

# Wheel Tracks

Charlie Thompson's  
1930 Whippet Sedan  
has a story  
to tell.... Told by  
Charlie on page 6





FROM THE PRESIDENT...  
DAN NOYES

**Shelburne, Nichols Field, Golden Wrench, and who could forget Stowe Show planning!**

Needless to say there is a lot going on with the VAE this time of

year. So much that it can be difficult to keep your priorities straight. Go for a ride in the Model T or mow the lawn or weed the garden and then there is the family vacation.....decisions..... decisions.

Talking about competing interests **there is the Nichols Field** that by the time you are reading this will have, by court order, been dealt with once and for all. There is no deigning the 59 years of volunteer service the VAE has put into making the **Stowe Car Show** and has created one of the New England's premiere car shows. The great reputation the club has will be to our advantage wherever this road will lead.

The Nichols family has been our partner over the years. The VAE was sad to learn that after Mrs. Nichols passed her estate went into foreclosure. With the use of the field in jeopardy the VAE board of directors entered into a contract with a group of investors to purchase the field. With many competing interests this has proven to be problematic to say the least.

No one in the VAE wants our organization to be strapped making payments that we cannot afford. Our mission is an educational and charitable one, we have to remain conservative with our resources and not lose focus. Striking that balance has been difficult, so has navigating the nuances of this transaction. More than once we have had to back track to find our path which will have ended on June 24 at 2:00pm when the auctioneers hammer falls.

One thing is for sure we are having a car show in Stowe this August! I need your help to spread that word, tell your friends, your friend's friends, everyone you talk to - the show will go on!

The Shelburne show was great! The VAE is indebted to our partners at the Shelburne Museum, Tom Denenberg, Kelly Tacy and the whole crew did a great job! If you missed this year you really should plan to attend next year. The Shelburne museum is an awesome place to have a car show.

See you July 8-9 at Hemmings

Respectfully submitted,



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## FROM YOUR EDITOR... GARY FISKE

Wheel Tracks  
Monthly deadline  
The 10th

Membership  
Only \$30  
\$50 for 2 years

I will try to put a page together this month that gives you an idea of the great impact we have made, again, with the 2016 Golden Wrench Award. I have more presentation pictures than I can publish this month so I will publish the rest that I get in later issues. This is our 5th year for the GWA, our 4th for presentations in all 16 Career Centers in Vermont. Interestingly, there are some fantastically nice growing pains. We are finding very few of the many auto tech students know about the opportunities in antique car restorations. Our discussions with the schools have also revealed an information gap between the schools and real life careers as auto mechanics. In northern Vermont a master mechanic's annual wage averages between \$65,000 and \$85,000. If that master mechanic has certifications in hybrid autos the paycheck jumps into the \$110,000 range! The VAE's "growing pains" are connected to us figuring out how best to serve the nearly 500 Vermont students in the 16 career center auto tech programs. The VAE Education/Outreach Committee has its work cut out....

\*\*\*\*\*

There have been a few VAE members lately who are recovering from illnesses or accidents. Our Sunshine Chair, Christina McCaffrey, is wonderful in sending get-well cards. If you know of a deserving VAEer please send word to Christina, I am sure that get-well card from the VAE will make that member's day a little better. A Sunshine Report is also given verbally at our monthly meets. I'm sure you have noticed there are no Sunshine reports in Wheel Tracks. I have decided the line between privacy and public are just too blurry for me to make the right choices. If you don't agree, please contact me with your thoughts.



Our 1977 VAE president has died. Alden Chapman, pictured left, died on May 23rd., a very long time member of our car club. Many years ago, when Alden was forced to the wheel chair, he had to give up his cherished 1930 Plymouth Roadster. To still have 'that car connection' he started a die-cast car collection which grew into thousands. We all know people who we love to have conversations with; Alden was one of those people for me. I understand his '30 Plymouth is still on the road and resides in the Fairfax area. A wish we all have for our old cars when we have gone. Alden is buried at the **Vermont Veterans Memorial Cemetery** in Randolph; wouldn't it be great if we were on tour in our old cars someday and we could stop by and visit his grave site. That cemetery is a very special place.

Dear Editor,

After reading about Paul's (Baresel's) "new" automobile in the last Wheel Tracks, I couldn't help but think that he might be needing a steering wheel muff before he goes out in foul weather with it, so I thought I would send along the ad for one ;-). This is from the December 26, 1907 issue of The Automobile. I thought both you and he might enjoy it.

Regards, Gary Irish

Dear Editor,

Wonderful show yesterday (The Shelburne Car Show), I had more conversations about Plymouth flathead engines and staff car configurations, than I could have hoped for! Ended up with about 180 miles on the '41 and with the newly installed original style overdrive, was cruising at a comfortable 60+ on the big road. **John Vetter**

Dear Editor,

Just a quick note referencing your last paragraph in the recent edition of Wheel Tracks featuring the 1952 Imperial. Actually Imperials were made continually through the 1975 model year at which point production ceased until they were resurrected on basically a Cordoba platform model years 1981 through 1983 and then as you mention, one last time from 1990 through 1993.

