

July 2019 Year 66 #7

Wheel Tracks

**There is a
new
"muscle car"
in town
and
hang-on Lucy
if you want to
race!**

Details on page 8



The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR PRESIDENT, JAN SANDER

People often ask me how I became interested in antique cars or how I got involved with the VAE. Well, here goes. The interest in antique cars is

probably a matter of DNA. My grandfather, who was a blacksmith and a carpenter, had worked with cars. First, he built the wooden bodies for Ford Model T and Model A trucks. Then, he went to work for Pierce Arrow doing custom woodwork. For as long as I can remember, as a child I was always interested in cars. Each fall, I eagerly looked forward to the arrival of the new models. I still think that the 1930's, late 1940's, 1950's, and the muscle cars of the 1960's were the peak years for automobile aesthetics, especially American cars. By the 1970's, there were fewer cars that caught my eye. Thus, with a few exceptions, I find antique cars more exciting than contemporary cars.

The first actual car show that I attended was the VAE Stowe show in 1971. Back then, it was held in the **Spruce Peak parking lot**. Today, a mammoth hotel fills that space. We had moved to Vermont the September before. Bill, the kids, and I went over to Stowe to see the cars. We began attending the show regularly after that first visit. Along with the other beautiful cars, to my delight, there were usually a couple of MGs at these shows. At the show in 1978, I was checking out one of these cars, a black, **1949 MGTC EXU model**. The car's owner was there with his car. When he noticed my interest in his car, he came over to say hello. We began talking, and the rest is history. The man was **Frank Churchill** from Middlebury. Frank was the co-chairman and one of the founders of the New England MG T Register, a worldwide organization dedicated to pre-1955 MGs. It blew my mind to learn that there was a large organization of other people who loved these cars! Until then I had believed that owning any antique car, let alone an MG, was not for someone like me. Well, that conversation with Frank Churchill changed everything! Within a month, I was a member of the Register and Frank was my MG mentor. The following summer, I bought my first MG, my 1968 MGB.

A few years later, in 1983, I joined the VAE. I'm not sure just how I came to join. I think that it was through a neighbor, **Wesley Pope**, a former VAE president lived nearby as did a cousin of **Gen Morgan**, another former VAE president. It was either one or both of them who suggested that I join. In spring of 1984 I found my 1947 MGTC for sale in a barn in Fairfax, and my fate was sealed. I had been following up leads on MGs for sale for 6 years in 3 states, and here it was - in the next town over!

Here we are many years, 6 MGs, and several other antique cars later. We have made many wonderful friends through our antique car hobby. Bill, son David, and I have each served as VAE president as well as other offices in the club. I am currently in my second term as president. David writes the very informative **Dave's Garage** column in Wheel Tracks. I have worked on the Stowe, now Waterbury, committee since 1986. The black 1949 EXU TC is now green because Frank said that every MG deserves to be British racing green at least once in its lifetime, so he painted it green. Frank Churchill was killed in 1999 when he was broadsided by another car whose driver had run a stop sign. He was driving his 1953 MGTD which was totaled in the crash. David, Bill, and I have been quite active in the New England MG T Register. I chair the scholarship committee which awards scholarships to honor our founders, **Frank Churchill and Dick Knudson's memories**. David is the current Chair of the Register. The three of us now own Frank's MGs. David spent 8 years painstakingly restoring the TD to better than new condition.

And that is how I came to be involved with antique cars, the New England MG T Register, and the VAE. See what can happen when you talk to someone who is admiring your car at a show?

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 2016 Dan Noyes
 2017 Dave Stone
 2018 Dave Stone
 2019 Jan Sander

FROM YOUR EDITOR... GARY FISKE



Happy Independence Month to You

July seems so far away. It is June 1st. today and I had a fire in my shop yesterday just to keep warm. A miracle happened two Saturdays ago. Sharon and I had the May VAE gathering at Terry and Joanne Magnan's place in Enosburg. We had terrible weather those 5 or 6 days before the event and many more after it. The miracle was that Saturday turned out kind-of-OK.... Thank goodness! We had a good turn-out and the comments after the event all seemed like everyone had a good time.

I have had a couple of replies about the "crazy VAE idea" that I wrote about last month. The idea of class-room restoration sessions a few times each year.

