

July 2018 Year 65 #7



Wheel Tracks



On the left we have a 1913 Board-track racing Indian motorcycle

On the right, a 1910 Harley Davidson motorcycle

More on page 6



The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR
PRESIDENT,
DAVID
STONE

Hi All.

Summer shows and activities are off and running. I attended the first Cars+Coffee this May with a few other members. We enjoyed a great variety of automobiles, everything from a Lamborghini, to a Ford GT, and a cute MG Midget. Cars+Coffee offers a neat blend of vehicles from modern Challengers, Shelys to imports and muscle cars. I think the oldest car was Eric Osgoods' 1929 Buick and then a 1940? Lincoln. We had a pretty good attendance for a first show considering the cooler weather. Hope to see you at the next one.

Last month we had our meeting at the Vermont Sports Car facility in Colchester VT. For those of you who aren't familiar with Subaru rally racing, they are a factory sponsored Rally and Rallycross teams. They are one of the top teams currently racing in this type of event. We were very fortunate, to see the whole operation, including the chassis department, engine program and fabrication with carbon fiber. A very impressive program operating right in our backyard. Please enjoy the upcoming meetings and shows that the club has put together, we want to see your face (car).

By now the Golden Wrench Awards have been presented to the high school students. THANK YOU to the E+CO committee chairman, Ed Hilbert, and the rest of the committee for their time and dedication towards a great cause. I would like to pass on to you the thank you's and appreciation from the students and instructors, and give positive feedback that tends to go overlooked. This was my first time as a GWA presenter, and I admit that I had a good time meeting the Essex auto tech students. After a brief description about myself and the VAE, I presented the GWA to Brandon Tinker, it was a total surprise! Later, Brandon's classmates shared their stories about projects and what motivates them in the career field. Many have been to Cars+Coffee too. Win-win. I hope other presenters had a similar positive experiences with the kids. Fantastic job everyone.

Dave Stone
Anything with six volts Rocks.



Brandon Tinker, left, being presented
the GWA from Dave Stone

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FROM YOUR EDITOR... GARY FISKE



Good Day to You,

You all know what **“rate of return”** means...right? Just in case not, for example, it is when you invest, say \$1000.00 in a certificate of deposit (CD) and you get a “rate of return (interest) over a period of time. Good interest might be 4%...not good, like today’s rates is less than 1%.

I was thinking about our VAE education programs, when I recently read about 1120 studies, that took place in 139 countries. If you invested in the stock market the past 50 years, your rate of return would average 5.6%.

If you invested in one extra year of secondary school, your rate of return on your invested is 8.8%

Another fact is by the year 2025 there will be 2 million technical jobs that will go unfilled at today’s rate. I read a list of technical jobs that easily make more income than a degree holder. Jobs like welding, auto technology, just about anything in health care and the long list goes on.

The more I read, the more I could see how big our VAE education programs are impacting the students we are helping. The scholarship program at Vermont Technical College gives us a presence in the college, and the Gold Wrench Awards gives us a presence in all but one career center in Vermont. The great part, is that we have the means to do much more.

The state of Colorado recently began an apprenticeship program in the state and are on course to have 20,000 high school students in apprenticeships by 2027. Our club has a little influence in Montpelier, we should be asking why our small state can’t do the same. A two year technical apprenticeship while in high school and earning income, the same time, makes sense to me.

I know a young welder who is making \$80,000 a year and loves his job. Area master mechanics can make upwards of \$90,000 a year. Nurses make \$35,000 a year and if you specialize that income goes to over \$50,000. An electronics tech can earn \$125,000 in Vermont, if he or she wants to work hard, bio-electronics in the health field is wide open!.

We have lots of “old folk” in the VAE who have collected a huge amount of knowledge over “our” career-years. To repeat....we in the VAE have the means to do more



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"THE SOFTER SIDE"

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

"Preserving" from Judy

Rhubarb!! We are overwhelmed with it. There is just so much you can eat. Friends either really like it or really don't like it, so I can only give away so much. I would love to freeze some, but the freezer is full. We just have the freezer that is with the refrigerator...no large separate one. We use to have a big freezer, back when I had a big vegetable garden and froze produce along with pigs, beef cows, etc. We even had someone from somewhere in Canada come to the house once a week to deliver bread, English muffins, etc. That was great, but there were always loaves of bread that ended up in the bottom of the freezer, to be found a year later and tossed to the pigs.

