

# Wheel Tracks



This 1957 Packard Clipper  
Has VAE club history  
at its best.

Read about Lee and Geri  
Carpenter's time with this  
Packard on page 6  
with a bonus "My Story"  
this month on page 13







**FROM OUR PRESIDENT,  
DAVID STONE**

Happy New Year Car Buffs,

I hope everybody enjoyed the holidays and festive activities, time for a quiet January. Look on the bright side, only three months till the Golden Wrench awards, four months till we can drive our classics, six months till Shelburne and eight till Waterbury, winter doesn't seem so long now. It's not quite a carol, but a VAE theme song. No time for hibernation here, we have our monthly meetings too. My winter project goals include replacing a generator and transmission in the PW, both are a little whiney these days, also replace rings in another Dodge, hopefully all done by the end of February. We will see how well I achieve these lofty goals, I could be biting off more than I can fix.

I've been dealing with some OSHA (occupational safety and health) issues at work, yes those pesky regulations and rules to keep us safe, and yes whiney co-workers. I wish I could replace them as easy as the transmission. But I have an item of interest that club members may want to check. **Fire Extinguisher RECALL!** I urge everyone to check their home and automotive fire extinguishers. KIDDE has a massive recall on two styles of extinguishers, plastic handle and the push-button (Pinindicator). This product safety recall includes many models produced between 1973 and 2017, some 38 MILLION extinguishers! Both home and auto applications, as well as watercraft/RV. These products were sold at home and hardware stores nationwide, online and box stores. Be advised that KIDDE manufactured extinguishers under license for Sears, Montgomery Ward, Mariner, Sanford and Traveler to name a few, all covered under the recall. Winter is a great time to check yours, don't wait until your parked next to Dan Noyes at a show with a questionable extinguisher. I found one of mine on the recall list. Simply fill out an online form with address, model number and serial number a new replacement will be shipped to you in a few weeks. Below I have included two websites and a phone number for KIDDE. Take a look.

KIDDE 1-855-271-0773 or online at KIDDE.com, click on Product Safety Recall

[www.CPSC.GOV/recall/2017/Kidde-recalls-fire-extinguishers-with-plastic-handles-due-to-failure-to-discharge](http://www.CPSC.GOV/recall/2017/Kidde-recalls-fire-extinguishers-with-plastic-handles-due-to-failure-to-discharge)

The only thing we should burn is our tires!

Dave Stone

**PS....Last minute note, big news, The Great Race will be in Burlington VT.** On Church Street, June 25th, Monday. Let's rain on their parade with a few VAE banners promoting Waterbury the show!

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FROM YOUR EDITOR... GARY FISKE

**Happy New Year...2018 to all of you.** This has always been my time for renewal. Kind of a “clicking” that happens every 12 months that allows me to look back and forward, the same time. A time to list all those crazy ideas, I have had in my head the last twelve months and sort out the real from the....well,

crazy, and see what floats to the top. One floater I have had for some time now is to go find the part of the Mississippi where its narrow enough to step across. That would be somewhere in northern Minnesota, and then drive south, along the river, to see what is happening there. Maybe 2018 is the year!

**The VAE and Wheel Tracks was the subject of a very nice write-up last month in a national publication.** “Old Cars Weekly” is the publication and their recognition of the VAE was great. One truth their column mentioned was that a publication like **Wheel Tracks**, takes a fine support crew to be successful. When you have time, just go through the 16 pages of WT and count the number of folks involved in making just one issue. I counted 24 for the November issue. OCW was especially interested in Dave Sander’s column. They also thought our “Email Auction” was neat and a great way to raise funds for the club. What is the first page members go to when Wheel Tracks comes in the mail? I am told by many it is the gossip page. The gossip page was also mentioned by OCW.

**I don’t want you to think** there isn’t room for you to contribute to Wheel Tracks.....there is always enough room for more. We got lucky last week and received two “My Stories”, so we are good through February. Your “My Story” has been my high point since Wendell Noble started the column. Please send me yours.

**Lee and Geri Carpenter’s Packard feature was fun to work with this month.** One of the benefits of being the editor is visiting folks like Lee and Geri, and having a special visit with this historic (VAE) vehicle. When Geri sent the “My Story” for this months WT issue, I called her with a really dumb question that most of you already knew. I was curious why she and Lee would take a Packard to a Studebaker International Meet. I didn’t know the Packard corporation purchased the Studebaker company in 1954.

Geri’s story on page 6 included a name I have just recently heard for the first time....**Archie Myer**. I was told recently that my 1927 Model T pickup was once owned by Mr. Myer, who owned the Packard dealership in Winooski, VT. My T was found in a building, on the 2nd floor, along the river in Winooski some 45 to 50 years ago, when John Lavallee’s family purchased the building. Did Mr. Myer once own that building? I cannot get my T to talk, can anyone help, with the rest of the story?

**I am starting a new column for 2018 called “The VAE Motoring Moment”, you will find it on page 7.** I picked up the idea from some of the early VAE meetings that I attended when I joined this club. Gael Boardman would open meetings by giving everyone there, a couple of minutes, to tell us what is going on with their hobby. Sometimes our hobby was skipped and we heard other life-moments and they were all good. The moment reminded us to why we were at the meeting. Our first “Motoring Moment” has even added some French homework for you this month. I will be calling around to supply the column but please don’t be shy to email me if you have a “**Motoring Moment**” that you want to share.



Wheel Tracks  
Monthly deadline  
The 10th

Membership  
Only \$30  
\$50 for 2 years

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

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

\*\*\*Contact Us At\*\*\*  
[vaeinfo@gmail.com](mailto:vaeinfo@gmail.com)  
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\*\*\*Our Website at\*\*\*  
[vtauto.org](http://vtauto.org)

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 are not an endorsement by the VAE unless otherwise noted. The opinions are solely those of the particular article’s author.







