

Wheel Tracks



This 1928 Chrysler Model '72' has been featured in many Hollywood movies including "The Spirit of St. Louis" and has been driven by many movie stars. The car is owned today by VAE member John Lavallee. Read more on page 6.

The Official Monthly Publication of "Vermont Automobile Enthusiasts" by "The Vermont Antique Automobile Society"

2]... Events.... "What's Next".

3]... Bob tells us about the next event.

4]... Mary's Teaches us some Good-stuff ...

7]... Tour Plans for the 250 Anniversary

8]... Dave's Garage, "Ever Heard of a 900?"

10]... A Tour Here and a Tour There....

11]... A Visit from the Franklin Club

12]... A word from Gael
Boardman...Who?

13]... Our 2013 VAE Golden
Wrench award winners



"If we don't try we don't do. And if we don't do, what are we on this earth for?"...Jimmy Stewart

Mission Statement:

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

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

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

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EVENTS.... WHAT'S NEXT ?

June

June 1st....8AM to 3PM The Lone Pine Campsite 2013 Car Show. Camp-Ta-Kum-Ta on Sunset View Road, Colchester, VT

June 2nd...10AM to 2PM Boston NE AACA 1st. Annual "Bean Pot Regional AACA Meet". Larz Anderson Museum, Brookline, Mass.

June 8th & 9th..... "The 27th Manchester Antique & Classic Car Show". The year the focus of Ford & Land Rover. More info: Google show name.

June 8th... The VAE 250th Year Town Tour.....Details, page 7

June 15th.... Engine Show at the Old Stone House in Brownington, VT

June 15h...9AM to 2pm. "Heaven On Wheels Car Show" Details Page 9.

June 23rd....10AM to Noon. "Car Show in the Park", Trophies, crafters, artists, food vendors, games for kids, bounce house and music. Crandall Park, Glen St., Glens Falls, NY

June 30...Sunday. The Stars & Stripes Airshow at Sugarbush Airport, Warren, VT. Details....sugarbushairport.com

July

July 6th...9AM to 2PM..... "Sunkiss Balloon Festival Car Show". Balloon flights, artists, crafters and great trophies for your treasured car. Floyd Bennett Memorial Airport, Queensbury, NY.

July 12th& 13th.... Green Mtn. Military Vehicles at Farr's Field in Waterbury. More info: Google gmmvc

July 13th & 14th.... Rave Car Show & Flea Market Rutland State Fairgrounds. Featuring 31 classes. More info Google: rave car show.

July 13th...Saturday 10AM to 3PM.... "2nd Annual Knight Point Car show", All Cars, Trucks and Motorcycles Welcome. Food vendors and big-tent flea-market. Knight Point State Park, North Hero, VT Info, 802-372-8400

August

August 4th.... Cars of Yesteryear Car Show at North Country High School. www.carsoyesteryear.org

August 8th...9th & 10th The Stowe Antique and Classic Car Show

August 24th starting at 10AM.... "Nostalgia Show" Car show, Artists, crafters & food vendors. Judson Meadows Assisted Living Community, Glenville, NY

More on page 15

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L. Brown & Sons of Barre, VT- publisher

JUNE MONTHLY MEET From Bob Lalancette

Our June monthly meet will be on Saturday the 22nd. It will occur during an overnight tour to the Manchester/Bennington area.

Come with us on Friday June 21 when we meet at the Dakin Farm Store on Route 7 in North Ferrisburg at 8:30 am. We will travel to Salem, NY to Paul Tomlinson's. He has three buildings of tractors, cars, and trucks. One is a 1905 Maxwell. 17 tractors are International cubs. He is an 80 year old retired International dealer and someone you are going to enjoy. We will be there after lunch time so the southern folks can plan accordingly.



Brittany Inn, Manchester, Vermont

Friday and Saturday lodging will be in Manchester. We have a special rate of \$79 plus tax per night at the Brittany Inn, phone number 802 362-1033. There is room for a few car trailers there.

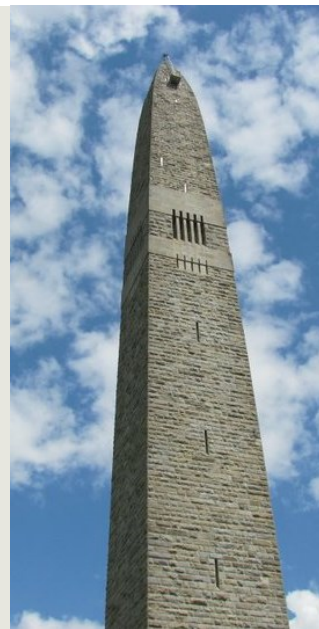
Another choice is the Weathervane. There is no special rate, call 802 362-2444.

Saturday we will leave Manchester at 8:30 am and travel to Bennington. The Bennington Museum with the Wasp car, the Monument, and the 25 cars of the Hemmings Museum are the places we will visit. Our monthly meeting will occur at one of these venues.

On Sunday we will motor to the Saratoga Auto Museum which is 40 miles from Bennington. Again plan on leaving Manchester at 8:30 am. Ken Gypson Jr., has an easy route for us through the country side. Travel speeds will be 40 mph. Ferrisburg to Salem on Friday is about a 100 mile distance.

My phone number is in the roster. Call me and I will give you my cell phone number for the weekend so we can stay in contact. Bob Lalancette.

Bennington Monument



Saratoga Automobile Museum

From Gary Olney's Ad Collection
Munsey's Magazine of 1908

1908 Wayne 30

7 to 20 per cent. more power through the rear axle transmission—that's an item worth looking into, isn't it?

It's one of the several commanding features which constitute the Wayne at \$2,500 a car of uncommon and extraordinary value.

The philosophy of the saving in power will be immediately apparent to you—every one knows that in transmitting power from a universal joint which works at an angle from $7\frac{1}{2}$ to 20 per cent. is lost.