So, back to my little freezer, which seems to be filled with blueberries, blackberries and raspberries from last summer. It's so nice to be able to freeze surplus fruit, but I have a problem with using it all. I want to save it for something, I'm not sure what, so now I have to quickly use it all, to be able to put more in the freezer shortly. Unfortunately, there is no room for rhubarb. I must get this feeling of having to save stuff from Gael who saves everything!!! So, it's rhubarb pies, muffins, coffeecakes and bags of rhubarb left off a friend's houses. Then, we'll move on to blueberry pies, muffins, coffeecakes, along with blackberry pies, muffins, coffeecakes, not to mention raspberry pies, muffins and coffeecakes. I did find a bag of currants in the bottom of the freezer that someone gave me a

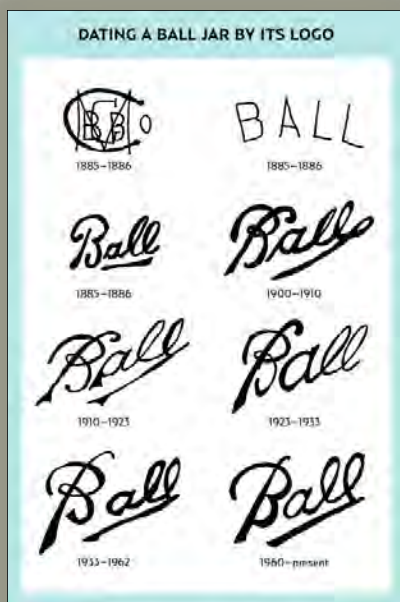
few years ago. They got tossed. I guess it may be time to start making jams again. It's been a while, but if I remember correctly, I had the same problem with jams and jellies. I would save them for some reason and then end up giving a lot of the jars away. Pickles! Another thing I would save and then throw away the contents a few years later so I could use the jars to make more pickles.

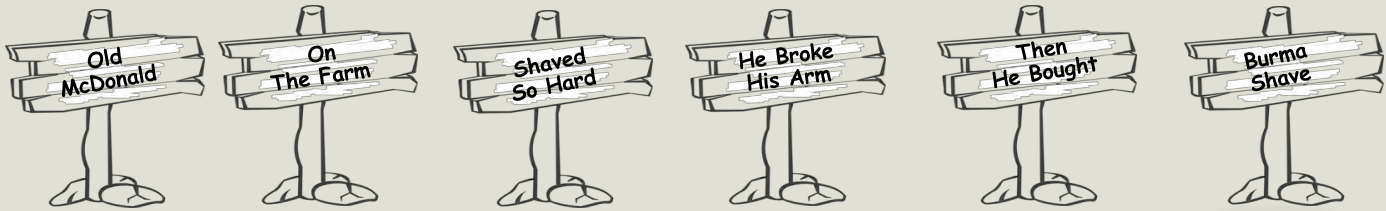
Right now, I'm not even going to think about pickled beets or green beans. We'll wait and see how many empty jars I have, come August, and worry about it then.

Editor's notes..... I have the answer Judy, or at least an answer from a guy's point of view. Just one of those Globe canning jars in the picture above is worth \$100 to \$200. You can buy a lot of canned goods at Hannafords for \$100.

Ball jars, in the common green shade, a wire bale 1910 is worth \$400. A cobalt blue model fetches \$10,000 or more.

Mason, Kerr, Hero, Atlas, Columbia, Bartow and Willoughby Stopple are names of others. Is there a VAE member out there who collects canning jars? How about giving us more information.





WORDS

Fencer's Mask: A term used to describe early radiator grills that look like the mask a fencer uses. They are also called "stone guards".



Sherlock Holmes and Dr. Watson were going camping. They pitched their tent under the stars and went to sleep. Sometime in the middle of the night, Holmes woke Watson up and said: "Watson, look up at the sky, and tell me what you see." Watson replied: "I see millions and millions of stars." Holmes said: "and what do you deduce from that?" Watson replied: "Well, if there are millions of stars, and if even a few of those have planets, it's quite likely there are some planets like earth out there

And Holmes said: "Watson, you idiot, it means that somebody stole our tent."

"I just left my job. I could not work for that man after what he said to me."
"What did he say?"
"You fired."

Two police officers crash their car into a tree. After a moment of silence, one of them says, "Wow, that's got to be the fastest we ever got to the accident site."

Pessimist: "Things just can't get any worse!"

Optimist: "Nah, of course they can!"

Scientists have now discovered how women keep their secrets. They do so within groups of 40.

Why did the dinosaur cross the road?
Because the chicken hasn't evolved yet.