## "THE SOFTER SIDE"

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

Happy New Year - 2018 .... from Nancy



As the time is getting close, **I will first wish one and all a Happy New Year.** It is a bit hard to believe it will be 2018 (if you are reading this, it is 2018!) It seems like yesterday that we were all trying to decide how to say the years in the 2000s, should we say 20-01 or 2,001 and now we are 18 years later!

Now that the introduction is out of the way, on to the subject; **New Year's Resolutions.** I did some research (on the internet) so you can agree or disagree but isn't everything on the internet on the up and up? New Year's resolutions started with the Babylonians over 4000 years ago. They started off each new year with the resolve to change something for the better. Previously, it was usually something for someone else like pay off a debt or return a borrowed item. The Romans made prayers to their god **Janus**, for whom the month of **January** is named. Other groups made resolutions through the years, and for the most part the present-day resolutions, have gone from trying to help or improve life for others to self-improvement. The most popular goals include improve your physical well-being; eat healthy, lose weight, exercise (more), drink less (alcohol), quit

smoking, get rid of old unhealthy habits. Other thoughts are laugh more, enjoy life, reduce stress, improve finances, get a better job or do better at the current one, volunteer, settle down, spend more time with family, go to church. The list can go on and on and I really commend those who take the plunge and can manage to reach their goal and stick with it, but the internet tells me that less than 8% achieve their goals.

Which now brings up the question of why can't we seem to keep our resolutions and reach our goal, after all, whatever we have chosen to 'improve' without much doubt needs improvement or we wouldn't have chosen it. I have given this much thought and guess what? The internet backs me up! We tend to set goals that are too hard, complicated or just plain too big, like lose 100 pounds, get a job that pays 4 times what I'm earning now, which probably would require more education, moving, etc., all of which I am not willing to do. You get the idea. We might have more success if we said lose 4 pounds a month and plan how to accomplish this, i.e.; walk, skip one restaurant meal a week, shop in the produce aisle for half of my groceries. Is there a light dawning? For most of us, we need to start small and build on that.

**Another thought I have is going back to what was the original purpose for New Year's resolutions; make someone else's life better, return the shovel to your neighbor or give your parents back the money they laid out for your education. Now that would sure brighten my New Year!!** I am sure you could make someone's life better with just a friendly smile and a hug. Realizing the world we live in today, how about a smile and a wave or handshake. I am sure the Milton road crew's life is made better every time Mary shows up with cookies! Probably their wish is that Mary's New Year's Resolution is to set a goal of a dozen or 2 cookies twice a month!



## WORDS

**Rumble Seat...** A term from the horse & buggy days describing an open-to-the-weather seat for the servants at the rear... usually above a luggage compartment. Auto makers stopped using them in 1938-1939.



### Meals on Wheels in Montana!



\*\*\*\*\*

The frequency of sexual activity of senior males depends on where they were born. Statistics just released from Canada and The United States, reveal that:

North American men between 60 and 80 years of age, will on average, have sex two to three times per week, where as Japanese men, in exactly the same age group, will have sex only once or twice per year, if they are lucky.

This has come as very upsetting news to both me and most of my buddies at the golf club, as none of us had any idea that we were Japanese.

\*\*\*\*\*

A man went to the Police Station wishing to speak with the burglar who had broken into his house the night before. "You'll get your chance in court." said the Desk Sergeant. "No, no no!" said the man. "I want to know how he got into the house without waking my wife. I've been trying to do that for years!"

\*\*\*\*\*

A wife got so mad at her husband she packed his bags and told him to get out. As he walked to the door she yelled, "I hope you die a long, slow, painful death." He turned around and said, "So, you want me to stay?"



## Wheel Tracks Academy

### A SPARK OF AN IDEA

From Wendell Noble

**At times**, it seems that when something doesn't work, it turns out to be caused by not one, but two or three reasons. So it was for my newly restored '30 Chrysler. It was running great when I put it away last winter. This spring, it wouldn't even sputter. I spent the summer chasing down all the obvious possible causes. I swapped coils, condensers, carburetors, etc. Then came the "aha" moment, when I found an intermittent short circuit, of the breaker points caused by the point spring touching the distributor housing. This had to be it! After I fixed that, the engine still wouldn't start no matter how much I twisted her tail. It would sputter a little bit, but that was all.

**At my wits end**, I threw the challenge to **Fred Gonet**. He can start anything. Fred methodically repeated everything I had done with the same result. As a final shot, he took out all the spark plugs and thoroughly cleaned them with a wire brush and solvent. That did it. The engine started and ran smoothly. Apparently the plugs were 'carboned' up from all the cranking and sputtering. Success at last. However, after a few days of tinkering with the engine off and on at idle speed, the fouling problem was back. Why?

**The spark plugs are practically new Champion D 14s.** I bought them from one of the dealers who specializes in parts for antique MOPARs as being correct for a vintage 6 cylinder Chrysler. A little research on the Champion Spark Plug website, revealed that the correct plug for this engine, is actually a D 16, which is a hotter plug. The heat range of a plug is determined by the distance over which heat has to be conducted, through the ceramic from the center electrode, to the steel body that is screwed into the engine head. The shorter the distance, the cooler the plug.

The center electrode and surrounding ceramic are heated by the combustion of fuel. The combustion reaction creates water, carbon oxides and elemental carbon.

