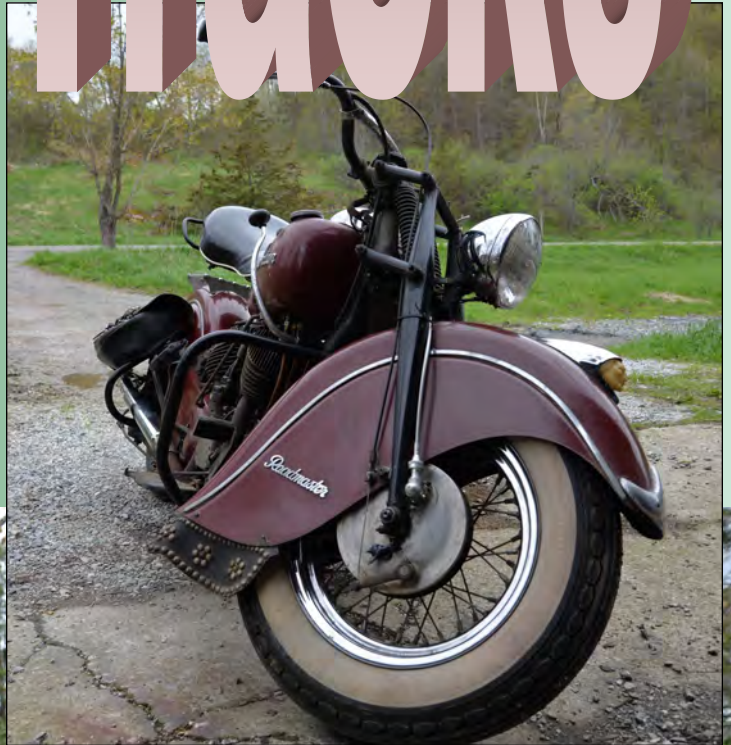


Wheel Tracks

A 1949 Indian Roadmaster makes it
back on the road.
With a little help from Wendell Noble
and an assist from Fred Gonet





FROM OUR PRESIDENT, DAVID STONE

Hi all!

WOW! Hollywood meets the VAE! We've got national exposure courtesy of the History Channel and our member Gary Olney. I must admit that I stayed up past my bedtime to view it, how could you not. I know Nancy would have liked to see more product sold. I'm bummed to see that pickup head out west, I think the Pickers should have been happy with just the pair of homemade car skis. For those of you who missed the American Pickers, checkout the "on demand feature" and take a look, it's fun viewing (the truck would have looked good in many of our member garages....like mine). In the future we will hang a huge banner in the background toting the Vermont Antique and Classic Car Show, hosted by the VAE. Truly the clubs 15 seconds of fame and Gary's 15 minutes. Who knows, Jay Leno could show up next in his Stanley Steamer.

The taskforce for the transition to Waterbury (see below) is coming along and forming a plan for our move down the road. This is a very important step for us, it is crucial to the longevity of the show and future club activities. We have many positive ideas for community involvement and thoughts for our vendors and participants', we need everybody to embrace the change to make this work. I know it can happen and be a greater success than we realize. We have community support, financial benefits, better show grounds. We are making this move to better serve our members and grow the VAE. We need to convey this message to the show participants as well and foster the enthusiasm to keep the momentum moving forward.

Did you notice the last page of Wheel Tracks, March 2017? Take a look at the bottom half of the page. A massive thank you and a job well done, both to the editor (mostly) and the members who have contributed. Keep the stories coming, many enjoy everybody's little tidbits of information and history of our lives with autos.

Happy Motoring, *Dave Stone*

The Waterbury Transition Taskforce has had it's 1st gathering.

Why did we pick Farr Field in Waterbury....?

- * Farr Field is "Bigger", "Flatter" and "Dryer".
- * The VAE has been "Enthusiastically" welcomed by the community.
- * Very easy access to interstate highway 189.
- * We can finally have permanent facilities and not have to bury & dig-up phone, water, power communication lines each year.
- * We will be able...and plan to enhance our "Educational Mission".
- * Our going forward plan for the show is "Bigger & Better".

* And most importantly.....Our Show patrons can still lodge & dine at their favorite places in Stowe while discovering the 346 lodging possibilities in the Waterbury area, dine in one of their 24 restaurants and shop in one of Waterbury's 115 businesses.

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FROM YOUR EDITOR... GARY FISKE

Wheel Tracks
Monthly deadline
The 10th

Membership
Only \$30
\$50 for 2 years

Happy spring to all of you. My very favorite season out of the four. The mystery of where that surprise wet-spot that swallows your lawn mower will be this year to when-the-heck will it stop snowing.....all good for keeping us on our toes. And, all excellent excuses for why your Wheel Tracks might be late.

Willie Nelson says it best with a bit of a twist....."I woke up this morning and I am still not dead". Just trade the word 'morning' for '**Spring**' and you have my meaning.

I attended the first meeting of the "Waterbury Transition Taskforce" a couple of evenings ago. We men out-voted the one woman there and thought the word "Taskforce" would be best over other title words. If you ladies had the majority, what would you have chosen..... I would bet not taskforce? We have decided to break our work into three periods of activity:

1. Before our 2017 August show at Nichols Field in Stowe.....

2. During our 2017 August show at Nichols Field in Stowe.....and.....

3. The period after our 2017 August show to August 2018 when we have our first show at Farr Field in Waterbury.

There will be plenty of behind-the-scenes work during the 1st period, but the last thing we want to do is cause any confusion for our 60th anniversary show at Nichols Field in August. So, a low profile is planned this summer but after that....hang-on-Lucy.....Bigger & Better is our buzz word that will direct us to Waterbury.