One VAEer's comment was very true. Possibly there might be just a few members, who would be interested in "technical workshop" type gatherings, like learning in-depth painting skills or skills to rebuild an old engine.

The 2nd comment came from **Gene Wescott** of South Reading.

He said, **"I agree with you on both of your proposals to have combined meetings, on certain occasions, and to offer instructional sessions for those of us who want to learn how to do repairs/restoration of our automobiles."**

I, too, spend a lot of time and energy trying to figure out how to repair or to replace parts. Sometimes Dr. YouTube provides some answers but having it live would be great."

We will keep 'fanning-the-coals' to see where this might go.

Gael Boardman came home a few days ago, after spending a lot of time at Fanny Allen Rehab. He has a ways to go yet but the amazing part is how he has taken this unexpected turn. I am sure there have been some 'down-moments' but I have never witnessed one of them. That zip in his voice and attitude never change. Gael is a teacher by nature and for me, I will never forget his lessons. Get well soon Gael.

Watch Out Folks.....!! I received a call from my grandson last week. He identified "himself" and started to tell me that he was in trouble and needed me to send him money. I said something "not-nice" and hung the phone up. I have no grandsons.

I recently had another call, this time from a person who has an ad in our Wheel Tracks classifieds. A person responded to the ad and would like to purchase the car.

Here is the "smelly" part. The buyer will send a check for the full amount that will also include the pick-up fee. The seller was asked to then send a check to the pick-up company so they can come get the car. Can you smell something here? I repeat.....Watch-Out-Folks.

Membership Only \$30

\$50 for 2 years

Wheel Tracks
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the editor is the
5th of each month

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"The Softer Side"

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

WHAT THINGS HAVE CHANGED? from Nancy

Every time I go to Williston and pass by **Friendly's restaurant**, I remember my days in X-Ray school when we would collect our paychecks (second year students were paid \$80/month plus call pay, usually amounted to about \$160) and we would head out for Friendly's for a cheeseburger deluxe and milkshake. The burger used bread for the 'bun' and added lettuce and tomato and of course, cheese.

I can't figure out if it was really that good or that we ate hospital food for 3 meals a day and going out was a once a month treat. I haven't tried to order one, in about 15 years, but at that time they had stopped making them the way I was use to. So, the question is - has my memory been playing tricks on me?



Another food item that has changed - the tomato. I know that you can buy them year-round, but my advice is not to. It seems that the last great tomatoes were in my garden 18 years ago (haven't had a garden since). I do most of my shopping at the Farmer's Market from May to October and I buy pounds and pounds of tomatoes, but rarely get the fabulous taste, that once was (or at least what my memory says). The only exception is the Heirloom tomatoes which are scarce in the NEK. I will have to branch out to larger markets this summer in search of the heirlooms and pay premium for the experience.

This brings me to what I really wanted to talk about and that is the change in Vermont's gold crop - Maple Syrup. I am not talking about the silly names they want us to use - Golden Delicate (think that was called Fancy in my day) and so on, but what I noticed was the taste. Unless you can find someone, who taps, uses buckets, gathers, boils (no osmosis) with wood fire - you aren't getting the true taste that is real Vermont Maple.

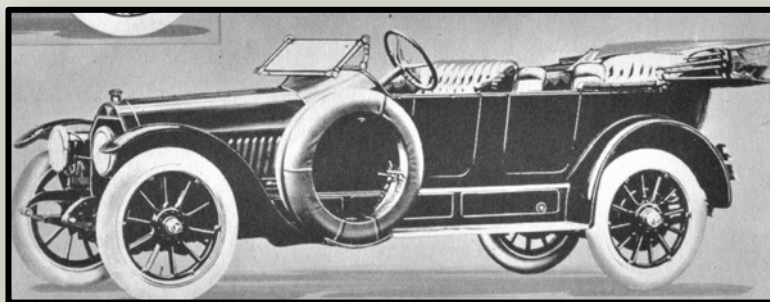
Some say I'm crazy (a lot might agree on many levels), but I believe I'm right and am sticking to it. We found a man in Enosburg who still gathers with horses (that makes a difference I'm sure) and I have found another hold out from Brownington. He agrees I am right about the taste but he says he is fairly limited in how much he can make, doing it the 'old fashion' way, because as he ages it is getting harder and he may have to give it up all together. In a lot of things, change is good, but in Maple Syrup - not so good. The only remedy that I can see for me is to have Wendell (Noble) dust off his buckets, fire up the evaporator, and did I mention find plenty of help to assist doing it the right way?!