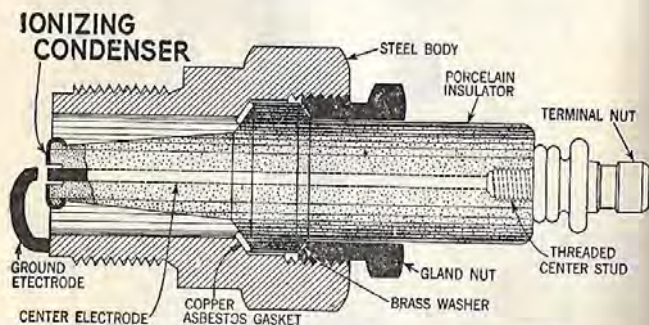


FIG. 26.—Sectional view of Radd spark plug showing construction in detail.

Continue  
to page 11.....







Lee and Geri Carpenter with their Clipper

**This 1957 Packard Clipper** was originally owned by the parents of one of the VAE's founding members. Peveril Peake. We are the second family owner having bought it from Pev in 2004.

The 1957 Packard Clipper Town Sedan was the next to last year of Packard; 3,940 cars built in South Bend, Indiana. It has a Studebaker 289-cu.in. supercharged V-8; 275 bhp; 333-lb.ft. torque; Borg-Warner three speed automatic; twin traction differential; 0-60- mph: 11.0 seconds ( 1957 Road & Track )

This was Pev's mother's car, purchased new from Archie Myer's Studebaker in Winooski, Vt. on January 2, 1957 ( from the original bill of sale ). The fly swatter hanging on the heater dash knob was the



dealership's free gift with purchase ! This car was rarely out in the rain, never in the winter and never slept under the stars. Peveril began calling it " Princess".

When we acquired it in August of 2004, our daughter was then 9 years old and she donated her "purple " Princess" pillow, to the car. And it has lived in the back window since!



Lee grew up in the same town as the Peakes in Bristol, Vermont. He and Pev were friends and had many adventures together. When Packard and Studebaker announced there were to be no further productions of this car Peveril purchased a used one exactly like this one, for a parts car. In 1968, Lee, at 16 , bought that parts car as his first car under the condition that it be returned to Pev when Lee was finished with it, in whatever shape it was in. Lee drove it until the transmission and super charger died. We now have, from that car, a spare dash, trunk lid, four doors, and all the glass from it stored in the garage attic !

Peveril saved many things including the original bill of sale and registration. At every registration renewal he would document the mileage of the car. He also saved the owner's manual ,shop manuals and accessories booklet.

In 1969 Peveril and Lee, along with two others, drove this car out to South Bend, Indiana to the home of Studebaker for the Second International Meet. The judges were about to deduct points for the windshield wipers and spare tire, until Pev pointed out they were the originals! There it was awarded second place. That same spare is in our trunk today.

It remains in all original, unrestored condition. The engine has 121,000 miles on it, not rebuilt. The paint, trim, carpets, headliner and upholstery are also original . It has been in the VAE's Stowe Car show every year since 2004, and in the Senior Class since 2013. It has chauffeured a number of brides and grooms, including the Carpenter family and Gale and Judy Boardman and their daughter, then our son's first prom. It was invited to be a part of the Hemmings Motor News' Concours D'Elegance, twice. ( 2010 and 2015 ) As well as being a feature in their Classic Car ( Feb 2010 ) magazine. It has been awarded first place in the Studebaker International meets of 2007, 2008, 2014, 2016 as well as first place in other Studebaker zone meets.







# The Roadside Diner

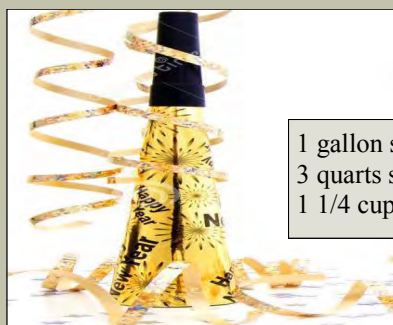
## Marshmallow Peanut Butter Fudge



Edi Fiske

2 cups sugar  
2/3 cup milk  
1 cup marshmallow cream  
1 cup peanut butter  
1 tsp vanilla

Oil a jelly roll pan or a 9 by 9-inch pan. Combine the sugar and milk in a 3 quart heavy pot. Stir to mix well and place over moderate heat. Bring to a boil, stirring until the sugar dissolves, then cover and let boil for 2-3 minutes. Uncover and wash down the sides with a pastry brush dipped in cold water. Continue to boil over medium heat, without stirring, to the soft ball stage (234 degree). Remove from the heat and stir in the marshmallow cream, peanut butter and vanilla. Mix well and spread in the oiled pan. Cool and cut into squares. Store air tight.



### Holiday Cider Punch

1 gallon sweet cider	1 cup brandy
3 quarts soda water	3 tablespoons lemon juice
1 1/4 cups sherry	Peel of one lemon, cut into strips



## A VAE Motoring Moment

What is going on with your hobby.

**Underhill, Vermont..... Gael Boardman** recently acquired a scissor lift for his shop that will raise his projects four feet. In experimenting a bit, he has found another purpose for the lift. By adding a flat surface to the lift, he now has a variable height bench for any project he is working on. The latest project is a broken propeller for his yard windmill and the top of his antique gas pump. They were both damaged in the recent wind storms. He is looking for a replacement wooden propeller, does anyone have a spare?

**Essex, Vermont..... Dave Stone** has recently added a 100+ HP boat to his shop, with waterskiing next summer in mind. A bit of a departure from his other shop residents that have tires attached. The Stone family have spent some time creating a proper name for the boat and have decided on a very proper French name..... **Peur du Naufrage**. Look up the meaning, you will be amazed how romantic it is.

