

Wheel Tracks

**Ken Squier (pictured) and his
1932 Plymouth PB Project.....More on page 6**



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Mission Statement:
The Vermont Antique Automobile Society is a tax free 501c3 organization dedicated to the preservation, protection, promotion and appreciation of automotive history and technology.

Wheel Tracks is a monthly newsletter published in print and electronically for the public, and for the VAE/VAAS membership.

Monthly deadline
The 10th

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


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Membership
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EVENTS.... WHAT'S NEXT ?

June

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

June 28th, Saturday 10AM to 3PM..... A Multi Car Club Meet in Bethlehem, NH at 4093 Main Street. A cook-out, horse shoes, swap meet & car show. Contact Bob Lalancette at 802-849-2692 if you want to join him.

July

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



The July 19th meeting of the VAE will be held at the Franklin and John Deere garage of Dave and Cereta Lamphere (878-4020). See page 9

September

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

August



August 8th, 9th & 10th

THE VAE STOWE
CAR SHOW


August 16th & 17th.... Annual Milton car show in Milton Vermont
General car show, DJ, food, crafts, silent auction also give-a-ways all day. More info... Leo Belval, lb7349@comcast.net

August 16.... Alburgh 3rd Annual Car Show. See page 14

August 23rd.... 3rd. Annual Knight Point State Park Car Show. See page 14
More info call 802-372-8400

August 29 - 31.... Okemo Valley Antique & Classic Car Show Presented by Springfield Buick GMC August 29 - 31. See more at: <http://www.yourplaceinvermont.com/>

October

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





FROM THE PRESIDENT... BOB LALANCETTE

YOU JUST NEVER KNOW.

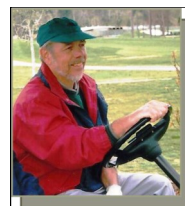
During phone calls to members, who don't have that internet thing, informing them of our club day tour to the Post Mills, Vermont Airfield on June 27th, I was told of a car show in Enosburg. This show was to be held at Champlain Chevrolet during the annual Dairy Days Celebration. I thanked the member, not really thinking I would go. I had plans for the weekend. Hold up in the garage and grind/sand/paint my 46 Ford frame. As it turned out, a good day in the garage happened. We went to bed early as both my wife and I had a long, productive day. Sunday morning dawned peacefully and after the

early church service, I said maybe I'll take that drive north. My wife quickly thought of all the things she could do. The thought of a fresh jumbo creamer could not sway her. So the car cover came off, roll down of the windows, a couple pumps of the throttle and off I went. There was a good group of cars there: New Mustangs, Mid 60's GMs, Fords, Mopars, trucks, and Motorcycles. There was a common thing that all the folks had, they were very enthusiastic about their vehicles. I looked at all of them, talked to the owners, saw Phil and Theresa Drake along with Hayden Janes, and then went to look over the farm tractors and small engines. When I came back to the car show, I was told the organizers were looking for me. "Bring your car to the Main Street viewing stand." Low and behold, the car got "Best of Show". I encourage all of you to bring your vehicles to some local shows and share your story about it. You just never know what will happen. By the way, Phil Drake's Buick garnered the best classic car.

YOUR EDITOR... GARY FISKE

Wheel Tracks has just been notified that VAE member, G.W. Parker, just got out of the hospital. We all wish you well.

Wow!....Those "Antique Tractor People" sure have a huge foot-print. Jim Cary's '41 John Deere Wheel Tracks feature last month has led me to believe it is a major antique vehicle category. I have heard from a number of tractor club members around Vermont and Canada, along with having a great hobby, I have found they are also a pretty nice group of people. If you tractor folks are interested I would love to start publishing your short stories, just send them to me and I will do the rest. Your articles don't need to be long and don't worry, they are automatically interesting to us non-tractor folks. BTW...Vilma, I am sorry for mis-spelling your name last month.



The Golden Quill Award that the national magazine called "Old Cars Weekly News and Marketplace" gives out each year to hundreds of car clubs for their publications is kind of neat. Wheel Tracks has been one of those 'winners' two years running now. I think the award was also received once when Gene Fodor started bringing this publication into its present 'modern form'....**THANK YOU GENE.**

As I said the awardand recognition is really nice, the folks who contribute to our top-notch publication deserve a huge Thank You for the many hours of work they spend creating the articles they give Wheel Tracks.

You know there is a "but" now coming.....

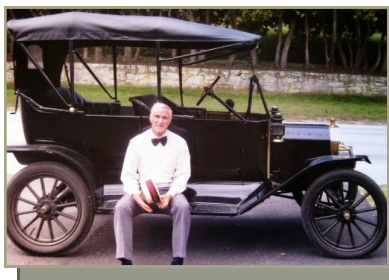
But, I wish more value could come from the award. "Old Cars Weekly" has a really good reason for conducting the award, I am sure there is a lot of work involved, but a big part of this comes down to helping their circulation numbers. I understand this and give them a lot of credit for their insight in making this connection to their readers.

When Wheel Tracks began in 1953, I will bet the editor then is doing the same as I am doing today and that is trying to figure ways of making the publication better. I am constantly searching for ways to change Wheel Tracks, staying the same is OK but change...positive change is exciting and necessary.