The 6-cylinder Model 54 1914 Hudson Phaeton

Hudson produced 10,260 cars in 1914 including the "Mile-A-Minute-Roadster" that could travel 60 MPH.

The Model 54 went into production in July of 1913 and ended in 1916





Words...

Estate Car: The early version of a station wagon.

Fixed Head Coupe: A hardtop coupe.



A doctor accidentally prescribes his patient a laxative instead of a coughing syrup.

Three days later the patient comes for a check-up and the doctor asks: "Well? Are you still coughing?" The patient replies: "No. I'm afraid to."

On a mountain trip a man falls down into a crack. His wife calls after him, "Are you OK?"

"Yeah!"

"Are you hurt?"

"No!"

"Not a scratch? How come?!"

"I'm not done falling yet-et-et-et-et!"

Husband brings the child home from kindergarten and asks his wife, "He's been crying the whole way home. Isn't he sick or something?"

"No," replies the wife, "he was just trying to tell you he isn't our Frankie."

An almost hysterical man calls 911 and yells, "Please come quickly! Kailey is pregnant and her labor started now, it's really intense!"

"Is this her first child?" asks the operator.

"No you dumbass! It's her husband!"

The Queen takes the visiting pope for a ride in a carriage through London.

Suddenly one of the horses farts very loudly. "I am terribly sorry," apologizes the embarrassed Queen.

The pope replies, "Oh don't worry, if you hadn't said anything, I'd just think it was the horse!"



Wheel Tracks Academy

CUT IT OUT!

From Wendell Noble

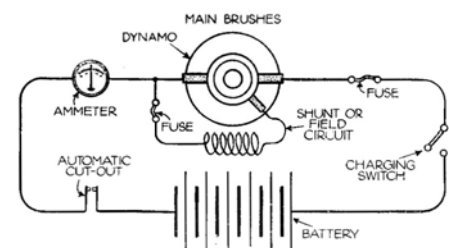
I recall, as a kid, seeing cars on the road with their headlights on in broad daylight. That was unusual in the '40s and it baffled me. I asked my dad why they were doing that and he explained that it must be because they wanted to keep from overcharging their batteries. I assume he was right, but it has taken me 60 years to figure out why.

If you have a car that was made in the '20s, you will notice a little box on top of the generator that includes the output terminal. Some folks opine that it must be the voltage regulator. It's not. That's the generator cut out. Its function is to let charging current flow to the battery but not the other way. It's acting just as a modern-day diode. In fact, it is common today to just replace the innards of the box with a semiconductor diode of the proper current capacity (about 20 amps).

Without the cut out, the battery would discharge through the generator whenever the engine is not running to produce an output current from the generator. Since the voltage regulator was not invented until the '30s, that was how they managed in the '20s. The generator had a fixed current output that had to be balanced against the expected average usage by the car. This was likely higher in winter than in summer, with more cranking time by the starter in cold weather and more hours of darkness requiring lights.

The output current of the generator could be adjusted by moving the **"third brush."** On a conventional two brush generator, the brushes are 180 degrees apart on the commutator and the output voltage (and current) is taken between them. The voltage to excite the field windings is also taken from these terminals. If the field voltage were to be taken from some other point on the commutator between the main brushes, it would be proportionately lower and so would the output current of the generator. The "third brush" serves this function. It is made to be movable by the turning of a screw so the output can be adjusted to match the expected demand. If a fellow didn't get around to making this adjustment in the spring, he had better run his lights in daytime or risk overcharging his battery to the point of boiling it dry.

So now I know why my dad was right. Funny thing, I suspect he didn't understand why he was right.