**East Fairfield, Vermont.... Dennis Dodd** built a Model T speedster a number of years ago and has not been happy with the results. So he decided to tear it down and start over. The T engine has been over bored and now he has added an exhaust manifold that he has built in his shop. He is not sure yet, how he will pipe the exhaust the rest of the way, but has ideas. He has also added a V-8 carb and is thinking the engine will produce 35 to 40 HP compared to the factory-built 20 HP. Dennis is fairly tall and the first speedster he built was on the tight side for him. So, he has decided something different, instead of cutting the drive shaft the foot required to fit the added Warford transmission. Dennis will be extending the vehicle frame one foot. He is in the phone book if you want to keep up with his project. Mr. Dodd is also very close to getting a 1901 curved dash Oldsmobile on the road. A project of many years of work.





Dave is taking a brake this month.

## What does "FG" Mean?

An email exchange with our VAE expert on Vermont number plates.



An example of an FG plate

VAE member, **John Sandvil**, recently purchased a Vermont number plate with # FG81. John bought it because it was different but did not know the reason for its odd number.

**To the rescue....Gary Irish.** This is part of his reply: **Yes, I can tell you what it is, and will probably tell you more** than you want to know! It is a plate for a state owned vehicle, and more particularly for the Fish & Game department. State vehicles were first issued special plates in

1922, and through 1925 had "STATE" written out on the bottom

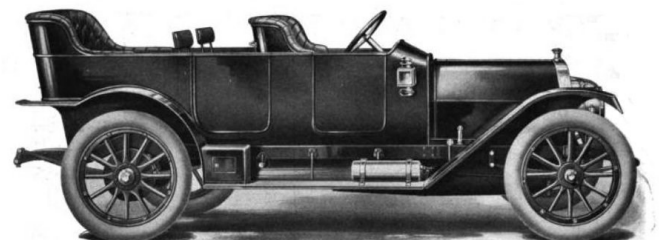
of the plate, similar to truck and repairer plates of that era. From 1926 to about 1950, they had an "ST" prefix, and at least from 1951, only an "S" prefix (I know 1948 had ST and 1951 had S, but don't know about 1949 and 1950). This went through 1960, and in 1961, they issued permanent plates to state vehicles with a two letter prefix designating the department to which the vehicle was issued. These plates did not have a painted border, but somewhere around 1970, new plates were issued, essentially similar except these had a painted border. These were used until the mid-'80's, when they transitioned over to the plates in use today. I've attached a few pictures to give you an idea of what they looked like. The F&G plate is probably similar to the one you are asking about. The similar one without the border is Forest & Parks. I also added a sheet that gives the meaning of the letters on the 1961 version. And by the way, the picture of the 1925 state plate may look a little odd - it is a replacement plate. These were used to replace lost plates, and were embossed with only the non-unique parts of the plate. The motor vehicle department, at that time housed in a house which once stood where the state office building is on State Street in Montpelier, had a supply of these, and when a request came in for a replacement plate, they took the appropriate blank (in this case STATE, (pictured left) but they also had them for passenger, truck, etc.) and hand painted the number on the plate in a workshop in the basement of the house and sent it out.



State of Vermont	
Prefixes for Permanent Plates	
Auditor of Accounts . . . . .	AA
Alcoholic Rehabilitation Board . . . . .	AB
Secretary of State . . . . .	AC
Dept. of Administration . . . . .	AD
Dept. of Agriculture . . . . .	AG
Aeronautics Board . . . . .	AR
Buildings Division . . . . .	ED
Banking and Insurance . . . . .	ED
Inter-Departmental Council on Aging . . . . .	CA
Dept. of Corrections . . . . .	DC
Development and Community Affairs . . . . .	DCA
Development Dept. . . . .	DB
Driver's Education . . . . .	DE
Dept. of Public Service . . . . .	DP
Dept. of Employment Security . . . . .	DS
Dept. of Taxes . . . . .	DT
Dept. of Education . . . . .	ED
Dept. of Fish and Game . . . . .	FG
Dept. of Forest and Parks . . . . .	FP
Housing Authority . . . . .	HA
Dept. of Highways . . . . .	HD
Dept. of Health . . . . .	HE
Historic Sites . . . . .	HS
Dept. of Industrial Relations . . . . .	IR
Dept. of Liquor Control . . . . .	LC
Military Dept. . . . .	MD
Mental Health . . . . .	ME
Dept. of Motor Vehicles . . . . .	MV
Planning Council . . . . .	PC
Dept. of Public Safety . . . . .	PS
State Police . . . . .	SP
Dept. of Social Welfare . . . . .	SW
University of Vermont . . . . .	UV
Vermont College . . . . .	VC
Vermont Soldiers Home . . . . .	VH
Water Resources . . . . .	WR

After answering your note about the license plate, I got to thinking that maybe you can answer a question for me, or at least you might know someone who can. I recently got a copy of a picture, which shows a man named **Clinton Abbott** in the middle of what is now Route 15 in front of the park in **Underhill Flats**. He was the Underhill station agent for the Burlington & Lamoille Railroad. The car has a 1911 dealer plate on it, and I was told by the person who gave me the picture that Mr. Abbott, at one time, was a dealer for Reo automobiles. From anything I can find online, this doesn't look like a Reo, and I am wondering if you or someone might be able to tell me what make of car it is. From looking at pictures online, the closest thing seems to be a Maxwell, which has a similar shaped hood, but other details of any I could find didn't look right, such as the cowl.

