



Wheel Tracks

The Official Monthly Publication of the Vermont Automobile Enthusiasts, Inc.

March, 2010



Popeye - Our 1931 Chevrolet Special Sedan

It was Saint Patrick's day of 2004 that my wife, Dell, and I closed on our first home. It wasn't large, it wasn't my favorite style (I love the look of Queen Ann Victorian's), but it was ours! As time has continued to unravel, this home has proved to be the perfect size, style, and location for us in many ways. Haven't things like that happened in your life? Our home is at the base of a sleepy mountain in southern Vermont. Mount Ascutney, or as the Indians called it "Cascadnac." The mountain, I am told, is reputed to be the tallest single peak east of the Mississippi (that is not part of a range).

Windsor has a population of maybe three thousand souls. It was in Windsor in the 1770's where some rebels met to succeed from King George & declare themselves a "free and independent republic", which Vermont remained until it entered the union in the 1790's. The surrounding hamlets are sparsely populated, which enhances our enjoyment of the countryside and helps to slow down the pace of life around us.

(See the *Rest Of The Story* on Page 5...)

CALENDAR OF EVENTS/ACTIVITIES

Sun. March 14, 2010 - Daylight Savings time Begins!

Sun. March 14, 2010 VAE *Automotive Fashion Spectacular* 11:00 am, Underhill Town Hall. Come one, come all. (See page 6)

Wed. March 17, 2010 Stowe Show Meeting 7 PM, Stowe, VT

Wed. March 17, 2010 St. Patrick's Day

Fri. & Sat., April 23 & 24 2010 Earth Cars at the Olde England Inn, Stowe, VT

April 2010 Monthly Meeting, TBA

Guests are always welcome.

(VAE) = Club Meeting date & Location



Department of Corrections

Due to an error on the part of your Editor, the January Board Minutes published in February *WheelTracks* is in error.

The Board authorized **up to \$2,000** and not \$10,000 for a new sound system component. I apologize for any confusion.

WIN A 1949 M.G. TC

The New England MG T Register in collaboration with the Hakanson Family Trust is raffling a well maintained show/road car to benefit the **Kundson/Churchill Scholarship Trust**. The tickets are \$100 each, but *only* 400 tickets will be sold.

The drawing will take place at the Register's GOF on May 7th, 2010 in Oneonta, NY at 5 PM. Checks payable to Knudson/Churchill Scholarship Trust, sent to: 5928 Hixson Pike, Suite A-207 Hixson, TN 37343.

FEATURED IN THIS ISSUE OF WHEEL TRACKS

Cover Page Car of the Month; Calendar of Activities/Events; Department of Corrections

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Board Meeting

April 5, 2010 ...

see page 9 for directions

Tentative Agenda

Review of the regular directorate reports

...

- 1) Discussion of a Life Time Membership
- 2) WheelTracks Editorship
- 3) Director's membership Call Reports
- 4) Gypson Tour Name

...

Any other items that may be brought to the Board's attention.

Board meetings are open to the public however, on occasion the Board may elect to go into Executive Session (private session) to discuss sensitive matters.

A TAX BY ANYOTHER NAME ...

23 V.S.A § 476 Motor Vehicle "Warranty Fee". A motor vehicle fee is imposed on each new motor vehicle in this state not including trailers, tractors, etc...

Hummmm another TAX! (gf)



NEW MEMBER

Regional Chamber of Commerce Manchester and the Mountains—Manchester, VT

Flower: *Jonquil*. Birthstone: *Aquamarine*

**APRIL DEADLINE
MARCH 15th.**

VAE OFFICERS AND DIRECTORS

President

Don Rayta 802-644-2776
50dodge@pshift.com

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Wendell Noble 802-893-2232
wnoble@together.net

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Gene Fodor, **Chairman of the Board**
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Hal Boardman, 2011

802-868-2245

Randy Cary 2010

randycary@comcast.net

Tom McHugh 2010

802-862-1733 mchughto@gmail.com

(Completing the 2nd year of a 2 year Term of David Sander)

MEMBERSHIP SUPPORT TEAM

Membership Chair (Ex-Officio)

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VAE Membership Secretary
packardsu8@netscape.net

WheelTracks Editor (Ex-Officio)

Gene Fodor, 802-372-9146
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South Hero, VT 05486-4920

Sunshine Chair

Brenda Fodor, 802-372-9146
crownwheel@surfglobal.net

In subject line please put: "Sunshine"

Bylaws Committee

Fred Cook, 802-223-2933
Mary Jane Dexter, 802-888-2820

Web Master

Rachel Smith - R-Web Design
rachel@vermont.net

VAE Show Chairs/Board Ex-Officio

Antique and Classic Car Meet (Stowe)
Bob Chase, 802-253-4897

A Few Words From Your Editor

** "Spring" is supposed to be about 4 weeks away. I better go and quick check "Eliot" and make sure his snow tires are still on though. No, no, just kidding. It does look hopeful for some driving soon, doesn't it?