This is true probably of the car you own—true of almost any car you may own except the Wayne.

The Wayne rear axle transmission gives you all that extra power, because it makes the drive of the Wayne car horizontal.

The Wayne at \$2,500 "with nothing to buy but the license" is a great big car—a car of such efficiency and value that you'll search in vain for its equal except among the cars of much higher price.

THE WAYNE AUTOMOBILE CO.
Dept. E, DETROIT, MICH.

NOTHING TO BUY BUT THE LICENSE



Sunshine Report

Hartland, Vt. — Joan C. Dow, 80, a longtime resident of Hartland, passed away Wednesday afternoon, April 24, 2013, at the Dartmouth Hitchcock Medical Center in Lebanon, N.H.

She was born Sept. 18, 1932, in Montpelier, Vt. the daughter of Harold and Katherine (Enright) Crouse. She received her schooling in Windsor and graduated from Windsor High School in 1950. She married David D. Dow in Windsor on May 2, 1953. She was employed as a telephone operator at the former Goodyear Tire and Rubber Company in Windsor for 10 years, and later was employed at Valcom Answering Service in White River Jct., for several years until her retirement. Joan had a precise skill of knitting and crocheting and it was her beloved hobby. Joan and David spent their life together traveling to various car meets in their many Studebakers. Her greatest joy was raising her three daughters and spending time with her family, especially her grandchildren.



"THE SOFTER



SIDE"



A Column Shared & Written by Mary Noble (Left), Doris Bailey (ctr) & Nancy Olney (Right)

"SAD(LY) MISSED" by Mary Noble

I tentatively decided not to go on about my hang up with the loss of adverbs these days, like I once went on about the lack of manual transmissions. This is the "Softer Side" after all. BUT, how many times a day do I see a sign saying "Eat local". What's with that? What's local? Is it something to eat? What's it taste like? Or is it lo-cal? "Buy local", "Drive Slow"? Is Slow some new kind of car imported from China? I drive a Ford. Whatever happened to adverbs? They "modify a verb, an adjective, another adverb, or preposition, a quality, place, time, degree, cause, opposition, affirmation or denial, and in English also serving to connect and to express comment on clause content", according to Webster's Collegiate Dictionary. As an old English major, I, get a little frustrated, literal(ly), reading the Burlington Free Press, for instance, unlike our Wheel Tracks publication. Oops, I did it again, when I'd meant to just marvel at the welcome arrival of Spring: the cheery daffodils, crocuses, tulips, lilacs, fiddlehead greens and green leaves, and of course, the "peepers" in our swamp. It also means raking, lawn mowing, garden preparation, spring cleaning (what?). Uh oh, is this the start of negativity?? This being Vermont, we'll have a rainy spell, but great(ly) needed. Dang, I finally gave up and faced the fact that this is another tirade - sorry.

The adverb was my friend. I could use it to helpfully point out to my husband that he was sloppily dressed, rudely sarcastic and usually both. But that friend has sadly passed away - I *actual*/feel real bad about that.

And, by the way, sloppy and sarcastic did some goodly things. He roto-tilled the garden, readied the lawn mower for me, split wood I could (*hopeful*) lift, put his dishes in the sink, helped make our bed, didn't complain, too much, when I left the curry out of curried rice, and always comes home, *eventual*. After all, there is always a glass of wine waiting. In short, I *real*/miss adverbs; they are *great* needed.



FROM THE 'COOKIE' AT THE STOWE SHOW

BY MARNITA LEACH

Marnita cooks & serves three meals each of the 13 days for volunteer workers at our Stowe Show



SWEET AND SOUR MEATLOAF

INGREDIENTS.....

2 TABLESPOONS BUTTER
 1 MEDIUM ONION, CHOPPED
 1 CLOVE GARLIC
 3/4 LB. GROUND BEEF
 3/4 LB. GROUND PORK
 3/4 LB. GROUND VEAL
 1 SMALL SOUR PICKLE MINCED
 2 EGGS
 1/2 CUP SEASONED BREAD CRUMBS
 1/3 CUP MAPLE SYRUP
 3 TABLESPOONS DIJON MUSTARD
 1 TEASPOON OREGANO
 SALT AND PEPPER

PREPARATION.....

PREHEAT OVEN TO 350 DEGREES

MELT BUTTER IN MEDIUM SAUCE PAN ON LOW HEAT.
 ADD ONION AND GARLIC AND COOK UNTIL SOFTENED .
 REMOVE FROM HEAT AND COOL .
 COMBINE ALL INGREDIENTS IN LARGE MIXING BOWL
 UNTIL JUST BLENDED.
 PLACE IN LOAF PAN AND COOK FOR 30 MINUTES OR UNTIL
 COOKED THROUGHLY.



Father O'Malley answers the phone. 'Hello, is this Father O'Malley?'

'It is!'

'This is the IRS. Can you help us?'

'I can!'

'Do you know a Ted Houlihan?'

I do!'

'Is he a member of your congregation?'

'He is!'

'Did he donate \$10,000 to the church?'

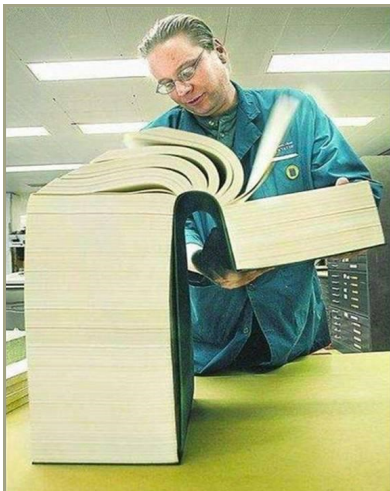
'He will.'

Wife: 'What are you doing?'

Husband: Nothing.

Wife: 'Nothing...? You've been reading our marriage certificate for an hour.'