Thanks for all you do for a great publication! **Will Dodge**, Fair Haven Chrysler Dodge Ram

Dear Editor,

Thanks to Wheel Tracks, the parts left at The Auto Shoppe have found their rightful owner. Bob Schumacher called this evening to tell me that the parts belonged to him and that he will stop out and reclaim them. He never thought that he would see them and had given up. Never underestimate the power of the press! Thanks for your help. **Bill Billado**



### Special Introductory Offer

33 1-3 Per Cent. from List Prices

	List	Special
Leather cover Buffalo robe, cloth lining.....	\$15.00	\$10.00
Same with window.....	15.50	11.00
Leather covered, lined with fur.....	20.00	13.33
Same with window.....	21.50	14.33

The same good, warm, comfortable Muff. No reduction in quality. We are simply giving you the dealers' profit. We have no representatives. Order direct, giving diameter of wheel, diameter of post and control rods running parallel, if any, and location of spark and throttle, name the car, and the Muff will fit.

**Mandeville Steering Wheel Muff Co.**  
BLUFFTON, IND.

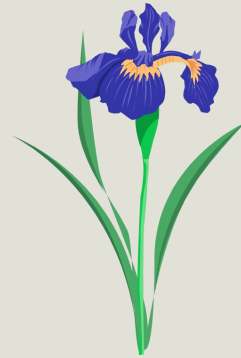
Wheel Tracks is a monthly newsletter published in print and electronically for the public, and for the VAE membership.

"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\*\*\*  
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## "THE SOFTER SIDE"

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

### MOTHER KNOWS BEST from Nancy Olney



I'm sure your mother told you, as mine did me, never discuss religion or politics. Probably with all we have been bombarded with from the media lately, I would have to wonder if their mothers never gave them the message or they just chose to ignore it. Good chance it is the latter. We all have had enough experience over the years to realize that this is very good advice.

**But, I ask why?** I'm not questioning the advice but why the subjects are so touchy. I understand people believe or don't believe in certain things or people but there are a lot of things we might not agree on and for some examples; food, clothing, jobs, books, movies, education, restaurants and the list can go on and on but we don't get into an argument or fight over it. Friends actually 'unfriend' each other over disagreements connected to religion/politics. How many times has a friend told you they saw a certain movie or ate at a certain restaurant and strongly encouraged you to do the same? When you did you couldn't see why they loved it so much because you sure didn't. After this

you are still friends and probably you will be the 'suggestor' next time, with or without the same results.

I thought maybe the problem was that where religion/politics are involved, we feel we are right and know the answers, but wouldn't that be the same for other disagreements? I know men who won't drive anything but a Ford and those who only drive Chevys and some drive American and some foreign but up to now, thankfully, no harsh words or fist fights. Ford men tend to act a bit superior but wait, Chevy guys do too!

I would like to add one subject to my list of 'off limits' and that is strawberries. Why, you ask? Let me tell you. I have an ex-sister-in-law who doesn't like strawberries. Every strawberry season for 20 years, while the rest of us had mouthwatering anticipation of that first ripe strawberry, she always dreaded it: Family Strawberry Shortcake Night. Every year she would say, "Just biscuit and cream" and every year her mother-in-law would say, "You don't want strawberries?" Reply, "No, I don't like strawberries." Then for the duration of the dessert time it was discussed why anyone, especially in the Olney family, wouldn't like strawberries. Guess that was a premarital question that didn't get asked. I think, finally after 20 years, it was strawberries or not. The 'not' won (notice I did say ex).



So, I have to ask you not to 'look down on me' or think less of me if I eat towmatoes, potawtoes and vote for Hilary, wait maybe Donald, oh wait, maybe Bernie and am thankful for it all, I'm still the same loveable lady I've always been.





## WORDS

**"Jeep"**... The first 1/4 ton recon cars delivered to the Army had the letters G.P painted on their sides which stood for "General Purpose". Along with saying GP many times, the term Jeep also got help from the Popeye comic strip when "Eugene the Jeep" appeared.



It's the final baseball world series game and a man makes his way to his seat. He sits down, noticing one of the best seats in the stadium ahead of him is empty. He leans over and asks a gent about the empty seat and finds it belongs to his wife. The gent goes on saying his wife had passed away and this will be the first game he has been to without her. When asked why he didn't at least bring a friend the gent replied they were all at his wife's funeral.

\*\*\*\*\*

A guy shows up late for work. The boss yells, "You should have been here at 8:30. He reply's, "Why, what happened at 8:30?"

\*\*\*\*\*

We have decided that if we ever have twins, we would use one for parts.

\*\*\*\*\*

A guy is sitting at home when he hears a knock at the door. He opens the door and sees a snail on the porch. He picks up the snail and throws it as far as he can. Three years later, there's a knock on the door. He opens it and sees the same snail. The snail says "What the hell was that all about?"