In February I met with Gary Fiske from Enosburg Falls to discuss WT editor's job. Gary has recently retired from the cable TV industry.

Wendell was there also as we discussed the postcard/email of the new February meeting venue. Gary currently does a newsletter for his country club and uses an older version of MS Publisher. During the day today, he sent me a copy of his newsletter to see if our different versions of .pub would talk to each other. After some changes to his transmission, they appear to be compatible. So we will run some tests during the next few months and see how it all works out.

Gary does not want the entire burden of the editor on his shoulders hence he suggested a third person to work on WT. I told him that I would consider being the third person so that I could pick up the slack if needed.

So, we are in need of another person who has a MS Publisher program who will be willing to fill the second slot. If this arrangement works, than one of the three could actually be "off" and the other two can carry on.

That's where we are at this moment.

PRESIDENT'S MESSAGE

It is that time of the year for the president to make Committee assignments. I am looking for volunteers for some of our committees. If you are interested please call me or send an email. I would like at least three people on each one. I always like to hear of new ideas. I have already made some assignments.

Audit Committee: Doris Bailey, Gael Boardman and Leo Laferriere., as chairperson

By Laws Transition Committee :Doris Bailey, Chris Barbieri, Fred Cook, Wendell Noble. Andy Barnett as chairperson

Sunshine : Brenda Fodor

Membership Secretary: Jim Sears

Club Historian: Tom McHugh

WheelTracks Editor: Gene Fodor

I would like volunteers for the following.

Futures: Duties, meet and give any new ideas that would be in the best interest of the club to the president. We need ideas on how to keep members in the club and how to attract new ones.

Membership: Duties assist Jim in any way possible. If you are on this committee I would like you to contact any new members in your area and ask them to go to a meet with you. Some people are shy about going to a meeting and feel they will not know anyone there. You would also introduce them.

A second person to help produce WheelTracks is needed as you see from the note above.

Thank You *Don Rayta*, VAE President

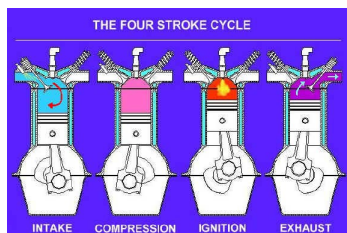
DIESEL'S ENGINE

By Wendell Noble

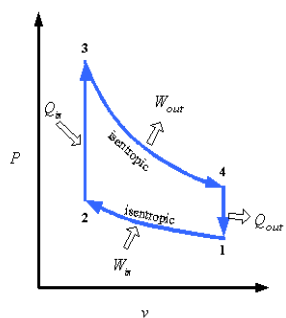
I've been fascinated with the diesel engine for about as long as I've known what an engine is. There's just something about the sound of one that's appealing to me. I guess it's a guy thing. The whistle of a turbo or the scream of a 2 cycle "jimmy diesel" tells you there is serious work being done. Since my undergraduate college thermodynamics days, I've harbored the notion that a diesel engine is inherently more efficient than the more familiar gasoline (Otto cycle) engine. That was just one of those truisms that sits in the back of one's mind, without verification or full understanding. Today, with our new found concern for fuel efficiency based on economic and environmental reasons, perhaps this is a bit more pertinent. In Europe and Asia, diesel engines are common in family cars as gasoline engines if not more so, yet in the US our rules damn near forbid their use. From those driving diesel powered cars, we hear some very impressive mileage numbers. Motivated by this issue, I recently thought I'd try to improve my technical understanding enough to verify my understanding of the efficiency benefits of the diesel engine. This meant digging out my old thermodynamics books and reading a fascinating and lengthy tome on the diesel engine, "*Diesel Engine*" by Lyle Cummings. I thought I'd share my enlightenment with my fellow car buffs.

The short answer as to why the diesel engine is more efficient is that it has a higher compression ratio. This just begs two other questions though. Why does a higher compression ratio mean higher efficiency? And, why does a diesel engine have a higher compression ratio? The first question is harder to answer but we'll tackle it first with a tutorial on engine cycles.

