

January 2020 Year 67 #1

Wheel Tracks



**Gene and Gina
Wescott
gets a visit from
Hemmings.**

**Hemmings wanted all the
details on the Wescott's
Beautiful 1930 Packard
Standard Eight.**

**Turn to the January 2020
Hemmings Classic Car Magazine
For the story.**

**Turn to page 7 of
Wheel Tracks
for more....**

The Official Monthly Publication of the Vermont Automobile Enthusiasts



**FROM OUR PRESIDENT,
DUANE LEACH**

Hello, Happy New year.

As your new VAE president, I wanted to give a little history on how I became involved in the VAE.

I had gone to the Stowe Show for years and started showing my truck in 1995 at the Shelburne Museum .

I was parked next to a maroon Dodge truck and heard a lot about the VAE and many related stories of the club. I made it through the weekend without joining the club. The next year came around and I am parked next to the same truck and by the end of the second day the owner had convinced me to get involved in the VAE.

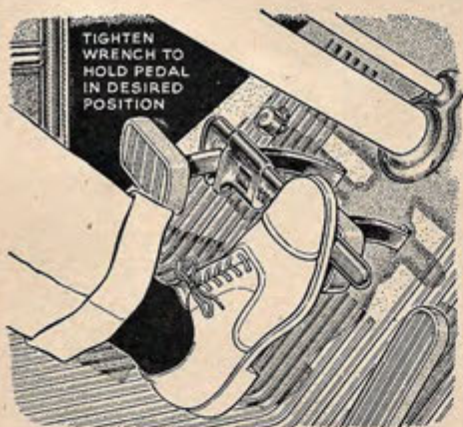
I began helping on the Shelburne Show, and was told to come for breakfast at the Stowe Show set up days. I helped at the Stowe Show from then until the 2010 show planning started. I happened to open my mouth and became show co-chair with Bob Chase .

The owner of that Dodge was Ray Tomlinson.

Lets make this a goal for 2020.....lets get out to the car shows and see how many new members we can sign up to keep the club strong.....**(Waterbury strong!!)**.

The monthly meets for the year are being planned and if you have any ideas or want to volunteer to be part of a monthly meet, you can call our new 1st. Vice, Gary Fiske, at 802-363-1642

Thank you, lets make 2020 a big deal and have lots of fun.



Wrench Holds Down Pedal. When it's necessary to keep the brake or clutch pedal depressed while you are working on a car, a large adjustable wrench does the job conveniently. With the pedal depressed, place the wrench handle against the pad and tighten the jaws on the shank of the companion pedal.



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FROM YOUR EDITOR... GARY FISKE



Happy 2020 to Yu'all

Did you catch my fake 'southern drawl' above...oh well. I don't know why yet but, for some reason 2020 is really clicking with me. It might be simply the way it is said, ain't it cool...**twenty-twenty!** It might be because it is a brand-new year for us to do with, any way we choose!

I will be 1st. Vice in **2020** and my job is to line up our monthly events. In the old days, it was the 1st. Vice's job to arrange and conduct everyone of the 12 events of the year, a lot to ask of a member. In our modern times, we are doing it differently. Twelve members have stepped up and each will take a month for **"their event"**. Page 10 has the line-up so far. February and March are empty yet, but there are some good ideas for those months. The rest of the year, I am sure you will agree, will be fantastic. **Can I ask....if you see an event that interests you, please call that person and offer to help.** Sharing the work is fun and just very good manners.

I just finished putting **Wendell's " Wheel Tracks Academy"** page together. The information is great and I wish I had a bit of his writing style. He can make something complicated very understandable using a minimum of words. I figure if I use hundreds of words, I will either get my message across or lose you enough where you will not dare ask me for an explanation! Can you guess where Wendell worked much of his career when he mentions diodes and LEDs in his sexy sentences?

There will be no **Shelburne Museum Show** on Father's Day weekend this year. The museum would like to take a year to think of a possible re-vamp of the show. We will all miss the gathering, as it has become something we all looked forward to. Fathers Day Weekend **2020** will still be fun, if you decide to join Nancy and Gary Olney's overnight invitation, to the Newport area. Saturday, the 20th of June will be the visit to the Brownington Museum and the annual antique engine event. Watch for more details.

There are two "brand-new Columns this month!