So.... Here comes the 'more value' part of my earlier comment. Seeing that "Old Cars Weekly" has this connection to all these car club publications and seeing that they have this wonderful national forum, I wonder what they could do to help us get better. Maybe a car-club-editor Q & A page every few weeks in OCW that explores these publication possibilities. Maybe a OCW forum focusing on what makes a good and a bad car club publication, minus any name-calling.

Maybe.... I have "Old Cars Weekly" editor **Mr. Bogart** and award Chief Judge, **Mr. Perschbacher** scratching their heads for an even better idea.

Thank You "Old Cars Weekly" for your wonderful Golden Quill Award to Vermont Automobile Enthusiasts and its publication "Wheel Tracks".



VAE members **Ernie and Melanie Clerihew and daughter** are working toward their departure date of July 14th to begin their journey to Detroit in their 1914 Ford Model T Touring Car. It is their interpretation of celebrating their car's 100th Birthday. Most of us members don't get very far from home in our old cars but there are a few VAEers who do! If you read Wheel Tracks you know who the long-haulers are. Congratulations to Ernie, Melanie and the rest for sharing their adventures with us and for showing us the 'possibilities'.

We wish the Clerihews a safe and fun trip. They have created a Blog for us to follow their travels.....it is <http://modeltrambles.blogspot.com>

"THE SOFTER SIDE"



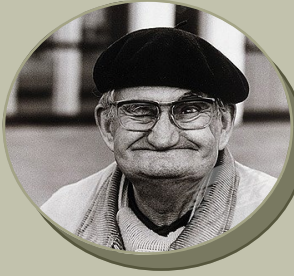
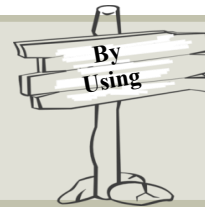
A Column Shared by Mary Noble (Left), Christine Stone (Ctr) & Nancy Olney (Right)

Embrace Your Inner Small Dog by Christine Stone

I can tell you from my own personal experience that my husband adores his 1971 MG Midget with her 1.2 liter engine and sporty lavender finish with the same intensity as he adores his 1989 GT Mustang. If I apply this logic, my husband should adore our two small dogs (with a combined weight of 15 pounds) with the same intensity as he adored his beloved childhood golden retriever. This is definitely not the case; he has threatened repeatedly to put them on the barbie, put them at the top of our driveway with a free sign, and offers to give them to every visitor that comes to our home. Small dogs are definitely at the bottom of his popularity list along with ground hogs, squirrels and ticks. One thing for sure, I would not look at him so adoringly if he threatened to barbeque my thigh or sent me walking up the driveway with a free sign around my neck. He can't fool me, I see him when he thinks no one is watching. Case-in-point, he is watching our dogs "OverHaulin" massaging ZZ's head. She looks so content; love blooms eternal for her, I have no idea why. That brings me back to the topic at hand, I believe it all comes down to purpose and design, the small dog was designed to be yappy and snappy. What would the Tibetan monks of long ago have done without their yappy Lhasa Apso, to alert the larger guard dogs of trouble or farmers done without their rat terrier to ferret out rats and other vermin. The same is true of cars, what is more enjoyable, useful. It all comes down to intent: are you enjoying a lovely afternoon with your sweetie cruising the country side (Austin Healy), pulling rocks or plowing snow (Dodge Power Wagon) or out at the car show flexing some muscle (1989 GT Mustang). Which is better: little dogs or big dogs; trucks or little British sports car? The choice is yours to make!



JULY 4th PARADE IN JEFFERSONVILLE VILLAGE - Please join us on July 4th for the Cambridge July 4th Parade to be held in Jeffersonville Village. Unlike many other communities, we do NOT charge a fee to be in our parade. This year the theme is Freedom & Independence. There will be trophies awarded for the Best Antique Car & the Best Antique Truck. The Parade starts at 10:00 AM and winds its way through downtown Jeffersonville Village & ends at the elementary school where we hold our annual fair. Parade assembly begins at 9:00 at the G. W. Tatro Construction Company which is located at the intersection of Vermont Routes 15 & 108. This intersection is where the roundabout is located & Rte. 108 goes up toward Bakersfield. Afterward we park the antiques on the athletic field next to the fair set up. . We have a lot of fun & the large crowd really loves to see the antique vehicles. This is a good way to promote our club , show off your car & have a great time celebrating the 4th! Please bring candy to throw to the spectators along the parade route if you think of it.



Student: "Should I get in trouble for something I didn't do?"
 Teacher: "No."
 Student: "Good, because I didn't do my homework."

Got tasered picking up my friend from the airport today. Apparently security doesn't like it when you shout, "Hi Jack!"

Knowledge is knowing a tomato is a fruit; wisdom is not putting it in a fruit salad.

Q: What's red and smells like blue paint?
 A: Red paint.

Teacher: "If I gave you 2 cats and another 2 cats and another 2, how many will you have?"

Johnny: "Seven."

Teacher: "No, listen carefully... If I gave you 2 cats, and another 2 cats and another 2, how many will you have?"

Johnny: "Seven."

Teacher: "Let me put it to you differently. If I gave you 2 apples, and another 2 apples and another 2, how many would you have?"

Johnny: "Six."

Teacher: "Good. Now if I gave you 2 cats, and another 2 cats and another 2, how many would you have?"