The "Otto Cycle" refers to the sequence of piston movement in the conventional gasoline internal combustion engine that produces mechanical work from the heat of the burn fuel. Nicholas Otto was there first with his engine in 1876. Most of us understand, at least in broad terms, how that works. His four-stroke cycle consists of a down stroke of the piston to draw the air-fuel mixture, up-stroke to compress the mixture, ignition to produce heat by burning the mixture before a forceful down stroke



producing work, and finally another up-stroke to force the exhaust gases out of the cylinder. The compression up-stroke requires putting mechanical work into the engine and the forceful down-stroke extracts work from the engine. The intake and exhaust strokes don't involve much work either way. In fact, a two stroke engine eliminates these strokes altogether. The thermodynamic of this process is viewed through a graph plotting the pressure of the cylinder verses the volume between



the top of the piston and the bottom of the cylinder head. A) p-v diagram as seen to the left. Really "old engine guys", dating back to steam engines, call this an indicator diagram. The curve from point 1. to point 2. Shows the compression stroke. The upward motion of the piston decreases the volume and increases the pressure as the fixed charge of the fuel/air mixture is squeezed into a smaller space. At point 2., the piston is at the top of its travel (top dead center) and the fuel is ignited creating heat to increase temperature. The increase in temperature causes a further increase in pressure at constant volume to point 3. The downward power stroke is represented by the curve between points 3. and 4. (To be continued in April WT. gf)

The Willys Overland The Gray Knight and Pev Peake

By Gael Boardman Provided by Charlie Thompson

Here's the article that Gael B. wrote for me for our Willys Overland Knight newsletter for our series of "How I Got My Car" articles. He typed it on his trusty Remington, and I have typed it over for publication in Microsoft Word. He said that I could do whatever I wanted to with it. For publication in the WOKR newsletter or Starter, I'll edit out some of the names of individuals that will be unknown to folks outside VT or VAE, but for the Wheel Tracks you may want to keep it as is. I'm not sure what to use for a good title. I gave the car the "Gray Knight" name in my earlier article, but I don't know if Gael ever gave it a name.

My Willys Knight

by Gael Boardman

Writing "101" suggests that you begin with the traditional "It was a dark and stormy night." Well, it wasn't dark, it had been stormy, and it was a Knight. It was December 1954 and the larger-than-life Peveril F. Peake arrived up Route 2A from Bristol, VT for the monthly meeting of the Vermont Auto Enthusiasts at Essex Junction's Lincoln Inn. I was the 16 year-old standing in the parking lot in front of my 1934 Chevy winter beater (the '27 Chevy was resting for the winter), and there was this neat unknown make coupe waiting to turn right into the parking lot. What was it? I didn't know. I would come to learn. The coupe was white with road salt from the belt molding down and, of course, it smoked even at an idle, but it sure was interesting. This was the Knight's first public appearance in Vermont. P.F. had just bought it in a New York junkyard for 35 dollars. He was attracted to it because it was cheap, a coupe with a heater, and he had some tires that would fit. It was a birthday present to himself. Actually, it was not a good choice for a "winter car". Even though it was the small Model 56, the 6 cylinder sleeve valve engine held 9 quarts of oil, had a lot of frictional parts and was, of course, only 6 volts. It started hard below 40 degrees. Despite this, Pevvie really liked the little Knight. It had a factory temperature gage, but he insisted (uncharacteristically) that he add an improper motor-meter ... kind of like a sight as he drove. Pevvie was quite a driver. The car got a Peake restoration, junior grade: polish the dash, the top of the hood, and the left front fender. He also dropped the pan and cross filed the main bearing caps; he thought the mains were noisy. And he drove the car ... a lot! It was Knight-quiet and fairly dependable, but it wasn't fast and it was expensive to run. Did I mention the oil? He fooled with the Skinner oil rectifier and finally disconnected it, not knowing how it really was supposed to work (and I never learned this either).

Pev Peake and I became close friends. He sold me his cast-offs and I toured junkyards and soaked up quite a lot of his incredible car knowledge. In the process, while still in high school, I bought the Knight for \$12.00, I think, the first time. Earlier it was always on "loan" when P.F. was bored with it ... or out of tires. Anyhow, it became permanent with me and I drove it as a regular car on and off during my Junior and Senior years in school. A major drawback was that concerned mothers would not let their daughters ride in it. It must have been the rumble seat (their generation) but with me as the driver, this made no sense to me. After school the Knight passed around quite a lot. I think those in custody included Lloyd Davis, Art Monaghan, Chuck Hill, George Farr, and me. It finally stuck with me. As a low value item, I never tempted to sell it off in any hour of financial need, and it quickly became part of the decor in several different garages and then into my barn in Underhill.

Years passed, as they say, and it came up on my 50th high school reunion. I had a high school car I remembered. I decided to take it. All those "mothers" weren't still calling the shots, etc. I worked longer than Charlie T. and the mob to get it going and it did run finally, leaking and smoking, but running. The weekend of the reunion it poured and, with discretion being the better part of cowardice, it stayed in the barn. Its manual windshield wiper was never any good anyway.

(The Continued Page 4...)