Charlie Thompson is beginning his **"My First Car"** column this month. He is beginning with his '49 Plymouth that he had in college. He will be asking for your story also. The second new column is from **Chris Barbieri** and is called **"Remember When"**. Some of the products that Chris is showing us are **AMAZING** but remember don't think about buying them!

Membership
 Only \$30

\$50 for 2 years

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

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Or
 Our Website at
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If you want your
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The new issue can
 usually be found
 there, around the 25th
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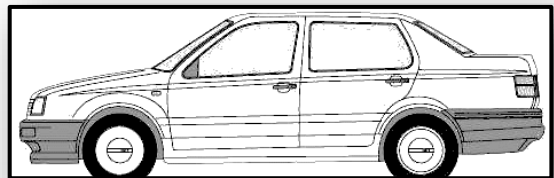
"The Softer Side"

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

Father Spears' St. Christopher from Judy

In 1991 I bought a new car, a brand new car, all by myself. I was driving a 1986 VW Golf, but Gael needed a car to drive, so I decided to give him mine and buy a new one. For some reason I wanted a car with a diesel engine and it had to be a VW, so I found a Jetta in Augusta, Maine and we went to get it. I loved it.

We had a neighbor who was a retired priest and he and his elderly housekeeper and their cats were great neighbors. They also had a barn that Gael used occasionally. Father Spears was a farm boy from Enosburg and he loved to garden. He had about 100 acres which he kept up well. Gael used to like to visit with Fr. Spears and Alice and spent many happy hours "visiting".



One day Gael was there and asked Fr. Spears if he blessed cars. Yes, he did. So, a date was picked for me (us) to take my new car there, to be blessed. It was one of those warm, sunny spring days, a Saturday. I got up early, gave the Jetta a good wash, and at the appropriate time, we drove a mile down the road to Fr. Spears' house. He was quite elderly and had trouble going up and down his porch steps, so we drove the car over the lawn and got as close to the porch as we could.

Alice had picked a bouquet of wild flowers and placed it on the hood of my sparkling car. Fr. Spears came out onto the porch with his prayer book and some holy water, and proceeded to bless the Jetta. He handed Gael the small bottle of holy water and Gael sprinkled it on my new car. Alice, then, invited us into their kitchen and got out a small bottle of brandy which they kept for medicinal purposes. We then toasted the Jetta. But what was most meaningful to me, was the small statue of St. Christopher that Fr. Spears gave to me. It was in the car that he drove for many years, a huge white four door sedan, that navigated our road well, winter and summer. I proudly put it in the glove box of the Jetta and we went home.



I drove the car for years until Gael needed a replacement for the 1986 Golf that he had been driving. I passed the Jetta on to Gael and got a replacement car for me...another VW Golf. For anyone who has been at our house in recent years, you probably passed the black Jetta that was parked next to the military truck in the barn yard. Gael couldn't let it go. Well, this fall, after looking around the yard at all the stuff??, I decided that it was time to call a salvage yard and have them take the Jetta away. The day the truck was due to come, I went down to the Jetta to say goodbye. I removed the floor mats (you can always use them in some car) and I removed the St. Christopher statue that Fr. Spears gave me so many years ago.

It now sits in my everyday car, another VW Golf, where I see it every time I go anywhere. Thank you Father Spears. God Bless You.

Saint Christopher's most famous legend tells that he carried a child, who was unknown to him, across a river before the child revealed himself as Christ. Therefore, he is the patron saint of travelers, and small images of him are often worn around the neck, on a bracelet, carried in a pocket, or placed in vehicles by Christians.

*May the Lord
go with you
on your journeys..
and may peace
always follow
your path*



Dave's Garage by Dave Sander



Frozen Calipers

Recently I have seen a lot of frozen caliper slides while replacing brakes. Some of these calipers were relatively new.

Usually I can free up rusty frozen calipers with an ATF/acetone mixture, wire brush the pins, clean and lubricate the slides and reassemble the caliper. Sometimes, the slides are so rusty I can't free them up without breaking them.

