

Wheel Tracks



From Irricana Alberta, Canada...
Sid & Audrey Gough's
1930 Hupmobile S Sedan
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The Official Monthly Publication of "Vermont Automobile Enthusiasts" by "The Vermont Antique Automobile Society"

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13]... From Underhill's English Settlement



"Always focus on the front windshield and not the review mirror."

— Colin Powell

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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.

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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.

*****Contact Us At*****

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Membership
Only \$30

EVENTS.... WHAT'S NEXT ?

March



March 15th, 1 to 3PM – Good News Garage in Burlington. Learn how a donated car changes a life – Tour the shop that has helped over 4,000 individuals and families across New England get back on the road to future financial success by helping with transportation. More details page 9

April



April 7th, Monday 7PM. VAE Board of Directors meeting at Whitney Hill Homestead's common room. Williston, VT. All are invited



April 26 - VAE Meet.....TBA

April 27th, 8AM to 1PM..... The Fitchburg, Mass. 44th Annual swap meet & Car Show. See www.clubs.hemmings.com/earlyfordv8newengland/

May



May 24 - VAE MeetTBA

June



June 7th & 8th...The 28th Annual Manchester Antique and Classic Car Show. See <http://034f961.netsolhost.com/wordpress1/>



June 21st..... 50th National MG T meet in Middlebury

July



July 7th, Monday 7PM. VAE Board of Directors meeting at Whitney Hill Homestead's common room. Williston, VT. All are invited.

August



August 8th, 9th & 10th



THE VAE STOWE
CAR SHOW

September

September (no date yet)– Allsops Best of Britain Newbury VT Jaguar E-Types restoration shop ..Tentative

October



October 6th, Monday 7PM. VAE Board of Directors meeting at Whitney Hill Homestead's common room. Williston, VT. All are invited.

October 8th to 11th... 2014 AACA Eastern Regional Fall Meet at Hershey, PA



FROM THE PRESIDENT... BOB LALANCETTE

For the past two months I have been enjoying the look back at my journey with automobiles and I want to thank those who have shared some of their stories. This month I have to shift gears and talk about an issue that was brought to my attention. As your VAE president I would like to use this forum to address it. So here goes.....

RESPECT.....We all expect it. We all deserve it. I was approached about a problem a member encountered where respect was not shown toward them. We are a small group of folks. We depend on each other and non-members to help at many of our functions. Included is the Stowe car show. We cannot afford to lose anyone due to the bad actions of a few.

Everywhere we hear of not discriminating against people due to race, creed, or sexual orientation. We hear of sexual harassment and the she said/he said accusations. If someone FEELS uncomfortable in a group of people because of abnormally long stares or overheard comments about that person, I feel that is harassment. We cannot tolerate these things.

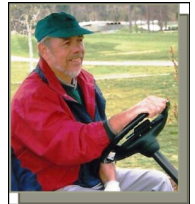
We stare at a car for long periods of time. We admire its beauty, lines, color. This is an object. This object cannot feel uncomfortable. If we do this to a person, that person can feel the discomfort. Bottom line is that if a person feels this, we are harassing them. If we talk about what we see with someone else, that is double bad.

Bottom line; treat everyone as how you would like to be treated. If a person does not feel comfortable in telling someone to stop a bad action, you can find me for the rest of the year and I will deal with it. We have many young people in the organization and cannot display to them bad behavior. My hope is that everyone who reads this message will reflect on their actions during the past year. Think of the times when you might not have been as discreet as you could have been.

RESPECT..... Remember, we all deserve it.

YOUR EDITOR... GARY FISKE

You are going to find some wonderful and interesting items to read about this month. The material that goes into Wheel Tracks comes from you and every month you come through with amazing stories and information. I thought I knew about everything that has to do with packing grease into bearings but guess what...**Dave Sander** has given me a couple more new pointers in his column "**Dave's Garage**". **Mary Noble's** short tour of the Forney Museum in her "**Softer Side**" column has made a far distant museum into a very friendly place that I want to go visit. Did you know we had VAE members in Irricana, Alberta? Well, we do and you can find Sid and Audrey's Hupmobile on our front page this month.



Here is another wonderful fact about this club called the VAE. This runs along the same lines as your generosity to take the time to send your items to Wheel Tracks for publication, sometimes you spend many hours at the task.

I see it happening all the time.....your willingness to offer your help in tasks and solving technical problems with our old vehicles. I was attempting to be a little funny with the static shock problem I had with my bead blaster but it really was an irritating problem. You would not believe the great information I got from a lot of you in solving it...and it did get solved (read VAE Gossip). **My point is**, there are VAE members with careers in about every discipline you can name and everyone is willing to share their knowledge. We all have access to this knowledgeall we have to do is ask.

I wonder if someday we couldn't formalize all this in a better way. I am, *maybe*, a little pushy or persistent than some in ferreting out the info I need but wouldn't it be something if member skills and expertise could be easily available for everyone?