Husband: 'I was looking for the expiration date.'



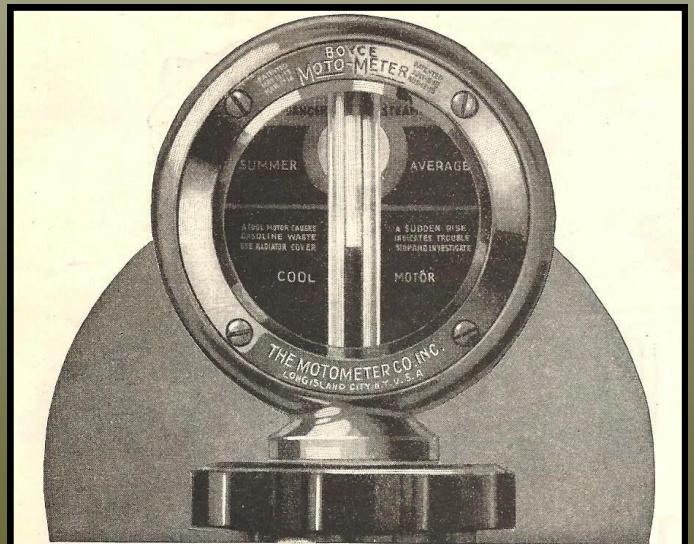
The book
"Understanding
Women" has
finally arrived in
book stores.



Iran is now allowing women to drive.

FROM GARY OLNEY'S AD COLLECTION

THE AMERICAN MAGAZINE 1923



On Guard

THAT bright red column of the Boyce Moto-Meter today stands guard for more than five million motorists. Fifteen to twenty minutes before serious motor trouble can develop, it signals them to stop and investigate.

It prevents burned out bearings, scored cylinders and overheated motors. It keeps your car out of the repair shop; conserves fuel and prolongs the life of your motor.

The cost of a Boyce Moto-Meter on your radiator cap is much less than one unnecessary repair bill—not to mention the touch of beauty it adds to your car.

Leading engineers here and abroad recommend it.

A model for every car \$3⁵⁰ to \$15⁰⁰

The MOTO-METER COMPANY, INC.

Long Island City, N. Y.

THE MOTO-METER COMPANY OF CANADA, LTD., Hamilton, Ontario

Manufacturers of Industrial Thermometers and Boyce Moto-Meters exclusively

BOYCE MOTO-METER

The name "Moto-Meter" is the registered trade mark and the exclusive property of this Company

"Your car deserves one"—too

1928 Chrysler Model 72 by John Lavallee

This vehicle is an old movie car. Having been driven by Bob Hope, Jimmy Stewart, George Jessel, Vera Miles, Darren McGavin and a host of other movie stars, it was owned by Warner Brothers studios. Movies included were "The Spirit of St Louis", and "The Story of Mayor Jimmy Walker" in the late 50's.

The car was sold in 1954 from a widow in Connecticut to the Murchio Museum in Greenwood Lake, New York. There it sat for many years being admired. In 1974 the Murchio Museum was altering inventory and Mrs. Murchio decided to sell the car to a friend of my father. The car left NY and headed to Owl's Head, Maine. Not the Owl's Head museum but a private garage where it sat for only a few days. Visiting his friend, my father left from his weekend in Maine with the Chrysler. The odometer read 18,000 miles which I am quite sure is real miles! Because this car was used primarily in movies, every time the doors closed, paint fell off. That was because it was never prepped right for a paint job. It was sprayed for color only.

In 1979 the car finally made it's way to Vermont where it's been enjoyed since then. I have put hundreds of miles on it over the years.

Five years ago or so, I had the car painted because there wasn't much paint left on it. There was no real need for restoration because it was sitting in the museum all those years. No rust at all. It may have never been rained on. The body shop that painted it was shocked at the condition and the method of manufacturing. Wood framing in the doors and the sheer amount of hand work is impressive. The convertible top and all side curtains are original and in prefect condition. The passenger side has a little golf bag door where you slide your bag into the rumble seat compartment. The windshield lays flat giving a real sporty look. Wood spoke wheels add a very classy look. The chrome work is still very nice. I find that polishing old chrome once a year or so keeps it from rusting away.

The suspension is rather unique. The driver seat is independently sprung for a cushioned ride and the suspension is something to be enjoyed. I have a 1928 Model A as well. Comparing the rides is like comparing a Cadillac to a VW! The instrument panel even has Walter Chrysler stamped on it. All instruments are in working order. The only change I

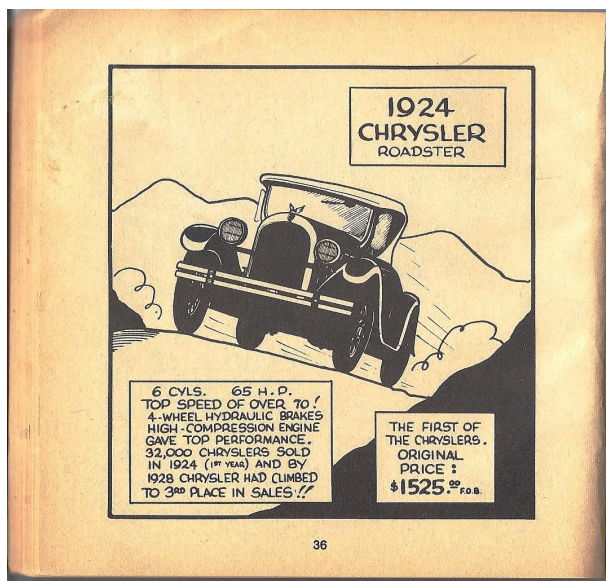
made was to add an electric fuel pump for ease.

The engine remains untouched. It's called a "red head" engine. The head should be painted red, this one is not by accident. The "red heads" were very desirable. They offered higher compression taking the Chrysler from 60 hp to 75 hp. A nice increase. It also has dual points! A bit unusual for that era. Cruising at 55 today is no problem.