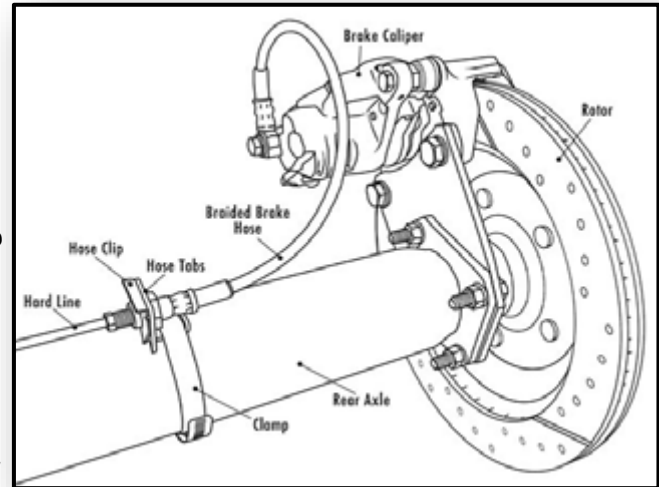


New calipers usually come with a light grease on the slide pins. I have found this grease is insufficient to keep the slides from seizing, especially on cars exposed to road salt.

When I do a brake job I always remove and lubricate the caliper slide pins with caliper grease, even with new calipers. I also lube the

contact points of the pads with caliper grease to prevent them from being seized in the calipers. Sometimes I have to dress the tabs on the brake pads with a file to open the gap enough to provide a slide fit in the caliper.

It is also important to use never-seize on all the hardware when reassembling the brakes.



"Remember When" from Chris Barbieri

Remember When you could almost do a brake job with only a can of liquid stuff and a brush?

The year was 1957 and you could do that brake job with a product called Brake-Kote. Brakes wearing out? No problem. For just \$4.95 your Brake-Kote kit claims to save you up to \$45.00 in brake relining costs. Brake-Kote claims to be a "sensational new silver, copper and lead brake conditioning compound that actually metalizes all lining and drum surfaces with a friction and temperature regulating armor." Just brush brake shoes and drums with a coating of Brake-Kote and you are guaranteed to reduce brake fade, drum scoring, lining squeaks, rapid lining wear, chatter and grabbing, uneven pulling and tire wear. Best of all, one application "usually lasts 40,000 miles!"

If that's not enough, Brake-Kote "Metal Insulates" brakes from moisture and permits reliable straight line stops under toughest weather conditions. If that's not enough..... one \$4.95 kit is ample for two cars or light trucks.

I never purchased Brake-Kote kit nor do I know anyone that did. That's probably a good thing!

Editor's note....Please don't ever fall for an ad like this.

STOP BRAKE FAILURE WITH BRAKE-KOTE

Save up to \$45.00 Relining Costs

BRAKE-KOTE is the sensational new silver, copper and lead brake conditioning compound that actually metalizes all lining and drum surfaces with a friction and temperature regulating armor.

BRAKE-KOTE metalizes the lining fibers and the microscopic pores of drums creating a smooth, durable coating with properties of extreme heat resistance and thermal conductivity. This provides super-smooth "dry-aided" friction surfaces, doubling the life of linings, getting them equal to new.

BRAKE-KOTE gives you more than double the number of smooth, even, safe stops.

BRAKE-KOTE is guaranteed to reduce brake fade on drum lining and warping, lining squeaks, rapid lining wear, chatter and grabbing, uneven pulling, tire wear.

BRAKE-KOTE is easy to apply with the applicator furnished together with easy to follow instructions. One application usually lasts 40,000 miles.

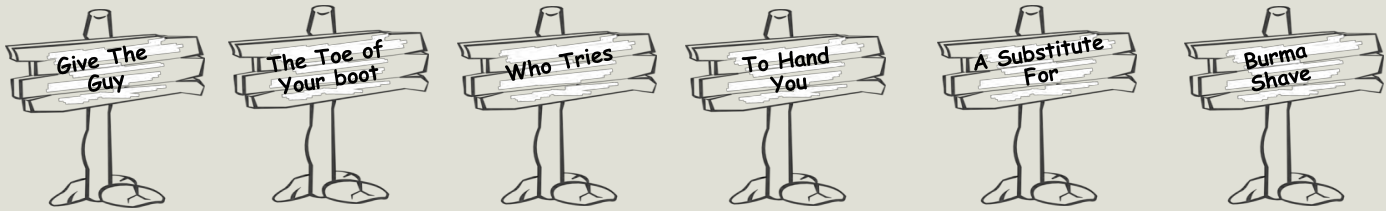
BRAKE-KOTE is also recommended for clutch facings as well as clutch shoes.

BRAKE-KOTE complete outfit with applicator (ample for two cars or light trucks) No. 1103—**\$4.95**

Unrelinated brakes normally fade completely at about 200°F. Brake-Koted brakes remain fully efficient up to 500°F.