VAAS LISTENING POST from VAAS Chair, Wendell Noble



Ever since we applied for our tax-exempt status for the VAAS as a nonprofit organization, it has been our intention to ultimately unify the VAAS into the VAE as a single corporation with a single filing status. As I stated at the annual meeting, I believe we are now at the point where we can and should do that. If we consider all of the activities now undertaken under both organizational names, it seems to me that they meet the requirements of a 501(c)(3) corporation. Our goal should be to continue everything just as we do now, with the VAAS activities handled by a subcommittee of the VAE similar to our present Stowe Car Show committee.

It would be nice if we could just declare done and proceed with our business. It's not quite that simple. We now have two sets of by-laws which have to become one, and that one has to pass muster with the IRS. The VAAS by-laws do that because they were drafted just for that purpose. The VAE by-laws, dating back to 1957, probably do not. Another point to consider is the Stowe Car Show. We initially presented its educational merits to the IRS and got a lot of push back from them. We would do better to more correctly present it as a fund-raiser for our charitable "good works." In fact, that's what it is.

These are both issues best addressed with the help of legal counsel, which we are pursuing. The VAAS board is very optimistic that we will readily resolve these issues to our advantage. I'll keep you posted.





"THE SOFTER SIDE"

A Column Shared & Written by Mary Noble (Left) & Nancy Olney (Right)



Finding a Nugget in Colorado by Mary Noble

In November, Wendell and I were in Colorado to spend Thanksgiving with our daughter and family. Her son and I prepared the turkey as our Martha is a vegetarian - we baked the stuffing separately, of course! We had a good visit, which included checking out cats at a local animal shelter. Their much beloved cat had recently died. But for Wendell, the big deal was a car museum in Denver he had read about in the Plymouth Bulletin, the Forney Museum. The article was about a 1932 Plymouth PB roadster and its radiator cap which had been stolen; unfortunately accessories are frequently stolen from displayed cars, the article pointed out. Wendell had shown the article to the person issuing our tickets when we reached the museum. She made a copy of it, as they had not seen it. After a thorough tour of the museum, we failed to find that car. We were about to explore a recently restored railroad train, complete with a dining car featuring white tablecloths and fancy place settings, an elaborate sleeper car and a huge steam locomotive which had been restored by the museum. Then a volunteer guide asked if we would like to hear a talk about the train car, because she was bored and things were slow. She mentioned her own cars, which were stored in a museum warehouse, five, as I recall, and that she would get the key and show us through it.

The Plymouth roadster was also there. The warehouse was filled (crammed) with vintage cars, pickups, motorcycles and an old airplane being worked on. Quite a few were owned by local people who needed a place to store their cars. We admired her cars, saw the Plymouth, and much to the joy of our grandson, Mustangs. This remarkable lady even had a drag racer and had drag raced since she was 19. She reminded us of our own VAE friend, Doris Bailey. Martha and I were almost "car'd" out, but the gift shop restored us. As we were leaving, we told our guide we would be sending Vermont maple syrup to her as she took us into the warehouse for a tour that usually required a much larger group.

I realize that this "Softer Side" is a bit car heavy, but the Forney Museum is truly an impressive and interesting place. Look out, Nancy!!!



Q: What was the first car fitted with an alternator, rather than a direct current dynamo?



A: The 1960 Plymouth Valiant

Hi Gary

We need to ask for a little help in the Stowe Car Show coming this next August. Could you put this list of help needed and ask folks to contact one of us listed below? Thanks, Duane

- ** Field Set-up
- ** Registration
- ** Souvenir & info Tent
- ** Parade Line-up
- ** Placing Parade Signs
- ** Help at Presentation Ramp

- ** Sponsor Signs & Banners
- ** Fashion Show Set-Up & Clean-Up
- ** Hot Wheels and Valve Cover Racing
- ** Awards Line-up & Set-Up
- ** Judging
- ** Field Clean-Up Sunday & Monday

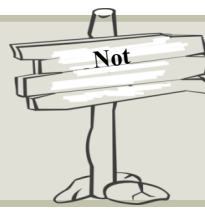
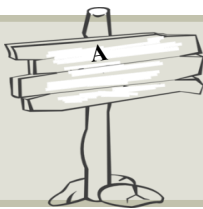
If you can help with one or more of them please contact:

Dan Noyes, volunteer coordinator,
802 -730-7171

Duane Leach 802-849-6174

Bob Chase 802-253 4579





One day I was giving a tour of the local court house. There was a court case in recess as I was showing the group around. I showed them the lawyers,

judge, stenographers, jury, and court clerk. "As you can see there are a lot of different people that are involved in making this system work," I commented. At that point the prisoner that was sitting there yelled out, "but I'm the one who makes it all happen!"

Paul, late for an important meeting, was searching desperately for a parking spot in a parking lot. Looking up to the heavens he entreated "God if you find me a parking spot, I promise to start going to church again." The words were barely out of his mouth, when a spot opened up right in front of his car. Paul looked back up, "never mind I found one."