*Wheel Tracks was unable to reproduce the picture that Gary Irish is referring to, but....does have a beautiful picture that can be emailed to you. There is a gentleman driving the car and two youngsters around age 10 as passengers. The Underhill church can be seen beyond the green. Please ask and I will email the photo to you. email...gafiske@gmail.com*



It looks a little like this auto...what is it?





Our Holiday gathering has always been fun, especially the gift exchange part. A few of us have tried to guess what Serge Benoit is thinking while looking over his gift. We are not sure, but the model car looks to be a VW Bug with wide tires. What is your guess of Serge's thoughts as pictured here?

We have heard that Rick Hamilton's 1950 International pickup is making proper noises now. The last we heard at the 4th of July parade in Waterbury, Rick's International was wheezing, snorting and back-firing. There was even a "crunching" sound toward the end of the day. A number of repair procedures, have been accomplished, but the thing that brought the truck back to its normal sound was a new set of spark plugs. Who would have guessed a new set of plugs could make that much difference. We are fairly certain even the "crunch" sound could have been avoided, with a new set of plugs.

It took me a moment to figure out, what one female member was getting at, during a conversation at our annual meeting. She was trying to find out what recipe was going to be in our next Wheel Tracks issue. She said she tries them all and she wanted to be the first with the next one. I also know, the recipes don't get published unless Edi has also tried them. Even though I have an "in" with The Roadside Diner cook, it isn't very often I get to have a taste. I made believe it was a secret, when I was asked, but really, I could not remember.

A friend told me the other day how, for many years, his folks complained about our Vermont winters. When they retired they decided to investigate. They loaded their snow blower into their pickup bed and headed south. They made the decision of where they wanted to live when someone leaned on the truck bed and asked "what the heck is that?".

We had 13 bids in the December VAE email auction and lot number 6 was the most popular. There were no bids

The winning bids are: Duane Leach... 12-1 @ \$23.26  
12-2 @ \$17.87  
12-3 @ \$16.51  
12-5 @ \$7.54  
12-8 @ \$13.26



Brian Warren..... 12-4 @ \$38.00  
12-6 @ \$46.00



## COLD HOLLOW CAREER CENTER

*Skills . Pride . Excellence*

We were given a nice report at our last Advisory Board gathering. The group is part of the auto tech program at the Cold Hollow Career Center in Enosburg. Baster Weed is the instructor, and for us

"non-teachers", it is incredible to watch him guide his class. One thing I did recognize from my school years sixty years ago, was Baxter's ability to see in five directions at once. I never figured out how teacher do that....

Of the 12 in last years graduating class, 5 are in college, 2 will be starting at the Advanced Welding Institute in January (they are currently to working at their co-op jobs of last year), 1 is hired full time at a welding and trucking company, 3 are working in non-auto related full-time jobs...and one is still looking.

Of the 13 current seniors, 8 have earned their VT State Inspection License, 8 have passed their ASE test for light repair and Maintenance and 3 have passed the Snap-on 525 Meter Certification. 5 have co-op placements in area related businesses.

The current 12 junior students have all passed the safety course offered by the Automotive Life Institute, all have their Safety Certificates from SP@.org. They are currently working on their Fluids and Oil Courses sponsored by Valvoline.

Nathan Demar is the director of Cold Hollow Career Center and shared a joint letter from six major Vermont employers. They write of the many open high tech jobs in Vermont and ask to partner with Vermont Career Centers to fill them. They struggle to find enough people to fill the many jobs. There are 17 Career centers in Vermont and many of them are larger than this one in Enosburg. Even being smaller than most, Cold Hollow has programs in Ag Science, Auto Technology, Business, Construction, Digital Media, Forestry and Medical.

It is very difficult for me to get my head around all that must be going on, in these wonderful career school, throughout Vermont. Our Golden Wrench Award Program might lead us to a better understanding of how we might help even more.





## A RIDE NAMED LILLA

by Chris Barbieri

**For about 3 years I've been locating** and shipping brass era cars to my friend in Beijing China for display in his Antique and Classic Car Museum. It's been a great experience searching out vehicles all over the US and Canada and learning what it takes to transport a vehicle from North America to China. Along the way, I've met many interesting and knowledgeable folks, who share our passion for elderly cars and trucks.

About a year ago, my friend in Beijing expressed an interest in antique carriages, buggy's and wagons as an addition to his museum collection. I began an Internet search but the most interesting examples I found, seemed too pricey or far away for a cost effective inspection. So I decided to roll the dice and place a wanted ad on WDEV's Mailbag Trading Post. Sure enough, I received a response from a lady in Northfield. She said she had an original condition buggy that had been stored in her garage for many years and it was time for some extra needed space.

We arranged to meet one afternoon last September and what I saw was a gem ! A completely original, dust and dirt covered, circa 1880's - 1890's, complete, and in surprisingly good condition, two passenger carriage. Yes, mice had made mince meat of the seat cushion and yes, birds had left their calling cards upon the seat back but the carriage was complete even down to the whip holder and manufacturers identification plate, affixed to the seat back. That brass plate reads Excelsior Carriage Co., Watertown, NY. For many years from the 1880's into the early 20th century Excelsior manufactured a wide range of carriages, wagons and sleighs.

I took pictures of the carriage and was ready to send them to Beijing but I hesitated.....I've always had a "maybe someday" desire to own an antique carriage or sleigh; and here was my opportunity: An all original carriage and stored indoors all her life.

Laurel decided to join me for a second look. We met the owner and after a few minutes she said "I think you are interested in buying the carriage for yourself !" I admitted it was true.