Johnny: "Seven!"

Teacher: "Johnny, where in the heck do you get seven from?!"

Johnny: Because I've already got a cat!"

Doctor: "I am not exactly sure of the cause. I think it could be due to alcohol."

Patient: "That's okay. I'll come back when you are sober."

COMMON TOOLS AND HOW TO USE THEM

From Dave of Dave's Garage

SKIL SAW:

A portable cutting tool used to make boards too short.

BELT SANDER:

An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

WIRE WHEEL:

Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh*t'. Will easily wind a tee shirt off your back.

DRILL PRESS:

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

Channel Locks:

Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

HACKSAW:

One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS:

Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH:

Used almost entirely for igniting various flammable objects in your shop and creating a fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW:

A large stationary power tool commonly used to launch wood projectiles for testing wall integrity. Very effective for digit removal!!

HYDRAULIC FLOOR JACK:

Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

There will be more next month.....

Ken Squier's Plymouth came to him in parts and had spent many years in the garage of former owner **Stewart Raydell** of Williamstown, VT. Ken is very fast to say that he has had very little to do with working on the project. His step son-in-law, **Sandy Thompson**, has taken on all the wood related work between his obligations at his business building staircases and handrails at his company in Stowe. Most of the wood is ash and it appears

Sandy has done a better job than the 1932 factory workers. The mechanical work is being done by **Gary Scott** of East Barre. Gary has his own garage business and has a long history of working on Ken's projects. Mr. Raydell's neighbor, **Steve Stephenson**, remembers the car and told Wheel Tracks that he was the person who rebuilt the engine some 15 years ago. At one time not too long ago there was a plan to have the car completed for the 2014 Stowe Car Meet this August but they all agree it might now be the 2015 meet instead. They have a ways to go yet.

Ken Squier has a 'bit' of a history of being around cars and got started when he was 12 announcing sport events on his dad's Waterbury radio station, WDEV. He was well known for his skill announcing live play-by-play dirt track races in Vermont during his younger years. His early Vermont announcing booth was an old logging truck. In fact he became so involved that he was able to convince NASCAR and CBS to get together and then basically created an announcing job for himself with CBS for many years. He announced every Daytona 500 race from 1979 to 1997 using his 'special style'. He often described NASCAR drivers in his era as "common men doing uncommon things" and describing wrecks as "side over side, end over end"

for flips and for calling wrecked racecars with the phrase "all torn up". A battle for position involving a large pack of cars would periodically be referred to as "an Oklahoma land rush." Ken is still very active in the sport today.



This rotted wood was all that Sandy Scott had for patterns when building the body.



Some PB Specs....

1932 price.....\$645

Total Convertible Coupes built.... 4853

Vehicle weight....2730 lbs.

Engine.....4 cyl, 196.1 cid,65 hp @ 3400 RPM

Brakes.... four-wheel hydraulic

"Floating Power" rubber engine mounts

Wheel base.... 112 3/8 inches



An Example of the End-Product

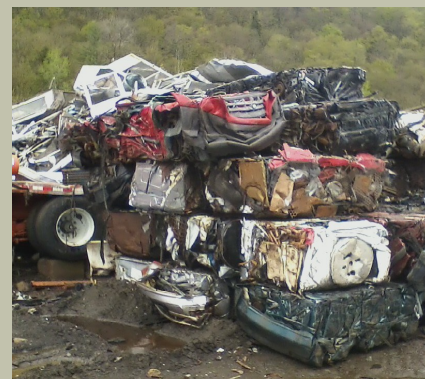
This from Bob Lalancette, the 2014 MAY Monthly VAE meet.....

What is more fun than walking around a salvage yard with a bunch of curious car club folks? Nothing!

Our monthly meet at Gates Salvage in Hardwick was a homerun to the 30 members that attended. Big thanks to Dan Noyes, 1st Vice President, for planning this event. Everyone who was there found something of interest. The education one gets from viewing the past is priceless. Some had wood spoke wheels, some had wire wheels, some had big fins, some had three cylinders under the hood, some looked restorable, many were too far gone but did offer that glimpse into the past. It was an educational field trip that soon may be crushed to provide you and me with new products. This process also leads to crushing our past. If you did not attend, get up there soon, there may be your next project up there or that one part that you need to finish your current one. *Here are few photos I took that day, you can try to figure what they are on your own.....*



Photo by Gary Olney





**This month we have a question about
brake fluid from Ed Hilbert.**

Hello David,

I am redoing all of my Mercedes brake components except for the steel brake lines which appear to be in good shape. What are the different types of brake fluid and when to use each type? Would I do well to change over to the newer silicone brake fluid or stick with the standard DOT type 3? What are the advantages of the silicone over DOT 3 - perhaps silicone won't absorb moisture and thus lessens the chance of rust? If I do change over, must I completely flush out the old fluid and if so with what - alcohol? How incompatible are the two types of brake fluid? What is brake fluid made of? Why is it used instead of standard motor oil? Can it be used as a paint stripper? If so, how would one clean it off the surface so paint would stick again? Anything else we should know about brake fluid? Thanks for your expertise! Ed

Dear Ed,

The types of brake fluid are DOT 3, DOT 4, DOT 5 and DOT 5.1. DOT 5.1, like DOT 3 and DOT 4, is a polyethylene glycol-based fluid (contrasted with DOT 5 which is silicone-based). Polyethylene glycol fluids are hygroscopic and will absorb water from the atmosphere, necessitating a flush/replace every couple of years. Polyethylene glycol fluid WILL absorb moisture. Failure to replace contaminated brake fluid will lower the boiling point of the brake fluid, and the moisture will cause rust and corrosion of the brake system. Silicone, DOT 5 fluid will absorb just a minuscule amount of water. Brake fluid is classified by its boiling point. The "dry" boiling point is with no moisture in the fluid. The "wet" boiling point is brake fluid with moisture in it. "Wet" brake fluid is defined as having 3.7% water by volume.