Brake-Kote "Metal Insulates" brakes from moisture, permits reliable, straight-line stops under toughest weather conditions.

Brake-Kote is easy to apply. Becomes effective immediately.



Used To be....

I had the tire re-capped, just to get by for now.



My old aunts would come and tease me at weddings, "Well Sarah? Do you think you'll be next?"

We've settled this quickly once I've started doing the same to them at funerals.

An old grandma brings a bus driver a bag of peanuts every day. First the bus driver enjoyed the peanuts but after a week of eating them he asked:

"Please granny, don't bring me peanuts anymore. Have them yourself."

The granny answers: "You know, I don't have teeth anymore. I just prefer to suck the chocolate around them."

An Eskimo brings his friend to his home for a visit. When they arrive, his friend asks, puzzled -

"So where's your igloo?"

The friend replies "Oh no, I must've left the iron on..."

"Can you please hold my hand?" A mother asks her son:

"Anton, do you think I'm a bad mom?"

Son: "My name is Paul."

Today, my son came to me and gave me a hug - out of the blue. I was very pleasantly surprised - that is, until I heard him tell his father, "You're right. She did gain weight."

I proposed to my ex-wife.
But she said no.
She believes I'm just after my money.



Wheel Tracks Academy

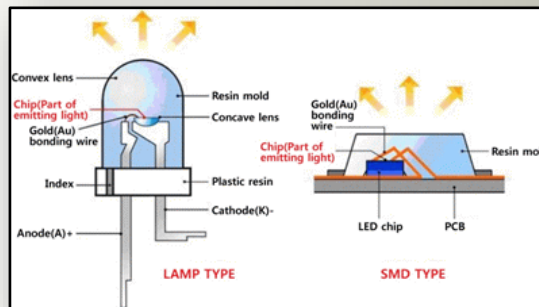
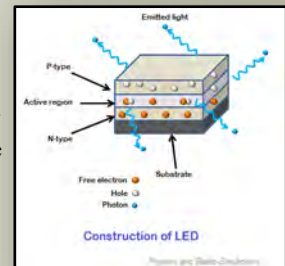
And There Was Light

From Wendell Noble

Last month I gushed about the wonderful LED replacement headlight bulbs that are now available to replace incandescent bulbs in old cars with 6 volt electrical systems. Now I feel compelled to offer an explanation of how they work. Absorbing the technical explanation may get a little painful but we've got to do it, so bite the bullet and bear with me.

Light comes from one mechanism only. When an electron in an atom makes a transition from a higher energy state to a lower one, it gives off its energy as light. The size of the transition determines the color of the light. A transition of about 1.7 volts produces red light, and the other end of the visible spectrum is violet light at about 3 volts. In an incandescent light bulb, the light is given off by metal (tungsten) atoms that are packed together to form a solid filament. Because they are packed together, the electron energy states are very closely spaced and overlapping so that the electrons are free to move all over. That's why a metal is a good conductor. The filament is heated up by passing a large electric current through it. When the metal is very hot, electrons are repeatedly kicked up to high energy states by the thermal energy and then give off light as they fall back down. Since there is a spectrum of empty states to fall into, a spectrum of light colors is given off. All the colors together comprise white light.

An LED is made of a couple of blocks of semiconductor material with a junction between them. A semiconductor has a large gap between a band of high energy states and another band of lower energy states. A negative voltage applied to one side of the diode, increases the energy of the electrons on that side of the junction. When they flow across the junction to the other side, they drop across the energy gap to the lower energy states. The color of the light given off is determined by the size of the energy gap. Red light LEDs have been around for a long time.



It's taken some materials engineering to develop semiconductors with wider energy gaps to produce green and blue light. Since one LED produces only one color, three different LEDs would be needed to produce all three colors to result in white light. An alternate way of producing white light is to use a layer of phosphor material (like on the screen of old CRT computer monitors) to convert the higher energy blue light to a broad

spectrum white light. That's probably how my headlight bulbs were made and why they have a slight blue cast to them.

So, there you have it. I've spared you all off the quantum mechanics and statistical mechanics and used a little arm waving instead, but I'm pretty sure it's all correct.

That's my story and I'm sticking to it.

From front page.....

Gene and Gina Wescott's Packard looks a little different in one of its former lives. She is pictured here in 1996 when the couple purchased her from the estate of Dr. Carlos Otis. The Doctor practiced for many years in Townshend, VT. and was the founder of Grace Cottage Hospital in Townshend.