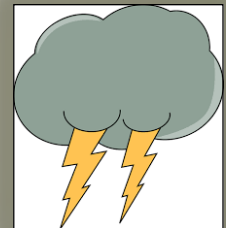


Wheel Tracks Academy

Lightning Under The Hood

from Wendell Noble

It goes on under the hoods of our cars all the time, and I only recently gave some thought about what it really is. We all know that the ignition system of a gasoline engine provides the high voltage, 12,000 to 25,000 volts, to cause the spark that ignites the fuel-air mixture.



But, what is a spark? In fact, it's a very small bolt of lightning. It's the same phenomenon caused by the same conditions. A very high electric field (volts/inch) causes the air molecules to ionize, or breakdown into positive ions and free negative electrons. When this occurs, the spark gap suddenly becomes conductive as the ions and electrons can accelerate in the electric field, carrying an electric current from the positive electrode to the negative electrode.

As the very small mass electrons gain velocity, they collide with other molecules causing more ionization. Recombination of some electrons with ions is bound to happen, and when it does, the energy is given off as light. That's why we can see a spark. The whole process initiates at the negative spark plug electrode, which should be the small center one, as the high field causes it to emit electrons (field emission).



The process from there on is called avalanche breakdown, as the number of electrons and ions multiplies. As this current flows between the plug electrodes, the voltage drops until the process stops. Now just think about that the next time you get your finger in the way of the process.

Continued from the front page....



This beautiful 1913 Indian board-track racing motorcycle is owned by Skip Weeks of Collinsville, Connecticut. He found a few parts of the engine for sale and decided to pass. Then a call came and he was told 95% of the rest of the engine parts had been found and it was more than Skip could say no too. A friend helped him put most of the engine together and Fred Gonet was given the task of the final tweaking. Fred has a restoration shop in Proctorsville, Vermont. Then, Skip found a business in Canada that built reproduction chassis and asked Fred to put it all together.....and this is the results. The neat thing about the machine's destination is not a board-track but Skip's living room where Wheel Tracks understands it will join a few other motored antiques.



Track racing served as the principle venues for motorcycle racing in America. By 1910, rival companies had started to overtake Indian on the wooden speedways. Oscar Hedstrom who designed the Indian motorcycle in 1900, returned to his drawing board. His goal was to design a new motor capable of regaining the lead for Indian. The result of the engineer's effort was an overhead-valve design; however this could not withstand the extreme temperatures of a high-speed race. Hedstrom's solution was to decrease the size of the valves and add more of them. Instead of the usual two valves in each cylinder, Hedstrom calculated that four smaller valves would be better able to dissipate the heat. His theory turned out to be correct, and the overhead-valve configuration also proved to be more efficient.

The Indian 8-valve debuted in 1911 and was immediately successful on the pine-board tracks. In 1920 an Indian 8-valve set an official world record for the mile, achieving a speed of 114.17 mph, and in 1926 an updated version of Hedstrom's landmark design was clocked at 132 mph, setting another world record, which would remain for the next 11 years. It is not known how many Indian 8-valves were produced, but approximately six are known to have survived.



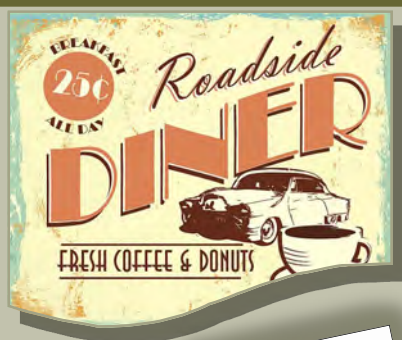
Wheel Tracks had the great opportunity of having these two motorcycles in one place, on a sunny afternoon and wanted to pass a little about them, on to our VAE members. On the left is a 1910 Harley Davidson motorcycle. This is not a racer, but a beautiful road bike. It is a perfect replica of the original owned by Fred Gonet.

Harley-Davidson, Inc. is an American motorcycle manufacturer, founded in Milwaukee, Wisconsin in 1903. In 1910 there were 110 motorcycle brands in the United States and 107 years later, Harleys are still alive and well.

This Harley is a 1910 Harley-Davidson 30ci Model F. It has 28 X2.5 tires with an Eclipse Knockout front hub that allows the tire removal by taking only one nut off. You start the 4hp engine by pedaling with your feet until the engine fires then engage the rear wheel by pushing a hand control forward to tighten the leather belt. The brakes are the normal "coaster type" on the rear wheel.