	Dry boiling point	Wet boiling point
DOT 3	205 °C (401 °F)	140 °C (284 °F)
DOT 4	230 °C (446 °F)	155 °C (311 °F)
DOT 5	260 °C (500 °F)	180 °C (356 °F)
DOT 5.1	260 °C (500 °F)	180 °C (356 °F)

I would highly recommend changing over to the DOT 5 Silicone fluid. Cars that I switched over to Silicone in the early 1980s have no issues, and the fluid continues to function well.

DOT 4 brake fluid has a higher boiling point than DOT 3, and is specified by many manufacturers for better braking performance.

Continued of page 11, see DOT 3

The VAE July Meet



The July 19th meeting of the VAE will be held at the Franklin and John Deere garage of Dave and Cereta Lamphere (878-4020).

Please join us from 1 to 4 at 239 Rollin Irish Rd. in Westford (nearer to the Essex end) for a Pot Luck cook out. There will be two gas grills, coffee, tea, ice, and paper plates and utensils.

There will be plenty of round tables and chairs set up in the garage should the weather warrant. A short business meeting will highlight the upcoming Stowe Show, September 20th VAE monthly meeting, Gypson Tour (October 4th), Appreciation Dinner (October 19th) and the Annual Meeting on November 1st.

For more information on upcoming meetings, or how to adjust the reverse band on a Model T Ford please contact Dan Noyes at 730-7171 or dan@streabanks.org



VAE Gossip by GCF



Gael Boardman and I are off tomorrow morning to present the Golden Wrench Award to **Daniel Cutter** in Brattleboro. We have been unable to find a VAEer in the area to do the presentation so we will make a "road-trip" out of it. It is always nice to travel with VAE members, it's unbelievable the stories that come up. We will be going through Bristol so I am looking forward to having Gael show me where Pevy Peake grew up. We will also be stopping by Lloyd Davis's place and when those two get together I need my note book!

If you would be interested in presenting the award in Brattleboro next year I would like to hear from you. I will also be presenting the award to **Chris Brown**, the junior at Cold Hollow Career Center in Enosburg, later this week. It is a great honor and pleasure to meet these award winners, I know you would enjoy the task.

The VAE Road Show is playing again, for the Cambridge Historical Society later this week. Charlie Thompson and Wendell Noble over the past 3 or 4 years have created a wonderful presentation on Old- time Vermont transportation. If you have not attended their "Road Show" contact one of them to find when the next one happens. The show, most always, includes a few antique cars parked outside the event. You are guaranteed a great evening out.

I just finished typing John Mahnker's great Model T story on page 13 where he mentions an earlier Wheel Tracks Pevy Peake story. I know I have read the Pevy story so I went through back issues to tell you where to find it. I never did find it but ended up realizing this is the 41st Wheel Tracks that I have put together..... It has not seemed like a long journey until now, if I remember correctly I even had hair when I started this editor job. Whew....I think I will go lie down now.

I had the honor of presenting the Golden Wrench Award to Christopher Brown yesterday at Cold Hollow Career Center in Enosburg. Program instructor Baxter Weed had his usual end-of-year mini Olympics happening with student competitions. Time trials for changing four spark plugs from one side of a V8 to the other was neat to watch. 41 seconds was the lowest I saw before I was drawn away by the creeper race through a garage route set up with taped arrows. Baxter had the students wearing gloves this year, I believe I remember someone running over their own finger last year. A tire throw and 'students pushing cars' drag races were some of the other competitions. There is also a small student car show. They have some very nice cars! The coolest part of the day was seeing what one student brought for his car show entry.....the family farm truck (pictured) that we see all over Vermont hauling 15 ton of corn silage. That is imagination!!



I have this nutty idea that I needanother car. I have learned over my many years that if I do nothing about certain urges that in most cases the urges go away after a while. This urge seems to be hanging in there, a little like the tinnitus that I have to listen to every day only a little more pleasant.

It's not just another car but a particular car, **A Dodge, a Roadster, a 1927.**

The year is important because 1927 is just before Dodge Brothers was bought out by those Chrysler/Plymouth folks and those ying-ying singing starters.

I have the '27 sedan, some extra parts and a little acquired knowledge on keeping them going plus a roadster is really neat to drive. Have any of you seen one for sale lately?

The 4-Cylinder Plymouth Tour Niagara Region, Ontario

Submitted by Gary Olney

On May 22, Wendell Noble and I headed west for our 4th Ontario 4 Cyl. Tour. Since neither of our wives was able to go (they both came up with some pretty good excuses) and since my car wasn't yet out for the year, we took Wendell's 1929 Plymouth Roadster, using my truck and trailer, arriving that evening at our motel without incident.