(... Willys, Continued from page 3) Friend and neighbor Matt Parisi was restoring an Essex, and it had whitewall tires. Terrible on an Essex so he took them off. Terrible on a WK, but they were free. I painted out the whitewalls and mounted them inside out. Not pretty, but this was the first set of four matched tires this car had had since before the junkyard in New York. Pretty good on a \$12.00 car. This was the last attention the little coupe had until the day Cousin Hal and I pulled it out of the barn and whisked it over to Charlie's.

I ended with two thoughts: 1. From 1954 to about 1958 a variety of people drove this 1928 car over 100,000 (yes, one hundred thousand) miles. I relined the rear brakes once and welded a broken motor mount ... and I can't think of much else ... oh ... I also took the manifolds off and smashed the carbon out of the ports one time when they seemed to be plugged up. Probably a mistake ... but without the Skinner doing the job it was designed for (I recently learned about that), there was a lot of carbon everywhere. 2. The WOKR people are a little nuts. You read how they enabled Charlie's fantasy to amaze me with the car at Shelburne and again at Stowe. You did, he did, and I was. The 56 is a game old girl. As I was telling Charlie, "I really should get the Willys Knight back on the road."



Self Protection

I have a friend who is a receptionist in a church in a high risk area who was concerned about someone coming into the office on Monday to rob them when they were counting the collection. She asked the local police department about using pepper spray and they recommended to her that she get a can of wasp spray instead. The wasp spray, they told her, can shoot up to twenty feet away and is a lot more accurate, while with the pepper spray they have to get too close to you and could overpower you. The wasp spray temporarily blinds an attacker until they get to the hospital for an antidote. She keeps a can on her desk in the office and it doesn't attract attention from people like a can of pepper spray would. She also keeps one nearby at home for home protection. You could also keep it in your car and it's perfectly legal. Thought this was interesting and might be of use... (From the *Inet*)

ON THE (SNOW COVERED) ROAD AGAIN WITH CHRIS & DELL

By Chris and Dell Chartier

Greetings friends, It's the 3rd of January & I'm getting my required antique car "fix." Snow storm & all, Dell & I managed to take a little jaunt to Newport, NH. A work associate of mine informed me of a "wine & cheese" tasting at an old shoe factory just a little west of where we live. Yes, this whole weekend we've had off & were holed up nice & warm...but Sunday from 2-4 is hard to resist. We still kept our priorities in order...made it to our spiritual



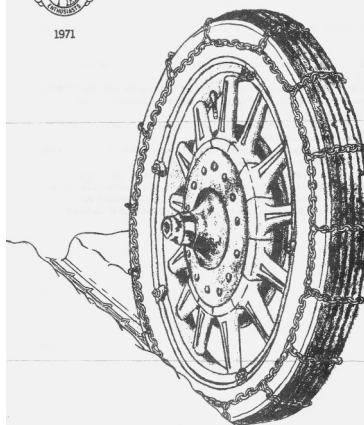
"reunion" in the morning, and then went out to find those cars!!! Well worth the trip. Talbot-Lago, Packard sedan, Hispano Suiza, Rolls Royces, a Locomobile Sportiff (Gael Boardman did you see that?), a nice Pierce Arrow (ok have you ever seen a Pierce that wasn't nice?), a

Stanley Steamer from the 20's.....and a very unusual mystery car....can you identify it??? It's the yellow one. (Continued next column ...)

(... On the Road Again -Continued) Well, on the 15th-17th of January, Dell & I hope to travel to Norwich, NY to see the museum (full of old cars, of course) there. Probably find a bed and breakfast...weather permitting...we'll keep you informed! Best to you all, happy trails..drive safe..& nut, Chris & Dell Chartier



NO ACCIDENTS THIS WINTER OKAY? Your fellow enthusiast



WHEELTRACKS

WheelTracks History

Les Skinner writes: I was impressed by this cover of WheelTracks form 1971 issue which was designed by Dave Otis. It really defines the word WheelTracks by picture. The VAE emblem on the top is much the same but the wheel making tracks in the snow really impressed me.



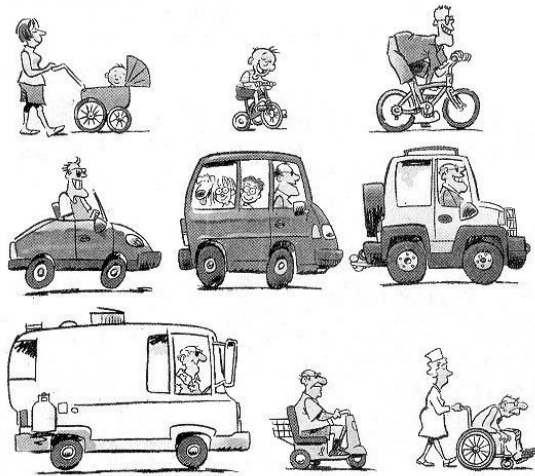
Tom Willis sends along a photo of his uncle's, the Doctor, Black (white) Plymouth from 1943. One of the few cars made during the war years. The photo is taken at Tom's childhood home in Wilton CT.