## Wheel Tracks Academy



### Antique Auto Restoration

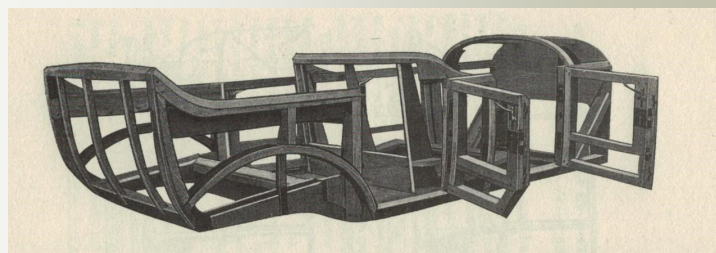
What skill-sets do you need to be a restorer of antique cars?

You need to know how to weld and it would be great if you were a skilled lathe and machine operator. You might have to make your own engine valves all the way to the door hinges if the vehicle is really old. Babbitt bearing work, soldering, even making new fenders brings in many skills the modern mechanic don't have to worry about.

Upholstering is another skill that comes in handy. Knowing the types of leather textures with the different grans and how to sew them is a life career skill.

Then comes the steel body work of replacing panels, finishing and painting with the many different paints. Today its water based paint but in the old days it was lacquer.

One skill that gets very little attention is the wood work and when you find out it is not just the dash, many folks are amazed. Most early cars had a wood skeleton similar to the picture below that is probably a 1920s touring car. There were many master carpenters back in the day.



Terms like 'cant boards', 'chassis lines', 'patterns' and 'sweeps' were all part of the art. Wood had to be light and strong. Table and chair joints were one thing but you have to know what you are doing to make a joint for a flexing moving automobile that will cover 75 to 100 thousand miles in its lifetime. Bending wood with steam was also part of the art but should we use northern or southern wood...Hmmm?

A wooden skeleton of nineteen and one half cwt was very normal for an antique car. That means 1950 pounds here and 2180 in Europe!



**Way back in '67, my friend Dick, who was driving a '31 Willys as his regular car, told me about a '29 or '30 Whippet for sale in Charlotte, VT.**

Since I always liked old cars and my Dad had told me about Whippets, I went to check it out. The owner was moving and didn't want to move the car, which was not running at the time. He had bought the car for \$300 "downcountry" and wanted to recover his investment. Marion and I had just gotten married, I was still a student at the University of Vermont, and I didn't have two nickels to rub together, so I offered him \$50. He was appropriately insulted by my offer and turned it down, of course. Then on moving day, he called and said that I could come get the car for \$100. My brother and I rushed to get the car and found the owner and his belongings gone and the Whippet sitting on the lawn. We towed it to my place in South Hero, VT, sent a check, and never heard from the owner again.

The Whippet was pretty much complete, but had had a rough life. It had been wrecked a couple times and had dents and rust with running boards replaced with old rough lumber. The top had been improperly replaced and water had rotted most of the wood around the top and door posts. Water and mice had totally destroyed the rear seat. But...with a little gas in the vacuum tank and a push around the yard with my brother's car, it RAN! It burned oil like crazy, but ran all the same.

I didn't do much with the Whippet for many years, busy with a young family and an old house. Around 1990 I installed a new set of rings and cured the oil burning. Then, in 1999, I installed a new top, and I drove it 500+ miles to Lamar, PA\*, to collect the Long Distance Award\*, given by the WOKR for driving the longest distance to our International Meet. In 2001, I reupholstered the rear seat and then drove it 800+ miles to Napoleon, OH\*, collecting the Long Distance Award\* a second time. A rod bearing failed after this trip, so I shipped the engine off for a Florida vacation to be rebuilt by one of our Whippet experts. Next came Nashville, TN\* in 2005, Marshall, MI\* in 2008, Flatrock, NC\* in 2009, Bellefontaine, OH in 2010, Duluth, MN in 2012, Waynesboro, VA\* in 2013, and N. Conway, NH\* in 2015 winning four more Long Distance Awards\* for a total of six. All trips were unescorted except Duluth when my friend drove his 1912 100-year-old Overland with me. Luckily this was the only trip which had a problem (other than flat tires and a plugged carb) when a fan belt broke and we backtracked 12 miles in the Overland to buy a new one. I have driven Rosie over 30,000 miles over the years with the only non-routine maintenance being the engine rebuild and new valves last year.

She is **Rosie**, named after Rosinante, Don Quixote's old broken down horse and John Steinbeck's camper pickup in his book *Travels with Charlie*.

**What I remember most on my trips is the friendly and kind people I've met along the way.**

While touring Penns Cave, one tire went flat in the parking lot. By the time I got out of the cave tour, fellow club members had put on the spare. The tube, which I had never removed in 32 years of owning the car, had 4 patches already!