It's official, we can strut our stuff one more year. The "**Old Cars Weekly**" magazine recently announced that "**Wheel Tracks**" has won a **Golden Quill Award for 2016**. We are one of many other car club publications who have won the same award. There are eight categories with national to regional publications, we are in the latter.

We send Wheel Tracks monthly to the Awards Chair and to the magazine's editor where our 12 issues are judged. There were 159 Golden Quill Awards given out, 62 Honorable Mentions and I understand, hundreds more that did not make the list.

Some of the publication names are easy to figure out like the "Buick Bugle" and "The Model A Times". Others need a little research.....What would you think "**The Igniter**" publication is all about? Yup, you guessed it, "The Spark Plug Collectors Club of America". "**Torque Tube II**" is published for the "1936-1938 Buick Club" and "**Bird's Nest**" is for the "New England's Vintage Thunderbirds club". You can check out off the others at www.oldcarsweekly.com/news/golden-quill.



Wendell Noble and I attended a board meeting last evening at the Champlain Valley Transportation Museum in Plattsburg. If you have not

been there, you really should visit, it is unbelievable the collection they have put together in their short history. Speaking of their history, they are in a point where maintaining what they have might not be able to be sustained and growing larger might not answer their financial needs either. They have some decisions to make and they invited us to through some ideas around. Last night's meeting was very interesting, in fact, there might even be a car show there sometime this summer. Wouldn't it be something if the VAE could coordinate our monthly gathering with their car show and some of us could be there with our old cars.

The museum is on the old Air Force base in the area where the former motor pool was located. Do you remember seeing the airplane on the pedestal, it is now right beside a traffic circle. That is where you enter the old base and there are signs from there that will direct you to the museum. I put a little add together for them on page eleven if you need more details.

Wheel Tracks is a monthly newsletter published in print and electronically for the public, and for the VAE membership, a 501c3 a Not-for-profit Inc.

"How to be a member"
**Go to vtauto.org
**Click "Join VAE"
**Print form,
fill it out and mail it with your
\$\$ to our secretary

Contact Us At
vaeinfo@gmail.com
Or
Our Website at
vtauto.org

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





"THE SOFTER SIDE"

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

SPECIAL DAYS from NANCY



By the time this goes to print, Mother's Day will have passed and Memorial Day and Father's Day will be on the horizon. Let me say, before I really get going, that I probably have written about the subject before and hopefully you are a bit like me and can't remember and to those who can, just use it as a reminder, if you remember and have followed my past suggestions, a giant kudos to you!

I have wondered for years why we make such a big deal about what I consider very important certain subjects one day a year. Take Mother's Day, which has just passed, many people took some time and took Mom out to eat, gave her candy, flowers, jewelry, cards and I'm sure the list would include a huge assortment of things, some of which would have been more appreciated on - well, let's say a Wednesday.

Those things are vacuums, brooms, new dust cloths, ice scraper or maybe a gift certificate to the car wash. Nothing says I love and appreciate you like a gift certificate to the local car wash! Don't get me wrong, remember I am writing from my prospective and I realize there are women out there that tools would be at the top of their list, I'm just not one of them. Another thing about these days, like Mother's Day, that I think of is why are those mothers running around and waiting on me. It does create some guilt in me, even though I have worked in a profession which required working on holidays and I certainly didn't want any (well I won't say any) one to feel guilty, I was away from my family and hopefully helping them out.



This can apply to all our "special days" such as Father's Day, Memorial Day, July 4th, Veterans Day, Easter, Christmas, Labor Day, and President's Day (combo of Washington and Lincoln's birthdays, for those of you who didn't know or have forgotten). Some of these days have become just another day off from work with no mail and no banking and no thought to why it is a special day. And of course, some always fall on a Sunday. When I was in grade school (yes, many moons ago) on Memorial Day we marched to the cemetery, sang songs like America, Battle Hyman of the Republic and read a list of veteran's names ending in a 6th grader (who had been chosen with great honor) to recite the Gettysburg Address. Yes, I said recited from memory. **There wasn't a child in that school that didn't want that privilege and honor.** I am not saying not to have any of these 'special days' but I bet mothers, fathers, veterans, workers would really appreciate a little more recognition, hand shake or a smile and a kind word all throughout the year and not just on 'their day'. And let's not forget those who don't get a day, kind and helpful neighbors, door openers, people who let you go first, those who are there if you fall, those who give when something bad or sad happens to you, those who give you a hug when it is most needed, people who push your car when it is stuck or stops running and I remember once trying to fit a dresser into a way too small car (at the entrance of University Mall) where there was an abundance of onlookers) the Salvation Army bell ringer stashed her bucket in the front seat and spent time and a lot of muscle trying to thread this needle - to no avail, then, a woman from a Fence Company in Orleans, ran back to her truck and produced enough rope to tie the dresser to the trunk, success - looks great in my house!