An older man comes into a small fruit store and sees a new delivery of fresh fruit. "Give me two pounds of kiwis and wrap every kiwi up in a separate piece of paper, please," he says to the saleswoman. She does. "And three pounds of potatoes, please, and wrap up every one in a separate piece of paper, too." She does it again. "And what is that there," he asks pointing out a basket in the corner. "Cherry tomatoes," says the saleswoman, "but they are not for sale!"

I had a huge picture of my mother-in-law hanging on the refrigerator. When my friend Tom came over and saw the picture, he asked me, "You really like her that much?" I replied, "No, I'm just trying to keep the kids away!"



February 2014...The horse-drawn trash pickup in Bristol, VT
Patrick Palmer, his two Percheron horses and two volunteers collect garbage every Friday.

Palmer has been the village's garbage contractor for the past 17 years.

This found by Richard McLay in the Burlington Free Press and sent in to Wheel Tracks.

WORDS YOU DON'T HEAR ANYMORE.

Pull the stopper in the bathtub and let that dirty water out.

Get the ice pick, the freezer is all frosted over.

Parents, do you know where your children are?

It's Mr. Bubble, it leaves no bathtub ring.

Royal Crown, the king of sodas.

Drop some peanuts in your coke.

Gee Whiz; Gosh; Golly

He is nutty as a fruitcake.

It's Beanie and Cecil time!

Sid & Audrey Gough's Hupmobile

The car is a 1930 Hupmobile Model S sedan with a 210cu-in Century 6 engine. The sales ads that year stated 70 horse power 70 miles per hour.

I purchased the car from a would be restorer in Pointe Claire, Quebec, in pieces, in 1980. A post card in the car stated it had originally been owned by the Graham family in Hawksbury, Ontario. I believe I am the third owner. Preservation work was slow as I had no idea of what a Hupmobile was. A chance meeting with Pevril Peake and his Hupp allowed me to learn the details of the car. Pevril's Hupp had wire wheels but he wanted solid disc wheels like mine as he was tired of cleaning the spokes on his.

The first trip was to Stowe in 1984. That was one adventure I won't forget. We travelled from Pointe Claire Quebec a distance of about 150 miles. Every 5 miles or so the car would backfire and die. We made it to Stowe and even did the parade or at least we made it past the reviewing stand. By now we were keeping the mosquitoes away with the smoke. The car died again just over the bridge on Mountain road. It would not climb the hill. I removed a spark plug and found it totally carboned over. After cleaning the plugs we made it back to the Scandinavian Motel where we were staying. Sunday was spent under the hood with lots of help and advice from many car guys. Final conclusion; the float in the vacuum tank leaked and allowed raw gas directly into the manifold.

A few days in Bristol and the help of Pev's friend Karl gave the car new life. We drove home at a nice steady 45 to 50 mph.

We attended several more Stowe meets with the car until I was transferred to Calgary Alberta in 1990. The car has since given me a few more headaches since arriving here. The higher altitude may be a factor. We are at 3000 feet ASL. In any event the car has been responsible for the opportunity to meet a lot of very wonderful people in the car hobby.

I look forward to the next visit to Stowe. I definitely miss the show and flea market. I am still trying to find anything like it here.

Sid Gough, Irricana, Alberta



A 1912 Hupp Sales Ad

Editor's notes..... Robert Craig Hupp, a former employee of Oldsmobile and Ford, founded the company with his brother Louis Gorham Hupp in 1908. Production began in 1909. Following disagreements with his financial backers Robert Hupp sold his stock in the Hupp Motor Car Company and established the short-lived RCH Automobile Company, later the Hupp-Yeats Electric Car Company. In 1912, Hupp would be one of two automakers pioneering the use of all-steel bodies. Hupp Motor Company continued to grow after its founder left. A new plant was purchased in 1924 as Hupp competed strongly against Ford and Chevrolet. DuBois Young became company president in 1924 moving up from vice-president of manufacturing. By 1928 sales had reached over 65,000 units. To increase production and handle the growth in sales, Hupp purchased the Chandler-Cleveland Motors Corporation (Chandler Motor Car) for its manufacturing facilities. Sales and production began to fall even before the onset of the depression in 1930. A strategy to make the Hupmobile a larger, more expensive car began with the 1925 introduction of an 8-cylinder model, followed by the discontinuance of the traditional 4-cylinder Hupmobile. While aiming for a seemingly more lucrative market segment, Hupp essentially turned its back on its established clientele. Unfortunately, the company made the same mistake that many other medium-priced carmakers were making at the same time. Namely, in an attempt to capture every possible sale, they offered many different models. With Hupmobile's relatively low production volume, the result was that no model could be produced in sufficient quantity to keep manufacturing costs low enough to provide

an operating profit.

