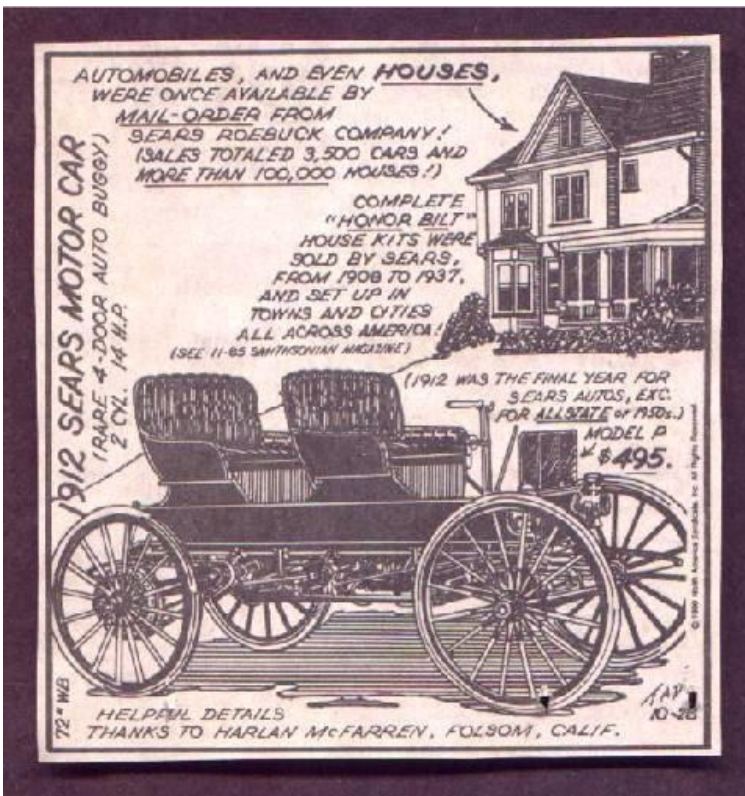
On using tubes in tubeless tires, older tube type tires were nearly smooth inside. Modern tubeless tires are not designed to have tubes, so there is very little attention paid to manufacturing them with a smooth interior. As such, you may expect to find a lot of raised molding marks on the inside, like a rectangular grid of small ridges. Tubes tend to squirm around inside of tires as they flex under load. NEVER leave any manufacturer's stickers inside the tire if you will be using tubes.

One serious note about use of tubes in general. Oversize inner tubes are a definite no-no, as any fold or wrinkle in the tube is almost guaranteed to split the tube. When installing inner tubes, inflate and deflate the tire a couple of times to allow the tube to settle in to a comfortable position without wrinkles or excessive stretching.



The picture on the left shows the safety bead designed to hold the tubeless tire on the rim. The picture on the right is a (Tube) J-Type rim.

Continued....See Dave's Garage on page 9



A sad little car watching the world from her barn.
Can anyone ID the make...and year?

Dave's Garage from page 8

When ordering tires from reputable places like Coker Tire or Universal Tire, make sure to order the tubes as well. You will be sold the correct tube for your car. I've noticed there are "heavy duty" tubes available with substantially thicker rubber. When given the option, I choose these tubes. Also make sure you have a plastic adapter ring for your valve stem if the hole in the rim is larger than the valve stem. These buttons are only a few cents each. I always order a few extra as they are not available locally.

If your local tire shop refuses to mount your new tires with tubes, try to tactfully explain why you need tubes. If they insist on professing their ignorance, politely take your business to another shop more open to enlightenment and a proper education in vintage tires.

I met a couple of Canadian Snowbirds a few weeks ago. My wife and I stopped on the New York throughway while heading south to New Jersey for Thanksgiving and there sat Don and Linda Craig. They were taking a break in a 'hot-shopp' travel plaza on their 'escape' to Florida for the winter. Florida City was their destination, just about as far South as you can go before heading to the Keys. I later got an email and they arrived at their winter grounds safely.