I guess what I am saying that once a year isn't enough. Make a pledge to try and do something no matter how small each day. A kind word goes a long way and I bet if you get in the habit of doing this that if by chance a special day gets here and gone without you - you will be forgiven!





WORDS

Dickey..... An English term for an external seat in the rear of the car, known in the US as a Rumble Seat.
Striker Pillar..... The pillar that the door striker is attached to.



On her first day at the senior complex, the new manager addressed all the seniors pointing out some of her rules:

"The female sleeping quarters will be out-of-bounds for all males, and the male dormitory to the females. Anybody caught breaking this rule will be fined \$20 the first time."

She continued, "Anybody caught breaking this rule the second time will be fined \$60. Being caught a third time will cost you a fine of \$180. Are there any questions?"

At this point, an older gentleman stood up in the crowd and inquired:

"How much for a season pass?"

Confucius Say:

OK to let a fool kiss you, but not OK to let a kiss fool you.

Better to lose a lover than love a loser.

Man who eat many prunes get good run for money.

Man who wants pretty nurse, must be patient.

Man who leaps off cliff jumps to conclusion.

"Weiler's Law"

Nothing is impossible for the man who doesn't have to do it himself.

"Law of Probable Dispersal"

Whatever hits the fan will not be evenly distributed.



Wheel Tracks Academy

Why do we drive on the right and others on the left?

About 35% of the world population drives on the left, and the countries that do are mostly old British colonies. This strange quirk perplexes the rest of the world, but there is a perfectly good reason. Right-handed knights preferred to keep to the left in order to have their right (sword) arm nearer to an opponent.

In the late 1700s teamsters in France and the United States began hauling farm products in big wagons pulled by several pairs of horses. These wagons had no driver's seat; instead the driver sat on the left rear horse, so he could keep his right arm free to lash the team. Since he was sitting on the left, he naturally wanted everybody to pass on the left so he could look down and make sure he kept clear of the oncoming wagon's wheels. Therefore he kept to the right side of the road.

The trend among nations over the years has been toward driving on the right, but Britain has done its best to stave off global homogenization. With the expansion of travel and road building in the 1800s, traffic regulations were made in every country. Left-hand driving was made mandatory in Britain in 1835. Countries which were part of the British Empire followed suit. This is why to this day, India, Australia and the former British colonies in Africa go left. An exception to the rule is Egypt.

In the early years of English colonization of North

America, English driving customs were followed and the colonies drove on the left. After gaining independence from England, however, they were anxious to cast off all remaining links with their British colonial past and gradually changed to right-hand driving. Incidentally, the influence of other European immigrants, especially the French, should not be underestimated. The first law requiring drivers to keep right was passed in Pennsylvania in 1792, and similar laws were passed in New York in 1804 and New Jersey in 1813.

Despite the developments in the US, some parts of Canada continued to drive on the left until shortly after the Second World War. The territory controlled by the French drove on the right, but the territory occupied by the English (British Columbia, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland) kept left. British Columbia and the Atlantic provinces switched to the right in the 1920s in order to conform with the rest of Canada and the USA. Newfoundland drove on the left until 1947, and joined Canada in 1949.





For as long as I have known him, my friend and neighbor, Dallan Baker, has owned an all original 1948 Indian Roadmaster motorcycle.

That's at least 30 years and I only recall seeing him ride it once. When he recently mentioned that he wanted to sell, I found it merely interesting. I'm not a motorcycle guy so the thought of buying it didn't immediately spring to mind. I did ride a little motorcycle briefly in the '70s but I gave it up. Unfortunately, I was going around a corner at the time. However, the idea of owning this wonderful piece of motoring history did gnaw at me. I finally made him an offer which I thought was reasonable and better than any offer he had had at the time. We are both very happy with the results.

It's great to acquire something like that which comes with plenty of provenience information. The first owner, who bought it new in the Springfield, Vermont area, put 194 miles on it before he took a spill and then put it in his bedroom for the next 10 years. Dallan, who was 18 at the time, bought it from the deceased owner's estate in 1958. He rode it regularly until he went into the service a couple of years later. We don't know the actual amount of mileage on it now because the speedometer drive gear has been broken for a while. The odometer now reads 5,413 miles. Owning it is one thing, learning to ride it is another. *Wendell Noble*

Editor's notes..... A nice phone conversation with Dallan Baker uncovered a few other details in the life of this Indian. Asked if he had ever taken a spill on the bike, Dallan recalled a day when he was a passenger while his cousin was slowing down on wet pavement to enter his driveway. A little too much rear brake was applied and they went down. He recalled how his cousin jumped up, pulled the bike back on its tires and quickly pushed the Indian into the garage. All the time leaving Dallan lying, unhurt, in the middle of the road. He guessed he might have put 15,000 miles on the bike, with his longest ride being the 300 miles from Arlington to Essex and back one day many years ago. He had done very little to the bike during the time he owned it. The seat was changed to allow room for a passenger. Before that, the passenger sat on a blanket on the fender rack with one foot resting on the kick starter and the other on a part of the frame....that was where he was when his cousin hit the rear brake too heavy. He also said because the bike had sat for 10 years when he bought it, the engine compression was very low. He had the engine overhauled with new rings and etc.