Max Brand was an auto appraiser and a friend of the Wescott's through "The Yesteryear Car Club". Max let Gene know about the upcoming Packard sale and that began the next chapter in the life of this wonderful car.



The Packard when the Wescott's purchased it in 1996

One of Gene's first tasks was to remove the original lacquer paint and after many hours using paint stripper and sand blasting, the task was complete. The beautiful paint job you see on the front page was done by Eric Lanning of King Ferry, New York. Many of us know the Packard's upholsterer, and that is Dick Hurd of Springfield, VT. Many additional hours have been spent during the last 24 years to bring the Packard into its current life, witnessed by the picture on our front page.

Then along came "Hemmings Classic Car" magazine!

"Hemmings Motor News Concours d'Elegance" began in 2003 in Lake George, NY. The Wescott's thought it would be fun to enter their Packard for the 2018 gathering and that was when Hemmings first heard about the car. As Gene said, the car could never compete with the "big boys" in a competition from all over the nation like this but, they did get the Reliable Carriers Award Classic Trophy that August. The three day event was a lot of fun for Gene and Gina.

In 2019, Hemmings Classic Car Magazine contacted the Wescott's and asked if they could feature the 1930 Packard in the magazine. Their photographer, Dave Conwill arrived on October 4th for the three hour photo shoot and the rest is history. You can find the Packard story on page 44 of the January 2020 issue. One of Gene's comments about the photo shoot was how Dave Conwill didn't mind getting dirty. The very low shots that you see, were taken with the photographer lying in the dirt road on his stomach to get that 'magic shot'!



The Packard was one of four winners in the 2014 Hilton Head Jamboree

This 1930 Seventh Series Packard Standard Eight 7-33 Phaeton.

7-33 means the 7th series Packard on a 133 inch wheelbase.

The Hemmings story, very interesting, compares the car with all of the other comparable cars of that year, that were competitors. The story also does a great job placing the Packard into the great 1930 stock market crash. According to "The Standard Catalog of American Cars" the company had built over 41,000 cars in 1928 and another 43,000 in 1929. The 1930 production showed the affects of the crash with only 28,000 built.

The 733 came in ten different body styles from the roadster to the limo. The engine produces 90 HP and the car weighs about 3900 pounds.

The Wescott's have put 3000 to 4000 miles on it and Gene says it loves to travel 40 to 45 MPH. They have basically done nothing to the engine. It is believed some engine work was done back when the doctor had it and it still climbs the hills like a champ today.

One interesting call has come from California because of the Hemmings story. The gent who called had moved West in 1951 and told about his dad being the bookkeeper for the Packard dealership in the Burlington area while he was growing up. He had a chance to drive many of the Packard's from this 7-33's period. He remembered a local musician traveling to Rutland for a concert in his Packard phaeton. His memory of the musician driving up to the concert hall and retrieving his huge base instrument from the car's back seat stays with him today. We VAEers are lucky, as we will be seeing the Packard in many of our upcoming events. Now that we know a bit of its history, we will be looking a little closer at her beautiful lines.



Edi Fiske

The Roadside Diner

Salmon with White Wine-Sauce



1/4 tsp. salt, divided
1/8 tsp. black pepper
4 (6-ounce) salmon fillets
(about 1 inch thick)
1 tbs. butter or stick
margarine, divided
3 tbs. minced shallots

2 tbs. dry white wine
3/4 cup fat free, less sodium
chicken broth
1 tbs. Dijon mustard
3/4 tsp. cornstarch
4 tps. minced fresh tarragon

Sprinkle 1/8 tsp. salt and pepper over fish.

Melt 1 1/2 tps. butter in a large nonstick skillet over medium high heat.

Add fish, and cook 7 minutes on each side or until fish flakes easily when tested with a fork. Remove from skillet, and keep warm.

Melt 1 1/2 tps. butter in skillet over medium heat. Add shallots, and sauté 1 minute or until tender.

Add wine and cook 30 seconds. Combine 1/8 tsp. salt, broth, Dijon mustard, cornstarch, and stir with a whisk.

Add to skillet, and bring to a boil. Reduce heat, and simmer until reduced to 3/4 cup, (about 1 minute).

Spoon sauce over fish, and sprinkle with tarragon.