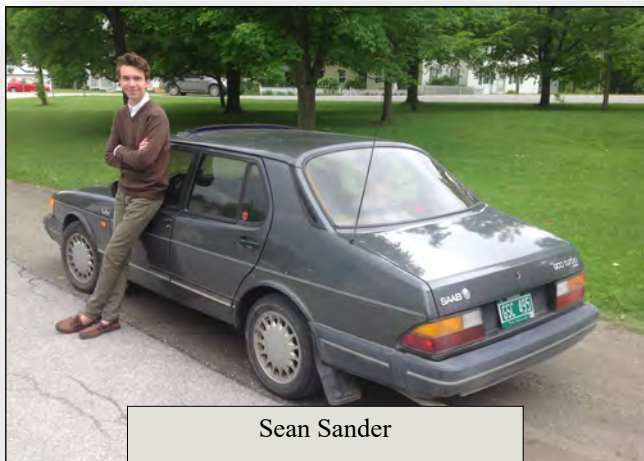


Dave's Garage by Dave Sander



Absent any questions this month, I will briefly discuss some cars in my shop this month. Both of my sons now have cars. I wanted their first cars to be something durable, safe and inexpensive. Somehow, each of them ended up with a Saab 900 four door.

When I learned how to drive, people maintained their own cars. Times have changed. Today, people don't work on cars; they either take it to someone to have it repaired, or they replace it with another car needing less work.



Sean Sander

My older son has a strong interest in cars, and has a nice 900 Turbo. It needed some work when we got it, and while fixing it he was able to learn some basics on how things work and how to maintain a car. My younger son was just looking for basic transportation, and he found it with a base model 900 with an automatic transmission. This car needed a lot of work, and he and I have been working on it for the past



year or so. This car was not really worth saving, but was almost too good to scrap.

These projects are teaching basic auto mechanic skills, like brakes, suspension, electrical and exhaust and also more advanced body work skills with rust and dent repair and painting. They will not only learn skills to maintain a car, but also will have some personal investment in their cars.

These projects also provide an opportunity to spend time with them. Cars come and go, but quality memories last a lifetime.



Will Sander

Notice/Appeal..... 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 conditions is crucial. The Judging Committee provides live training on authenticity of components. Judges enjoy a number of perks, including a complimentary breakfast, a hat and, beginning this year, a model car. Judges 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.



VAE Gossip...continued.

How many square inches does it take to BBQ a half-chicken?

The answer is about 30 sq. ins. If you cut and flipped the roof back over the engine compartment of this V-dub...to become a serving table and build a BBQ inside; the calculations are that 130 half-chickens can be BBQed. Another thought is the boot area can be used to keep them warm if you redirect a little of the heat. With a tow-hitch, this little BBQ can travel the county for Post 42 American Legion of Enosburg Falls. Wheel Tracks will be reporting the progress.



Quite a ruckus was created over some "Missing Pineapple" in the June Wheel Tracks! "The Roadside Diner" had a recipe for Pineapple-Rhubarb Pie but for some reason, when it came to the ingredients part, the Pineapple was missing. The WT editor is known for being a bit hard-driving and he probably went overboard. You see, the Roadside Diner editor also has double-duty as our proof reader....and she is also his mother.

The answer....the recipe calls for 4 cups of cut-up rhubarb. You simply replace one of the cups of rhubarb with one cup of drained, crushed pineapple.

It was not really a "ruckus", just very nice conversations about the enjoyment this column and The Softer Side column give its readers. We had a number of calls telling us how much they enjoy them, and how they most always try the recipes.

Thank you all for your nice comments.

A very interesting, second phone call came in from Concord, Vermont. Mr. Bruce Quimby called to ask if he could get a copy of the April issue of Wheel Tracks. His long-time friend, **Cliff French**, was mentioned in the issue, they are both one-million-mile truck drivers and had both worked for St. Johnsbury trucking for many years. Cliff French was, of course, the owner of "Silver Annie" and is the grandfather of VAE member Eric Osgood, the present owner of Silver Annie. He wants to put the Wheel Tracks issue in the St. Johnsbury Museum in its namesake city.

Mr. Quimby recalled going to Cliff French's funeral and seeing Cliff's wonderful monument which is the shape of a 1928 Buick radiator. He is buried in Bradford in the Upper Plain Cemetery.



Bruce Quimby is 80 years old and is still on-the-road driving tractor-trailer rigs, but not just any old tractor-trailer...

units throughout the United States. He described taking a mobile surgery unit to Texas where a tornado had damaged a hospital. He was there for three days making sure the unit worked properly while surgeons plied their craft inside. He then returns home to New Hampshire, with the unit, to get it ready for its next emergency. We can understand why it would be very hard to retire with a job like that!