Hupp abandoned its more conservatively styled product line and turned to industrial designer Raymond Loewy to design its 1932 Hupp cyclefender, a flashy roadster that did well at the track, but sales continued to decline. 1934 saw the introduction of a striking restyle called the "Aerodynamic" by Loewy, as well as the lower-priced series 417-W using Murray-built slightly-modified Ford bodies.

See Hupp, page 7



Spring is around the corner and the 2014

VAE Golden Wrench Award

Will be launching soon for the 16 High School Career Centers throughout Vermont.

Sixteen junior high school students in their automotive technology programs will be honored for their hard work, dedication and knowledge in the field.

The honored students will receive.....

- *One 14-wrench set of SAE precision combination wrenches from Mac Tools.
- * One 14-wrench set of metric precision combination wrenches from Mac Tools.
- * One 8-pc set of Mac Comfort-grip screwdrivers.
- * A letter of commendation.
- * A marble trophy in the student's name.
- * 2 copies of the book by Diandra Leslie-Pelecky " *The Physics of NASCAR, The Science Behind the Speed*" (One copy for the student and one for the instructor).
- * Four free-admission Stowe Show tickets for the student and Ten for the instructor.
- * One year membership to the Vermont Automobile Enthusiasts



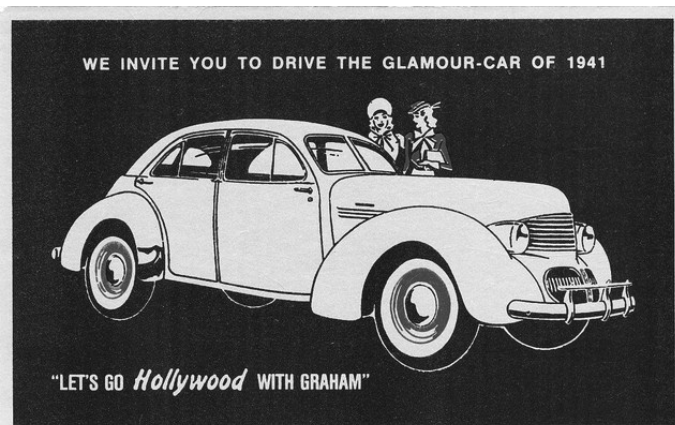
From page 6....

Despite technical innovations, squabbles among stockholders and an attempted hostile takeover in 1935 took their toll on the company. By 1936 the company was forced to sell some of its plants and assets and in 1937 Hupmobile suspended manufacturing. A new line of six- and eight-cylinder cars was fielded for 1938, but by this time Hupp had very few dealers, and sales were disappointingly low.

Desperate for a return to market strength, Hupmobile acquired the production dies of the Gordon Buehrig designed Cord 810/812 from the defunct Cord Automobile Company in 1938. Hupmobile hoped that utilizing the striking Cord design in a lower-priced conventional car, called the Skylark, would return the company to financial health. Enthusiastic orders came in by the thousands, but production delays soured customer support.



1939-40 Hupp Skylark



Lacking adequate production facilities, Hupmobile worked out a deal with the ailing Graham-Paige Motor Co. to share the Cord dies, which would be built at Graham's facilities. The Graham edition, called the Hollywood, differed from the Skylark in only a few minor details.

In 1939 the Hupmobile Skylark finally began delivery. Unfortunately, it had taken too many years to produce and most of the orders had been canceled. Production lasted only a couple of months, and only 319 Skylarks were produced. Hupmobile ceased production in late summer. Graham-Paige suspended production shortly after the last Hupmobile rolled off the line.



PACKING WHEEL BEARINGS

Mechanical things need three things to work and work well. First, they need to be kept clean and dry, second they need to be properly lubricated and third, they need to be properly adjusted.

This advise is especially true of wheel bearings. Oddly, one of the biggest problems with wheel bearings can be caused by OVER lubricating them. The term "packing" wheel bearings has more to do with the application of grease than the quantity of grease.

To properly "pack" wheel bearings, the grease needs to be distributed thoroughly throughout the bearing assembly. The actual amount of grease needed is quite small. If too much grease is "packed" into the bearing and the cavity, this grease will be pushed out when the wheel spins, and could easily ruin the brake shoes. In addition, the wheel bearing could actually overheat.

Re packing wheel bearings is an easy job, and should be part of the routine maintenance of the vehicle. Before you decide to re-pack wheel bearings, make sure you have new grease seals and fresh wheel bearing grease on hand. If you suspect the bearings may need to be replaced, make sure you have them too. Make sure you have the proper parts before disassembly. Several VAE members can tell the story of how I purchased a set of trailer bearings assuming they are all the same size-They are not. Long story short, there are two sizes, and they are only 1/16" different. By the time I realized this, the auto parts stores were all closed, and we were at the side of the road with the wrong parts.

Bad wheel bearings have several tell tale signs of failure. They often make a humming, growling sound at speed. When turned by hand, they often make a "gravelly" sound. There should be no axial play in the hub. Front wheel bearings that have failed will make a different sound as the steering wheel is turned. Generally, if the bearing sound goes quieter when you turn the wheel to the left, it is the right bearing, and if it gets quieter when you turn to the right, then it is the left bearing.