Yield: 4 servings (serving size: 1 fillet and 3 tbs. sauce).



My First Car from Charlie Thompson

My first car was a 1949 Plymouth 4 door sedan.

I bought this gem while a Junior at UVM in 1965 from Gladys, a lady in the neighboring town, and paid all of \$35.00. It was 16 years old at the time, equivalent to buying a 2003 today. So it was nearly a collectable car even then. I don't remember the mileage but it was probably low. I don't think Gladys drove it after her husband passed away.

Back then my Dad said "Don't buy anything with over 30,000 miles. It'll be all worn out!" Today we don't hesitate to buy a 130,000 mile car and expect it to run at least another 70,000. She (the car) was pretty rusty and I learned my first scrap metal repair, with a big patch on the left front fender, probably held in place with screws. (I don't think pop rivets were invented yet.) It had no radio so I rigged up a wire cage

on top of the dash to hold my new battery operated 10-transistor AM radio. Later I acquired a genuine Plymouth radio from George Barber's salvage yard, a beautiful unit with push buttons and chrome bars across the speaker in the front.

Getting tires was a problem on my limited budget. I remember to get it inspected I had to convince the mechanic at the Gains store, that the salvage tire I had was OK, despite a large bulge on one sidewall caused by oil or gas exposure, not broken cords. Occasionally I'd step on the starter and she wouldn't crank over. I'd get out, give the front fender a solid kick, hop back in and she'd crank right up and start. A date found that pretty impressive.

She ran pretty reliably (the car, not the date). At the end of the fall semester in December, I even drove a young lady home to the lower Hudson River valley, before heading back to my home in Bradford, VT. Eventually the old girl got parked on the edge of my Dad's field. Four cars later, while I was in the army stationed in Arizona, a portable crusher was making the rounds, my Dad called to ask about the Plymouth, and I said we might as well let her go. Like so many of us say, I wish I had her now!

Editor's Notes..... Charlie will be looking for "Your First Car Story". We hope to have this a permanent Wheel Tracks column. Please send your story to him or if you do not want to write it up, call him on the phone. We all know you have a really neat story, so lets share it! Remember, this is not about your 1st antique car, but your very first car you drove or owned. Of course they are probably antiques by now like many of us!

The Plymouth picture, right, is not of Charlie's car. It is an example of his 4-door sedan.





VAE Gossip from GCF



A Christmas package from Santa? Well, not really but he would have been proud of the effort!

We had about 450 miles to cover with an open trailer and our new "baby" on board.

When we left home, there was snow covered roads for about a third of the way to the Philly (PA) area from Enosburg, VT. There are stories of tarps literally wearing the paint from cars while traveling down the highway. So, our over-the-top answer was to cover with blankets wherever there was paint. Then to use stretch wrap to hold the blankets in place. Next, we added the heavy-duty tarp and wrapped that with line. It all worked out very well and I am sure there was a driver, or two, on the highway wondering what was in the package.



We did have a big-rig driver on the interstate motion that something was loose on the trailer. It turned out to be only a 10 inch exhaust extension that fell off. It was recovered and we continued on our way.

What is in the package?....a really neat 1910 Reo Touring car.

Did you see the neat idea of how to hold your clutch or brake pedal down, on page 2? Fred Gonet has loaned the 246 page, 1952 "Popular Science Car Owner's

Manual" to Wheel Tracks. There are hundreds of great ideas that you will be seeing, whenever there is an empty space to be filled. Thanks for the loan Fred.

We had a really nice Holiday Party at the Steak House in Barre last Sunday. The gathering is always very well attended and Charlie Thompson did a great job of planning it. One of my earliest memories of our holiday was of "this gent" with the Santa hat and the huge smile. Charlie did not disappoint us, The hat AND the smile were there again.

Another early memory was when I ended up with a toy car that another VAE member wanted.....real bad! That was back when we had the Yankee Swap, something that was always fun to watch educated adults in their "child mode". If I remember correctly, the toy car that I had was a Packard. I didn't know the member very well back then, but the expression on his face told me he was not very happy with me. It took a couple of years for me to figure out that this expression was his normal look.....but he really did want that car!

I am sorry Les, that I took your toy car. Well, not 100% sorry. I am not even sure what happened to that car, or, if you have gotten over losing it. We can talk when I see you next.