After a week of procrastinating and finding room in the garage, the phone call was made and the carriage was ours. Then reality set in. How do you transport a 100 plus year old carriage from Northfield to Worcester ? It wouldn't fit into our Ranger pickup that was for sure. Fortunately, we were loaned a flatbed trailer and our carriage is now safely in the garage with her Mopar "stablemates".

Our carriage has a long history in Vermont. She was purchased new in Roxbury by the seller's great grandmother who operated a farm. The great grandmother's given name was Lilla so it only seemed respectful that our carriage carry on the name. "Lilla the carriage" was used regularly on the Farm in Roxbury until horseless carriages came on the scene. She was then retired to the barn and passed down through the generations. The seller had one request, almost a deal breaker, whether Lilla was going to the museum in China or the short trip to Worcester. She wanted assurances that she would be stored indoors, as she has been all her long life.

Although a newcomer, Lilla is now a part of our 4 wheel family and has been warmly welcomed by her self propelled garage mates.



Temp.	NGK	Bosch	Champion
HOTTEST	2	10	18 / 19
	4	9	14 / 16
	5	8	11 / 12
	6	6 / 7	9 / 10
	7	5	7 / 8
	8	4	6
	9	3	4
	10	2	-
	11	-	-
COLDEST	12	-	-



If the center insulator is too cool, carbon will condense on it and never be burned off. A carbon film is a pretty good electrical conductor and

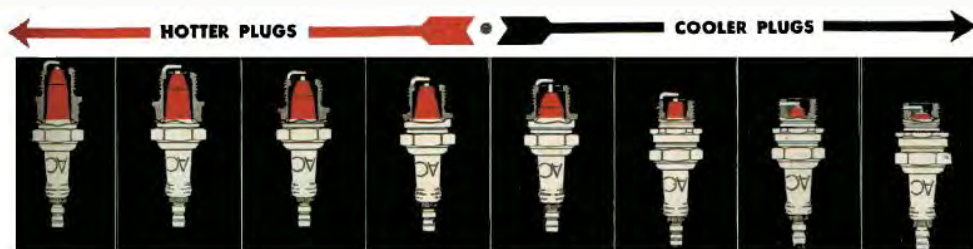
will provide a leakage path from the center electrode to the body as the spark voltage is building up. Thus, the spark intensity is reduced if not eliminated altogether. I checked out this notion with my multimeter. The resistance between the electrodes on a carbon fouled plug measured 400 K ohms, whereas the resistance for a cleaned plug was immeasurably high.

Things like engine compression, engine speed and load are variables that determine the necessary heat range for the plugs. Since I was

operating my engine for short intervals at idle with no load, I was creating the worst conditions for cool plug problems.

Maybe I've fixed the problem. This was all an important lesson for me.

I hope I remember it.



When a spark plug is referred to as a "cold plug", it is one that transfers heat rapidly from the firing tip into the engine head, keeping the firing tip cooler. A "hot plug" has a much slower rate of heat transfer, which keeps the firing tip hotter.



Continued from page 13, "My Story"....

Saturday was another bright sunny cold windy day. We arrived on time at the Proving Grounds and sat around the tarmac waiting an hour and a half. We were grouped with 14 cars in each pack. We had 2 laps around the 3 mile banked cornered track. We made it up to 70 MPH. This was fun, and I dare say, it made Lee's day. Then on to the fairgrounds where they had reserved the front three rows of the field for those of us who were at the Proving Grounds. This was a nice gesture and well appreciated as we arrived later in the morning. Throughout the show there was the huge projector showing old Studebaker TV ads from the 1950s. This was cool and entertaining. (I believe they are available for purchase at the Studebaker Museum.) During the awards presentation the winner's pictures were up on the screen with their name and points. We were awarded a second place plaque. Perhaps the splattered antifreeze deducted

points from our score! We checked off a list of state license plates and counted 29 different states with a Studebaker plate!!! As well as 2 Canadian Provinces.

Our traveling adventures were not over, as we had not yet parked in our own driveway. Coming home, as we were getting on I87 North we rounded a cloverleaf entrance ramp and TWANG!!! That same left front hub cap went flying across the 3 lane highway, across the median, into the next three lanes. A car had to brake, but got around it, then the car in the next lane.... Ka-thunk. Damn. Good thing our spare tire has a matching hub cap!

So, if anyone doesn't believe their car has a personality, think again. We think that Princess (the Packard came pre-named) did not want to go on this trip and showed us!!!

Happy motoring everyone, Geri and Lee Carpenter

# The VAE January Email Auction



Below you will find items identified by lot numbers.

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

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

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

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



**Lot 1-1**

A gift from Carol Lavallee for our online auction. This Indian Motorcycle tie clasp was given to an employee in the 1940s. *Short story below*



**Lot 1-2**  
14 qts. Full Syn  
5W30  
& 2 extras items



**Lot 1-3**  
12 qts. Castrol  
5W30  
With 4 extra items



**Lot 1-4**  
4 qts. Full Syn 5W40  
6qts. Full Syn 5W20  
3 qts. P-steering fluid



**Lot 1-5**  
9 qts. Castrol 10W30  
4.5 lbs hand cleaner



**Lot 1-6**  
2 bots car wax  
6 qts. 15W40 Rotella  
2 bots wheel cleaner



**Lot 1-7**  
11 qts. 20W50  
Pennzoil



**Lot 1-8**  
5.5 qts.  
2-cycle engine oil



**Lot 1-9**  
6 qts. Type-FA PS fluid  
7 qts. 10W40 CQ oil



**Lot 1-10**  
1913 model T Touring  
Short story right

## The Indian Tie Clasp.....lot 1-1

A gift to our auction from **Carol Lavallee**. It was given to her father, **Elliott Frattesi**, in the 1940s from the Indian Motorcycle Company while employed at their plant in Springfield Massachusetts. One VAE member valued the item at about \$30.00 another claims "many hundreds". There are no reserves, so make your bid!