Friday began with threatening skies, but the ten 4Cylinder Plymouths were ready to roll. We traveled along the Niagara River on the Niagara Parkway with beautiful scenery and some mighty expensive real estate. We had stops at the "Floral Clock" and sites related to the War of 1812. At mid-day it started to rain and at one point it rained hard! But, we pushed on to Niagara on the Lake, a beautiful village with hundreds of tulips and other flowers in full bloom. That evening we went to the home of Tim and Geraldine Zavitz for a BBQ.



Saturday we had great weather, but also car problems. Don Feeney's car wouldn't start and the consensus of the "Plymouth Engineers" was that it had "jumped time". At 9:00 AM a 1928 Roadster (from N.H.) was pulling Don's 1928 Touring (from Ohio) to no avail. Giving up, we hit the road at 9:20 AM with Don riding in the rumble seat of Bob Benton's 1928 Roadster from Omaha, Nebraska. At 9:25 AM the fan on the Benton car had come loose and gone into the radiator, ending the car's day. Guessing that Don Feeney must be bad luck!

There were two main stops for the day. First at "Chippawa Motor Sales" and Bruce Ward's outstanding collection of '54 Chevrolets with a few Edsels thrown in. The second stop was at Black Creek Timber Framing with a great presentation of that process. The owner, Dave Kobelka, also

makes custom baseball bats and gave one to an individual in our group by way of a drawing. A great tour ending with a banquet Saturday night.

Sunday morning we headed back East arriving safely home without incident. Tuesday my truck went for an oil change and it was discovered I had a bad wheel bearing, so we could have had an unpleasant "incident".

The 2014 Enosburg Dairy Day Parade had a VAE presence with VAEers Wendell Noble and Gary Fiske. Wendell is seen here at attention while our national anthem was sung. He brought his '29 Plymouth Roadster. Fiske owns the '27 Ford T Roadster. The car in the background, a '31 Model A Ford touring is owned by Arty St. Onge of Montgomery and driven by Mark McDermott of Enosburg.

The task of the three cars were to lead the parade and deliver Rev. Jason McConnel for the invocation, vocalist, Geanne Whiting Magoon for the American anthem and vocalist, William Sheridan for the Canadian anthem.





From page 8...

Dave's Garage..... Brake Fluid

DOT 3, 4 and 5.1 brake fluid will remove paint, but there are much better paint removers. DOT 5 fluid, Silicone, will not harm paint. If it is accidentally spilled on the paintwork, it will not damage the paint, and can easily be wiped off.

I would imagine surfaces contaminated with brake fluid could be cleaned up successfully before painting.

DOT 5 Silicone brake fluid does have some drawbacks. It is very expensive, much more expensive than DOT 3 and 4. DOT 5 fluid can absorb air bubbles, and these air bubbles take some time to settle out. It can be difficult to bleed the air out when bleeding the brakes.

Silicone fluid can not be used on vehicles with anti lock brakes.

I have been wrenching for years, and I have fixed countless cars with damage caused by moisture in contaminated brake fluid. I have had to free frozen pistons, and replace wheel cylinders, calipers and master cylinders due to rust and corrosion. I have also had my brakes fail due to the boiling point of the brake fluid being so low, that the fluid boiled resulting in the total failure of the brake system. Old brake fluid is extremely dangerous, as it can and will cause the brakes to fail without warning.

The ideal time to switch to Silicone fluid is when the rubber parts are all being replaced. Blow the metal lines out with compressed air, assemble the brake system and then flush with Silicone fluid until clean fluid comes out of the bleeder screws.

While somewhat expensive up front, if your car is a long term investment Silicone brake fluid will pay for itself many times over, saving you the cost of perpetual fluid replacement, the cost of repairs due to corrosion of brake components, and the cost of paint repair due to spilled brake fluid.

2014 Stowe Car Meet Sponsors

AAA of Northern New England	Montpelier VT
American Legion Post # 64	Stowe VT
Andy & Marty Barnett	Burlington VT.
The Bagel	Stowe VT
Best of Central Vermont	Quechee VT
Cabot Creamery Cooperative	Montpelier VT
Casella Waste Management	Montpelier VT
Champlain Valley Equipment	St. Albans VT
Clark's Truck Center	Jericho VT
The Commodore's Inn	Stowe VT

Pall Spera Co. Realtors	Stowe VT.
Wendell & Mary Noble	Milton VT
Richard Wheatley CPA	Essex Jct. VT
Seven Days	Burlington VT
Shaw's General Store	Stowe VT
Sherman V. Allen (Mac's Market)	Rutland VT.
Stowe Motel & Snowdrift Motel	Stowe VT
Stowe Area Association	Stowe VT
Stowe Insurance	Stowe VT
Stowe Mercantile	Stowe VT

Thank You All

Co-Operative Insurance Companies	Middlebury VT
Crop Bistro & Brewery	Stowe VT
Dunkin' Donuts	Burlington VT.
desGroseillieus Funeral Home	Hardwick VT
ELIOT	South Hero VT
Golden Eagle Resort	Stowe VT
Green Mountain Inn	Stowe VT
Interstate Battery Company	Burlington VT
Jeffersonville Automotive	Jeffersonville VT
Mountainside Resort at Stowe	Stowe VT

Stowe Mountain Resort	Stowe VT
Stowe Realty	Stowe VT
Stowe Red Barn Realty	Stowe VT
Stowe Reporter	Stowe VT
Stowe Seafood	Stowe VT
Stowe Vibrancy	Stowe VT.
Town & Country Resort	Stowe VT
The Transcript	Morrisville VT
WCAX-TV	Burlington VT
WDEV-Radio Vermont	Waterbury VT
Walker Construction Inc.	Stowe VT

The 2014 Golden Wrench Award



Winner, Daniel Cutter (right) and teacher Jim Valliere of Windham Regional Career Center in Brattleboro

An uninspected benefit has happened with our Golden Wrench Award that most of us VAEers did not see coming....