The original price in 1928 was \$2700.00. My father bought it for \$3000.00 in 1974. Not a bad deal back then. With another season here, perhaps you'll see it around Lake Champlain.



The 72 at-rest
in storage waiting for it's next movie assignment

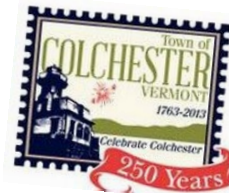




250th ANNIVERSARY TOUR

Total Mileage: 95

June 8th, 2013

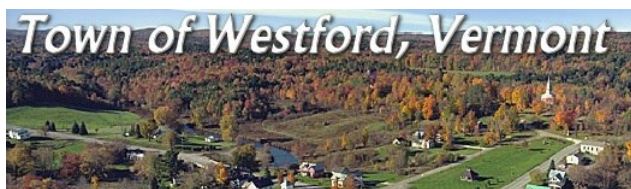
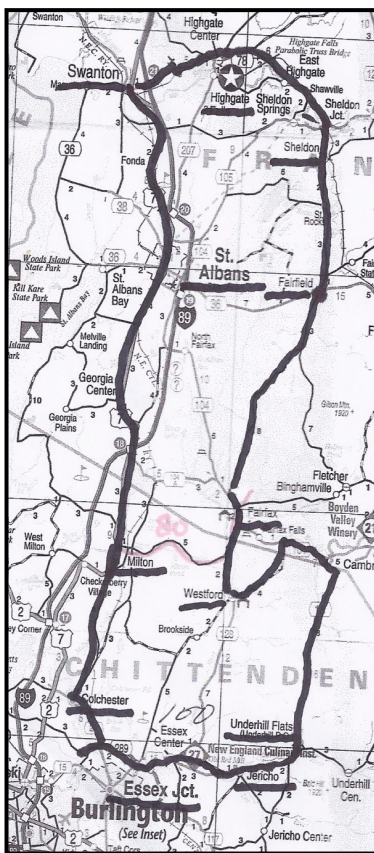


VAE members Jim Cary and Wendell Noble are organizing a vintage auto tour on June 8, 2013 starting from the Milton High School at 9:00 am where we will meet for coffee and a group picture.

Join us and depart anywhere on the route. Come along....it will be fun!

Milton
Georgia
St. Albans
Swanton
Highgate
Sheldon
Fairfield
Fairfax
Westford
Underhill
Jericho
Colchester

Need more info.....
Wendell....wnoble@myfairpoint.net
Jim.... jccaryconst@aol.com



Total Miles	Miles Since Last Stop	Directions
	0.0	Depart Milton at 10:00 am
7.8	7.8	Rt 7 North to Georgia , arriving at Town office at 10:15 / leaving at 10:30
14.2	6.4	Rt 7 North to St. Albans arriving at Park at 10:50/ leaving at 11:15
23.0	8.8	Rt 7 North to Swanton to Beebe Road to the Railroad Museum across from the relocated West Milton Bridge for lunch arriving at 11:30/ leaving at 12:15 pm
28.9	5.9	Rt 78 to Highgate Center arriving at 12:30 at Town Offices / leaving at 1:00
37.6	8.7	Rt 78 to Rt 105 to Main St. to Sheldon Arriving at 1:20 at Town Offices / leaving at 1:50
43.0	5.4	North Rd to Fairfield arriving at 2:10 at Town Offices / leaving at 2:30
55.0	12.0	South Rd to Buck Hollow to Rt 104 South to Fairfax arriving at 2:45. Break at Country Pantry / leaving at 3:30
60.0	5.0	Rt 128 to Westford Park arriving at 3:45 / leaving at 4:00
80.0	20.0	Cambridge Rd to Toof Rd to Rt 104 to Cambridge to Lower Pleasant Valley Rd to Underhill Ctr. Arriving at 4:20 / leaving at 5:00
86.0	6.0	River Rd to Jericho arriving at 5:15 / leaving at 5:30
95.0	9.0	Rt 15 to 289 to Rt 2A to Colchester arriving At 6:00 leaving at 6:15 Rt 7 to Milton ending Tour.

23ND ANNUAL ATHENS DINER CHARITY CAR SHOW

Saturday, June 15, 2013, 4:00 to 8:00 PM (Rain or Shine)

46 High Point Center, Colchester, VT



Hot Rods, Classics, Muscle Cars, Sports Cars of all years welcome!!

Hot Rods, Classics, Muscle Cars Sports Cars of All Years Welcome!!

5 Classes judged for 1st. 2nd and 3rd place trophies plus Best of Show
In lieu of entry fee, donations, suggested \$10,
will be collected for Cancer Society and Hope Lodge.

Thanks to our sponsor: Athens Diner
Organized by the Vermont Street Rodders
More info...call Steve 802-734-2158 or Chris 802-863-6555





"Why I Like Saabs"

Every month I like to take a particular topic pertaining to automotive restoration or maintenance and discuss it. I could not think of a topic to discuss this month, and have not received any questions to answer. I am going to move the column in a different direction this month.

Why I like Saab.

I have always liked the styling of the classic Saab 900, especially the 3-door hatchback. With a unique, aircraft inspired shape and a nod to safety, comfort and practicality, there was never another car with the look of a C900.

Saab had some unique features, lets take a look at a few of these.

The ignition key in Saabs were mounted in the center console, between the two front seats. The reason for this was that the engineers at Saab felt the ignition key was unsafe mounted next to the steering wheel, and found that a number of people had their knee caps shattered by the ignition key in frontal crashes.

Saab also realized that the locking steering column was potentially dangerous with the unlikely, but possible locking of the steering column while driving. In a Saab, the gear shift has to be in reverse to take the ignition key out. The ignition key also has to be inserted and turned to take the vehicle out of reverse. This was a successful theft deterrent. You know that annoying steering wheel lock cars have? You have to twist the wheel and jiggle the key to get it to unlock sometimes, not in a Saab! No steering wheel locks.