Mr. Quimby delivers mobile hospital



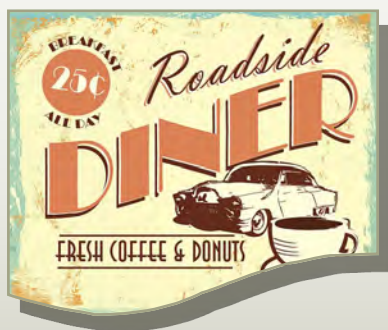
Cars & Coffee will be happening at the UMass on July 20th. There will also be 5 or 6 VAE cars inside the UMass, promoting the August Show in Waterbury. Be sure to stop by, as the owners will be there to greet you. We understand they will be in the vicinity of the Sears intersection. Alas, we can not be in front of Victoria Secrets any longer, they have moved down the isle a ways.

Some of us have been looking for a good reliable brake switch for our old vehicles and Fred Gonet found the perfect switch years ago. It is called an SL128 and you can order them at Napas. Speaking of Fred, he has donated an early teens gas light for our "headlight demonstration". Like the old days, it uses acetylene gas. He included a note with the gift **"If you can hear the gas....don't light it!"** In other words it could end up in the other country.

Thank you for the gift Fred...and the advice.

There will be some very neat displays at our two shows this year. We had created poster a couple of years ago for five different categories, of Old-car to Modern-car progress, and that has now led to the actual items. Wendell Noble has transmissions and will cover the Model T to the modern-day automatic. Gael Boardman has directional lights, can you see the arm out the window on a cold day? Dave Stone has brakes and Dave Sander has Starters. Gary Fiske has headlights. The projects are all being put together individually, it will be interesting to see how they all come together.

Another Fred Gonet communication has gone viral, so they say in 2019! Fred passed on an idea he read about, where an old car is taken into a high school auto shop and the students get a chance to have a closer look. Adam Vincelette, the instructor at BFA- St. Albans, responded immediately and will be the first. Can you imagine the students looking for the starter on an early Model T? A transmission brake...what is that?



The Roadside Diner

Rhubarb Chutney

4 cups rhubarb cut in 1/2 inch pieces.
2 cups chopped apples (peeled).
1 1/2 cups raisins.
1 tbs crushed dried red pepper.
2 medium cloves, minced.
1 cup chopped onion.
1/2 cup cider vinegar.

3 cups dark brown sugar, firmly packed.
1 jar (2.7 ounces) crystallized ginger, minced.
1 tsp cinnamon.
1 tsp cloves.
1/4 tsp nutmeg.
1/4 tsp allspice.
1 tsp salt.



Edi Fiske

Combine all ingredients in a large stainless steel or enamel pot, bring to a boil and simmer for about 2 1/2 hours, stirring occasionally to be sure the bottom doesn't burn. When the consistency is right, ladle into hot, sterilized jars and seal immediately.

Continued from page 1...

This Ford Model T Speedster is the creation of VAEer, Dennis Dodd of East Fairfield, Vermont. Dennis has the **Patience of Job**, as this #7 is his 2nd version of the same speedster and has just recently exited his garage, complete and ready to run. He had completed his project a number of years ago but was not happy with the result, so, some 14 months ago, he started over. You have to admit, the car is stunning!

In the days of old, these Model T Speedsters were built with three transmissions and a more powerful engine and could race at 90 to 100 MPH. This "Number Seven" is built for only 50 to 52 MPH.....

Number Seven is built on a 1926 platform and the same year engine. The engine has "60-over" pistons with a "domed-head" and a "3-needle" carburetor. The horse power has increased from 22 to around 32HP.

Dennis has added a Warford truck transmission which is inline with the original T transmission and gives him five gears forward. The truck model allows both "under-drive" and an "over-drive" gear ratios. He spoke about the folks who drive speedsters with three transmissions and how difficult it is to remember the shifting sequences. The wrong shift usually leaves parts on the road behind you. His 2-transmission combo, is a bit easier, although it takes practice to shift on the fly successfully.

Dennis is the fabricator and quality control part of the organization and his wife Linda is the aesthetics-control person. The car did not leave the garage until she approved the public ready-ness. Linda also had to push the speedster project along as her bug-eyed Sprite is next in-line.....she hopes.

The "number-7 Speedster will be at the Shelburne Show this June and hopefully at our August show in Waterbury.