Oddly, a lot of newer cars do not have serviceable bearings, the entire hub needs to be replaced. I have noticed that these new hubs have almost no grease in them.



Roller Bearing

To repack a wheel bearing, first the spindle or axle nut needs to be removed. Often a puller will be needed to remove the hub assembly. If the cones need to be removed, a press will come in handy for removal. The grease seals will almost certainly be destroyed upon removal. The bearings and the hub need to be cleaned and dried. Kerosene and a clean paint brush work well to clean old wheel bearing grease. Once washed clean of grease, all traces of the solvent need to be removed. Soap and hot water work well for a final clean. Traces of solvent will destroy the wheel bearing grease. Once the bearings are clean and dry, they are ready for an inspection and greasing. Inspect the bearings carefully, looks for pits, scoring, rough spots or signs of overheating. Spin the bearing and listen for the tel-tale "gravelly" sound. Feel the bearing as it rotates and feel for any binding or rough rotation.

If the bearing is reusable, it is time to pack and reassemble. Cleanliness is super important. Wash your hands and dry well. Take a dab of grease and place it in the palm of your hand. Push the grease through the outer race toward the inner race, getting grease through the rollers or the balls of the bearing. Once all the voids of the bearing are full, rotate the race a bit to evenly distribute the grease. Alternatively, a zip loc bag can be used to force grease through a bearing, or you could also use a bearing packer. I still prefer to do this job by hand.

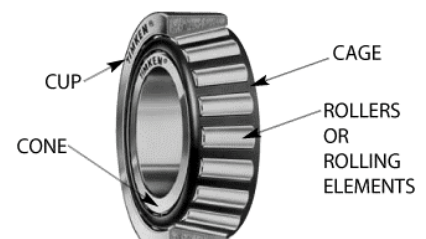
Take your finger and put a smear of grease on the outer cone. Repeat this procedure for the second bearing in the hub. Make sure you put a thin smear of grease on the lip of the new seal. The seal goes with the flat side on the outside, and the spring on the inside of the lip should face in. I use a scrap piece of 2 by 4 lumber and a mallet to tap the new seal in place. I have an oil seal installation tool, but I find the 2 by 4 works better.

Reassemble the bearing/hub assembly. Do not fill the voids of the hub with extra grease. Once the assembly is together, tighten the spindle or axle nut. If there is a torque specification, torque to spec. If not, and it is a tapered roller bearing spindle, I tighten the nut until the bearing just starts to bind, then back off until I can install a cotter pin. You want to find the "sweet spot" where the wheel is loose, and also not binding at all. Too tight, or too loose and the bearing will soon fail. Feel the hub assembly and check for wobble in the bearing. Put the wheel back on and spin it a few times. Check for free noise free rotation, then check for wobble again. Place the dust cover on, and you are all set.

If done properly, the freshly packed wheel bearing should last a long, long time.



Ball Bearing



Tapered roller bearing

VAE March Meet

Where: Good News Garage
331 North Winooski Ave Burlington, VT
Phone: 802.864.3667

When - 1:00 to 3:00

Bring a brown-bag lunch, a business meeting will follow.



Helping to Build Stronger Communities - One Vehicle at a Time

Good News Garage is a non-profit organization that helps create economic opportunity by providing affordable and reliable transportation options to low income families in New England. Since 1996, Good News Garage has provided more than 4,000 cars to local families in need of transportation to assist in their quest for financial independence. The organization serves clients in Vermont, New Hampshire and Massachusetts, and is a program of Lutheran Social Services of New England.

Good News Garage receives vehicle donations from generous people in the surrounding communities. It accepts cars, trucks and vans of all ages and condition. The organization then selects the best of those vehicles and repairs them. If the donated vehicle is too expensive to repair or does not meet program requirements, it is sent to auction to help offset the cost of running their facilities, programs and repairing the cars.



VAE Gossip by GCF



The static electricity problem has been solved with my bead blaster. I have spent many hours happily shooting glass beads at rusty parts with no electron strikes to the body and my little dog is content by the wood stove. I had 8 or 10 replies from members on fixing the problem, many of them I had done already, some I hadn't thought of. I had driven a ground rod, interconnected everything with a ground strap and made a common with the building electric ground. Bob Lalancette recommended a wrist strap but I was holding back because of the many times I need to stop and open the cabinet to reposition large pieces. VAEer Paul Kinney from Florida told me about a grounded floor mat and that was on my to do list. And then a near-by VAEer called with the magic answer. Clark Wright mentioned something I had not thought to ground and when I did the problem disappeared. I had never thought to ground the gun itself. Thank you, everyone, with 'my problem.