We have met a few of the young people who will be "taking over" for us as they become adults and from our observations, we have nothing to worry about.

The sad part is that we cannot award every junior in the 16 Vermont career centers, they all deserve recognition for the hard work they are doing and the forward thinking they have in learning a trade so early in their lives.

Here are some of the award winners where Wheel Tracks has been able to get their

photos.....



Winner Christopher Brown (holding award) and teacher Baxter Weed, left, with the rest of the junior class of Cold Hollow Career Center of Enosburg Falls



Winner, Tyler Short, right, with VAE presenter Andy Barnett. Burlington Technical Center



Winner, Elliott Gray (right) with VAE presenter Phil Drake at the North Country Career Center in Newport



Winner, Jon Titus, (holding award), sitting next to VAE presenter Gene Napoliello with the class of the Essex Technical Center in Essex.



Winner, John Gibson, stands with his Golden Wrench Award. John is a junior at River Bend Career and Technical Center in Bradford. From the left is VAE presenter John Mahnker, mother & dad Martha and William, VAE presenter Carroll Bean and program instructor Bill Rowell. Wheel Tracks did not get the name of the young person in front of Mom but would publish it later if given..... John Mahnker brought his '80 Corvette and Carroll his '55Ford. Being modest, John Gibson's only request was to sit behind the wheel of the Vette, which was promptly granted.



A Model T Story from John Mahnker. I wonder how many of our current VAE members have read charter member Pev Peake's story titled "An Uneventful Journey". It was a narrative of a trip undertaken by himself and a couple of other young boys long ago. It is interesting and humorous as only Pev could tell it. It has been repeated once in Wheel Tracks and is a good Model T Ford story. It reminds me of a similar trip taken by myself and three friends in 1948.....

I lived in Wells River as I do now and friends Red and Arnold Heath and Jeep Webster lived in Woodsville, NH., just across the Connecticut River bridge. Red had purchased a Model T Roadster pickup and for some crazy reason wanted to drive it to the Lancaster Fair even though Arnold has a later model Willys and I owned a 34 Ford station wagon. We needed seating for 4 so I popped the center bucket seats out of my Ford. Those seats were heavy and nestled nicely in the T's cargo pickup bed, resting against the tailgate. With the pickup thus converted into a 4 passenger open car we were off on an early morning start to the fair via routes 303, 116 and 3. The old T chugged along nicely and the weather was becoming a warm Fall day. A good thing as we never thought about rain protection. Along the way we got a lot of friendly waves and at stops people commented about us 4 young boys travelling in a Model T.

At the fair we did the usual things, ate junk food (although it was not called that in those days), rode the rides and watched the Jimmy Lynch Helldrivers Show. Time to return home, but Red had another idea, go to St. Johnsbury to the movies. So we left Lancaster on Route 2 and on the way steam was coming out of the radiator. We got the idea that removing the hood would help with the cooling and what do you know, it did. Rear passengers Arnold and myself had the folded hood laying at our feet. Before we got into St. J Red insisted on replacing the hood as he thought it would be embarrassing to drive into town with the motor exposed. Ok, hood replaced, drive into town, see the movie and heading home down Route 5 after 9PM. A few miles passed and the headlights went out, there was total darkness. For some reason we had one of those long 5 cell flashlights with us. So I stood on the left running board aiming the flashlight and we were under way again. A few miles like that and someone suggested "Why don't we try the low beams?".

Low beam worked and once again we had lights. Happy that another problem was solved, we were closing in on home. Then about 4 miles from Wells River the motor coughed and died. The one thing we had never thought about all day was gasoline and the tank was dry.

Soon a passing driver stopped and gave me a ride to my 34 Ford and I took some gas to my stranded companions. We all returned to our individual homes rather late that night and I got my seats back the next day. The picture is at the Lancaster Fair parking lot. Red at the wheel, Jeep riding shotgun. I am in the back seat on your left and Arnold on the right. Looks like a Kaiser in the background.

Editor's notes.... A map indicates the boys traveled about 100 miles that Fall day and I am not sure if it is the same fair but there is still a Lancaster Fair, it is from August 27th to September 1st. I wonder what the movie was?? Thank you John. Wheel Tracks has plenty of room for car stories from others, I know you have some. GCF

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This from Lloyd Davis during Wheel Tracks' recent visit to Rutland.....



Lloyd gave us an interesting "Rutland Business Journal" article about the **American Precision Museum** in Windsor told by museum director **Ann Lawless**. If you remember, the VAE had a meet there a couple of years ago and has given donations to the fine museum for a number of years now.