The new price was \$210.00 and you could order one with one-quarter down payment and the balance due on delivery.





The Roadside Diner

Creamy Fruit Salad

1 11-ounce can mandarin orange sections.
 1 3-ounce package lemon flavored gelatin.
 1/2 cup orange juice.
 2 beaten eggs.
 1 cup dairy sour cream.
 1 3-ounce package cream cheese, cubed and softened.
 1 medium banana, sliced
 1/3 cup chopped walnuts
 And Lettuce



Edi Fiske

Drain orange sections, reserving syrup. Add enough water to syrup to measure 1 cup liquid. In a sauce pan, bring syrup-water mixture to boiling. Add gelatin, stirring to dissolve. Stir in orange juice.

Gradually stir about 1 cup of the hot mixture into eggs, return all to sauce pan. Cook and stir two minutes more. Remove from heat. Add sour cream and cream cheese; beat with a rotary beater till smooth. Chill until partially set (the consistency of unbeaten egg whites).

Fold in orange sections, sliced banana, and nuts. Turn into a 10x6x2 - inch dish. Chill until firm. Cut into squares. Serve on lettuce-lined salad plates. Makes 8 servings.

Good for the 4th of July



A note from the museum's exhibits director, Amanda Gustin.....

The Vermont Historical Society's newest exhibit, **"Anything for Speed: Automobile Racing in Vermont"** opened on Saturday, April 29 to great crowds. Visitors can explore 115 years of auto racing history in the Green Mountains, exploring the places, people, and cars that make racing special. Objects include engine tools, fire suits, trophies, signs and posters, flags, helmets, a flathead engine, a 1947 Kurtis Kraft midget, and more!

Throughout the summer, VHS staff will be traveling to existing and former tracks around the state to meet race fans and share racing history trivia.

For more information on the exhibit, including special hours and events, please visit....

vermonthistory.org/autoracing or contact:

Amanda Gustin at

aman-

da.gustin@vermonthistory.org.



Dave's Garage by Dave Sander



Z CAR UPDATE

Absent any questions this month, I will give a brief Z car update. The car is a 1972 Datsun 240Z receiving a total restoration. The car had significant rust in the lower body panels and floor. The left side was much worse than the right side.

Work on the left quarter panel is progressing. The rusty inner wheel well was totally replaced. This involved drilling out the spot welds and removing the old panel. Fortunately, well made replacements are available. The new part was an exact fit. With the new inner wheel well in place, the repair of the outer quarter panel could proceed.



We obtained a Tabco rust repair panel. This panel is made of nice thick steel, but the fit is poor. I like to keep as much of the original car as possible. We went just above the rust, cutting the metal out, just above the rust area. We only cut out the rusty part of the quarter panel, and will weld in the replacement panel.



When fitting a weld repair, I do not like straight lines or sharp angles. I find it easier and stronger to have the weld seam a series of curved lines.

The repair panel was carefully trimmed to fit, and will be welded shortly. It will be spot welded along the wheel well, as original. I may also use two part panel epoxy, this will produce a much stronger, more weather tight bond than it had at the factory.



Editor's notes....David and son, Sean, will have the Datsun 240Z at the Shelburne Show on Father's Day weekend. A beauty of a car, as witnessed in the file picture to the left, is outstanding. Hiratsuka, Kanagawa in Japan is where they were built from 1970 to 1973. The 240Z was meant to compete head to head with the MGB-GT and won the race with its great design and relatively low price.



Duane and Marnita Leach

have found a perfect use for spare wheels at their home in Fairfax.

Wheel Tracks wonders if any wheels have come up missing in Bradford lately. This wheel looks a lot like one that should be attached to **Carroll Bean's** '55 Ford Station wagon.



I talked with Wendell Noble a few mornings ago, 10:30 AM my time, 6:30 his time. He was in Fairbanks, Alaska with Mary and daughter, Martha on their way to looking the state over. I wonder if there are "glacier rides" and "gold-dust collecting", it seems flat-landers would be excited to do something like that. They will be back in time for the "Shelburne Show" and hopefully have some interesting stories for us. Wendell did send Wheel Tracks this photo on the right. He had this to say..."I got lost in Fairbanks, but this sign helped me find my way (He was at the corner of Noble Street and Wendell Ave.).