Can anyone help explain what this sign is all about? What was it's purpose and where was it posted? Don Rata found it at a sale in Stowe, I think, and would like someone to help him figure what the 25 cents paid for. If it is worth many hundreds of dollars please tell me a couple of days before you tell Don...OK? That is his price in the upper left.



Another ID has been requested by Ed Hilbert. This tin toy wind-up car (above) is something his mother had and dates, as far as he knows, back to the early 1900s. It's about 7 inches long and this initial, that I have blown up, is on it's door. Can anyone help him out?

One final inquiry. This photo (right) was submitted to Wheel Tracks for identification. Everyone knows the round thing is a wooden hoop to steer a car with....but who the heck is the guy?...just having fun. This "hoop" is a steering wheel that Charlie Thompson has repaired. He had to rebuild a section and add a few repairs. The new is hard to tell from the old part of 80+ years, I am referring to the wood work....



Charlie's work is one of many VAE Member creations. In many cases the old parts just can not be found, so building it from scratch is necessary. I have seen gas caps, hub caps, hinges, gas tanks, complete chassis, GPS speedometers and many other parts that members have built and you can not tell the difference between the old and the new. Hmmmm.....Sounds like a good subject for Wheel Tracks to go after.

As they say, "What do you think.....Is it worth a shot?"

The "Presidential Baton" is passed at the VAE Waterbury Meet.

2013 VAE President, **Jim Sears** (left), passes his duties to 2014 President, **Bob Lalancette**. Bob has left his busy 2013 position as 1st. Vice and the job of creating all of our monthly activities that we had during last year.....plus a few other jobs that come with the territory.

Jim has now 'slid' into the posh position of VAE Chairman for a year and then he is put to pasture somewhere in Hinesburg.

Dan Noyes is now 1st. Vice and the activities chair. He has hit the ground running with some great events for us in 2014. A few are listed on page 2.

Dave Lamphere is our new 2nd Vice. This is when the 'training-wheels' are applied and as Dave watches and learns he begins his 4-year ascension and green pastures in 2018.



These folks are the heart of our VAE and joking aside, they do a lot of work to operate our fine car club. If you want "the rest of the story" just turn to page 2 and you will find the rest of the club workers and the reason we have one of the best around.



One of our traditions at our January meet, besides a pot-luck dinner to die for, is for members to bring a few of their interesting 'collectables' to share and in some cases explain to us what they are used for. The day was snowy and chilly outside...and warm and friendly in St. Leo's Hall where **Lucille and Gene Napoliello** arrange the meet for us each year. The gathering is a combination VAE and ACAA meet and always very well attended.



One of our presenters was **Gary Olney** (left) with pictures and stories of some of his cars he has owned in his 'driving career'.

Another treat was seeing two of **Sandy Pierce's** water color paintings. The photo to the right does not do justice to her beautiful work. She offers her services to paint your treasure, her card can be found on page 14.

The first meet of the year in Waterbury brings out folks who have not seen one another 'since before the snow'. It is unbelievable the number of conversations that can happen at one time as folks get caught up on the latest news.



A is for Adams-Farwell
From the "Masterpiece on the Mississippi."
Unique ingenuity in motorizing carriages.

Heralding from Iowa, a state better known for it's agriculture, came a very innovative engine design that is still fascinating today! From perhaps the oldest Iowan city west of the Mississippi, not far from the lead mines that brought about great trade and development in the area, a pair of fleshly brothers designed and built the Adams-Farwell horseless carriage. One of the Adams brothers eventually bought the other out (according to Wikipedia) and with Mr. Farwell as the firm's general manager, they manufactured and sold a carriage powered by either a 3 cylinder or 5 cylinder air cooled rotary motor!

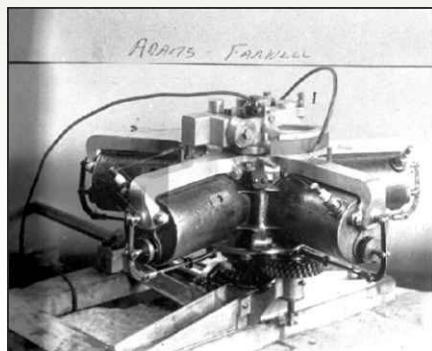
They didn't build many. The estimate of total production run is less than 250 cars. With retail prices exceeding \$ 2000 in the first decade of the 20th century, they were not marketed to the common man. Indeed, some of their advertisements identify their automobile as the "Perfect Doctor's Car." Their advertisements were full of confidence and savings! They mention that their auto is the **"only gasoline car that does**

away with water, radiator, flywheel, muffler and cooling fan." And it sure did! This car could run 365 days a year without regard to weather! Also, they mention that the car's steering could be done from the front seat, or if you desired, you could relocate the steering mechanisms so you could control the car from the rear seat! Just think, a century ago you still could've been a "backseat driver!"