\*\*\*\*\*

## A 1913 Ford Model T Touring Car...lot 1-10

A Precision Model  
From the '91 Franklin Mint  
From the Alden Chapman Collection





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

### Our trip to South Bend May 2017

From Geri Carpenter

To quote **Peveril Peak**, the original owner of our Packard (and one of the founding members of the VAE) this was a trip that was " **fraught with danger and emotion** "

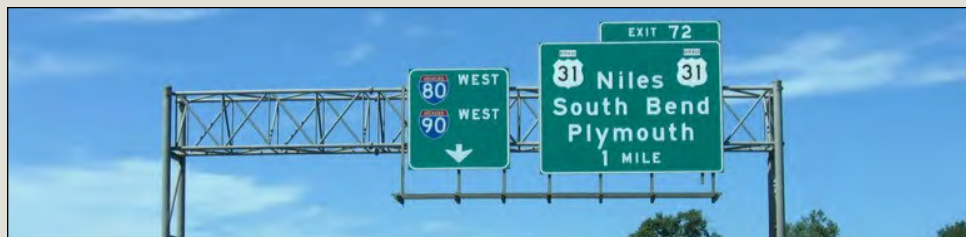
**We didn't get started on time** as planned. Leaving a day late due to rain, we couldn't even make it out of the garage! The Packard's battery was dead, so we made a quick trip to Interstate Battery, for a new one. Lee opted to not take the bright lime green one they brought out to the counter, and asked for one in black.

Twelve miles from home the left front hub cap popped off while going around the clover leaf highway! I quickly watched where it rolled along the edge of the road. It was on an overpass and could have gone through the guard rails down onto Interstate 89 but didn't. This was a blessing in disguise as I picked up an 18" bungee cord along with the hub cap (which was undamaged). This bungee cord came in handy later in the trip.

About ten miles down the road we got stuck in Route 7 construction. In the rain and mud the car got plastered and appeared like a two toned painted car. Black on top, brown on the lower half. Covered with mud.

#### **Our trip went uneventful thereafter**

except for the geese around Syracuse, NY. While passing a Wildlife Preserve, two Canada geese, decided a good place to land was in the middle of our lane on the highway! With only a couple of car lengths of road ahead of us Lee honked the horn, which they ignored. He then had to swerve quickly to avoid hitting them! We could imagine the dented grill if we were not able to swerve around them. They stood a good 2 1/2 feet tall! When we were 20 miles from South Bend we hit stop and go construction traffic which took us an hour to get through. Then, 890 miles from home we arrived at our hotel.



The next day, in the rain, we headed for the host hotel. We gassed up about one block from our hotel and at the very next stop light the car started spewing steam!!! It was raining and about 45 degrees. We pulled under the next hotel's canopy and to our good fortune, it was the host hotel of the Avanti Club! Almost immediately people came out to help! Lee opened the hood and found anti-freeze spitting all over the engine compartment. Once the steam cleared Lee found the radiator cap had loosened. We added about a gallon of water and we were on our way.....oops but the hood wouldn't latch! Here's where that bungee cord came in to good use.

We registered at the event hotel and made our way, in the rain, to the fairgrounds where the judging was taking place in the swine barn. The wait was quite long even though three judging lines had been set up. The delay was because the 'trailed' car owners were unloading in the judging barn instead of outside, and taking up a lot of time and space.

Once inside the long barn we did have time to wipe the car down and replace the hub cap. They said they would not deduct points for the rain. Our poor engine compartment had antifreeze splattered all over it. They took quite a while looking over the car, we were there for an hour and a half.

Thursday evening was the member's meeting/buffet. It was down-right awful! 500 people were seated with three food stations. Nachos, a potato bar (yes, a potato bar where they put a scoop of mashed potatoes in a martini glass and you added your toppings) and lastly the slowest pasta serving bar in the country. They individually heated up our chosen sauce in an omelet pan, then added the pasta. A very slow process. And NO desserts! The Studebaker band played loudly throughout the whole dinner. We could hardly speak with others at the table. We did not stay for the evening auction.

Friday we woke to a beautiful day. Sunny and dry, but cold and windy. We headed for the museum. The parade was at 3 pm and it was poorly organized, not marked and there was no one directing traffic. Once finally downtown, it was a very nice event. There was a great turnout of cars and people. All of downtown had been cleared out and it was curb to curb Studebakers for about 4 blocks! The Studebaker band played again over a PA system.

*Continued on page 11*

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"

**Please Update  
Your VAE Roster  
Information  
Today**

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

### KCST Scholarship Committee Seeks Applicants for Automotive Scholarship

Do you know a young person who is planning to attend or currently attends a college or other post-secondary school program in automotive technology? Is there a high school technical center or program in your area that offers an auto technology program? If so, perhaps a student there may be planning to attend a post-secondary or college automotive technology program.

Each year, the Knutson Churchill Scholarship Committee of the Knutson Churchill Trust awards 2 scholarships for post-secondary students studying print journalism or automotive technology. This year we will be awarding \$1,500 in each field. The past few years have seen a good number of students applying for the print journalism scholarship while the number of applicants for the automotive scholarship has been declining. I know the number of students pursuing higher education in the field is not declining, so the problem must be that these students don't know that this scholarship is out there. Can you help spread the word?

Information and applications are on the New England MG-T Register web site [www.nemgtr.org](http://www.nemgtr.org) click on Knutson Churchill Trust. The dead line for applications this year is March 16, 2018.