25th Annual Essex Memorial Day Parade

This years parade is scheduled for May 28, 2010. This year's theme will be "**American Heroes**". The parade steps off from the Champlain Valley Fair Grounds about 10 AM and takes about 45 minutes to complete. The lineup starts about 9 AM.

For an application contact: Brad Luck at 802-878-1375 or by email at: memdayparade@hotmail.com. The deadline for applications is April 17th.

The Wheels of Life



VAE At the University Mall

Your club, the VAE is planning a display at the U Mall for July 24 and 25. These dates have been chosen to help advertise the *Antique and Classic Car Meet* in Stowe. We are in need of **at least 6+** cars. 3 are already committed. If you are willing to leave your car inside at the Mall for those days please contact: *Gene Fodor, crownwheel@surfglobal.net or 802-372-9146.*

There are some rules that you have to abide by which are printed below:

9-7.5.4 Vehicles. Vehicles on display within an exposition facility shall comply with 9-7.54.1 through 9-7.5.4.5.

9-7.5.4.1 All fuel tank openings shall be locked and sealed in an approved manner to prevent the escape of vapors. Fuel tanks shall not be more than one-half full or contain more than 10 gal (37.9L) of fuel, whichever is less.

9-7.5.4.2 At least one battery cable shall be removed from the batteries used to start the vehicle engine. The disconnected battery cable shall then be taped.

9-7.5.4.3 Batteries used to power auxiliary equipment shall be permitted to be kept in service.

9-7.5.4.4 Fueling or defueling of vehicles (inside) shall be prohibited.

9-7.5.4.5 Vehicles shall not be moved during show hours. Load-in must be complete by mall opening (9:30am everyday). Load-out may begin after mall hours (9pm M-S, 6pm Sunday).

9-7.5.5 Compressed flammable gases; flammable or combustible liquids; hazardous chemicals or materials; and Class II or greater lasers, blasting agents, and explosives shall be prohibited within exhibit halls.

* All tires must come to rest on a carpet mat.

* Tire shine spray mat not be applied indoors.

The Mall has a limited supply of "fences", so if you want to be assured of some protection, please bring your own barriers. There is no cost to you to display your car. (gf)



(Popeye, Continued from Page 1...) It is amidst this backdrop of history, small town community and independent spirit that my wife and I settled in 2004. Dell, a native of Windsor, endures my flat-lander perspective with graciousness. Now, with new territory to explore (and a garage to fill with treasures), I began to reconnoiter our "neck of the woods." Less than 5 miles from our home, I spotted a rusting hulk of a truck from the teens. (Continued next column ...)

(... Continued from previous column) This mammoth truck took up the entire bay of the open garage and I mentally noted the address. During the next weeks, I passed that address many times and noted that the homeowners also sold "Pure Maple Syrup." One afternoon, Dell & I were passing this home and I saw an elderly couple on their back patio - the owner's of that truck! Eureka! I quickly asked Dell if she would mind stopping to meet these "neighbors" of ours? Dell rolled her eyes at me - she knew this was where the old truck lived - and agreed that it would be fine to meet these folks. Great! We parked and I leapt out - eager to meet this couple.

The elderly gentleman also leapt out of his patio chair and asked if I was interested in purchasing some syrup? I replied with a smile that although I love syrup, I really wanted to know more about that big hulk of a truck in his garage! "Oh, that...that's a Packard..hard rubber tires..chain drive..it needs a lot of work..do you like that? Let me show you..." Wow! This was worth stopping for! A "C" style cab...but, it belonged to his grandson...but..."Let me show you something else." Bud offered. Now walking under one of his barns, to a '47 or '48 White dump truck..really big - but nice and it looked very road-worthy..."Let me show you something else!" Now I was a kid in a candy shop! Parked next to the White, under some dust & grime, a 1931 four door Chevrolet! It looks very complete! After gawking for quite some time, Bud continues..."Let me show you something even better!" as we proceeded to walk around the barn & up alongside his home. As he opened the garage door, he said to me "You can run a lot of rum in this one!" And once opened, it reveals a huge green Packard Limousine from the '20's! The car is so huge, it appears to have been stuffed into the garage, and the car stands so tall, it looks as though it was touching the rafters. It was very apparent which car Bud had the most affection for. That Packard was his favorite! But that Chevy needed a new home! Now I don't know where Dell or Bud's wife were during this time, my mind is a blank about those details, but I can still see all of those vehicles in my mind's eye as clear as the new screen of our computer!