Remember the Artillery Wheel article back in the November Wheel Tracks? A big problem with wood spokes is to have them dry out so much that they shrink and become loose in the steel wheels. The article recommended using thinned down linseed oil or varnish with a small paint brush and just keep dabbing the wood until the wood cannot absorb any longer. Especially the spoke ends on the outer part. Well, I bead blasted my 27 Dodge wheels and was ready to soak the wood when I couldn't find any linseed oil or varnish. So I heated some Penetrol in a small dish and you would not believe how much of the liquid soaked into the wood. I almost think the Penetrol is the best material to use. Are there any comments to the contrary? Penetrol can be bought at the hardware store and it is not expensive. I also just learned there is a marine grade...wish I had known....

Charlie Thompson and Wendell Noble's Transportation Roadshow has been asked to present their third 'production'! The "Green Mountain Folklore Society" has asked them to come for a visit in the Spring. The group began in 1948 and meet twice each year in different towns statewide. Some VAE members have mentioned joining the group. Just go on-line to www.vtgmfs.org...its only \$10.00 to be a member.

The Central Vermont Academy shop class is building a car to auction as a fund raiser. The car is a 1990 Pontiac Firebird. You can bid on line at www.autoshop.centralvermontacademy.org.

A friend of mine 'got me' the other day on something he thought was cute. In a letter to me he told how he had gone to a party and had had a few drinks. Instead of driving home he wrote how he ended up taking a taxi home. He told me how on the way home how nice it was not to worry when the sobriety police road block waved his cab on through. Then he told me how he couldn't figure out what the heck a cab was doing in his garage the next morning....

He had me for a moment.

Dick Wheatley emailed me last week with something he had found online. It was a mention about a Mr. Arlo Gilbert and his 1914 Willys Overland. It seems his grandfather had purchased it new and the car has been in the family since then.....98 years!

Dick said how this could be an interesting story sometime, to find out how many VAE vehicles have been passed down thru a family and who the long-term owners have been. He said how it brought to mind the Dodge Wendell has that was Mary's father's and the period of time Tom Willis has had his MG.

How about it? I will publish it if you send me the story. Do you think we could have some sort of contest or maybe "special parking at the Stowe Show"?

A good friend of mine in New York has two school age children and for this school year he and his wife have invited a Russian exchange student into their home. He told how as many as three to five trips are driven each school day for practice, recitals and the many other events that come with three active kids. The Russian exchange student has jokingly taken to calling my friend "Pick-up N. Dropoff". Try saying Pick-up N Dropoff a couple of times and you sill get the joke....

VAAS Board Meeting Minutes, November 26, 2012

Board members present: Gael Boardman, Bob Chase, Dick Wheatley, and Andy Barnett; others present: Wendell Noble, Gary Fiske, Ray Tomlinson, Chris Barbieri, Charlie Thompson and Jim Sears. The meeting took place at Jim Sears' home in Hinesburg at 2:00 p.m. on November 26.



1. Dick Wheatley noted the published treasurer's report in Wheel Tracks which was duly accepted by the board.
 2. No secretary's report of minutes of the prior meeting was yet available.
 3. Tech. Center Status: Andy Barnett reported that he had contacted the Burlington Tech. Center instructor regarding the award program which was very well received. Gael Boardman reported on his contact with Mac Tool representatives, which has not yet produced any tangible result. Gary Fiske has contacted Snap-On Tools who also have a program for students, although it seems more restrictive and less flexible. Snap-On requires the student names before tools can be supplied which would conflict with our sequence. Gary will try to get a student nomination from Cold Hollow center to apply to Mac early, as a test to see if we can work successfully with them through their regional representative in Albany.
 4. Wheel Tracks and Web Site: Gary announced that he has increased the number of copies of Wheel Tracks available for free distribution to 250. He would like suggestions for additional recipients. Dick Wheatley suggested not continuing to put the treasurer's report in Wheel Tracks. Discussion also ensued as to the need to publish meeting minutes. Dick, Gary and Jim Sears agreed to come back with a proposal at a later meeting. Jim suggested that we should give some attention to removing obsolete postings from our web site and noted that we are getting a significant increase in hits, particularly from schools, etc. Dick pointed out the desirability of getting an agent to sell ads. Gael will appoint twelve people, one per month, to suggest revisions to update the web site. Dick, Charlie Thompson, Chris Barbieri and Andy agreed to take the first four months.
 5. Electric Car: Gael reported that he had suggested to Rob Palmer of VTC that the electric car built by Champlain College under George Bradford might be available to them. Nancy Bradford now has the car and is interested in lending it to VTC.
 6. Mobile Museum: Gael has contacted the instructor of the VTC diesel program about using our newly acquired bus as a project. They would check it over for necessary service and repairs and make needed fixes. The response has so far been positive. Gael iterated the need to make the mobile museum a club wide project, with inputs on how to decorate it and fit it out. Champlain College has agreed to help put together a curriculum for display at public schools.
 7. China Tour: Chris Barbieri reported on the trip to China taken by a group of VAE members. He stated that he is tentatively offering another tour in May or June. Dick Wheatley agreed to look into the insurance issues associated with actual VAE/VAAS sponsorship. Chris asked if the VAAS would authorize exploring a reciprocal membership with a Chinese car club. Bob Chase moved and Andy Barnett seconded a motion to approve doing so. Motion passed unanimously. Chris also mentioned that Mr Luo Wen You of the Beijing Classic Car Museum expressed interest in shipping one of his cars over here for display. There was affirmation to invite him to do so, particularly if it could be available for the show at Stowe.
- The next meeting was set for January 21 at 2:00 at Dick Wheatley's office.
Respectfully submitted by Wendell Noble