And where does VAEer Fred Gonet of Proctorsville fit into all this? Soon after Wendell purchased the Indian, Fred got word and was anxious to make his way North to see it.....he has this huge **"thing"** for Indian motorcycles. In the mean time Wendell and Dallan had spent some time unsuccessfully getting the bike to run. Fred did come North and found the main culprit was a bum condenser and the bike was soon making it's beautiful sound.

The Indian Chief, built in Springfield, Massachusetts by the Hendee Manufacturing Co. and the subsequent Indian Motorcycle Co. from 1922 to the end of the company's production in 1953.

The Chief was Indian's **"big twin"**, a larger, more powerful motorcycle than the more agile Scout used in competition and sport riding.

Engine is a four-stroke 42 degree V-twin, 1210 cc, 40HP. Top speed 85MPH.

Transmission, 3-speed hand shift, chain final drive. Suspension, girder fork, weight 550 lbs., fuel capacity 3.7 gal., new price,\$800 without sidecar.

The bike controls are.... Left hand throttle, right hand spark, left foot clutch and right foot brake. When asked, Fred explained how to stop at an intersection with your left foot occupied and not tip over. It goes like this....**You hold the brake with your right foot, the clutch with you left foot and keep the bike from tipping over with your**





Edi Fiske

The Roadside Diner



Green Salad With Warm Maple/Bacon Dressing

6 cups of your favorite greens
4 slices of bacon
2 hard boiled eggs
1 cup grated sharp Cheddar cheese

Cook bacon and preserve drippings. Crumble bacon when cool. Slice hard boiled eggs and set aside.

Now you can make your maple/bacon dressing.

1/4 cup Vermont maple syrup
1 tsp. dill weed
1 tsp. parsley flakes
2 tbs lemon juice

1/8 cup white vinegar
1/4 cup olive oil
1/4 cup warm bacon drippings
1 clove garlic (scored)

1/8 tsp. salt
1/8 tsp. paprika
1/8 tsp. marjoram
dash of pepper & rosemary

Combine all ingredients thoroughly. Serve warm dressing over greens, garnish with bacon, egg and cheese

★ ★ The VAE June Email Auction

Below you will find items identified by lot numbers.

If you would like to make a bid simply email gafiske@gmail.com, state the lot number and place your bid.

There are no reserves and on the 10th of June the bidding will close.

The winning bidders will get an email telling them where, in Milton, Vermont, they can pick up and pay for their items.

The winning bidders for last month can be found on page 9, "The Gossip Page"



Lot 6-1
11 qts.
20W50
Pennzoil



Lot 6-2
6 qts.
20W40
Pennzoil



Lot 6-3
6 qts.
5W20
Pennzoil



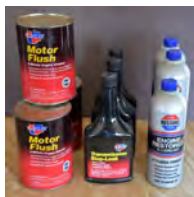
Lot 6-4
10 qts.
5W30 Mobil 1
Synthetic



Lot 6-5
20 qts
10W30
Pennzoil, high mileage



Lot 6-6
5, 14oz. Cans
Brake cleaner



Lot 6-7
3 cans motor flush, 3
transmission stop-leak &
3 cans engine additive



Lot 6-8
4 lbs.
Bearing grease



Lot 6-9
Cleaners.. 2 gals.-tires
2 gals. White walls,
4 lbs. hands



Lot 6-10
2 gals.
Anti-freeze



Dave's Garage by Dave Sander



****Tank Ooze****

Absent any questions this month, I will share something interesting with you. Recently I drained and removed the gas tank on the Datsun 240Z project. This car was parked in 1982. I removed the drain plug, but no gas came out. I poked at the hole with a screwdriver, and felt a thick tar like substance. I poked through it and very dark, varnished gas began to dribble out.

After removing the gas tank, I stood it up on end. About a gallon of thick, black asphalt like substance oozed out the filler neck.

I googled it, and learned that gasoline literally turns back in to crude oil after sitting for a long time. After 35 years, it does not resemble gasoline anymore.



From Ken Taplin of Blue Hill, Maine.....



I don't know about gas and mothballs but I can tell you how my father (Paul Taplin) rigged a '39 Plymouth to run on Kero during the war.

He ran the fuel line from the fuel pump to the carburetor in copper tubing wrapped around and around the exhaust manifold. He also had a one gallon tank on the firewall for gasoline. With the proper plumbing and valving, the car could be started on gas and when the exhaust manifold was hot, switched to Kero.

The car ran fine for a period of time but at intervals the head had to be removed for carbon removal.

Editor's Note.... I misplaced this note from Ken and tried to cover this war-time "fuel fix" in last month's gossip. Here is the original, thank you Ken for your note to Wheel Tracks



1942:

Rubber was the first commodity to be rationed, after the Japanese invasion of the Dutch East Indies cut off the U.S. supply; the shortage of rubber affected the availability of products such as tires.

Rationing gasoline, it was reasoned, would conserve rubber by reducing the number of miles Americans drove. At first, the government urged voluntary gasoline rationing, but by the spring of 1942 it had become evident that these efforts were insufficient. In mid-May, the first 17 states put mandatory gasoline rationing into effect, and by December, controls were extended across the entire country.

Ration stamps for gasoline were issued by local boards and pasted to the windshield of a family or individual's automobile. The type of stamp determined the gasoline allotment for that automobile. Black stamps, for example, signified non-essential travel and mandated no more than three gallons per week, while red stamps were for workers who needed more gas,

including policemen and mail carriers. As a result of the restrictions, gasoline became a hot commodity on the black market, while legal measures of conserving gas-such as carpooling also flourished. In a separate attempt to reduce gas consumption, the government passed a mandatory wartime speed limit of 35 mph, known as the "Victory Speed."