PINE BOWL/MUDD LAKE SPEEDWAY

A story from Ken Gypson

Bob Baldwin.... "Been in there many times. As kids, we'd ride our bikes around the speedway. It's been more than 20 years since I've seen it in person, hard to believe the pavement is still visible."

Where is it?.... Exact location is at the end of Pine Bowl Road in Poestenkill, NY. Take the trail at the end of the road and it leads straight to the track.

Right after World War II ended, the sport of circle track racing started back up with a vengeance. In Rensselaer County before the war, there was only one track, **Shippy's Clearview**, in Eagle Mills, that was open. They ran midgets and "big cars" from 1936 until 1938, never to open again. The popular cars right after the war were midgets. **Empire Speedway** in Menands was built and opened in 1947 specifically for midgets. The midget's popularity waned quickly because of their cost always rapidly increasing. Stock cars or **jalopies** took their place and quickly became the sports mainstay for track owners, car owners, drivers and the fans alike. By 1950, there were four tracks in Rensselaer County - **State Line, Carrols Grove, Rt. 66, Burden Lake and Pine Bowl**. Of all, Pine Bowl lasted the longest opening in 1948 and having its last full season in 1965, although some races were run in 1966.

Carved out of a natural bowl off of **Snyders Lake Road** in the town of Poestenkill, the access road wound around a small pond called "Mudd Lake", hence it's nickname. It was very shallow, but we kids were

always catching big sunfish and an occasional perch. **Lou Meissenburg** was the first owner, builder and promoter of the new dirt track. After the first season they attempted to pave the track, but the roller kept sliding down the banked corners taking the pavement with it. So, by the time they were able to do it by hand, only the corners were paved for the '49 season. The track was completely paved for the '50 season. Lou promoted Pine Bowl until 1951 with **Ray Clements** taking over for the '52 through '54 seasons, **Kenny Goodermote and Eddy Moses** for the '55 season, **Jim Brush** (owner of the Brush Radio #27 driven by **Georgie Welch** and **Link Petit**) and **Harry Moshier** for the '56 season, **Jack Schleicher** for the '57 and '58 seasons and **Ed Ryan** from 1959 to its closing in 1966.

During the weeks of summer vacation, we fished in Mudd Lake, but on Sunday afternoons we snuck out around the track to sit on the tree stumps on the back stretch. We were thrilled to see the likes of: Joe Messina, Link Petit, Kenny Goodermote, Georgie Welch, Sayles Casey, Doug Garrison, Stretch Van Steenburg, We also got to see **Chuck Ely, Mike Ehring, Jack Schleicher, Dick Dixon, Red Foote**. And who could forget **Lee Palmer, Howie Westervelt, Jolly "Ollie" Palmer, Dick Hansen**, and of course, **Tommy Corellis**. We also got to see the occasional midget race, demo derby and, if we were really lucky, we might see **Joie Chitwood's Hell Drivers**.

The midgets were very fast on the pavement of Pine Bowl. There were occasional match races of a midget versus a stock car. **Georgie Welch** in **Jim Brush's #27** was the only stock car ever to beat the midgets.

Georgie eventually became the full-time flagger until his untimely death flagging at Empire on 7/10/1959. After Georgie, **Johnny Rogerson** became the flagger. **Bob Bower**, who lived just down the road, just before **Davie's Bar**, was the announcer for most of the 17 years Pine Bowl was open.

Two interesting stories about Pine Bowl have surfaced in recent years. The first was when **Jack Schleicher** was the promoter in 1958. Jack promoted and heavily advertised an open competition 200 lap race to pay \$1,000 to win...a boat load of money in 1958. He planned on winning his own \$1,000 by having his "plant", **Sayles Casey**, who won more than his fair share of Pine Bowl victories drive for him. Well, Jack did too good a job. A couple of hot shoes from Connecticut by the names of **Red Foote** and **Dick Dixon** came in and took first and second respectively with **Sayles** finishing seventh. So financially crippling was this to Jack that Pine Bowl closed for the season and **Ed Ryan** picked up the promoting honors for 1959 until Pine Bowl closed in 1965.