The engines in the C900 were in "backwards" and tilted at a 45° angle, mounted on top of the transmission with the clutch next to the radiator and the belts and pulleys next to the firewall. The bullet proof Saab in line 2 liter engine is actually a Triumph designed engine. Think TR7. When Saab gave up on two stroke engines, they did not have the resources to tool for a new engine. They were buying engines from Triumph, but had some quality control issues. Again, think TR7. Saab bought the tooling rights to the engine and began to manufacture it in house. Saab later added a 16 valve twin cam head of their own design.

There is a three chain transfer case to bring engine power down to the transmission. The engine was mounted this way for several reasons. First, it delivered exceptional handling, achieving a near perfect 48/52 weight distribution. Second, it delivered outstanding traction. Third, the angle of the engine allowed the hood to slope down sharply creating both excellent visibility and a lower center of gravity. Fourth, the engine was mounted in such a way that it actually dropped down and under the passenger compartment in the event of a massive frontal collision. Lastly, with most front wheel drive cars the eventual clutch replacement is a major operation. Not so on a Saab. A clutch replacement is an easy job, that can be done in less than an hour.

The side doors on the Saab 900 curve inward toward the floorpan at the bottom, resulting in a door opening without the usual rocker panel/sill obstruction. The sunroof motor is mounted in the rear of the car, near the rear door lock where it is easy to service.

The Saab 900 has a curved wrap around windscreen. It makes you appear far more forward in the car than you actually are, and results in amazing visibility, creating the illusion the car was built around the driver. The driver's side windscreen pillar (A Pillar) is angled so it's slimmest section faces the driver creating the smallest blind spot I've ever seen in a car- yet is reinforced for some of the best rollover protection in it's day (and probably since). You can also happily mow down large moose with confidence, as the reinforced windshield frame was actually designed to deflect the impact of an adult moose at highway speed.

I love the little things on my Saab that make it practical, the way they thought about things was just incredible, all for driver and occupant safety

- The green lights in the glovebox and ashtray etc - they're green so if you open them at night they don't over expose your eyes which could increase the chance of you having an accident.

- The vents on the side of the car are to allow a constant movement of air, the center vent always blows cold air to keep the driver alert even when the heater is on as heat makes the driver drowsy

It might seem a little odd to commemorate a vehicle's air vents, but when they're as distinctive as those fitted to Saabs then it's understandable. With square holes and a round adjustment joystick knob, the airstream can literally be pin pointed to precisely where you want it.

The rest of the typical Saab interior was intelligently laid out, the heated seats were comfortable and the dashboard, while novel and unique, was easy to read.

All of the controls were placed in such a way so the driver could easily reach them without taking their eyes off the road.

They're a solid car, they handle well, they're comfortable, unique, interesting, quirky, intelligently designed, and fun to work on!





**"Auction and General Disbursal"
Of
Many Old Car Parts & Pieces**

Sunday June 16th at 2PM
"Father's Day"

A collection of many years.... "All must Go!"

Drive to Upper English Settlement Road
In Underhill
just up from Gael Boardman's

*You can't miss the Barn...it's on the right
With a VAE Sign
Full of 'treasures' waiting for you.*

- *2 collapsable steering wheels
- *Several personal antique trunk racks
- *Variety of period badges for your badge bar
- *Motel T memorabilia
- *.....and much more

**Bring a few of your own items to sell...
Maybe you'll find a good "trade"!**

Need more info...call 802-899-2260



VAE Gossip by GCF



I heard the other day that a semi-famous VAE member and Whippet owner completed a successful valve seat grinding project. In fact I heard the beautiful sound of the finished engine as it passed me in a parking lot the other day. A sweet sound to an old car guy. There was a slight problem getting it started when the project was finished. I understand, for some reason the horn would toot at very odd times. After much research it was found the horn wiring was included when the ignition wiring was put back together. The horn kind-of didn't know what to do when the ignition switch was turned on.....so it tooted a lot.

Remember how Groucho Marx held his cigar just like a barker at the county fair?

Well, keep this image in mind as I tell you this tale that could all be true except for maybe a few parts....

I was wandering around an area near Burlington with a VAE friend when we passed a guy holding a cigar just like Groucho. He wanted us to stop so we did. He told how he had this great deal and that we should consider taking him up on it.



He had a 1913 International Harvester High Wheeler Auto Wagon that he would sell for a reasonable price. Well, for years I have been fascinated by these vehicles. This gent seemed sincere so we followed him to his barn and I ended up taking him up on his offer. He assured me that I would have no problem putting the pile...yes pile, back together because he could see that I was quite smart. My VAE friend was being very quiet for some reason. So the tale ends with a very large pile of parts in my barn and I wonder if he really meant it when he said I am 'smart' because I question him every time I walk near the pile of parts.

We had a nice quiet meeting going last Saturday at Bailey Spring & Chassisuntil the train went by on tracks about 200 feet from us, blasting it's horn. Now don't get me wrong, the St, J & LC (St. Jesus Long Coming) rail line was just a stone's throw from our farm house where I grew up and the train horn is a favorite sound for me. But last Saturday it seemed to have gone on forever while we all stood there looking at one another, the meeting had to stop!

We were told after it finally went by that one of our VAE members was getting a ride in the engine....which explains the horn blast, maybe.

Did you blast that dang horn intentionally Mr. Bill Sander?????