VAEer Lloyd Davis has sent *Wheel Tracks* a document published by the *Vermont Magazine* in 1913. It has many data from the Secretary of State about the 4538 cars registered in the state at that time. There is a count of the 149 makes of cars in the state. For example of the 4538 there were 1293 Fords, 546 Buicks, 357 Caddys, 265 Maxwells, 158 EMFs, 154 Stanleys, 144 Reos and next in count was the Metz with 68 vehicles. Out of the list there were 58 makes where there were only one....one Welch, one Perry, one Napier, etc.

Next are the vehicle brands counted by the 50 towns where they were located. For example there were 307 in Burlington and 23 in Troy etc. Next is the ownership by population. Like in Burke there was one car per 34.8 people and in Winooski there was one car per 258 people. On June 15th of that year there were 75 licensed dealers and 227 registered motorcycles.

If anyone wants a copy I will try to get one to you. I am still trying to figure out how eight tenths of a person can drive a car, but that is my problem.



Have you ever started talking to someone in a store and within no time you find you are related or they grew up in your house 40 years before you moved in? Old cars seem to go by the same rules of being connected, one way or another, to many of our conversations in the VAE. The stories that Dave Stone's new acquisition, the '27- 426 Packard, created is unbelievable. The best part, the stories also connect old fogies to a younger part of their lives in a way nothing else could.

I called the previous owner of Wendell Noble's Indian, Dallan Baker, for some background history on the bike a few days ago and those "connections" started happening again. Dallan grew up in the Arlington, VT area and that is Fred Gonet and Gary Olney territory. It seems the 1941 Crosley that Gary Olney has in his barn was once owned by Dallan's Dad. Gary believes another owner might be in between but it ended up being owned by Gary's Dad, Harry and now resides in Derby Line.

Fred and BJ Gonet recently visited my place and told me the two '23 Franklins I have was an annual task for BJ. Gary's Dad, Harry, would hire her to oil and turn the engines each year so they would not seize-up. I purchased the cars from Gary's Mom seven years ago. These "connections" are happening constantly when ever the VAE gathers.

**Here are the results of our May VAE Email Auction.
There were 9 bids this month and lots 5,8 & 9 had no bids**

Don Rayta won lot 5-2 for \$33.17, lot 5-7 for \$22.22 and lot 5-6 for \$27.37
Duane Leach won lot 5-1 for \$15.92, lot 5-4 for \$12.33 and lot 5-10 for \$7.53
Wendell Noble won lot 5-3 for \$51.00

I told my wife a couple of weeks ago that even if snowed a foot that day, it would still be the best day of the year. It was the day I first heard the engine running on a project that I started last November. It was also the day I backed out of the garage and drove it up the road a ways and back...a really nice day. Seventeen horse power and top speed seventeen MPH, I would not trade my 1911 IHC High Wheeler Auto Truck for the best Porsche out there.



This is a picture of a big deal that happened in Waterbury on March 17th. The official signing of the five year contract with John Farr (pictured right) for the use of Farr Field for our August show. Pictured with John are our show co-chairs Bob Chase (center) and Duane Leach. Karen Nevin and Zoe Gordon of the "Revitalize Waterbury" office arranged the gathering and a number of local folks from Waterbury attended. A press release of the event was covered by a number of newspapers and TV stations. **Our first August show at Farr Field will be in 2018.**

Oh, if writing like this could survive the time..... This letter was found recently by a person who collects postal stamps and reprinted in the Barton Historical Society newsletter. The newsletter was passed on to Wheel Tracks by VAEer Ken Barber. The writer, Mr. Murkland was mentioned in an earlier Wheel Track as owning a foundry in the Northeast Kingdom, Vermont that produced wood stoves, plows and many other farm impliments. Here he is writing to a customer about the delivery of a plow.

Barton, Vermont, May 24, 1884

Friend Hubbell,

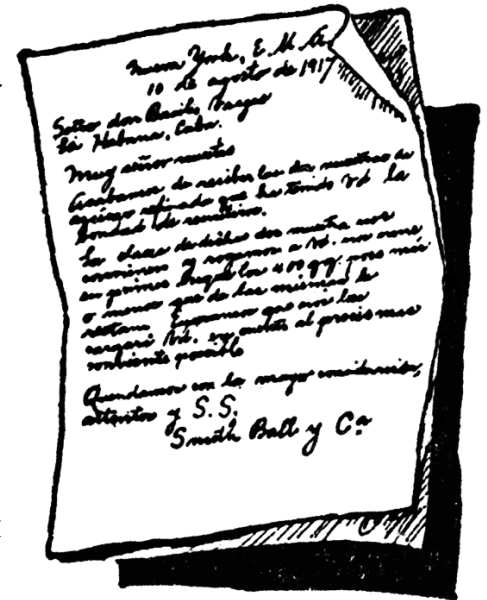
Yours of the 22nd is at hand. I will send you a number 6H plow Monday or Tuesday next (26th or 27th). I found one yesterday that had been tried a little, just enough to help the run of standard and mouldboard. But I have got to put a new beam in it and will put in a pair of real white oak handles (if I have them downstairs, and I think I have), and will try and give him a good job. I am hard at work but do very little. Geony has gone into the hen business, and has the "hen feaver fever" bad, and I should think I had some kind of a fever, for the first "fever" spelled was the third time trying and then had to ask George (God help us) after failing to find it in the dictionary. Don't you think I am pretty far gone?