While visiting a local garage a few weeks ago, there was a huge explosion. My first thought was a gas tank getting too close to a welder but it turned out to be a tire exploding, at another garage across the street. I had never heard anything like that. The attendant was putting air into a truck tire when it blew and ended up breaking his arm. One member with a lot of experience with tires said he always put a chain around the tire, like a tourniquet, especially wheels with split rims. I have seen other shops that used cages but have also heard many terrible stories that resulted from exploding tires. We should all be thinking about this when putting air into a tire.



This contraption, pictured on the left, has created a few educated guesses as to what it is exactly. A friend of a friend by the name of Greg Johnson, who lives in California, is currently working at IDing it. We believe it is simply a huge water-pump that is driven by some sort of second engine. But, that does not explain the governor weights you can see in the wheel.



Fred Gonet believes he knows what this wrecked car, pictured on the right, might be. (Wheel Tracks' June issue asked) He says it's a 1909 or 1910 Columbia touring car. I have found a nice picture of a 1910 to compare (left), I think Fred might be right.



An old-car friend sent a picture of a back-yard ramp project he is working on (pictured right). His garage is too crowded to put in a lift so he is building this to work under his old rides. That is what folks do in Australia. I need to tell him about a technique we have here in the states to keep from driving too far. I am sure there must be a tree branch to hang a tennis ball from.

I recently read an ad for a 1948 Packard with a long list of options and explanations to describe the car. One "option"....or explanation was a new one for me.....A "rump Sprung" front seat!



I just received word from Brett Bourgeois, the golf cart is done. Brett and his class at the Applied Technology Center in St. Johnsbury Academy had volunteered to restore the cart to working condition. The cart is an old 3-wheeled, tiller-steered Harley Davidson and I can't wait to see the finished product.



Modern Oil Might Not Be Good For Old Cars

From an article sent from Lloyd Davis

Folklore remedies...

Diesel oil (wrong!) Diesel oil is for diesels. They do not have the friction modifiers or the anti-wear additives required by higher revving gasoline engines. They do not have the corrosion inhibitors required because of gasoline vapor contamination. They do not have the correct formulation ZDDP. They are not the answer to protecting your “baby”.

Adding ZDDP to the oil (wrong!). Adding a “zinc” additive to oil is like trying to add sugar to iced tea. You can put it in and stir until Tuesday but when you finish, most will not blend into the oil. It needs to be added when the oil is blended.

Use the old ‘SL’ found in parts stores (wrong again!) Like the diesel oil, those were not designed for Automobile engine applications. A 10W-30 lawnmower oil will not have the same additives as a 10W-30 oil designed for a muscle car or a vintage car. You cannot go wrong if you stick to the manufacturer’s oil specifications.

Use old oil found in antique stores and garages (wrong). Not only did the oil change but so did the gasoline. Oil additives were changed to compensate for fuel changes.

Find the right oil.....

First, learn to read the API “donut” found on all motor oil since 2004. Forget the front label on the oil until you find the right specifications for your older car or truck. The label on the front is all “marketing and advertising.” At the local parts stores, all the oil meets the same “SM” or “SN” specs. According to the API, none of these oils meet the requirement for old engines with flat tappet cams, if the lift is more than .375 inches and the open valve spring pressure is 215 pounds or less. (That is the specs on the six cylinder test engine used by API). It is good to be loyal to your favorite brand but understand that most oil companies all offer what sells most, not what your old car needs.

Seek out a reputable company that is making oil “application specific” for your old car. It will not be an API-rated oil. It will likely be found at a speed shop, an engine building shop or maybe on-line. If your car sits more than it rides, look for oil that has storage protection. If your car manufacturer specified 10W-40 oil, look for a 10W-40 oil designed for your engine. If your vehicle is so old that a single-grade oil was specified then look for one, unless you drive it regularly. Then you should change to a multi-grade oil with similar viscosity.

The complete paper that Lloyd sent is much too long to put into Wheel Tracks...and is quite informative. If you would like the complete document, please contact me and I will mail you a copy. G. Fiske





My Story

From **Ken Barber**
An article he wrote in 2000.
Ken in the Northeast Kingdom (NK)

Sweet Dream.....fat chance

Business done in the little city by the big lake, I am people watching and enjoying one of Paula's creations from Tim and Doug's creamy stand, both favorite pastimes.

It's a beautiful high summer day. The streets pulse with the consensual rhythms of people, and an irregular blend of French and English fades in and out of focus. I settle and take in the day. A quartet of teenage girls flow by like ocean breakers on an incoming tide, great bubbles of enthusiasm swirl in their wake, expiring one after the other on the warm pavement.