Somewhere near Ottawa, Canada, I had stopped under a street-side shade tree to take a break. The lady from a nearby house came out and invited me in for very welcome milk and cookies.

*See Whippet on page 10*







Edi Fiske

# The Roadside Diner

I would like to hear how you liked the dish, [edifiske@gmail.com](mailto:edifiske@gmail.com)



## Buttermilk Spice Cake

2 cups plus 2 tbsp flour  
 1 cup sugar  
 3/4 tsp. baking soda  
 1 tsp salt  
 3/4 tsp cloves

3/4 tsp cinnamon  
 3/4 cups brown sugar  
 1/2 cups soft shortening  
 1 cup buttermilk  
 3 eggs

Heat oven to 350 degrees. Grease and flour 2 layer pans. Blend dry ingredients in bowl. Add brown sugar, shortening and buttermilk. Beat 2 minutes medium speed. Scrape bottom and sides of bowl constantly. Add eggs. Beat 2 more minutes, scraping bowl frequently.

Pour into pan and bake for 35 to 40 minutes.



## The 2016 Indianapolis 500

A Race report from Bob Lalancette

**A few months ago**, a friend called and said I was going to the Indy 500. I said I couldn't because of the lack of vacation time. Then he said my name was already on the airline ticket. Well I manipulated some time at work and the next thing I knew, the plane was taking off.

**This was the epic race at the epic place.** It was the 100th running of the 500. The guys I went with were sports fans; I think I was the gearhead. When we landed, I was put behind the wheel of the rental car which I pointed toward the track. After lunch I suggested we head to the track to see the vintage race cars. I got some negative comments, but I was driving so we drove into the tunnel and popped out at the museum. Alongside in the parking lot, was the vintage "Gasoline Alley". Here were privately owned Indy cars from years past. 1922, on to the roadsters of the 60's, and some open

wheeled cars of the 1980's. We then entered the museum and viewed all four of A.J. Foyt's winning cars. I had heard of a Smokey Yunick car from the early 60's and as I turned the corner in a back room, there it was. My friends had to drag me out the door.

**The next day was "Carb Day".** Usually the drivers only take three or four laps and practice a pit stop. Well these drivers ran for the full hour plus time and were in packs of 20 or more cars. The crowd was as big as a race day and you could feel the excitement in the air. Sunday was going to be something special. Everyone asked us if we were there for the race. When we said yes, they thanked us for coming. We were told to arrive early as 400,000 people were coming. Driving in before light was no problem. At 6 am, a cannon fired to open the gates. The people were marching by us as we waited till 9 am to find our seats. I do not know where the time went.

The opening ceremonies with its salute to our active military, 8 surviving Pearl Harbor Navy sailors from Indiana, and the fly over of the F18s brought up a flood of emotion. This event was happening because of the sacrifice of the men and women that defend our country.

Then the race started and ended with a rookie winning with a sponsor deal that happened the week before. The car owner was an Andretti and was quick to plug the sponsor, they used "NAPA Knowhow" to win.

**I am still processing my emotions.** The cars were different but it was about competition. The people were excited for the event not necessarily for the race. An annual patriotic event happened. Some older folks said it was "Woodstock ish".

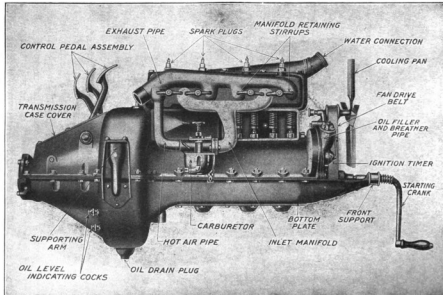
**I do know I will be attending again.**



## Why are engines lasting longer?

Absent any questions this month, I find myself musing about engine life. When I first started turning wrenches, it was an achievement to reach 100,000 miles on an engine without any major engine work. Today, engines routinely go over 200,000 miles with no major work. Why is this?

Several things have changed. The quality of engines has improved. The quality of materials and the machined tolerances are much better today than at any other time. The quality of engine oil has significantly improved. Oils today are infinitely better today than they were just 25 years ago. Today's synthetics are superior at maintaining viscosity and minimizing engine sludge.



A 1920s Engine

The other thing that has changed is the fuel system and engine management. The old carbureted engines were never able to achieve a constant ideal mixture. Jets in the carburetor regulated fuel flow, while incoming air sucked past pulling the fuel in to the air flow. The fuel could not be well atomized and this crude mixture of fuel and air was drawn into the combustion chamber. With raw fuel washing down the cylinder walls due to an overly rich mixture, or lean conditions causing hot running, engine wear was dramatically increased. Today's engines with multi port electronic fuel injection and constantly changing timing keep the air/fuel mixture and ignition timing correct at all times. Modern fuel injectors inject the fuel spray at high pressure, creating a well atomized fuel spray precisely at the right time directly into the combustion chamber.