A very brief business meeting was held at the VAE Holiday Party, at J.P.'s Restaurant in Essex Junction, on Sunday, December 2, 2012.

The Meeting was called to order at 2:03 PM by President David Sander.

Secretary's Report: Hayden Janes moved to accept the minutes of the prior meeting as printed in Wheel Tracks. This was seconded by Les Skinner, and passed unanimously.

Treasurer's Report: Chris Barbierni moved that the Treasurer's report, as printed in Wheel Tracks, be filed for audit. This was seconded by Gary Fiske, and passed unanimously.

Stowe Report: Bob Chase states that all is going well, and there is nothing to report at this point.

Christina McCaffrey thanked Gary Fiske for sending out membership renewal reminder postcards.

Old Business: None

New Business: None

David Sander thanked Jim Sears for setting up this meeting. Jim then mentioned the next VAE meeting, full details of which will be printed in Wheel Tracks. Jim also thanked the staff at J.P.'s for their excellent service. Jim also mentioned that January 4, 2013 will be the 60th birthday of the VAE, established on Ken Gypson's birthday in 1953.

Bill Sander moved to adjourn at 2:32 PM. This was seconded by Dick Wheatley, and passed unanimously.

Respectfully submitted,

Bill Sander, Recording Secretary





Ed Hilbert's 1958 Mercedes Benz 220S

Wheel Tracks research found the 220S coupes were built from 1956 to 1959. They had 6 cyl. / 2195cc engines that produced 105 HP with twin Solex carburetors. Mercedes Benz built 3429 coupes when in 1959 they changed to the fuel injected 220SE model.

Treasurer's Report - December 10, 2012		Dick Wheatley- Treasurer	
Vermont Automobile Enthusiasts, Inc.			
MONEY MARKET - November 12, 2012	\$ 74,078.04		
add: November interest income		15.83	
Balance - December 10, 2012			\$ 74,093.87
GENERAL CHECKING - November 12, 2012	\$ 2,475.34		
add: Deposit			
Dues income		410.00	
less: Disbursements			
5409 Fred Cook - reimb. for annual meeting expenses		74.40	
5410 David Hillman - reimb. for membership expenses		46.41	
5411 Commodores' Inn - Stowe meeting room		200.00	
5412 Gene Napolliello - reimb. for Stowe awards		46.50	
5413 Mace Engravers - Stowe awards		121.18	
5414 Mid-America Awards - Stowe awards		234.50	
5415 Duane Leach - reimb. for Appreciation Dinner		29.91	
5416 Robert Lalancette - reimb. for Stowe awards		9.10	
5417 Postmaster - Stowe post office box		86.00	
Total disbursements		848.00	
Balance - December 10, 2012			2,037.34
Certificate of Deposit (will book interest income next month)			80,000.00
Total VAE accounts			\$ 156,131.21
Vermont Antique Automobile Society, Inc.			
MONEY MARKET ACCOUNT - November 12, 2012	\$ 2,044.28		
add: November interest income		0.11	
Balance - December 10, 2012			\$ 2,044.39
CHECKING ACCOUNT - November 12, 2012	\$ 2,118.19		
add: Deposits			
Advertising revenue		30.00	
Money tree from annual meeting		59.00	
		89.00	
less: Disbursements			
252 L. Brown & Sons - December WT printing		1,357.95	
253 Charlie Thompson - reimb for LCD projector		509.99	
		1,867.94	
Balance - December 10, 2012			339.25
Total VAAS accounts			\$ 2,383.64
Restricted Funds		Scholarship Fund	Long-range Fund
Balance - December 10, 2012	\$ 4,315	\$ 1,100	