The second was a story **Ed Ryan** related to me about another advertising debacle. TV Channel 6 convinced him to advertise a race card on the Capitol Records, "Pete Williams Dance Show". Pine Bowl saw an average Sunday attendance of about 500 fans. Well, this particular Sunday, 2,500 fans showed up. Ed immediately had his track crew dig and build a 12-holer for the ladies. The guys just used the woods. But, the frosting on the cake was that **Pete Williams** was actually in the announcer's booth and played the then popular comedic song, "Little Shack out Back".

Pine Bowl lasted longer than most other short tracks in the country. But, like many other tracks in upstate New York, the better drivers and cars migrated to **Lebanon Valley, Fonda, and Malta**.

Lou Judson was Pine Bowl's last track champion and **Chuck Ely** won its last race.

The infield is grown up with 10' high brush. The pits, off turns one and two, have been reclaimed by mother nature's pine trees. The pavement, though, is as good as the day the last car circled it in 1966...but, we all know that it is now silent forever.

The dates, drivers and stories you just read are a gathering of comments, stories, facts and yarns that I have accumulated over the last 10 years, that I have been collecting information and pictures, on Pine Bowl Speedway. If any one has corrections, more stories, facts, pictures or any thing else interesting about Pine Bowl, please feel free to contact me at: 518 423 7565 or kengypson@yahoo.com.

Next time I will talk about **Burden Lake and RT 66 Speedways**.....Ken

Coming VAE Events for 2019



Next up....Ken Gypson's Bennington Area Tour.

July 12th & 13th

Arrive at Hemmings no later than 4:00PM so VAE cars can park together.

Hotels across from Hemmings:

Mid-town Motel 107 Main street

Reservations: 802 447 0189

Bennington Motor Inn 143 Main street Reservations: 802 442 5479

Paradise Inn 141 Main street Reservations: 802 442 8351

There are also a number of chain motels in the very near vicinity. Google them for phone and reservations.

Please RSVP NLT Wed of that week for Hemmings parking and food for Sat.

Kens Phone: 518 423 7565 or email at kengypson@yahoo.com

Saturday July 13 Meet at Hemmings no later than 9:00AM to leave for Shaftsbury. Visiting Carmen Auto Body: Bruce Carmen is a long time member of ACOT (vintage race car club) and has collection of vintage open wheel race cars. He also is a skilled craftsman building period correct (50s-60s) hot rods mostly flat head powered from scratch. Of which he has several. He always has something in the process of being built.

After Bruce's we will drive about 1/2 hour to Hamilton Hayes' home for brunch and visit his collection of cars from Ts to Lincolns. (Hamilton is a VAE member....look in the directory for his list of cars.)

Then your on your own to get back home.

Lets hope the weather is good and we get a good turn out. I will need commitments by Wednesday of that week to get parking spaces at Hemmings and food for Saturday.

Next Cars & Coffee Vermont is July 20th - 7am to 9am At UMALL.

Largest monthly car gathering in Vermont, 80+ cars over the 2 hours.

Not a show, a gathering of enthusiasts sharing stories and information about

Automobiles. All makes, model years are welcome.

Afterword's enjoy breakfast at IHOP, great way to start the weekend. **John Malinowski**

July 20th & 21stU-Mall VAE Old Car Display In-the-mall. Following Cars and Coffee a few cars will be invited to park inside the University Mall to raise awareness of our club, to teach the public about vintage cars and our hobby and to advertise our Waterbury show. Volunteers will be needed to supervise the cars while they are there. Call Charlie 802 734-4010 or Wendell 802 734-1187 to volunteer or to ask questions.

July 27..... Colchester's Burnham Library Annual Car Show, 10:00 am to 1:00 pm. From the street where there is no curb, drive or back onto the lawn and park under the trees. Coffee and donuts will be provided by the library. Call Charlie 802 734-4010 with any questions.



August 9th, 10th & 11th. Waterbury...

"The Vermont Antique & Classic Car Meet".

This year featuring antique tractors. Also new... Antique race cars will have their own class. Motorcycles will have their own class AND....

The Kit Car Community is invited to be on the show field.



September.... Wings & Wheels, Highgate Airport. More details later. Event organizer, **Hal Boardman.**

October Gypson Tour. More details later. **Ed Hilbert.**

November.... VAE Annual Meeting. More details later. **Wendell & Mary Noble.**

December 8th, Sunday 11AM.... VAE Holiday Meet. Steak House Restaurant, 1239 Barre/Montpelier Road. **Charlie & Marion Thompson.**

Our Board meetings for 2019 will be held in Williston at the Whitney Hill Homestead.