THE AUTOMATED CARWASH from Charlie Thompson

As one event of our Annual International Meet of the Willys Overland Knight Registry in Harbor Springs, Michigan, we parked on the green in downtown Harbor Springs while we explored the town for souvenirs, coffee, pastries, and ice cream. There I met two ladies, granddaughters of Leo Rousseau, who told us their grandfather was the inventor of the automated car wash. According to the website of the International Carwash Association (ICA),

Leo Rousseau was the father of the first real production line car wash. Leo was a foundry owner in Detroit who was familiar with the production format of many of the automobile laundromats en vogue at the time: men washing a car by hand as it was moved from station to station. During World War II, while busy supporting the war effort, Leo developed the Minit Man system – a five-step production process that soon took the industry by storm. It was a complete system: for \$16,000 you'd get a chain conveyor, side brushes, top brush, vacuums and blowers. At the time that Minit Man appeared, it is estimated that there were only 50 car washes in operation in the U.S. One of the first to buy a Minit Man system was Paul Maranian, who built the iconic Paul's Auto Wash in Detroit – generally recognized as the first automatic car wash in the world. Paul's was incredibly successful, washing more than 400,000 cars a year at its peak. The success of Paul's inspired a LIFE Magazine expose in 1947 and hundreds of entrepreneurs to enter the car wash business.

In 2014, as part of the ICA annual convention, Leo Rousseau was inducted into the Carwash Hall of Fame, the award being accepted by his granddaughter, Cynthia. Leo Rousseau was recognized as one of the true founders of the carwash industry and a giant in its 100 year history. His invention literally inspired an industry.



VAE Trivia from Don Tenerowics



The little black dots on your car's windshield and windows and the black rims that surround them aren't just there for decoration. The dots date all the way back to the 50s when car manufacturers used adhesive to hold car windows in place rather than metal trim. The black trim around the windows (called "frits") and the black dots are painted onto the glass to hide the not very appealing look of the adhesive. The rims are actually baked into the window, so they hold the glue and window in place. The dots serve as an aesthetically pleasing transition from the thick black line to the transparent window. They aren't just there to look nice though, they help to provide temperature control. When the glass is bent to fit into the frame of the windshield it's heated up, the black-painted glass heats up faster than the rest of it, the dots help to distribute the heat more evenly and keeps the glass from warping."



Coming VAE Events for 2020

Next up.....

January 18th 2020.....11AM to 2:30PM

The annual Memorabilia Display Event at St. Andrews Parish Hall in Waterbury.

Bring your favorite dish for our totally awesome pot luck dinner.

Our "Silent Auction Table" last year was a hit and will be back again this year. If you want to donate something to the club for the table, the proceeds will go to our education fund. It will be fun.

Gary Fiske for questions, 802-933-7780

February...Open

March....Open

April.... A restoration garage tour in the Burlington area is being planned by Dick McClay. More information later.

May 30th,rain-date June 6th.....

Wings & Wheels at Highgate airport. A fly-in and old cars with more details later. Gary Fiske & Hal Boardman.

June 20th....

Newport/Brownington Museum Tour. Our loose plans presently are to stay overnight. The antique engine event will also be happening at the museum. Gary & Nancy Olney.

September 19th.....

Vermont Cars & Coffee extended and a Burlington Tour. Plus other plans forming. John Malinowski and Charlie Thompson.

October.... The Gypson Tour

November....The VAE Annual Meeting

December....The VAE Holiday Party. Charlie Thompson.

As you see, we have openings for the February and March monthly events.

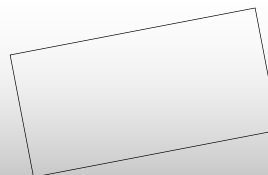
If you would like to have one or if you and another member would like to partner with one, call me. Taking the lead in our November Annual Meeting is also open.

Call Gary at 802-933-7780

**2020
6PM VAE Board Meetings
At
Whitney Hill Homestead**

**January 7th.
April 1st.**

**July 1st.
October 7th.**



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

John also sends Emails to all members, announcing upcoming events. Does he have your address?

Wheel Tracks Classifieds



Free to all Enthusiasts

VAE Christmas Stocking Stuffers

The VAE has some great key rings for sale. They will be on sale at our Christmas Party or you can call Nancy Olney with your order. \$5 @ the party, \$6 to order w/t shipping

January Bumper Sticker...

Don't Touch Me
I am not that kind
of car

For Sale....1940 Lincoln Zephyr Club Coupe.