A part of Ann's interview covered a time back in the 1850s when a different but similar **Crimean War** was happening than we are reading about today. The armory at Precision Museum at the time known as **Robbins and Lawrence** had a huge part in that war of 150 years ago. Back then rifles were hand made one by one. Briton was a major player in that war and was looking to change things. They had heard about an American system of manufacturing where the rifle parts could be mass produced and the parts could be interchangeable. Guess where the machines and the process was happening in the United States....that's right, the Robbins and Lawrence Armory in Windsor, the building where the Precision Museum is today.

Rifles manufactured at the armory went to fighting the war and precision machines built there in Windsor were shipped to Briton for their use. The Russians have Crimea today but that was not the outcome in 1850!

Alburgh, VT
3RD ANNUAL CAR SHOW
 NEW FOR 2014 - THE 1ST ANNUAL
TRACTOR SHOW

AUGUST 16, 2014

All Models & Style Cars / Tractors
 & Regional Clubs Welcome!



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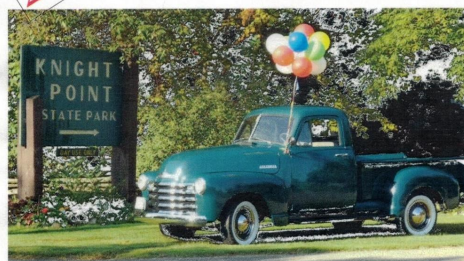


9:00 a.m. to
 5:00 p.m.

**A Day Of Fun...Music...Food....Games & Friends
 Vendors - Flea Market**

**Route 2 - Alburgh Vermont
 (The Bluegrass Festival Site)**

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 AUTOMOBILES AT
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 THIS SHOW IS OPEN TO
ALL MAKES,
 MODELS AND YEAR
 VEHICLES

COME AND SHOW OFF YOUR FAVORITE RIDE OR PROJECT AND MAYBE, WIN A PRIZE



SATURDAY AUGUST 23
 Rain Date: **SUNDAY August 24**



- Park Ranger Award
 - ICAR Award
- NEW FOR 2014
 Class - Peoples' Choice Award for
- 1 OLDEST CAR
 - 2 NEWEST CAR
 - 3 AMERICAN CAR
 - 4 NON-AMERICAN
 - 5 BRITISH CAR
 - 6 ANY TRUCK
 - 7 MOTORCYCLE
 - 8 WORK IN PROGRESS



Park is open from 9:30 am to Dusk
 Park admission: \$6.00
 Car Registration, Incl. 2 people \$15.00
Pre Registration \$12.00

Enjoy the appetizing foods under the tent

Pre-Register \$12.00; Mail to: ICAR PO Box 213 North Hero, VT 05474 For More INFO? Or call, 802-372-8400

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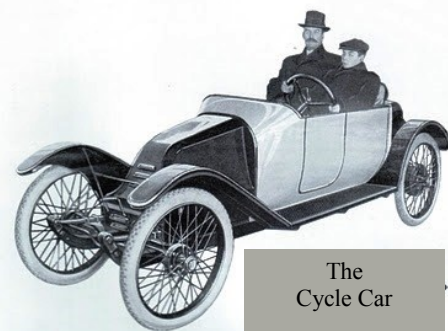


ALL CARS MUST BE INSURED AND HAVE AN APPROPRIATE FIRE EXTINGUISHER

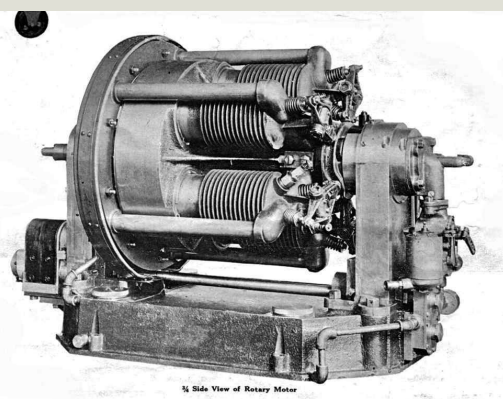
Greetings from
 Chris Cartier
 And his next "Auto ABCs"

We are doing "E"
 This Month....
 The
 "Eagle-Macomber"

The Eagle Macomber Company first started operations in Los Angeles building a cycle car equipped with a rotary engine during 1914. The firm was next reorganized and moved to Chicago a short while later. In late 1915 the company moved, again, to Sandusky, Ohio and came out with a new design which we can see in these lower right, it was twice the size of the cycle car with a corresponding increase in engine size. Other firms, at the time, had tried rotary engines in automobiles but no one was ever successful bringing one to market, the rotary engine idea was most successful at the time in the aircraft field. At the same time as these photos and information was published, it appears the company, like so many others, was trying to raise capital to fund production. Evidentially they were not successful and their next move was to redesign and build an even larger model, but as we see with so many of these early automobile companies, bigger was not better and they faded away into oblivion by 1918.



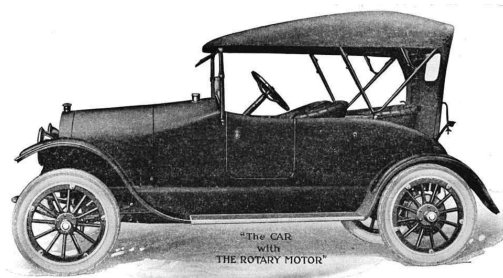
The
 Cycle Car



1/2 Side View of Rotary Motor

The engine....