I told Bud that I could plainly see which car he liked the best, and then suggested that the Chevy needed a new owner, and our garage would provide excellent shelter for that 4 door sedan. Bud showed no interest in selling, however this did not deter my zeal to acquire or pursue the possibility. We said our good byes and thanked Bud and his wife for spending a little time with us. It's always nice to meet your neighbors!

That was our initial meeting with Bud and my first encounter with his '31 Chevy. Before the end of August of that year, I visited Bud many times. To befriend him, to get to know him better, to see if he could part with that Chevy.....

Persistence pays off! He could part with it...& it ran and drove without effort (okay - I knew nothing about double clutching when I got it, so the gears were ground for a little while!) With a great big assist from my brother, Ken, I was able to bring that Chevy home without upsetting our family's finances too much! I also told Bud that I'd be very interested in acquiring that Packard Limousine if would ever consider parting with it. Of course, he wasn't interested in that at the time...but thus started the 9 month pursuit of that car!

Isn't it all in the interaction, the fun, the neatness of meeting car people and having shared experiences with them? That's one of the main attractions to this old car hobby & why I'm always pursuing old cars! Hey, happy hobbying..smile, continue to be neighborly and thanks for preserving and sharing your old car! Dell & I hope to see you at some show this year!

Respectfully submitted, Chris Chartier 24 January 2010

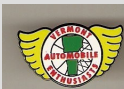
Amazing Models

Get on your WEB browser and check out <http://www.flickr.com/photos/24796741@N05/sets/72157604247242338/show/with/2346008881> for some of the most realistic models ever. (Tks to *Jim Sears*)

VAE Classified

VAE WINGS FOR SALE

Official VAE lapel pin - \$5.00 & \$1.00 S&H mailing charge. Available through Gene Fodor. Contact information in *Wheel Tracks* or the VAE Roster.



NEW JOB Volunteer Co-Coordinator - coordinate volunteers for any VAE Shows. Please apply to any Director or Officer.

WANTED - the VAE is seeking a person or persons to take over the Editorship of the Club newsletter *WheelTracks*, beginning with the January 2011 issue. The Editor's job is to publish *WheelTracks* monthly, with timely articles from members and other sources. The current publication is produced on MS Publisher and converted to a .pdf file and sent to the printer, *L. Brown & Sons* in Barre, VT for printing and mailing. The Membership Secretary provides the Editor with the mailing address, Canadian addresses and new member information. The Editor mails WT to Canadian members. Time needed to complete a finished copy could be a little as 8 hours a month. Contact the Editor or Officers or Directors for information.

For Sale - A VAE Fund Raiser

2009 Stowe show picture Power Point CD (Plays on computers only). Over 370 photos. \$5 + \$2 S & H. Checks to VAE. Obtain from Gene Fodor, 802-372-9146 or crownwheel@surfglobal.net

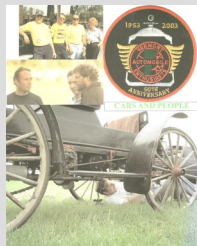


For Sale - VAE Tour Banner

This banner is made of a cloth material with a very soft backing designed not to mar the paint or finish. It is about 17 by 19 inches and has ties on each corner to attach it to your car. Cost \$20. Order from Gene Fodor or Wendell Noble



FOR SALE - 50th. Anniversary year book and patch



50th Year Book
Wendell Nobel or Gene Fodor \$5 + postage

50th Anniversary Patch
from *Don Rayta* \$2.50 + postage



For Sale: 1959 Pink Cadillac ceramic Johnny Walker 750ml decanter. Never opened and never out of the box. This is one of the Johnny Walker collector car series issued in the 1970's. A real find for the discriminating collector. \$75. Chris Barbieri, 802/223-3104 cbareri@vtchamber.com (See more below)

For Sale: Sunoco 1970's Antique Car Coin Collection, Series 1 and two sets of series 2. These are aluminum coins mounted in original Sunoco display holders featuring cars from 1901 through 1925. Not complete sets but close. \$25 for all.

Chris Barbieri, 802/223-3104 cbareri@vtchamber.com

Sunshine Report



William Fagan Family - Sympathy to the family, upon the death of Dr. William Fagan

VAE's Educational Recap

The *Vermont Automobile Enthusiasts* has provided it's membership and the public at large with many and varied educational experiences and opportunities through meetings and *WheelTracks*.

For the past 53 years the VAE sponsored the Antique and Classic Car Meet. This is by far the largest exposition of educational transportation history in Vermont and provides educational opportunities to all.