For Sale..... I need to sell my 5-window 1929 Chevrolet Business Coupe.

We will be moving for health reasons and the Coupe that I have worked at restoring over the past eight years needs to be sold.

As you can see, the work that I have done has been completed to a very high restoration degree.

Call, we can talk.

Joel Andress
Derby, Vermont
802-766-5156

STOWE SHOW MEETING MINUTES November, 28, 2012



The Stowe Show Committee meeting was called to order at 7:04 by chairman Bob Chase.

1.) General Information: Gael Boardman mentioned the bus which was newly acquired by the VAAS and will serve as the club's mobile museum and educational tool and support club programs. He is now exploring the possibility of taking it to VTC as a project for their Diesel program so that they can check it over for any needed service and repair.

2) Sponsorship: Bob stated that we have received \$700 so far. Bob and Duane have presented certificates, prepared by Gene Fodor, to prior year sponsors. Chris Barbieri suggested that we hire an agent to go out and sell sponsorships for us. Bob presented a suggestion from Gene Fodor, that we sell advertisement space on the spectator benches. Both ideas will be pursued further.

3.) Judging: Leo Laferriere reported that he has studied the show car registrations for the prior two years and has found that 8 classes had consistently fewer than 6 cars. On that basis, he has reduced the number of classes to 45 (from 49).

4.) Special Events: Bob pointed out that this year will be the 60th anniversary of the club and it would be opportune to provide some recognition of that at the show. Chris Barbieri suggested we have a special display of '53 vehicles. Other related ideas ensued such as a "Class of '53 Reunion" theme and reserving a set of entry numbers for such vehicles to facilitate placing them in the parade as a group.

Chris mentioned the recent tour of VAE members to the Beijing Museum of Classic Cars, at which the owner offered to ship one of the museum cars to the U.S.A for show. Chris will pursue this possibility for a display at the Stowe show.

Bill Sander inquired about the status of a valve cover race. We were reminded that Brian Warren (not present) has agreed to organize this event.

5.) Brochure Preparation: Chris Barbieri volunteered to help Bill Sander with brochure preparation in order to coordinate it with publicity. Leo noted the critique had given rise to some suggested additions to the brochure. Among those were a request to include a description of special awards and to make the class list more easily readable.

6.) Publicity: Chris announced that he will present a publicity plan at the next meeting. He also acknowledged with gratitude the great benefit we get from free air time. He asked for additional publicity suggestions.

7.) Trophies and Plaques: A suggestion was made that we put the WDEV truck on the trophy, plaque or poster in recognition of the contributions that Ken Squier has made to the show. Incoming VAE president Jim Sears suggested that the brochure front picture be a picture of the show rather than the president's car, as has been the custom. He also suggested that, if no president's restoration award is given, the poster could be a picture of Ken Squier's Auburn.

8.) Clothing: no discussion as Andy Barnett was not present.

9.) On-line Registration: Will start as soon as brochure is publicly available.

10.) Show Department Comments: Duane Leach will prepare a sign indicating car corral hours for late drop offs.

Gael Boardman suggested that it would be beneficial to have more information on the web site about the show. Responsibility should be assigned for this.

Duane Leach stated that we are looking for two box trailers for show use.