I can remember, in earlier years, pulling the valve cover on an engine with 150,000 miles on it, and was shocked to see the inside of the engine looking like a well used charcoal grill that had never been cleaned.

When I replaced the head gaskets on my Subaru Outback at 204,000 miles, I was amazed to see zero wear and zero sludge or varnish in the engine.

So, what has changed? Certainly, the quality of modern engines, modern electronic engine management and modern engine oils are all factors in why engines last so long today. Perhaps people who know more than me will help to answer this question.



A 2016 Engine



This car belongs to **Lorraine Russell**.

Another Shelburne Car Show beauty.  
A 1986 Mercury Cougar Tiffany

The Tiffany, built by Classic Motor Carriages of Florida, is based on a 1986 Mercury Cougar. Fiberglass front and rear panels, Ford driveline with 5.0L fuel injected engine.





This research study performed and sent to Wheel Tracks by Wendell Noble....

When buying chemicals and solvents for automotive use it is important to look for the sign of quality on the label. If it has a skull and crossbones on the label, you know it works.

It is important that we learn from history because that's all there is. Everything else didn't happen yet.



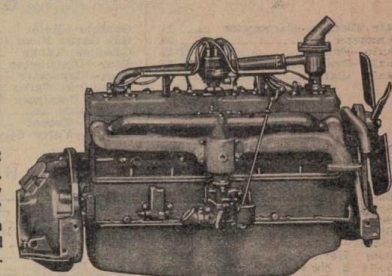
Do you need a new engine for your Marmon? There is a sale going on in Indianapolis, just call DRexel 4163 and make arrangements today. **Ernie Clerihew** recently loaned this to me. This Marmon Motors sale booklet was sent to **Alec Clerihew** in 1939 with hundreds of replacement parts. The next time I see Ernie, I will ask who Alec is. Did you notice **GAEL**.... They called them "motors" back then. Call Drexel 4163 to tell them your spiel on motors vs engines and I will bet they will mend their ways.

Instead of paying a high price for a major motor overhaul take advantage of our

## MOTOR EXCHANGE

NEW POWER AND SPEED  
ECONOMY AND  
DEPENDABILITY

The motors are genuine Marmon built and replace the engines at present in use. These motors are guaranteed in every respect having been Factory tested and pass the usual rigid Marmon specification requirements. These motors are delivered to you ready to install having been carefully adjusted at the Factory.



### EXCHANGE PLAN PRICES

Model "L" (Little Marmon) ....	\$ 95.00	Model "Q" (69) .....	98.50
Model "N" (78) .....	103.50	Model "H" (Big Eight) .....	104.00
Model "T" (68) .....	96.75	Model "W" (79) .....	103.75
Model "Roosevelt" .....	96.50	Model "CC" (88) .....	105.00
Model "70" .....	98.00	Model "HH" (8-125) .....	108.50



Pierre Pepin, pictured to the left is contemplating if he wants to invest in a new Milton company just getting off the ground. You have heard of the "steam shovel" craze that hit the U.S. back in the day? Well **Clark Wright** is starting the "**Clark Wacker Shovel Company**" and he needs wackers and money while the craze lasts. The last time I saw Pierre, he was running for his car waving his hands in excitement.

I think I will let you guess what and where this picture on the right came from. Think elegant & classy then add high speed with an engine in the back.







*From page 6*

**In Brussels, Ontario,** I stopped at the home of Charlie Proctor, a fellow Whippet owner, but no one was home. Backtracking a ways to a Proctor mailbox I had passed, I met Charlie's niece and her children. She told me the Proctors had already left for the meet in Michigan. I went to camp on Charlie's lawn and his niece invited me back in the morning for breakfast and for use of her bathroom.

**On my return, I had lost my way** and found myself in the middle of Flint, MI. When I stopped on a side street for a break, two children ran into their house and returned with their father. He invited me in and, using Mapquest on his computer, helped to plot a route to get me back on track. A bit later at the 6 lane Port Huron border crossing back into Canada, Rosie overheated and stalled at the customs booth. After the usual and some not-so-usual questions, the agent told me to stay where I was despite angry travelers behind me. He made a call and 3 burley bridge workers in safety green shirts came to push Rosie to their maintenance area to cool while custom officials stopped traffic in several of the lanes to let us cross.

**Traveling through Virginia,** while tinkering on the generator in a shopping parking lot, Paul and Weeta Phillips came over to investigate the car and offer to help. They were collectors of scooters, pedal cars and old bicycles. They left me with their phone numbers and an offer to come back with further help and/or to put me up overnight with dinner and breakfast!

**On Route 209 in Pennsylvania,** I had just passed Muchmore's Antique Shop when I realized that Rosy had boiled out all her water and was overheating. At her shop, Dorenda Muchmore let me fill the radiator, refill my gallon jugs, and provided me with another gallon container for the road as well as wonderful conversation and a tour of her shop.