Looking back over the past years as recorded in *WheelTracks (WT)*: we visited RPM in Vergennes and learned about the complexities of mechanical and frame/body restoration. Honda's Diesel engine; ways to help the ecology by saving gas; we showcased the University of Vermont's Green Project race car competition; we learned of the different types of batteries, their construction and tips on their safe use and disposal; the meaning of fuel octane; the cars in Cuba. That was just the January '08 issue!

Later we visited a specialty automotive shop in order to learn about upgrading various components; ecologically friendly paint methods; upholstery; we started a historical column dating from the late 1800's about the evolution of the automobile.

Since e-10 fuel was introduced there have been many tutorials on this very new subject published in WT.

It was time to learn something different so we met at Heritage Flight at the Burlington Airport to learn about aircraft maintenance; the history of the long gone Catamount Stadium was an eye opener; the tire's mysterious ciphers were revealed; we learned of the difference between a turbo-charger and supercharger; taking care of the bright work was instructional; the OBT trouble codes were explained; life saving CPR and identification of strokes were discussed.

Types of fuel stabilizers available and what they do and don't do; we saw the operation of the AC fuel pump; we learned about the "Starburst" API/SM oil meaning on oil cans, were all shown.

Not to mention that our WEB site is regularly being updated with other educational information for all to see.

Of course we have been a major contributor to the students of the automotive course of the Vermont Technical College.

These items are just a few from the 2008 issues, can you imagine how much more educational informational there is in 2009 and now 2010.(g)

TITLE INFORMATION FROM VT DMV

In answer to some questions about auto registration in Vermont: Vermont Titles **only** Vehicles that are 15 years old or newer based on calendar year. Example: from 1/1/10 to 12/31/10, Vermont will now title vehicles from model year 1996 or newer.

March Meeting

Automotive Fashion Spectacular.

March 14, 11:00 Am, Underhill Town Hall. Arrive with clothes from your favorite era. Anything from coonskin coats, knickers, and flapper dresses to polyester leisure suits and bell bottoms. Wear it if it fits, otherwise bring it for the rack. Bring a picture of your vintage ride and let our fashion consultants match a wardrobe to your wheels. No matter the model of your car, the clothes will look great on our attractive models.

Directions to the Underhill town hall: From Rte. 15 in Underhill Flats, turn right onto River Rd., go 2.7 mi. to stop sign in Underhill Center. Bear slightly left onto Pleasant Valley Rd. Town hall is 0.1 mile ahead on right.



Your Car's Cooling System

Summary: Your car engine produces lots of heat, and keeping that heat in check is the critical job of the cooling system. Starting at the radiator, we will dive into the cooling system and see what you can do to keep it operating efficiently.

Before you start work, make sure you have a good repair manual. We recommend an [online manual](#) from [ALL-DATA](#) for step by step instructions.

The cooling system is designed to remove heat from the engine to keep the engine operating in it's optimal temperature range. The cooling system is comprised of the following parts...

Water Pump: The water pump is either driven by the fan belt or the timing belt on some newer vehicles. The pump moves coolant from the radiator, through the engine, and back into the radiator. The pump has a shaft with a pulley on one end and a pump rotor on the other end. When the pulley is spun by a belt, the rotor moves the coolant.

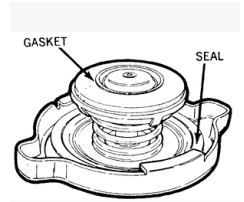
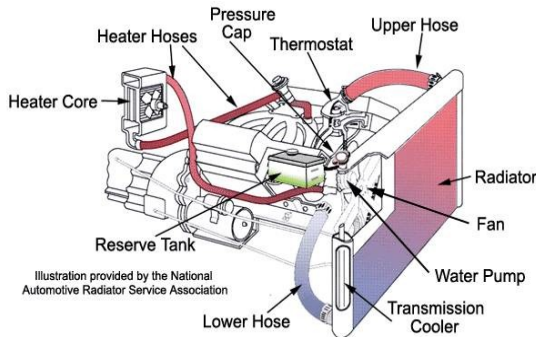
Radiator: The radiator is a series of thin channels where the coolant flows through and it cooled by air flowing through it. It is important to keep your coolant in good condition to keep the channels open in the radiator. Following your manufacturers recommendation for changing your coolant, to keep your radiator in good shape.

Thermostat: The thermostat controls the flow of coolant through the engine. When your engine is cold, it actually operates with less efficiency. So until the engine warms up to it's ideal temperature, the thermostat keeps coolant from flowing. Your thermostat can fail in either an open or closed condition. When it fails in the open position, your engine may actually run too cold and you will have bad gas mileage. If the thermostat fails in the closed position, your engine will overheat since no coolant will be flowing through the engine.