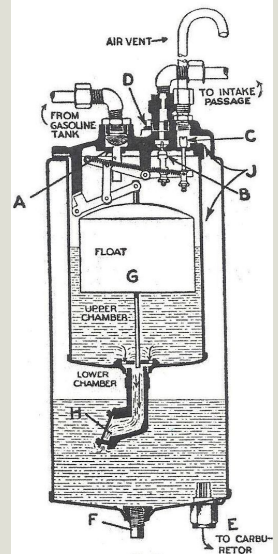
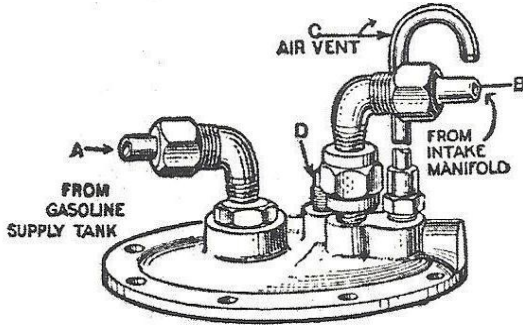
Respectfully submitted, Wendell Noble, acting secretary.

Stewart Vacuum Gasoline System

This is part 2 of a 2-part series on Stewart Systems

Cont. from 12/12 WT... creating a suction in upper chamber which pulls the check valve "H" against its seat. Gasoline is drawn up into the vacuum tank, causing the float to rise. As it reaches the top of its stroke the suction valve closes and the air relief valve opens, allowing the atmospheric pressure to enter the upper chamber. The gasoline now flows out the upper chamber into the lower reserve chamber...from where it flows on to the carburetor, allowing the float to drop gradually. As the float reaches the bottom, the suction valve opens and the air relief valve closes. This transfers the high vacuum into the upper chamber again and the operation is repeated.

Filling the tank when it is empty... To fill the tank simply turn over the engine with the throttle closed. In less than ten seconds gasoline should flow to the carburetor. If the tank has been allowed to stand empty for a considerable length of time, it is advisable to remove the plug at "D" and pour about half pint of gasoline in the vacuum tank. This will remove any dirt on the flapper valve. Drain some gasoline from the tank frequently to clean any sediment which collects on the bottom.



Ford Motor Company
Automobile Manufacturers

HENRY FORD, President.
JAMES COUZENS, Vice Pres. & Treas.
F. L. KLINGENSMITH, Secretary.

FACTORY AND GENERAL OFFICES
DETROIT



Chicago

W H Thompson & Son
Melvin
Ill

Jan 22 1916

Gentlemen:

ALL STATEMENTS OR AGREEMENTS CONTAINED IN THIS LETTER ARE CONTINGENT ON STRIKES, ACCIDENTS, FIRES, OR ANY OTHER CAUSES BEYOND OUR CONTROL AND ALL CONTRACTS ARE SUBJECT TO APPROVAL BY THE SIGNATURE OF A DULY AUTHORIZED EXECUTIVE OFFICER OF THIS COMPANY. CLERICAL ERRORS SUBJECT TO CORRECTION.

We have not as yet received a reply to our letter of January 17 relative to the past due balance that we have on our books against you for parts shipped in the month of December, in the amount of \$1.00, which was due the 10th of this month. It is important that our agents take care of their Parts Accounts promptly the 10th of each month.

If through some oversight this account has not been paid, we certainly expect the business courtesy of a reply to our letter calling the matter to your attention. We know of absolutely no reason why this account should not be paid and therefore wish that you would kindly give the same your immediate attention and favor us with a Chicago Draft in settlement by return mail.

FORD MOTOR COMPANY
ACCOUNTING DEPARTMENT
CHICAGO BRANCH

DP/B
(Dic. 1-21-16)

This is a copy of an original letter owned by VAE member Gary Olney

VAE Member Dave Stone

Was asked by his uncle if he could come and get some 'olds cars' out of his barn, he needed to clean out the barn and get rid of what had been put there over the years..... Wendell Nobel has sent these pictures of the day.

A Triumph
sharing the
space



Loaded and ready to head home...below, An Austen Healey in parts but complete and destined to see daylight



"Hauling Her Out"



The VAE goes to China Again!

JOIN VAE MEMBERS AND OTHER CAR LOVERS ON A TOUR OF CHINA

MAY 28 --- JUNE 7, 2013

Visit the Shanghai and Beijing Auto Museums, tour the
VW assembly plant, walk the Great Wall,
visit the Forbidden City,
Summer Palace
and cruise beautiful West Lake in Hangzhou
and much more !