Later in the day, after negotiating a mountainous detour off Route 209, I stopped on the edge of a driveway to check the radiator and let Rosie cool off. Bill the homeowner's, second question was, **"Want a beer?"** I told him about my leaking water pump and he just happened to be an old-time plumber with a spool of graphite string valve packing in his box, getting me back on the road toward home.

Returning home in the rain through northern NY, I failed to pay attention to mileage and ran out of gas. A lady stopped and went miles ahead to bring me gas if she could find a container. While waiting a man stopped, drove me to his shop to fetch a 5 gallon can, then to a gas station and back to the car. My first rescuer had returned with a gallon window washer container filled with gas. The 5 gallons went in the tank while the 1 gallon was used to prime the vacuum tank.

**With all the bad news we hear these days,**  
it is nice to find kind and generous folks everywhere along my travels.



**Pictures taken by Don  
Perdue of the very  
successful 2016  
Dust-off Tour that 1st  
Vice David Stone  
organized.**

Upper left clockwise....  
One section of **Bill  
Erskins's** barn with all its  
treasures and the next is  
an exterior shot of Bill's  
barn. Then there  
is Clark Wright's  
shop of station-  
ary engines and  
Dave Stone's  
garage with his  
many projects.





# The Return of the Return to Shelburne Museum

This year, the Shelburne Museum and the Vermont Automobile Enthusiasts celebrated the theme of the Automobile as an Object of Art. This theme was a natural fit for this venue: the beautiful buildings, gardens and grounds of the Museum were very welcoming for all the imaginatively designed cars that showed up to take their special place "on the hill" near the Museum entrance.

Hands-on activities and events on Saturday included two new offerings: behind the Pizzagalli building there were pedal cars available for kiddies to drive and Match Box cars available for them to race on a special track. Valve cover racing was offered to those who brought an appropriately equipped valve cover. Back again for this year's show was the arrival of Bill Erskine's 1910

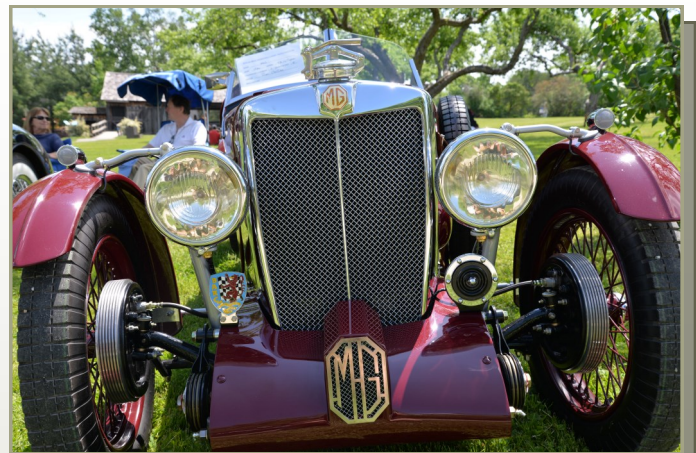
Sears car at the Train Depot. Back in the day, these cars could be ordered from the Sears Roebuck catalogue, delivered to the train depot in your town, assembled and driven home. Though the train arrived late on Saturday afternoon, a large crowd gathered to see Bill instruct spectators in the assembly and the practice of driving this primitive vehicle.

Outside the Blacksmith's Shop,

Dave Welch and Dave Carpenter had put together a collection of "hit and miss" stationary engines for the purpose of pumping water, grinding grain and operating machinery as it was done

Like last year's show, cars were arrayed throughout the Museum grounds according to decade of manufacture. One of the advantages of this arrangement is that it allows car owners to associate with other owners they normally might not meet. Each entrant was given four passes to the Museum grounds for the duration of the show. This generous offer as well as the gourmet reception provided by the Museum on Saturday evening were the "icing on the cake" of this classy weekend event.

There were plenty of opportunities for spectators and entrants to learn about automotive history, particularly Vermont automotive history. Programs on Saturday included the "Road Show" presentation by Charlie Thompson and Wendell Noble. This is a polished act that describes in pictures and lecture the early days of motoring in Vermont, including specific information about the first roads, drivers and cars of the Chittenden County region. In the Horseshoe Barn, Pierce Reid, the operator of an antique Rolls Royce restoration business in Stowe, gave a fascinating talk about the transition between carriage design and early automotive design. A collection of antique tractors were on display outside this old barn. "Horatio's Drive, America's First Road Trip", a Ken Burns documentary film about Vermonter Dr. Horatio Nelson Jackson, who in 1903 became the first man to drive across America, was shown in the Pizzagalli auditorium.



Jim Collins' 1936 MG

before the advent of small electric motors.