Across the way, the other half of the primal equation, two young hunks, rough cut and raucous, tune in and strut their stuff. An older man in work clothes limps by, clutching a fat white envelope, a smile for everyone on his folded and refolded face. Old business or new?

A wispy gray-faced young mother pushes by, two small infants on wheels and towing a third, all softly complaining. **Four unhappy creatures.** Piling out of a well-loaded van from the "Land of Enchantment" are a sun-browned young couple in shorts and a whole flock of chattering children, all radiating good health and cluster fly energy.

Muttering up to the curb is a huge black cocoon of gleaming glass and steel. The lone female occupant, wrapped and strapped, Mary Kay'd to the max, a walking kaleidoscope of artificial scents, drawing admiring glances as she goes. Her counterpart, a Grecian Formula Brooks Brothers photo-op, strides by in earnest conversation with his left palm. Joseph E. Cool III? Behind him, a large bearded man, eyes focused on a different horizon, holds an unintelligible monologue with himself, a torrent of words tumble over each other like the waters of the mountain stream at a flood. Who is to say which dialogue is more important?



Stretched out in glowing comfort, fat and sugar decorating my senses, I spot a crumpled dollar bill at the base of a nearby trash can. Already mine, I wait for the crowd to thin and consider its use. Another ice cream? No, one's enough for anyone. Perhaps it's a special dollar or an omen? Or possibly a lottery ticket, that most hopeless of all investments? Yes, that's what it is for. Instantly fabulously wealthy, anonymous donations swarm in the air like black flies on a June morning.

A bundle to the young mother still working her way up the street. A big party to celebrate the beautiful new waterfront. A new Lady of the Lake cruise boat. Great wads to local historical societies, libraries, scholarships, grants, and a grand railroad museum. And a huge auditorium and gallery for the local talent of all kinds.

In two laps and a swallow I've given away enough money to wipe the silly smirk off Ed McManon's leering face and caught up in the moment and about to spend some real money, when a lithe young hand swoops down and all my air castles vanish into dirty denim.

Damn! **Oh well, never was good at handling money.** I finished my ice cream and, leaving the sidewalks to a vanilla yogurt German-speaking couple, I head home, pondering the paralyzing power of inaction. And the complex futile satisfactions of sweet day dreams.



Good afternoon Wheel Tracks,

On May 1st we opened for our summer season. We finally got our website updated and more functional with the help of an intern from our local college. The website features a monthly newsletter that highlights 1 vehicle or exhibit in more depth than we can cover on one of our 1.5 hour tours.

I have also started a "History of the Lozier" article which will be monthly and hope to include many photos and information that have not been seen before. We have published the first 6 newsletters, and they are in PDF format, so anyone can print any or all of the topics covered.

We also would like to announce our new Membership program, which could offer a less expensive way for your members to visit our Museum. The individual Membership costs \$20.00 for 1 year and includes unlimited visits for the cardholder and guests accompanying them would only have to pay \$4.00 each, which is about a 40 percent discount. The regular adult ticket is \$7.00. We are open from May 1st to November 3, 2018. We open at 10am and close at 2pm, Tuesday through Saturday. Tours are all guided, and take at least 1.5 hours.

Thanks, Dick Soper, CVTM 12 Museum Way, Plattsburgh, NY. (518) 566-7575

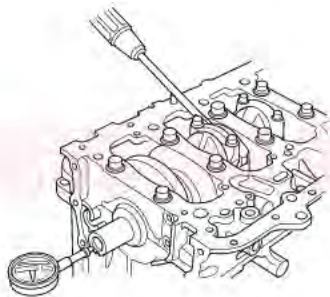


The VAE Golden Wrench Award was presented to River Bend Technical Center student, Tanner Siemons on May 17th.

Tanner is pictured in the center of this photo at Oxbow High School in Bradford.

From the left is VAE presenter John Mahnker, River bend Assistant Director, Brian Emerson, Tanner And program instructor, Cameron Sweet and on the left VAE presenter, Carrol Bean.

John's '80 T-top Vette is on the left and Carroll's '55 Country Squire Ford Wagon on the right



A Tech Tip ***Engine bearing Knocks***

Excessive crankshaft end play produces a persistent dull knock on acceleration. The knock stays the same over an extended period of time. You can check without pulling the engine down. Take the cover off the flywheel to check for end play in the crankshaft. With the transmission in neutral, you should be able to move the flywheel and crankshaft fore and aft with a tire iron. The factory specifies .003" end play, some more modern engines need up to .005". If yours moves a lot more than that, end play in the shaft is the problem.