Perhaps it was the result of an accident I had yesterday. I was coming home from W. Charleston and saw ahead of me a rough place and pulled up, but not in time. Up I went, and out came the king bolt, and the next thing I knew I was on my face and belly on the ground, and reaching out to get the reins. Just got hold of the ends, but not enough to hang on, and Bill, the Dad, looked around as much to say, "If you cannot behave yourself better than that, I won't stay with you. I am going to leave, I want to be with folks that know something." And with the look of disgust, he left. He went just far enough to knock the breath out of me, for about 1/2 mile, and then went to eating grass beside the road. I took him back to where the wagon was and found the plow in the back of the wagon had demolished the seat and my knees had taken the front end almost out of the wagon. So much so that I have got to put a whole new front end in. I got out with the loss of a little skin, and that has not been made up yet. But perhaps time will make up all loss. Perhaps there is more due me, and it may already be paid, but that matter is like a good many more of my matters. I have not time to look it up just now. But if I look it up and find any due I think I will go to Wolcott to try and collect.

Yours fraternally,
John W. Murkland

Editor's notes...I know what some of the terms mean, growing up on a farm but some I am not sure. How about some help here....

Mouldboard:...Run of Standard:...6H Plow:...King pin:



Left, The Michigan Central Railroad Railcar ferry entering slip on the Detroit River, 1900. Below, the windows get washed on #3034.





The Champlain Valley Transportation Museum in Plattsburg had some VAE trailer activity a couple of weeks ago.

Two Vermont trailers, one carrying a 1929 Chevrolet touring car and the other with a 1915 International High Wheeler Motor Truck went across lake Champlain. The vehicles will be on display in the museum for the summer. The touring car is owned by Gary Olney and the motor truck by Gary Fiske.

One of the trailers returned with the 1927 Packard that has been the center of a few stories in Wheel Tracks the past few months.

The Packard has spent the past couple of years on display at the Plattsburg museum. Our president, Dave Stone, has purchased the car from VAEer, Bryce Howells, continuing a very long history of VAE member ownership.

If you are a member of the VAE, then you have pushed an old car or two..... Sometimes with plenty of help, like on this day, and other times with no help, "the old girl" really needs you to dig-in.

Dave plans to go through the car to make sure the fluids and electric are up to snuff and plans to have it on the road soon.

It is one beautiful automobile. Some VAEers claim it is the fastest 426 Packard they have ever ridden in.



Would you like a great Sunday drive?

The Champlain Valley Transportation Museum in Plattsburg is an adventure for the whole family.

<http://cvtmuseum.wix.com/cvt-museum>

518-566-7575



The Pacific Rim Tool Company of Seattle, Washington

sold this rim tool for \$12.50 in 1923.

"The Little tool That does Big Work"

They also included these instructions on how to operate the tool.

Doing this job wrong often results in out-of-round rims.

For a Kelsey Rim

The best way to break "a bad Kelsey" (Kelsey wheels were manufactured from 1920 to 1930).

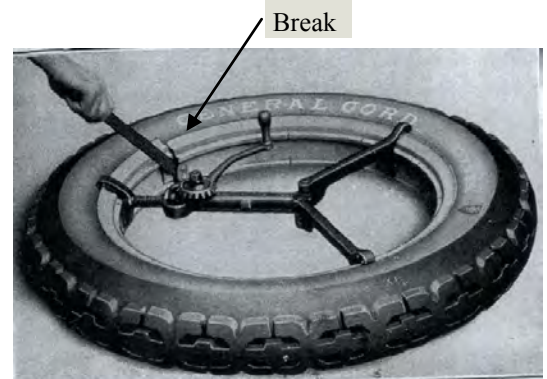
Place the tool as indicated in the cut and turn the handle left, which will expand and open the lock and push that part back into the rim....pictured right.



*Note the position of the wheel break in relation to the expanding part of the tool.

Be sure to have the heavy side of the wheel up.

Once the rim is overlapping then reposition the tool as shown to the left and contract the rim to remove from the tire.



When remounting the rim on a new tire, the picture on the right best indicated the tool's position. Sometimes locking the rim is difficult and lightly tapping with a hammer will help. Do not damage the rim by applying too much pressure.

When putting the tire back on the Kelsey rim it is best to place the rim on the floor and put the tire on from the top side. Put the valve stem in the rim first then force the tire over the rest of the rim.

For a Jaxon, Baker, Buick and similar Rims



Break

Place hook end of tool on rim near break, as shown to the left. Turn the handle to the right and contract a little. If the rim does not break, tap rim with a hammer near the valve stem. Raise the rim over the stem and turn the handle a few more turns to the right.

The picture on the right shows the position when removing the rim from the tire to pull the rim out of the tire.



The next picture on the right shows how to mount the tire on any of these wheels. Pick up the tire with the valve stem at the bottom. Hold tire with left hand, take the rim in the right hand and place the hole in the rim over the valve. Roll the rim into the casing and lay it on the floor to lock the rim. This last operation is performed the same as the others except that care must be exercised to keep loose end of the rim (where the hook end of the tool is) above the valve stem until it will clear the valve stem.