On Saturday evening a reception for show entrants was held in the Pizzagalli auditorium. Show organizers made a decision to offer the awards at this time, owing to the weather forecast showing heavy rain for Sunday. Awards were issued as follows:

*See Mail Truck on page 12*





**Oldest Car:** Billings (Willy) Cooke, 1910 Maxwell

**Director's Choice Award:** Fred Gonet, 1925 Chrysler

**Chairman's Choice Award:** Ian Stokes, 1936 Citroen Traction 7C

**Christina McCaffrey** had organized the Fashion Show for Sunday to be held on the Ticonderoga steam ship, though inclement weather prevented this event from taking place. Christina was also instrumental in organizing all the pre-registration material which made for much less chaos in the registration tent. Thank you Christina.

Thanks to my co-chair Andy Barnett for his work on the 2016 Show. There are many others who deserve thanks for making this show a success. This includes VAE and Museum personnel and volunteers. Any VAE members reading this with ideas for making next year's show even better, please come forward. My contact information is in the VAE Roster. See you next year!

**Most Original Design:** Gary Olney, 1934 Huppmobile 4 door sedan

**Oldest Custom-Bodied Design:** Gael Boardman, 1918 Locomobile G-48 Sportif

**Custom-Bodied, Unrestored:** Ken Gypson, 1926 Franklin Boattail Roadster

**Farthest Driven:** Ernie Smith, 1925 Rolls Royce

**Ernie Clerihew, VAE Co-chair**







Hunter Callahan (right) getting award from VAEer Andy Barnett

## THE 2016 GOLDEN WRENCH AWARDS



Kurtis Utley (right) is awarded from our president, Dan Noyes

Austin Baker....Barre Technical Center  
Matthew Hoag....South West VT Career  
Kyle Pittman....River Bend Career and Technical Center  
Peter Loomis....Windham Regional Career Center  
Hunter Callahan....Burlington Technical Center  
Jared Gervais....Cold Hollow Career Center  
Josh Baker....Center for Technology, Essex  
Devlin Daniels....Green Mountain Technology and Career Ctr.

Kurtis Utley....Lyndon Institute  
Cody Robert....Patricia Hannaford Career Center  
Elliott Brunnette....North Country Career Center  
Trent Gregoire....Randolph Technical Center  
Tara Johnson....Stafford Technical Center  
Luke Parent....Northwest Technical Center  
Micheal Hooker....Applied Tech Ctr. St. Johnsbury Academy  
Scott Tracy....Hartford Career and Tech. Center

*The school year is coming to an end which means we are in the process of recognizing this year's Golden Wrench Award recipients.*

*Our five years of giving out this award has resulted in a very good relationship between the VAE and the 16 automotive technical career centers in Vermont. While the career centers and their students have certainly gained an educational benefit from this relationship, as we intended, we have also learned from them. We have learned that we are dealing with well motivated students with definite career goals in mind. Most of them, 70% by one account, will go on to further formal education beyond high school level. Their goals are necessarily based on opportunities they experience in their communities. That includes such things as automobile, truck and farm machinery repair and maintenance.*

*Couldn't we, as vintage auto enthusiasts, help to expand that experience to include what we know best, automobile restoration? From our club activities and member interactions we know there are numerous world recognized restoration related shops in Vermont. This is certainly not the right career path for most students but, if we just make a few of you aware of the possibilities, we have made a real contribution.*

*Here is an opportunity to make some connections that could benefit us all.*

*Congratulations to all of you,*

*Wendell Noble*



Austin Baker of Barre received his award from VAEer Chris Barbieri



Gary Fiske presents Jared Gervais (right) with the Golden Wrench Award



# Are You ready for Our Trip to Bennington to visit Hemmings and the Area Garage Tour?

Friday the 8th of July, from 5:30-8PM, Hemmings cruise night, National Collector Car Appreciation Day,  
Hemmings will be setting aside parking for the VAE!!

Also members garage tour trip on Saturday morning.

I would like to get a head count for this function so I can RSVP Hemmings and Ken Gypson.  
Go to page 12 of the May Wheel Tracks for over night accommodations . Feel free to research your own.  
Make your reservations fast, this is a tough time to book with all the activities and events.

For those who are interested in traveling together to Bennington, caravan style, we will meet at the Shelburne Museum at 1pm Friday the 8th. Congregate in the parking lot close to the entrance/exit, this should give us plenty of time to make the 5:30 show. And maybe even early check in time at the motels to unload any trailers.

Thanks...Dave Stone

dsatbtv@aol.com 802-878-5943

## Our 2016 VAE Schedule

**August 12-14....VAE Show at Stowe**  
(See our web page)

**September .....**Trip to the Cog Rail at  
Mount Washington.  
(To be confirmed)

**October 8.....** Foliage/Gypson Tour

**November 12....**Annual Meeting

**December 10.....**Holiday Party

**July 16th and 17th.....**CHAMBLY QUÉBEC ANNUAL CONCOURS D'ÉLÉGANCE  
Chambly is approximately one hour drive from the Vermont-Québec border.  
A beautiful historical park in front of the Richelieu River.  
Information: gbureau@videotron.ca (514 745-6278)

### Cars of Yesteryear 33rd International Car Show

August 7, 2016 at the Athletic field at North  
Country Union High School, Veterans Ave., Newport, VT.