Hoses: The hoses carry the coolant from the radiator to the waterpump and from the engine to the radiator. Hoses are generally made of rubber and can deteriorate with time. Hose should be flexible and not dry rotted (check for tiny cracks in the hose)

Coolant: Coolant is generally a mix of water and ethylene glycol. Many times called Anti-Freeze, coolant serves many purposes. As it's common name implies, coolant prevents freezing, but it also provides lubrication for the waterpump, increases boiling point of water, and keeps rust and scale from forming in your cooling system. Coolant must be changed on a regular basis, check your owners manual for the recommended schedule. PH level is critical to keeping your coolant from becoming a metal eating liquid. When you check your coolant for freeze point, also check out the PH level and make sure your coolant has not turned acidic.

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(... Continued from previous Paragraph)

Common Problems:

Let's look at the common problems cars have with the cooling system.

- **Broken hose.** Hoses wear out and can leak. Once the coolant has left the system it can no longer cool the engine and it overheats.
- **Broken fan belt.** The water pump is driven by the engine through a belt. If the belt breaks the water pump can not turn and coolant will not be circulated through the engine. This will also lead to engine overheating.
- **Faulty radiator cap.** The radiator cap is designed to hold a certain pressure in the coolant system. Most caps hold 8 - 12 PSI. This pressure raises the point in which the coolant will boil and maintains a stable system. If your cap does not hold pressure, then the car could overheat on hot days since the system never becomes pressurized.
- **Water pump failure.** Most commonly you will hear a screeching noise and will be able to see coolant leaking from the front of the pump or under the car. Early signs are small spots of coolant under the car after being parked overnight and a strong coolant odor while driving.

Head gasket... have large amounts of white smoke flowing out of your exhaust? Could be a head gasket. The head gasket seals the cylinder head to the engine block and also seals the coolant passages. When this gasket fails coolant can enter the cylinder and it will be turned to vapor as the engine fires.

- Head gaskets most often fail after the engine has experienced an overheating situation. When super hot, the cylinder head can warp and allow the gasket to fail.

Preventive Maintenance:

- Check all belts and hoses regularly. (at oil change is a good time)
- Look out for coolant leaks underneath the car, they could be signs of trouble to come.
- Change your coolant every 2 - 3 years depending on the manufacturers recommendations. You can check the freeze point of your coolant with an anti-freeze tester available at any auto parts store.
- Inspect your radiator cap for deterioration of the rubber seal. Replace if you think it is worn. \$5 - \$10 is cheap insurance.
- Have your coolant system flushed every 5 years. It gets all the corrosion which has built up out of the system.

WARNING: Never open your radiator when the engine is hot. The pressure in the system can cause hot coolant to splash out and burn you.

Currently, there are no federal requirements for the management and disposal of used antifreeze. EPA has not made a determination whether waste antifreeze is a hazardous waste. Regardless, most States have regulations for the management and disposal of waste antifreeze, regardless of whether it is a hazardous waste. Used antifreeze has the potential to be a hazardous waste due to its potentially high pH or its potential to have a high lead content.

DIRECTIONS TO BOARD MEETING LOCATION April 5, 2010 7 PM

Whitney Hill Homestead, Williston, VT off US Route 2. From I 89 take exit 12 in Williston, go north on St. George Rd., towards Taft Corners, past the "Big Box" stores. At Taft Corners, turn right (east) onto US Route 2 for 1.8 miles. The entrance is on the right. From Exit 11 follow Willis-ton Road (5 miles) turn left onto Whitney Hill Homestead. All others: from Taft Corners in Williston follow above directions.

VERMONT AUTOMOBILE ENTHUSIASTS, INC.

Please Send Dues or Address Changes to:

Mr. Jim Sears, Membership Secretary

2041 Shelburne Falls Rd.

Hinesburg VT 05461-9603



1965 President Willis Spaulding and Shirley Spaulding in their 1932 Studebaker Dictator 8, Convertible Coupe. Photo taken during the Bicentennial Parade in Essex Junction, 1976.

March 2010 Issue

Vermont Auto Enthusiasts

MEMBERSHIP APPLICATION OR RENEWAL, \$30.00

PLEASE MAKE ALL CHECKS PAYABLE TO "VERMONT AUTO ENTHUSIASTS" OR "VAE"

VAE MEMBERSHIP **DUES ONLY** (NEW OR RENEWAL) - MAIL THIS FORM OR A COPY TO:
JIM SEARS, MEMBERSHIP SECRETARY, 2041 SHELburne FALLS RD., HINESBURG, VT 05461-9603

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FOR VAE NAME BADGES ONLY - \$10.00 EACH - COMPLETE AND MAIL THE SECTION BELOW FOR NAME BADGES ONLY.
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