Detailed information on vtauto.org or
contact Chris Barbieri
at cgeeb99@gmail.com



West Lake in Hangzhou

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For Only \$100 per year Your Business Card can be here and on our website....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
And click onto
"Join VAE"

Wheel Tracks Classified

For Sale... Enough Model T parts to make close to "2" vehicles but you have to build them.
2 frames...2 engines...2 cowls.. wheels, rims, tires, coil boxes...the list goes on and on.
I need the room so I can buy another car!
Gene Towne, Milton, Vermont 802-893-2585 2/13

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 3/13

FOR SALE.... 1924-26 Hudson Super-Six motor and differential with brake drums and all. . Infos:
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 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

January Bumper Sticker...

**I'm not as think as you
drunk I am.**

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 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 3/13

Tour Banners For Sale

Sturdy cotton
With ties.
\$20.00



"Your Car Will
Wear it Softly"
Gene Fodor
802-372-9146

**Order your VAE
name tag like this
one...**



Write \$7.00 check to:
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 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 sand-blasting. \$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

Call Dave Maunsell in Hardwick, VT 802-472-6670 3/13

FOR

Sale....

1923

HUDSON

Super-Six

Speedster in

very good

condition.

New WW

tires, double sidemounts, wind wings, new side curtains, two bumpers, Aermore klaxon on exhaust, dog-bone motometer and spare parts. Price is in the 20,000 \$. A RARE car with the well known Hudson super-six engine. The car is now in Montreal.

gbureau@videotron.ca

2/13



VERMONT AUTOMOBILE ENTHUSIASTS

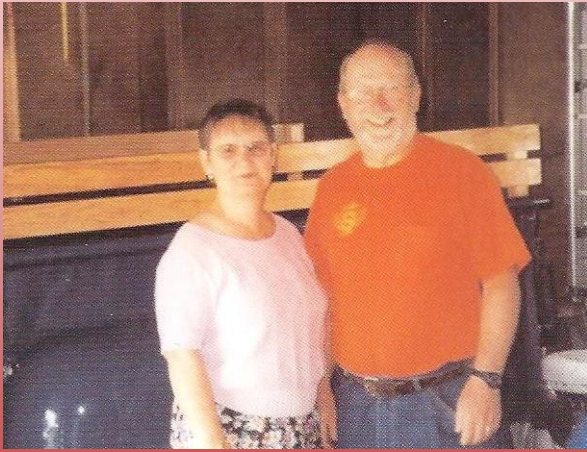
Please Send Dues or Address Changes to:

Christina McCaffrey

Membership Secretary

89 Ledge Road

Burlington, VT 05401-4140



Judy and Joe Paradis...Joe was VAE President in 1999

*The December 2012 Wheel Tracks neglected to
Identify the 1998 VAE President.
It was Bill Erskine pictured on his
1910 Sears Motor Buggy*

January 2013



Our Mobile Museum

“Let’s take the bus.....”

Good idea! First we are going to take our Blue Bird former school bus to our friends in the diesel program at Vermont Tech for a physical checkup and service> After seeing their new shop and talking with the Director, Steve Bilitsos, (a sometimes VAE member), we knew our yellow girl would be in good hands.

This is just a first step in making use of this super versatile asset. There is so much we can do with the bus that it is hard to know just where to start. How to set up the interior, (Duane Leach has found us better seats and a lot of other stuff for free), for varied use. The VAE has just acquired a great projection system that will work well in our planned interior space. Lighting, Colors, Sound, etc.

We will be seeking member suggestions as soon as we get the “bus” back and introduce her to you at an early Spring VAE meet. Be thinking about a color scheme, signage and of course a proper name for our first step in the “mobile Museum” Plan. Should we run a name contest? How about color? It might be fun. Welcome are suggestions as to who might be able to help us with the actual paintwork and signs. We also envision an awning and who knows what else. There will be a need for oversight and care once we get on the road.

If you would like to get involved, contact any member of our “Let’s get started Committee”...Jim Sears, Duane Leach, Wendell Noble or Gael Boardman. It’s going to be a great ride.

PS...We all owe Dick Wheatley a lot for all the time and trouble he has put into research for the best way to register, avoid purchase and use tax and to insure our bus. It’s not as easy as it sounds.