Gael Boardman's UK Junk Yard Picture

COMMUNITY BIBLE CHURCH
McCAFFEY'S SUNOCO & WAGBY'S STORE & DELI
PRESENT

**"HEAVEN ON WHEELS"
CAR SHOW**

SATURDAY
JUNE 15TH 2013
(RAIN DATE: SATURDAY, JUNE 22ND 2013)

SHOW: 9AM - 2PM
REGISTRATION: 9AM - 11AM

ALL YEARS, MAKES & MODELS, CARS, TRUCKS & MOTORCYCLES

Family Fun, Food, Music & More!
50/50 Raffle, Prizes, Kid's GAMES, DJ

**NO ALCOHOL
PERMITTED**

MUSIC BY CRUZIN' CLASSICS

Location: 2025 Williston Road, S. Burlington
www.communitybiblechurch.ws/carshow
Contact Dan Cabrera 802-355-5150



See how much FUN these car enthusiasts had at Stowe! They were in the Fashion Show! This year YOU could give this fun event a try. We're looking forward to seeing you and your car!

Contact Jan Sander for more information..... sander@pshift.com



Bob Lalancette organized a great meet at Bailey Spring and Chassis on the 11th of May. **Dan Willys** of Baileys gave us a tour and information about the trade that can help us in our 'old car restoration' projects.

A few of our VAEers brought out their cars for the first time for the 2013 season. Some just had to be dusted off and others had to be given a kick or two.

Note Bailey's business card on page 14.

Pictured here is the VAE "crew" who brought cars to the Shelburne Farms Spring Soiree. A roaring 20s theme...as you can see. Can you see a shy VAEer's "shadow" to the right...hiding. Any guesses? Below...One participant wanted to go home early but was not sure to turn left or right... we could sense her state of confusion.



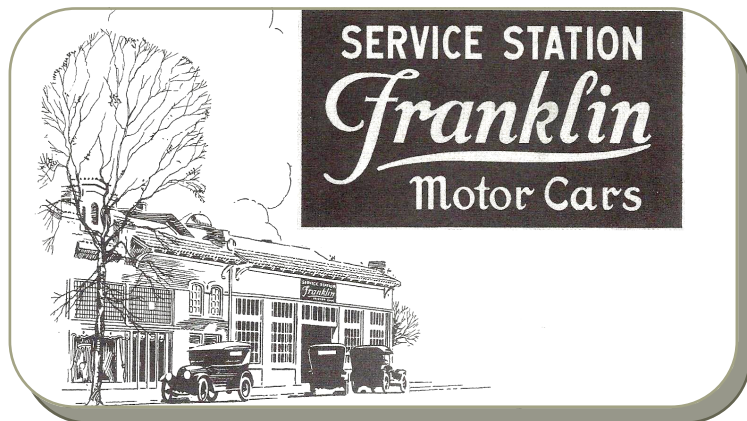
The "Franklin Service Station" newsletter is one of two published by the H.H Franklin Car Club.

The 2nd is "Air Cooled News".

The "Franklin Service Station" editor is Scott Dwyer and the VAE has his permission to reproduce this interesting article from the March 2013 issue.

The Franklin Club invites you to visit them online at www.franklincar.org

Or better yet become a member...it's a great club.



"It's Been Rebuilt...All Ready to Go"

I thought I'd write a bit about my old car experience over the years. I bought my first old car, a 1926 Model T Ford, when I was 16 years old and drove it to high school. That began a series of adventures which included a 1913 Ford when I was 18, the series 11 Franklin when I was 26 and so on to the present day. In each and every case of ten cars, all except two (the 1913 Ford as a barn-find and the series 11) were acquired in running condition and on the road. They were "All ready to go!".....reality was somewhat different.

At first I just chalked the experience of getting a car home and discovering that it wasn't quite what I was told to youthful inexperience. I guess I was naïve. But as the years went by with another car and yet another engine rebuild I began to wonder about the psychology of what it meant to say that an engine was "rebuilt". I know for certain that most people I bought cars from were fine honest folks and in some cases good friends. There was one case of a 1912 Model T Ford which was clearly misrepresented, where the owner flat-out lied to me on what he did to the car mechanically and refused to man-up even when presented with the evidence. Well, fortunately the majority of old car guys are not like that. But there-in lies the question: What does it mean to say that an engine has been rebuilt?

Our vintage irons are not new cars with a factory warranty. There is no government agency (Thank God!) governing the sale of antique automobiles. There are no standards. I think that to some people, "rebuilt" means a new set of spark plugs, drain the oil and MAYBE a valve job.

Others look at it like I do...rebuilt is just that: new main and rod bearings, rebored cylinders, new pistons, new valve guides, valve seats recut, new valves, new timing chain, rebuilt oil pump, etc. REBUILT!...so that it is for all purposes as good as it left the factory, if not better as our technology allows. Determining the degree of attention a car has received involves either careful questioning of the seller, examining documentation of the alleged process, or just accepting the car for what it is and planning to take the engine apart as soon as you get it home.

I am of the opinion that most cars which change hands have not had proper engine rebuilds and are largely original. I attend the big RM Auction at Hershey now and then, and see the huge money being spent on some of this stuff, knowing that guys are buying these cars based on cosmetic inspection only. Well, I suppose when you can afford to spend over six figures on a car, another

\$30-Grand to rebuild the engine is small change. Or, maybe people who buy these auction cars just mothball them away as investments to be sold at another auction down the road? I think the latter.....

Therefore we all have different standards and expectations of what we want to do with our old car once we acquire it. Some enjoy the privilege of ownership and probably will put less than 100 miles on a car over a lifetime of ownership. Others, like me, will drive the doors off it and be disappointed if I can't climb Mount Washington! Or, at the very least, drive to the "Trek" and back. To the driver, it may need everything.

I bought my Series 5 (Franklin) from a good friend who owned it for over twenty years. He said that it ran well and indeed the car was at the Trek for the 100th Anniversary. I know he did not have the engine apart possibly because it certainly was rebuilt by a well known and highly respected engine rebuilder in the 60s or 70s. I knew even before I bought the car that I would probably have the engine gone through anyway. That's just the way I am. I wanted the car and was ready to accept any mechanical repairs which were necessary. Here's a sample of what was discovered upon disassembly of this rebuilt engine:

#2 has a bad compression leak. It could be an exhaust valve—could be worse.