July 9th @ 6PM

October 8th @ 6PM

"All Are Invited"

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

John, also, sends out regular "Event Emails" to all members

Wheel Tracks Classifieds

Free to all Enthusiasts



For Sale.... 1940 Chevrolet Special Deluxe Coupe Pictures available via e-mail. Black, requires interior and detailing engine compartment. VG exterior condition, including stainless trim, bumpers, body and running boards. 327 Chev V-8, auto TH350, dual exhaust, signal, lights, seat belts, 9" Ford wheels, new tires, not registered, extra stainless trim and parts.
Contact: Don @ 860-872-9013, dtenerow@earthlink.net
Garaged in Ellington CT, Price: \$17,500

July Bumper Sticker...

My Comedy Channel...
Fox News

My News Channel
Comedy Central

Do you need a VAE name tag? (\$9.00)

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.... 1964 Ford Thunderbird, Good condition, clean, partially rebuilt engine, clean interior in very good shape. 390 V8 Elderbrock, 300 hp, 4 barrel. Many options: automatic, power steering, power windows.....a classy car! Asking \$4000 OBO, would like to move it soon. Located in Westford . Call Carol at 879-4449



For Sale...Package deal. Due to personal finances I am forced to sell my 1941 Plymouth Coupe and 1949 Plymouth Special Deluxe. Both are solid cars and easy restorations. Need new interiors and brakes, many extra parts. Both were running fine, but have not been started in several years. \$8000 for both, negotiable. Andre LaBier, 219 Rossier Rd., Montgomery Center, VT 05471 alabier@yahoo.com 802-309-8498



For Sale.... I am selling my collection. Call Felix Bottenhorn in East Ryegate at 802-592-3530.

***A 1960 Austin Healey *** A 1948 Willis Jeepster, restored
*** 1980 Buick Riviera, best ever *** Geo Metro, new engine
*** 1954 Chevrolet Pick-up, 15K miles since restoration

For Sale...

1950 Pontiac 4dr. Fastback. 95% restored, re-chromed bumper, new upholstery & paint. Converted to 12 volts. Best offer over \$10K . Theresa Drake 802-334-6079



Fore Sale.... I need to decrease my projects by one and I am looking for a new home for my MG. It is a 1957 MG Magnette. It needs restoration and is complete. Call John Reighley at 802-933-6939 or email cjreighley@myfairpoint.com



For Sale..... Mid 1990s Blue Bird school bus. 5.9 Cummins engine ready to head down the road. \$2500.00.

Contact Wendell Noble 802-893-2232



Lost.... I still have hope. I have lost my pie basket that I take almost always when I am taking food somewhere. Have you seen it? It has apples painted on the top and an insert. It was a gift over 40 years ago and my friend painted the top. I have checked with relatives to no avail. Please call me if you have seen it. Nancy Olney 802-873-3552

For Sale.... Generator Transfer Panel. Reliance Pro Tran. 10 breakers. Pics available \$250. Ex.cond. Call 802 244 8375



Welcome New VAE Members

****Cee Denny** of Brandon VT.

****Wade Weathers**, Middlebury, VT.

****Bruce & Debra Welch**, Willamstown, VT. 1959 Saab 93B 1967 Morris Miner Convertible

**** Richard Aros**, Versailles, KY. Ford Model A, 1953 F100

****John Siebert**, Lincoln, VT. 1970 Olds Cutlass, 1960 Land-rover Series 2, 1968 Jeep M-38

**** Brian Aros**, Stowe, VT. 1975 Corvette

**** Dave Krolich**, Charlotte, VT.

**** Jamie Longtin**, Benson, VT. 1929 Ford Model Fordor Leatherback, 1931 Model A PU, 1930 Model A Deluxe Roadster, 1931 Model A Victoria Leatherback, 1932 Reo 621 Flying Cloud Sport Sedan.

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



Terry Riggs 1959, 544 Volvo
A veteran of a number of "Great Races"



July 2019

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



Are we ready for the PARADE?
These folks are.

The Vermont Antique & Classic Car Meet
August 9th, 10th & 11th
Waterbury, Vermont

*Photo, waiting for the
2018 Parade*