Number 3 condition. Completely stock w/ V12. Runs great. New brakes, fuel pump and rebuilt carb. NY state inspected. Needs only minor things done. Asking \$25,000 Ken Gypson kengypson@yahoo.com 518 423 7565 (can text)

For Sale...New, never mounted, Edelbrock Finned Aluminum Valve covers for AMC 390 \$275 plus shipping



For Sale.... Need V-dub parts? I have many from a '68 Ghia. Call 802-933-7780

For Sale.... 1930-31 Ford 4-speed transmission....a 1928 AA Ford worm-drive rear-end with wire wheels and a 1929 AA Ford worm-drive rear-end with tires on wheels. Complete package only...\$150.00

*One model T Ford steering sector with a rebuildable 17 inch steering wheel, 1924 or older. 54 inch long. Complete \$130.00
Ellie & Marvin Ball 802-425-3529

For Sale.....

- **1964 Corvette Sting Ray** brochure. Full color, 8 pages, 9"x12" and in very nice condition. \$15.

- **The Ford 1957 Almanac** for Farm, Ranch and Home. Size 5" x 7" in color and 176 pages. Unusual piece in excellent condition. \$10.

- **1957 - 58 VW** owners manual in fair to good condition. \$10

Chris Barbieri cgeeb99@gmail.com [e-mail preferred as limited cell service at 802-249-0272]



For Sale... 1940 Buick Super Series 50 Sedan. Completely original. No rot anywhere! Never smoked in. Was used as chauffeur-driven transportation for its wealthy owners. New tires, brakes, tune-up, radiator, water pump and more. Original interior is in excellent condition, even the

glove box and trunk lights still work! Running, registered and inspected through October 2020. Excellent condition. \$8500.00 Call 802-476-6097.

Wanted.....from VAEer, Don Craig,

A good friend of mine is looking to purchase a 49-50-51 Ford Business Coupe. Call Mark 1-514-346-1909. Thanks



For Sale... 1975 MGB. New PETRONIC Distributor coil and plug wires. I got it running no smoke but needs valve job, a top work. Good interior, exhaust and suspension. \$1300. 802 782 9522 or Craftmen2@gmail.com

Wanted.... An 18-foot closed car trailer in good condition. Call 802-933-7780

For Sale.... *Five early 1930's Chevy wire wheels \$225.

*1928 Chevy engine \$400.

*Early 50's Allice Chalmers model C tractor, a little rough but runs like a champ \$1500.
Fred & Susan Spencer, Mountain View Inn
p.802-496-2426

For Sale....

- **Over 200** factory sales brochures from mid 1970's through 2005. Most are Plymouth, Dodge, Chrysler and Imperial but also include some GM, Ford and Japanese makes. Also includes some Jaguar. All in very good to excellent condition. Sell by the piece or the whole works. Make offer.

- **Four 14" wheels** and wheel covers from my uncle's 1970 Dodge Charger. Wheels and covers in excellent condition Fit many 1960's and 70's B body Mopars. Sell only wheel covers set for \$95 or wheel covers and wheels.\$150.

- **1976 and 1978** Chrysler, Plymouth and Dodge shop manuals, each two volumes and covers all models. Both in excellent condition, \$25 each or \$45 both.

- **1940's Cities Service** KoldPruf antifreeze service station banner very rare and in very nice condition. Size is 3ft x 5 ft and with brass grommets for easy display. \$150

- **Antique Arcade** cast 1927 Buick sedan. 8" long and very nice condition. \$500 obo.

- **1923 Essex** Parts list. original booklet, not a reproduction.\$20.

- **Divco Model UM and UMB** Service parts list dated Feb.1, 1948 and separate Divco Instruction Book. \$15 for both.

- **Motor's Auto** Repair Manual - 1957 in mint condition \$15.

- **Classic Convertibles** 64 page full color book in as new condition. Includes US and foreign convertibles. \$15

- **Dodge truck service** manual C-3 dated June 1956 covering 6 and V-8 models \$15.

New listing...For Sale: 1994 - 2002 Dodge left side fender part number 99329L. Brand new, still in box. \$25

Chris Barbieri - cgeeb99@gmail.com or 802 249 -272

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



**1986 CJ10 Jeep Pickup
owned by
David Dorr of Manchester, Vermont**



January 2020

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



Pictured is Tom McHugh, our Vender Coordinator of many years at the Waterbury Show.
The school bus is his new "Vender Central Office"