The clutch hub feels odd— as if there is some lost motion inside somewhere.

The valve adjusters are oddly of varying length— the pushrods as well.

The timing chain is original and really worn.

Main and rod bearings are original—crankshaft is very worn.

.....and nine other major and semi-major problems.

Now remember, I'm not complaining! The fellow I bought the car from clearly has no knowledge of any of this, and if he did I know he would have told me. It was my responsibility to assess the car as far as I wanted to before giving him the suitcase full of cash. And frankly, even if I knew all of this, I still would have bought the car. I REALLY wanted this Series 5!! My point however is that when you buy a car unless you know undoubtedly what the state of the mechanical aspects of the car is, be prepared in your mind (and wallet) for whatever repairs to put the car into the condition you want it to be.

(Scott's fine column continues into the many details of what and how to handle the many observations and repairs your new purchased old car may need). Thanks a million Scott.

"1953 was a Good Year...A good Model Year That Is" by Gael Boardman

Some months ago Wheel Tracks published a list of car companies that "died" during just one ten year period. This automotive obituary was painful as we lost a lot of old friends. Now as we celebrate our own 60th anniversary let's take a look at how our surviving favorite car companies are doing. It's 1953 and Packard's Caribbean outsells Cadillac's Eldorado, (VAE's Steve Dana has had both plus the attractive '53 Skylark....and he still has the Lark and the Eldo.).

Here is where your 60 year old "antique" car came from.... "The 1953 Model Year Production"

Chevrolet....1,346,475	Oldsmobile....334,462	Desoto....132,104	Willys....42,224
Ford....1,247,542	Dodge....320,008	Nash....121,793	Lincoln....40,762
Plymouth...650,451	Mercury....305,863	Cadillac....109,651	Kaiser....27,652
Buick....488,755	Chrysler....305,863	Packard....90,252	Henry J....16,652
Pontiac...418,619	Studebaker....151,576	Hudson....66,143	Metropolitan....743

In the future we will try to give you 2013 numbers for domestic cars. What do you bet there will be a dramatic difference! Who would have thought that DeSoto would have outsold Cadillac in '53....and where are they, those DeSotos, today?

While you have me, just another word.... "I don't get out much"....that's my usual reply to my hyperactive senior peers. The farm, (no animals anymore, a dog and a cat), and the barn keeps me fairly close to home (there's mechanical stuff in the barn now).

I have never been to Hershey or to China. Bennington looks like quite an adventure.

Judy, my Anglophile wife, has traveled some however, and last summer she took me with her. We spent 2 1/2 weeks in the UK; no tours or anything, just driving around. You can come some night and we will exonerate you with slides....or I can give you a quick version here.

1. The UK is very interesting and quite pretty
2. I saw old cars on the road; a model A Ford, A Morris and a Packard Twin 6 touring car. (I got to ride in the Twin 6 on the wrong side of the road. Jonathan, its owner, was (is) a pen pal and he met us. He has other old cars that come with our "evening with slides".).
3. Even with a radar search I found only one junk yard. I snapped a picture of its sign. The English have a way with things....like Vermont maybe....death with dignity. Hal Britannia. Thanks...Gael Boardman

(Editor's note....no room here for Gael's neat picture, please turn to page 9...bottom right)

From Kristen Rondo of the Northwest Technical Center in St.Albans

Reading, writing, 'rithmetic, Auto Tech. Not your run of the mill school schedule, but it's what our kids do every day. In addition to their core academic classes, students enrolled in the NATEF Certified Automotive Technology program at the Northwest Technical Center in St. Albans spend a significant portion of their school day learning the ins and outs of today's automobiles. Students apply to the program and are accepted based on successful completion of academic prerequisites- a C or better in Algebra- ,attendance, and behavior. Students remain in our program based on their desire to learn, a willingness to work, and a passion for all things automotive.

I could sell the program, easily, with talk of academic rigor (there is), the opportunity to learn on some of the best tools and equipment available (opportunities abound), our ASE Master Technician instructor (he is one), but none of that means much without students. On that note, let me introduce you to our kids...

Automotive Technology students may struggle through English class but will gladly and eloquently educate you on the finer points of Ford (or Chevy or Dodge depending on the kid) engines. They may fumble their way through science class but fully comprehend the theory and operation of Anti-lock brakes and stability control. They may begrudgingly go to math class but can take and read measurements to within one one-thousandth of an inch and understand the significance of the number. They may still be trying to find a balance between their Franklin County heritage and an increasingly demanding 21st century world, but they will give you their all each and every time.



**Here Presents
The 16 High School Juniors
The Winners of the...
“The 2013 VAE Golden Wrench Awards”**

Tyler Whittemore
Barre, Vermont
Barre Technical Center
*Fred Cook

Bradley Hollister
Shaftsbury, Vermont
SW VT Career
Development Center
*Anthony Cook

Kodie Pittman
Corinth, Vermont
River Bend Career &
Technical Center
*Carroll Bean

Daniel Stromberg
Brattleboro, Vermont
Windham Regional
Career Center
*Fred Gonet

Danny Dailleboust
Burlington, Vermont
Burlington Technical Center
*Andy Barnett

Jerry McClellan
St. Johnsbury, Vermont
Applied Technical Center
At St. Johnsbury
*Tom MacLay