There is just one remaining example of the Adams-Farwell automobile in existence. If you haven't seen the "YOUTUBE" video of it at the Pebble Beach Concours of 2011, I would encourage you to hop on your computer & join me in marveling at that beautiful mechanical wonder! The car resides in the National Car Museum in Reno, Nevada, formerly of the Bill Harrah Museum Collection & although I haven't yet made the pilgrimage to the site, after learning of this engineering legend, I am more motivated to do so!

Good ideas and innovation appear everywhere! Dubuque's population in 1880 was a little over 22,000. By 1990 ,over a hundred years later, it was only about 57,000....just about where it is now. Let's not fret that we live in New England, or in rural Vermont, or New Hampshire, "where nothing happens"there are marvelous things happening all around us, and potentials to develop in all areas! Hope you enjoy looking at that sole survivor & true marvel, the Adams-Farwell, in person in Reno, or vicariously on "YouTube!" It is truly remarkable.

Until we see you "on the road again", Chris Chartier



See it running on Youtube...
<http://www.youtube.com/watch?v=Y0XbqHUIA-0>



ADAMS-FARWELL
\$3,000
40-45 Horse Power. Five Cylinder Motor.
Air-Cooled.
Note rear seat is well forward of rear axle, which is conducive to easy riding.
No Water. No Radiator. No Fan.
No Flywheel. No Muffler.
THE ADAMS COMPANY, DUBUQUE, IOWA
CHICAGO SALESROOMS: 1536 Michigan Ave.

Sent in by
John Lavallee...

1947 Ford Truck
sells for \$800,000!

This pickup from Whitby, Ontario was recently sold to the Ford Motor Company for \$800,000 plus a new Ford F350 dually.



The truck, according to Ford records, is one of only 35 that was ordered and built in 1947 with factory installed water cooled supercharger, special carburetor, aluminum heads, cast iron header and dual exhaust. Other options were sliding rear window, installed outside sun-visor, vacuum powered dash fan, factory compass, ashtray, smokers kit, locking steering column, dome light, inside sun-visors, bumper mounted fog lights and cruise control.

The truck was started to be restored by Dave Hill. Dave and his father Len purchased the truck from the farmer who was the original owner.

The truck was authenticated by a team of Ford museum employees and the purchase was made. Two other survivors were found but Ford could not prove authentication.

Research news sent in by Bill Billado....

Researchers for the Massachusetts Turnpike Authority found over 200 dead crows near greater Boston recently, and there was concern that they may have died from Avian Flu. A bird pathologist examined the remains of all the crows and to everyone's relief, confirmed the problem was definitely NOT Avian Flu. The cause of death appeared to be vehicular impacts.

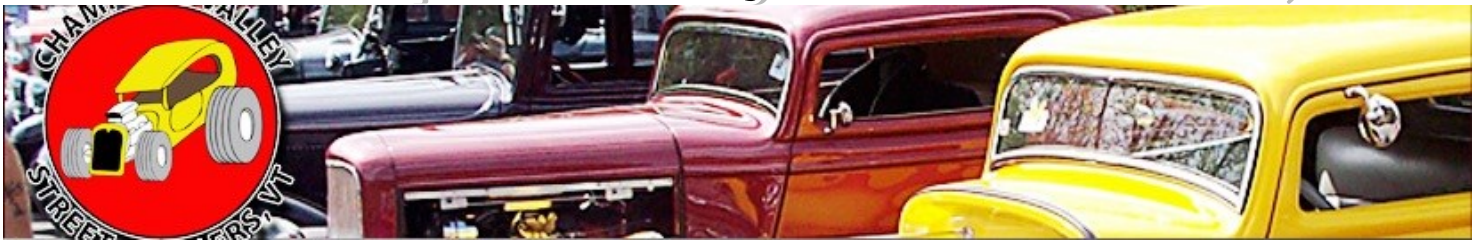
However, during the detailed analysis it was noted that varying colors of paints appeared on the bird's beaks and claws. By analyzing these paint residues it was determined that 98% of the crows had been killed by impacts with trucks, while only 2% were killed by an impact with a car.

MTA then hired an Ornithological behaviorist to determine if there was a cause for the disproportionate percentages of truck kills versus car kills.

The specialists very quickly concluded the cause: When crows eat road kill, they always have a look-out crow in a nearby tree to warn of impending danger. They discovered that while all the lookout crows could shout "Cah", not a single one could shout "Truck". Absolutely amazing!



The Champlain Valley Street Rodders, VT



Want to join the car club...here is how.

Champlain Valley Street Rodders
336 Birchwood Drive
Colchester, VT 05446

E-mail Address: info@champlainvalleystreetrodders.com

Champlain Valley Street Rodders (CVSR) is a car club based in the Champlain Valley of Vermont. Our membership includes an average of 20-25 members living in the northern half of Vermont. Our club promotes a love of Street Rods in any build style, as well as a general interest in cars up to 1972.

Street Rods, Hot Rods, Classics, and Antiques, we love them all.