Break

The picture on the left shows the best way to break a Stanweld, Firestone or any rim except the Kelsey and rims where the valve stem is not close to the break.

Turn the handle to the right (which will put a strain on one side) and tap the other side with a hammer. After the rim breaks in, place the legs equally distant and telescope as in the case of the Kelsey rim.



Break

The Pacific Rim Tool Company claims that during a show in San Francisco, in front of two official time-keepers, a mechanic removed a wheel from a Ford truck, removed and replaced the tire and remounted the wheel on the truck in 32 seconds.

Lloyd Davis was kind enough to supply this information to Wheel Tracks.
Wheel Tracks, next, would like to see examples of these six rims described.



My Story

From Gary Olney

Note: The following is something I wrote when I was a freshman at Springfield (VT) High School, probably for an English class. Maybe it's not great literature, but I did get an "Excellent Work" comment on it!

THE FIRST MEET

My father has been interested in antique cars for quite some time, actually since about 1947 or '48 when he acquired his first one. He has had several cars since that time, but he never did go to a meet with an antique until 1958. I guess he never got up enough courage to take one to a meet until then, so we always went 'modern'.

Our first meet took place in the summer of 1958 and was a steam car meet, held in Lakeville, Connecticut. This meet was strictly for steam cars and since there aren't very many of this type of car, it was a small meet of about twelve to fifteen cars.

The car that we took was a 1903 Stanley Steamer. Since it would take forever to drive it to Connecticut and since it is a small rather delicate car, we took it by trailer.

A friend of my father's, who is from Woodstock, Vermont, also has a great interest in Steam cars. He was taking a 1910 Stanley to the meet. This car is much more rugged and larger than my father's and therefore he drove his car to the meet. But he started a day before we did, in order to get to the meet on time.

About midnight the night before we left for the meet, my father received a phone call from this man's wife in Woodstock. She said he was having troubles in Massachusetts, and some major part of his engine had broken. He happened to have an extra engine in Woodstock, and he wanted us to bring it to him when we left the next morning.

Since an engine of a car such as this is quite small, we had no difficulty in loading it under the little Stanley to take it to him. We found him quite easily and left him with his troubles since he had plenty of help with him.

After we had started on the tour, it was noticed that we had lost part of a little device for telling how much water is in the tank. Losing this was no catastrophe, for it was a very simple part to make that was lost. But because of losing this we couldn't easily tell how much water was in the tank.

After we had traveled about 10 miles of the tour, we were traveling up a steep hill and blew a fusible plug. This plug serves the same purpose as an ordinary fuse except that this blows out to tell if your water is getting low.

When this happened, we drove the Stanley into a driveway beside the road. The fusible plug was replaced here, steam pressure was built up again, and we were ready to start again.

The driveway on which the car was parked had a small grade to it. Parked directly behind the Stanley was our Ford station wagon which was brought along for use in case of 'emergencies'. A friend of my father's who was with us and who is quite an authority on steam cars was driving the Stanley, and my father was in the Ford.

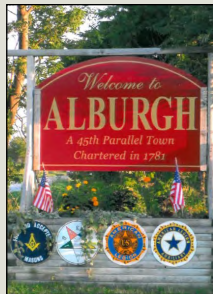
The Stanley has a reverse pedal and a brake pedal on the floor, and it is quite easy to put your foot on the wrong one. This time it happened. I was sitting in the little seat in front with the driver behind me. All of a sudden, the Stanley started rolling back, and the downhill grade of the driveway didn't help to slow it down any. From my position in the front seat I thought we were getting awfully close to the Ford very fast, and I began to wonder if the Steamer was going to stop. It didn't! Everyone was standing around yelling "Stop" but that didn't do much good, and then - CRASH!

The crash did more damage to the Ford than to the Stanley. It smashed the Ford's headlight, jammed the grill, and sprung the hood. The Stanley's tail light was jammed in quite abit, and a little paint was taken off the spring when it went through the Ford's grill.



The 1903 Stanley in this story with N.H. Gov. Powell on MT Washington for the 1961 Centennial of the Carriage Road

Continue to next page.



Alburgh Summerfest
and Car Show is
August 19
10AM - 5PM

Alburgh, Vermont

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"

VAE Board meeting dates in 2017
at Whitney Hall in Williston
at 7PM.

July 10th
October 9th
January 8th, 2018

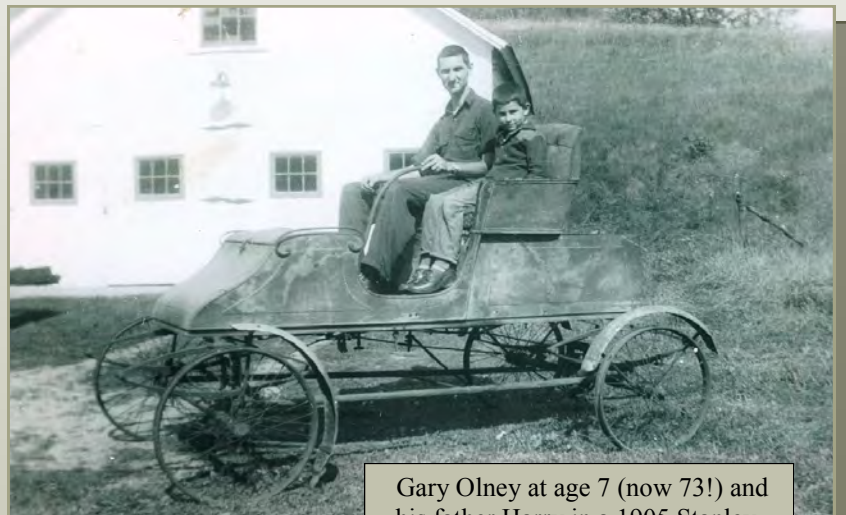
Continued from page 13.....Gary Olney's "First Meet"