Knutson Churchill  
"Mr. MG"

## Coming VAE Events for 2017 & 2018



**January 6, at 11:00 AM at St. Leo's Hall of St. Andrew's Church at 109 S Main Street in Waterbury.** Our January meeting is our annual models, memorabilia, and memories meet held in conjunction with the Green Mountain Region of the AACA. Lucille and Gene Napololiello are our hosts. It is pot luck.

Please bring a dish to share and whatever antique auto items, collectibles, models, or memorabilia that you want to show off to the group. It is always enjoyable to see what others have in their collections. An interesting side note - the first models, memorabilia, and memories meet was held in 1994, at the Red Fox Ski Dorm in Jeffersonville. Back then, the outgoing president planned the January meet and handed over the gavel to the incoming president. I was the out going president. For weeks I wracked my brain trying to think of an idea for a January meet. Then I got the idea that if we couldn't bring our cars out in the dead of winter, we could bring out the auto related stuff, that we all collect and share it with the club. Obviously, the idea caught on. Here we are, still doing it, 24 years later!

**On February 10, we are meeting at the Vermont National Guard Armory on VT RT 100 in North Hyde Park, at 11:00 AM.** Please bring a bag lunch. The club will provide drinks. In addition, the Guard has snacks and drinks that they sell.

We will tour the Armory and have our lunch and meeting afterward. This should be a really interesting tour. The Armory was just built in 2017. All of the vehicle maintenance and repair for all of the Vermont Guard units is done here. There is 45,000 square feet of space, and it uses cutting edge technology. This is a state of the art facility. You will be impressed!

A note of caution here, as this is a military facility, we cannot bring any weapons, ammunition, or alcohol onto the premises. There is no smoking on the premises, and anything we bring in, we must take out. All refuse must be cleaned up. I'm sure that none of these will be an issue, but as part of our agreement, I need to make this clear to everyone. Thank you for being cooperative. See you in Waterbury on January 6!

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

**January 20th and every 3rd Saturday at 10AM.....** The Education/Outreach Committee Meeting (ask a member for directions)





# Wheel Tracks Classified

**For sale.....** Farmall Model C tractor, 1948-1951. Good condition. runs very nice. New battery, has PTO. Asking \$3000. Roy Martin  
Call 802-862-6374 .

**For Sale....** Fits Ford Bronco or F100 pickups.  
\*1 power steering gear box, new in the box, \$50.00.  
\*2 complete, front brake drums, shoes, wheel cylinders and backing plate in good used condition, \$60.00  
\*1 pair of used locking hubs, \$50.00  
Call Hank Baer, 802-272-6933

**January**

**Get off  
My Lawn**

**Bumper Sticker...**

**Do you need a VAE name tag?**

**Contact Christina**

christina.mccaffrey@vtmednet.org

\*\*\*\*\*

**How about a VAE banner for your car?**

**Call Wendell Noble to order one.**

**802-893-2232**

**For Sale.....** \*Two Motor's Flat Rate Manuals, 1948 editions. Covers 1938 through 1947 makes. Both in good condition and contain parts numbers as well as flat rates for repairs. \$10 each.

\*Also a Motor's Auto Repair Manual 1955 edition in good condition. Covers 1940 through 1955 makes. \$15 or \$25 for all three.

\*Chilton's Auto Repair Manual, 1940 - 1953 and Chilton's 1979 Repair Manual, both in very good condition. \$10 each or \$15 for the pair.

\*Vintage, very early Essolube one quart 15" tall glass oil bottle. In very nice condition, no chips or cracks. Reads "Essolube" in center of bottle and top reads "Contents 1 quart". Bottom reads "Property of Anclo - American Oil Company, Ltd. \$65.

\*Two Touring boxed game cards sets. Issued by Parker Brothers. Great graphics. One from 1920's - \$15 and one from 1950's, \$10 or \$20 for the pair.

\*New gas tank, fits 1987 - 1995 Chrysler LeBaron convertible and possibly coupes. \$25.

Chris Barbieri cgeeb99@gmail.com, 802-249-0272 or 941-388-8803

## Grease Monkey Physics

Pictured here is the Automotive Technology junior class at the Cold Hollow Career Center in Enosburg Falls on the 28th of October.

Baxter Weed, the center's instructor, allowed the VAE to present it first "Grease Monkey Physics" lesson.

This VAE program is the work of Wendell Noble, pictured left, where one part of the lesson uses a standard transmission to teach torque ratios. Counting gear teeth and using gear diameters are two ways but there is a third. Do you know the other way?



The second physics lesson delves into what happens when electrons move through a wire. Does the direction matter? What happens when you coil some wire and shoot some electrons through it? Oh, and then there is the magnet pushing electrons along a wire.

All very simple to understand in Wendell's physics lesson. The plan is to visit the other 15 Golden Wrench Award career centers in Vermont with our VAE "Grease Monkey Physics".





VERMONT AUTOMOBILE ENTHUSIASTS  
Please Send Dues or Address Changes to:  
**Christina McCaffrey**  
89 Ledge Road  
Burlington, VT 05401-4140  
[christina.mccaffrey@vtmednet.org](mailto:christina.mccaffrey@vtmednet.org)



Ron Hunt of Williston VT in his beautiful  
1970 Ford F-100 Custom Pickup

January 2018



PRSRT STD  
U.S. Postage  
**PAID**  
Montpelier, VT  
Permit No. 61

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



A beautiful setting for VAE. The Holly Family Parish Hall in Essex has been our annual meeting location for a number of years now.  
Good food, good company, the only thing missing is an antique car in the middle of the hall.  
Many thanks go to David Stone and his family for organizing the event.