A single rocker arm actuated both valves, controlled by a round stationary grooved disc which was arranged to open and close both valves. The pistons transferred their motion through a wobble plate. There was an updraft barrel carburetor and Bosch magneto to make this complicated merry-go-round engine perform.



"The CAR
 with
 THE ROTARY MOTOR"

Wheel Tracks Classified

Tour Banners

For Sale

Sturdy cotton
With ties.
\$20.00

"Your Car Will
Wear it Softly"

Gene Fodor 802-372-9146
crownwheelwheel@comcast.net.



June Bumper Sticker...

I just let my mind
wander, and it
didn't come back.

For Sale... 1974 MGB Roadster, runs good, looks good, 70,000 miles, red, must see. \$3000.00.
Brian Larock, N. Ferrisburgh, 802-425-4960

8/14

Stuff For Sale.... 1982 Lawnboy, rear wheel drive, has a starter, 21inch cut. \$300.00
Will have a "model A Parts" sale this summer. Many to choose from...call me.

Marvin Ball, Ferrisburgh, 802-425-3529 8/14

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Northfield Falls, VT
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For sale.... 1950 Dodge Meadowbrook. I have had the car for 20yrs and it is time for a change. New paint about 10 years ago. 30K miles. \$9500. Don Rayta
50dodge@pshift.com
or 802-644-2776 8/14

Wanted... Frame, rear bumper and bucket seats for 1969 Olds Cutlass Supreme convertible. Contact Ed Buturla 802-893-7007 8/14

Wanted... Dealership emblem for Burlington auto dealer "Al Warren Ford", circa 1969.

Also, air cleaner or parts for 390cid or 428cid 1969 Ford.
Dan Reed, 802-363-1448 8/14

For Sale..... 1947 Mercury 59AB style engine. Rebuilt as follows: new pistons and rings, new oil pump (converted to external spin on oil filter), reground stock grind cam, hardened seats, new valves and new adjustable lifters. Comes w/ clutch and pressure plate. No heads, intake or dist. \$2500
Ken Gypson, Poestenkill, NY. 518-432-7565

For Sale... Kayak, wilderness series pungo 120 barely used \$600.

Antique cherry dining table measures 44"x59" #7 terrifically detailed legs, 6" leafs, excellent shape \$400.

class 2 craftsman plow blade and hook up frame iron \$85. Joanna Conti, 244-8375 or email good66year@gmail.com 8/14

For Sale... Set of four Plymouth & Dodge 14" Magnum 500 rally wheels for 1967 through 1974 [maybe later]. Wheel trim rings and caps are in excellent condition. Wheels are nice with some surface rust on back and covered area of wheels. A little detailing will make these show quality. Hard to find in this condition. Tires on wheels are decent 225/75R14. \$425 .

Also for sale
Service Manuals-all in very good to as new condition and all original editions, no reprints.

1964 Dodge all models except 880 \$15. 880 models \$15

1969 Imperial \$15

1971 Ford 5 volumes \$20

1978 Chrysler, Dodge, Plymouth 2 volumes \$20

1982 K Car including Rampage 2 volumes \$20

1983 Chrysler, Dodge, Plymouth 3 volumes \$20

1984 Chrysler, Dodge, Plymouth 3 volumes \$20

1987 Chrysler, Dodge, Plymouth Rear wheel-drive \$15.

Chris Barbieri

802-223-3104

cgeeb99@gmail.com

8/14

For Sale....CHEVROLET: 1948 Fleetline Aerosedan, older restoration (1995) still very presentable. Original 216 inline six engine professionally rebuilt 2003, runs well. Vacuum shift. Hampton Coach interior as original. Black exterior/tan interior. Coker WWW. \$12,500. Contact Ken at (802) 247-3443 or kenbrandon@myfairpoint.net



For Sale...."Need more garage space so am selling my set of 500 Mag Wheels w/ spinners. The wheels are in great shape as are the Spinners. The Spinners were \$85 alone. Picture shows wheels on our Falcon. \$500 for wheels and Spinners. Bruce Kier 802-449-3065 or email



For Sale..... 1925 Ford Model T Depot Hack in NH. Built in 2005 by Douglas Magee Sr., an "85 yr. old Ford Guy". 1925 chassis has been fitted to replicate a 1915 Ford with period fenders, brass lights, etc. Presents itself nice, motor runs, needs final sorting out. \$8800.00 or good trade. Doug Magee Jr. 860-830-1707. Just an example pictured...not the one for sale. 8/14



For Sale...

1977 Cadillac Coupe Deville. I am 73 years old, and this classic vehicle needs a new steward. I have repainted it, a new headliner, replaced the transmission, an upgraded AC, new rotors, pads and brake lines, new radiator, exhaust system and alternator, the car is in excellent condition. 104K miles, leather excellent, tires 75%, factory CB and the wire wheels still sparkle. Asking \$5900.00. Call Frank at 802-862-6838.



VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

Membership Secretary

89 Ledge Road

Burlington, VT 05401-4140

christna.mccaffrey@vtmednet.org



**Bill and Jan Sander's 1954 R-type
Bentley Sedan**

July 2014



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