**For more details, list of classes and registration form visit our web site**  
[www.carsofyesteryear.org](http://www.carsofyesteryear.org).

*Cars Of Yesteryear*

**3rd Annual Summerfest/Antique Car show** August 27th, 2016 Alburgh, VT. ((Old Blue grass sight, Route 2 North of Alburgh Village)) Antique car rides, Live Bands and Entertainment all day (bring a chair) over 50 vendors, Yummy Festival Foods, kids peddle car racing, lawn mower drag races, pony rides, bouncy house, pie eating contests, Chili cookoff, kids games, face painting, petting Zoo, and so much more.



**Cars & Coffee....** Every 3rd Saturday, all summer. Bring your beauty to  
2025 Williston Road and join us.





# Wheel Tracks Classified



**VERMONT  
ENGINE**

**Vermont Engine Service Inc.**  
16 Krupp Drive, Williston

802-863-2326 OR 800-287-5488

**The largest engine machine shop in Vermont**

1/17

**June  
Bumper Sticker...**

Why Are You  
Staring At My  
Bumper!?  
You Pervert!

2/16

**WAITSFIELD MOTOR CAR COMPANY**

VAE President's Award Winners....

1912 AC Sociable	1948 MG TC
1925 Voisin	1927 Packard

Phone: 802-496-4277  
E-mail: oldcar1@gmavt.net

DAVID G. STEINMAN  
WAITSFIELD, VT 05673

**FOR SALE....** 1926 Model T Ford Coupe,\$10,000  
Beautifully restored older restoration with natural wood wheels with black body and very nice interior. Comes with dust cover, repair manual, original jack and misc. Ford tools. Pix on request. Must sell, have lost storage space. Contact **John Meyer, Montpelier, VT, 802 223-6666**



Editor's find....**For Sale....**  
Quonset type aluminum shell (only) was used for a home. Guessing about 30X35 feet in 2 parts. Call me and I will put you on the trail.  
**802-933-7780**



Editor's find..... **For Sale.....**  
Ford model A pickup said to be 99% restored. Gentleman has died, sons want to sell. Located in Bristol, VT. **Call one son at 802-343-9263**

**For Sale..... ( I need to Spring Clean)**  
\*Three MoToR's Flat Rate Manuals for years 1948 [ two ] and 1955. Includes parts numbers and flat rate labor for cars reaching back to 1938.  
\*One MoToR's Auto Repair Manual covers all makes from 1940 to 1955.  
\*Two Chilton Auto Repair Manuals, one covers 1940 to 1953, the other 1972 to 1979 . All in very good condition. \$15 each or all six for \$75. 1944 Vermont license plate. Good condition \$10.  
\*Sales brochures: 1960 Chevrolet full color showing all models \$20. 1964 Chevrolet Station Wagon full color \$15. 1960 Pontiac 10" x 12" full color 14 page \$25.  
**Chris Barbieri 802-223-3104 cgeeb99@gmail.com**



**For Sale.....**  
1966 AUSTIN-HEALEY in very good condition. Must sell, space problem. This car is worth a LOT more than the asking price!  
\$45,000US!

Call us now and be the lucky one to own a 1966 Austin-Healey at half-price! **514 805-1083 (QC).**

**Do you need a VAE name tag? Send \$7.00 to Phyllis Skinner with correct spelling. PO Box 208, Northfield Falls, VT. 05664**

\*\*\*\*\*

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

**For sale .....**  
The greatest accumulation of Ford T and A parts in Québec! Surely one the largest in Eastern Canada.  
Also: tons of old automobile tools and parts. Would prefer selling as a LOT to a motivated buyer. Very reasonable price. All this is in Montréal QC. I'm selling this for an old friend who does not speak English very well. **Gilbert Bureau, gbureau@videotron.ca**



This picture was taken by Don Perdue at Dave Stone's garage during the Dust-off tour.  
We believe the gentleman is Marvin Ball





**VERMONT AUTOMOBILE ENTHUSIASTS**

Please Send Dues or Address Changes to:

**Christina McCaffrey**

Membership Secretary

**89 Ledge Road**

**Burlington, VT 05401-4140**

*christina.mccaffrey@vtmednet.org*

**July 2016**



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**"New & Improved"**

Alex Raff (right), UVM senior ME, and  
Peter Ferland, sophomore EE show the award winning  
UVM AERO vehicle at the Shelburne Show.

**Be Nice.....Buy a VAE Membership for a Friend**



**Bill Cooke and his 1910 AA Runabout Maxwell on the way to the Shelburne Car Show.**

The Maxwell belonged to Bill's Dad and after losing his dad, Bill brought the car out of the barn and did a complete restoration. Bill has worked for many years at Pierce Read's restoration shop in Stowe, so you had better bet "the restoration is correct".

**This is the first public outing for the Maxwell**