It didn't do enough damage so that either of them wouldn't run, so we again started off to the picnic area where the rest of the cars had gone. When we arrived at our destination, the other cars were just leaving. We took on some water here and again started out after the other cars. We always seemed to arrive at the other stops about five minutes after the others had all left.

But we finally got back where we started from at the beginning of the tour, and here we loaded the car onto the trailer ready to start home. This was about four o'clock in the afternoon.

In all this time Mr. Bourdon, the man from Woodstock, had not yet arrived. No one knew what had happened to him. It was getting late by this time and so we started our journey home. When we had gone about ten miles, we found Mr. Bourdon working on his car in a gas station. We stopped and helped him get his car fixed, and then about six o'clock he decided he had better turn around and go back home with us. He had gotten within ten miles of the meet, but never did get there.

We now resumed our trip home. This part was the most exciting of the whole day. We followed the Stanley and its half-frozen occupants in the Ford trying to keep up with the Stanley's 50 to 60 miles mph. After it became dark we would suddenly go into a cloud of the Stanley's steam and have to slow down to a crawl for fear of running into the back of it. But every time we would come out of it we would see the Stanley way ahead and have to hurry to catch up with it. This was repeated over and over all the way home. The Stanley didn't have any trouble on the way home except for the fire going out once and having to stop for water twice. All in all, it was a lot of fun and we arrived home about two o'clock in the morning.



Gary Olney at age 7 (now 73!) and his father Harry in a 1905 Stanley, very similar to the '03 in this story

Wheel Tracks Classified

For Sale.....

1928 Chev. 4-door
Needing lots of
help! Call Gary
Olney 802 873-
3552



For Sale..... Two Touring boxed game cards sets.
Issued by Parker Brothers. Great graphics. One
from 1920's - \$20 and one from 1950's - \$15.

Service Manual, 1978 Chrysler, Dodge & Plymouth.
Two big volumes in very clean condition - \$35
1940's - 1955 Chrysler products 6 volt generator and
starter in good condition. \$25 for the pair.

Over 200 brand new Bowles boxed oil
filters. Covers 1930's through 1950's engine
applications. Take the lot for free !

Wheaties promotional 1953 Vermont license
plate, very nice condition. \$10.

1944 Vermont license plate, good condition \$15

Chris Barbieri 802-223-3104

cgeeb99@gmail.com

For Sale..... 1953 international Pickup and a 1937
Pontiac sedan. Both between a number 3 and 4
condition. I have moved to Florida and need to sell.
The vehicles are in Vermont.
Jeff Janes 802-760-7289



Check out the summer schedule
at the American Precision
Museum in Windsor, Vermont

www.americanprecision.org

For Sale..... AM General 1986 model 923, 10 ton
truck. It has a diesel engine, 5-speed automatic
transmission. The engine, transmission and
drivetrain were overhauled by the US Army and
the odometer reads 971 miles since the rebuild.
All 10 tires are new. The truck can be seen at the
Champlain Valley Transportation Museum. Call
517-566-7575. The asking price is \$10,000, or best
offer. Additional photos are available on request.



June Bumper Sticker...

Be nice to
your kids.....

They pick your
nursing home!

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

For Sale..... 1928 Hupmobile – 6 of the Century.
Model “A”, 4 door sedan. Like double clutching?
This is for you! Comfortable ride. Stromberg
carb. Always garaged. We have enjoyed being
stewards of this quality sedan, but are now
“downsizing!” Has been to Stowe, VT. Indiana
in the 80's. 58 HP! Wow! Many spare parts,
including spare motor! \$ 15,750. Call Chris @
802-674-9466 or e mail: ianmac-leodscan@yahoo.com. Please call before 8:00 pm EST. Thanks for your interest!



For Sale..... 1966 Ford thunderbird
reduced for summer - \$19500. very strong,
315 from the factory, 4 barrel, original ex-
haust, 15,633 miles, automatic.
Wappingers/Fishkill, NY
Call (845) 505-4063



**Shelburne Museum
Classic Auto Festival 2017**



Are you ready for Father's Day

AND

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2017 MARKS THE 64TH ANNIVERSARY OF THE VERMONT AUTOMOBILE
ENTHUSIASTS AND OUR 14TH ANNUAL CLASSIC AUTO FESTIVAL IN
COLLABORATION WITH THE SHELburne MUSEUM

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and the 50th anniversary of the Camaro



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Please Send Dues or Address Changes to:

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A 1959 Jaguar 3A Litre Sedan
Owned by Kevin Collins of Stowe Vermont

June 2017



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THE VAE WAY