* VAE Member presenting the award



Bryan Deyette
Fairfield, Vermont
Northwest Technical Center
*Hal Boardman

Rylee Small
Grand Isle, Vermont
Essex Center for
Technology
*Gene Napoliello

Scott Hogaboon
Enosburg Falls, Vermont
Cold Hollow Career Center
*Gary Fiske

Andrew Goulet
Windsor, Vermont
Hartford Career and
Technical Center
*David Dow

Cody Aubin
Lyndonville, Vermont
Lyndon Institute
*Dan Noyes

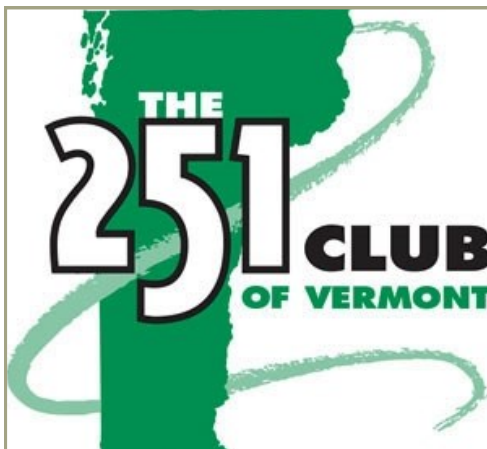
Levi Waterman
Addison, Vermont
Patricia Hannaford Career Center
*Bill Mraz

Thomas (TJ) Martin
Newport, Vermont
North Country Career Center
*Phil Drake

Charlie Mcinerney
Randolph Technical Center
*Les Skinner

Howard Walden III
Rutland, Vermont
Stafford Technical Center
*Lloyd Davis

Bill Tallman
East Johnson, Vermont
Green Mtn. Technology
& Career Center
*Bill Sander



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It's time to become a member of
The Vermont Automobile enthusiasts.
The driving season is here
It is time to tour.....

Wheel Tracks Classified

For Sale... 1931 Model A Ford Roadster Pickup. Restored to original 5 years ago, 6300 miles on it since. Always driven by owner. Asking \$25,000
Rod Dolliver, Charlotte, VT. 802-425-2745



For Sale...1966 Riviera in excellent condition , located in Connecticut. The current owner is a long time Buick lover and BCA club member. This car deserves a good home with someone who appreciates original quality condition. The price is \$15k or best offer. Contact Arlen Roth at (914) 629-9654 for more information.

June Bumper Sticker...

**Come The Rapture Can I
Have Your Car?**

For Sale....

1951 Buick parts:

2-Front fenders rt & lt, Hood, Trunk lid, Stainless Trim, Inner fenders, Steering wheel column, Dash board with nice gauges, Nice wheel covers, Bumpers, heater core, 4 Doors. All for \$1200.00

Other parts for sale:

*1955 Dodge radio and speaker, new in original box...\$395.00

*1955 V8 Dodge starter, cleaned and tested...\$125.00

*Mouldings, dash gauges, doors etc. for 4-door coronet...make offer

*1954 Chrysler N.Y. transmission, low miles...\$295.00

Moldings, dash gauges, bumpers & more.

Call Bob Fuerderer

Surry NY 603-352-3005

7/13

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With ties.
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Phyllis Skinner

PO Box 208

Northfield Falls, VT

05664-0208

For Sale.... 1978 Mercedes Benz 300 CD 2 Door Coupe Diesel. 160,000 miles. Car has been in an accident. It would make a great project to repair, or a very good parts car. For a reason I don't know the engine, 5 cylinder diesel, was replaced by a M/Benz dealer and has less than 100,000 miles. I have some of the parts needed fro the repair, and may be able to help with the delivery. This was an out west car . Still has pretty strong body. Questions call Joe Kaelin at 802-985-2730, or email joekaelin@msn.com Asking \$2000 OBO

July

July 13...9:30 -3:30... Diamonds in the Rust Car Show. Dona's Car Store Field on lower Wolcott Street in Hardwick. More info Google: diamonds in the rust, Hardwick,VT.

August

August 24th starting at 10AM.... "Nostalgia Show" Car show, Artists, crafters & food vendors. Judson Meadows Assisted Living Community, Glenville, NY

September

Sept. 13-15....Bennington Car Show.

Willow Park in Bennington. More info Google same.

Sept. 20 -22.....British Invasion in Stowe at the Stowe Flake Resort. More info, Google same.

Sept. 20-22...NE Street Rod Nationals at Champlain Valley Expo. In Essex.



**Checkered House
Bridge
Route 2
Richmond, Vermont**

Announcement.... I have been working with Jill Barrett, an engineer working on the Checkered House Bridge in Richmond. The bridge will be opening in the next month. Jill asked me if I could find some 1928 era vehicles for the grand opening of the bridge. Somehow I have a reputation for gathering 1928 era cars for bridge openings. This won't be nearly as big a deal as the Champlain bridge opening was, but it will be another great opportunity for positive exposure for the VAE. Call me to get more details, Dave Sander 802-434-8418



"Wheel Tracks Classifieds"

We are told each month how affective they are.

Email or snail-mail.... both will work to Get them in Wheel Tracks.

Editor contact info on page 2

VERMONT AUTOMOBILE ENTHUSIASTS
 Please Send Dues or Address Changes to:
Christina McCaffrey
 Membership Secretary
 89 Ledge Road
 Burlington, VT 05401-4140

June 2013



Ray Tomlinson, 2004 President
 Seen here singing for their supper,
 Ray, Christiane Skinner, Linda Kirker and Judy Paradis



The 2013 VAE Golden Wrench Awards
 are on their way to our
 16 VAE Member Representatives
 Who will be presenting the awards to
 the sixteen chosen High School Juniors
 From each of the sixteen Vermont Career Centers
 that has Automotive Technology Programs.

Turn to page 13 for a list of the "Winning Juniors"

More than 25 "Vermont Automobile Enthusiasts"
 have been involved in making sure the
 2013 VAE Golden Wrench Awards
 are a success in reaching these
 outstanding young High School Juniors.

Each award consists of \$400.00 of Mac Wrenches, a
 very attractive etched marble trophy, an award letter and
 a one year membership to
 Our VAE.