Remember, no end-play is very bad and your will most likely blow your engine. That .003 inches of space allows oil to do its job while you are traveling down the road. No space.....no oil to lubricate.

The picture shows a dial indicator set up to measure the end play while a bar is used to push the crankshaft forward and back while reading the tolerance. Usually, there is one bearing among the 3 to 5 crank bearings that also houses the thrust bearing. The thrust bearing is really only a collar and is sometimes called a "thrust washer". Changing the thickness of the thrust washer is how best to change end play movement.





Dear Wheel Tracks..... I was totally surprised when I received my Wheel Tracks this past Saturday! Needless to say I am honored that Hal (Boardman) would do this for me. I have talked to Hal via phone and have thanked him profusely. Just as a follow up on the stock car, I have attached a pic of all the folks involved with the car as described in the article. Left to right: Paul Liehbohm...builder, Paul Visconte....2nd owner, George Henderson....driver, Gordie Film..... 3rd owner, myself.
Many thanks for a great article.....Ken Gypson



This is THE place to be on Saturday morning at the Vermont Antique & Classic Show in Waterbury!

Come join us for the Fashion Show!



The class judging program at the Vermont Antique and Classic Car Meet in August is an integral and important part of the Meet.

The Judging Committee has been working hard to provide a professional program that commands the respect of the exhibitors. But, we need help. We need motivated and knowledgeable people to participate as judges. A keen eye that is able to evaluate condition is crucial.



The Judging Committee provides a comprehensive manual as well as live training on authenticity of components. Judges enjoy a number of perks and always have an enjoyable time looking over antique and classic cars. For more information and to sign up please contact either Steve Carpenter at 802-343-3673 or Mark Bennett at 802-343-8700.



Cars & Coffee Vermont is back for 2018!

What is Cars and Coffee? It's a gathering of vehicle enthusiasts, all vehicles. Have a look at the images in carscoffeevermont.com - you will see model T's, Subaru's, Vette's, 'Cuda's, muscle, street rods, trucks - everyone is welcome. It's truly impressive how something as simple, as a vehicle, brings folks of different backgrounds to speak a common language - cars. The wealth of knowledge that is exchanged is priceless.

We had tremendous turnouts last year, approaching 100 vehicles each day. A professional photographer and many spectators taking photos, as well as videos, of several events posted on youtube, interviewing every car present.

I think it's safe to say, at 7am every 3rd Saturday morning of the month, May through October, the VAE has Vermont's largest vehicle gathering.

Come join us! Coffee is provided by IHOP in the Mall... *John Malinowski*

Coming VAE Events for 2018

July 15, 2018 VAE Meeting

The SUNDAY, July 15 VAE meeting will involve a pot luck dinner preceded by an optional short tour along paved back roads to our meeting/pot luck location.



We will meet at the Milton Diner which is at 518 US -7, in Milton, VT 05468, at 11:00 AM. If you wish to eat breakfast there, arrive suitably earlier. We will be leaving at

11:15. From the Milton Diner, we will travel to John and Carol Lavallee's camp which is located on the shores of Lake Champlain at 533 Maquam Shore Rd, Swanton, VT 05489.

If you don't want to take the tour, you can just meet us at the Lavallee's. If you get lost, John's cell phone # is 802- 373 - 9121. Mine is 802-730-4827. There will be a business meeting, but instead of a formal program, we will visit, enjoy good food, check out each other's vehicles, and enjoy the beautiful location. There is ample parking available and shelter if the weather isn't kind to us.

You will need to bring a dish to share and chairs. The club will supply coffee, water, and soda. This should be a fun, relaxing day with good friends, great food, and a variety of really neat old cars! We're looking forward to seeing you and your vehicle!

Also in July, a possible overnight trip to Hemmings Drive-In in Bennington, VT. Ken Gypson is working on this.



August 10, 11, 12 - VAE Antique Car Show at Waterbury



August 25, Rain date August 26, Wings & Wheels Swanton Airport. Hosts George Coy, Hal Boardman, Jan Sander

September 29, Saturday - Visit Dick Mazza's car and memorabilia collection in Colchester. Meeting to follow. Bring a bag lunch and a chair, the club will supply drinks. Time to be announced.

October - Gypson Tour hosted by Don and Anne Pierce. Date and location to be announced.

November 3 or 4 - Annual Meeting Date and location to be announced

December - Holiday Party, Date, time, and details to be announced



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"

Air Cooled....means NO Radiators!!

Volkswagen, Porsche, Citroen, Tatra, Trabant, Franklin, International, Corvair, Fox, Holmes, Adams-Farwell, Black, Cameron, Chase, Julian, Knox, Metz, Middleby, White, Winner and Zimmerman.

Just a few of the hundreds of air-cooled vehicles built. Please remember to bring Yours to Waterbury in August for our 61st

Vermont Antique and Classic Car Meet.
This is the year of the Air-Cooled

August 10, 11 and 12

Wheel Tracks Classified

For Sale....1926 Chevrolet Landau Coupe. Older complete restoration. Extra tools, parts and literature. AACA Senior status. Stored in long term heated garage. Call Sky Borst, 727-584-5588 or 802-698-8421. Email svbnh@aol.com



For sale..... 1931 Chevrolet four door sedan. Dual wheel wells. Restored in the 70's. Mostly original, with new stainless steel exhaust, new valves, tires replaced about 5 years ago. Some paint chipping, Viking hood ornament. I've driven it to the Stowe show often. 6 volt. 95 Benjamins. Cash talks.



Also for sale... 1928 Hupmobile, four door sedan. 6 cylinder, 3 speed. Restored in the 90's near Alstead. Stromberg carb. Feels nice down the road. Many extra parts included! 105 Benjamins. Cash talks. Feel free to call: 802-230-8099. Chris



For Sale...1929 Model A Pick up truck! This truck needs an Engine. Comes with a bad one. Otherwise, It's in very good condition. Everything works. Might make a cool Hot Rod or drop an engine in it and have an original. More pics available. Same owner over 40 years and former club President. Located in the Rutland area. Asking \$5000.00 OBO. John Gray <john.gray802@icloud.com> or jl6200@yahoo.com



"parts wanted ad".....
I am looking for any parts for a 1924 Gardner touring car known as the "Radio Flyer". It has a 4 cylinder Lycoming engine, model CE. Please contact Paul Baresel at 207-727-5855 or pgbaresel@yahoo.com.

For Sale....1886 Columbia "expert" Model. 54 inch wheel. Top of the line at the time. This bike is in excellent condition. More info available. Asking \$6000.00. Being offered before auction. John Lavalley. 802-849-6200



For Sale..... Hayden Janes of Richford, VT would like to sell his 1926 Ford Model T touring car. He will "dicker" but needs to start at \$19,500. Call him at 848-3622

**July
Bumper Sticker...**

Eat Well
Stay Fit
Die Anyway

Do you need a VAE name tag?
Contact Christina
christina.mccaffrey@vtmednet.org

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



Need a VAE window sticker? \$1 each, 6 for \$5. Call 802-933-7780 or email gafiske@gmail.com.

For Sale....I have a set of Rocky mountain brakes for a Model T. they fit 1909 -1927. These are brand new in a box with instructions. These are very easy to install and a little more difficult to adjust properly. Once installed, you have the best brakes available and they work very well. \$800.00. John Lavalley. 802-849-6200

For Sale..... 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 as a complete set \$195.

***Eight 13" 5 lug wheels**, fit all 1960 through '70's Plymouth Valiant, Barracuda and Dodge Dart. \$15 each or \$50 for a set of four. Have some 13" period wheel covers as well.

***"The Complete Book of Corvette"** by Richard Langworth, published in 1987. Four color throughout, 320 pages and in new condition. \$25.

***1976 and 1978 Chrysler, Plymouth and Dodge shop manuals**, each two volumes and covers all models. Both in excellent condition, \$30 each or \$50 both.

***1971 Ford Motor Company shop manual**, 5 volumes and covers all Ford, Mercury and Lincoln models. Very nice condition, \$25.

***Antique Norwegian ice sled**. Over 7ft. long. Could be used or would make a great conversation piece and display item.

***Arcade cast 1927 Buick sedan**. 8" long and very nice condition. \$800 or obo. It's time to downsize. cgeeb99@gmail.com or 802-223-3104



For Sale....
Whippet Sedan, 1928, Restoration project or parts car, sheet metal mostly solid with surface rust only, all wood needs replacing, replacement motor available, partially disassembled, located in Vermont.



More photos available. \$1500. Call Tammy (678) 773-8120 or Charlie (802) 878-2536.

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



A 1952 Pontiac Chieftain Station Wagon

Tom and Maryelle Myers, Granit Springs, NY



July 2018

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



Fred Gonet in his Proctorsville, Vermont shop showing his latest restoration project.
More on page 6.