CVSR is a host club for the NSRA Northeast Nationals car show held in September in Burlington, VT. The Northeast Nationals is hosted at the Champlain Valley Exposition and fair grounds in Essex Junction, VT. Our club puts on a Friday Scavenger Hunt (formerly the Poker Run), and we run the Rod Repair Shop all weekend, helping our fellow car enthusiasts in their time of need. CVSR also gives back to the community. We sponsor an annual Scholarship awarded to young individuals looking to enter a career in an automotive field. The scholarship is awarded through VSAC, the Vermont Student Assistance Corporation.

Our online Forum contains member posts of project cars, events and car show information, and a classifieds section. You can view our club history on the About Us page. We have a gallery of members cars and club events on the Gallery page. Our Calendar page includes a list of local car shows and events of interest to our club. Lastly, feel free to Contact Us with any questions regarding our club or local car events.



Irene and her two daughters are here with the '56 Chevy along with a few of the club members who worked on the vehicle

Champlain Valley Street Rodders Finish a '56 Chevy Pickup

Paul Daigle of Georgia, Vermont joined the Champlain Valley Street Rodders (CVSR) in 2008. Diagnosed with Lymphoma in February of 2009 Paul remained very active with the club continuing to attend meetings and events and working at the Repair Shop at the Champlain Valley Exposition during the Northeast Street Rod Nationals plus. CVSR sets up and operates the Repair Shop each September to show attendees can fix their cars should they need repair. While driving his '60 Ford pickup to CVSR events Paul was also building his special street rod, a '56 Chevrolet pickup truck. He put the body, originally from Idaho onto an '82 C-10 frame and installed a '89 Chevy Throttle Body 305 engine and automatic transmission. Despite Paul's failing health his work continued and with help from several friends he got the '56 roadworthy just before he passed away in February of 2010.

Shortly after Paul's death his wife Irene asked CVSR members if they would finish the truck in his memory. Eight club members volunteered their time and skills throughout the winter of 2011-12 to finish the many details of the '56. Over 390 man hours were performed at club member Art Stultz's shop completing mechanical work such as installation of seatbelts, dome light, radio, bucket seats, coolant recovery tank, fan shroud, kickdown cable, floorshift boot, brakes, tires and carpeting as well as trimming up lots of loose wiring. "In Memory of Paul Daigle" was painted as a duplicate of his signature on the glove box door.

Here's Where They Came From....1954

by Gael Boardman from Underhill's English Settlement

I had a brand new license and a pre-war car, a '27 Chevy. Times were pretty good. I did take time to check out the new car though. I think that the selection of new U.S. cars numbered about 20 with quite a few choices within each marque. As a "G.M" guy I was happy about 1953 where Chevrolet beat Ford in sales, 1,346,475 to 1,247,542, but 1954 wasn't so good. Ford came out on top with 1,165,942 with Chevy in the number two spot with 1,143,561. Things were much worse for many of the others in '54. Packard down by 60%, Henry J from 16,000 plus to 1,000 plus and Desoto from 132,104 in '53 to 76,580 in 1954.

The following table shows U.S. auto production for 1954. Despite Packard's "first" with tubeless tires and Desoto's exhaust, the top of the "Big 3" held the market. Even the Metropolitan outsold the Kaiser, Willys and Henry J.

1954 Model Year Production		
1. Ford	1,165,942	8. Dodge.....154,648
2. Chevrolet	1,143,561	9. Chrysler105,030
3. Plymouth	463,148	10. Cadillac96,680
4. Buick	444,609	11. Nash91,121
5. Oldsmobile	354,001	12. DeSoto.....76,580
6. Pontiac	287,744	13. Studebaker68,708
7. Mercury	259,305	14. Hudson50,660
15. Lincoln	36,993	
16. Packard	31,291	
17. Metropolitan	13,162	
18. Willys	11,856	
19. Kaiser	8,539	
20. Henry J	1,123	

For some of us older enthusiasts it seems like it was just the other day since seeing the Henry J somewhere on the road.... Or maybe an Allstate, Sears Roebucks mail-order version. A high school girlfriend's family had a Henry J....and come to think of it I haven't seen her in quite a while either.

The numbers suggest you might find a '54 Ford or Chevy more easily than some other '54 vehicles, even after 60 years. Stay tuned because I have some good news for 1955.



Editor's notes..... I want to add a really good idea here that Gael has suggested. I think it is a good idea because of the huge response that was received when Wheel Tracks had stories about Pevy Peake, Joe Kaelin and Gene Towne just to name three from our "VAE Past".

In Gael's words.....

I was sitting around denying snow and cold and got thinking about some early VAE folks. Maybe we could remember them in Wheel Tracks somehow. How about a series over a year with something every other month. We might call it "FINDING OUR FOUNDERS" and each article would begin with "I remember.....". I then thought up 6 possible people and a pair of who would remember them...and come up with some good stuff. The list....

Ed Rotex.....Ed Welch and Carl Tatlock
Dale Lake.....Bill Billado and Clark Wright
Ken Gypson.....Kennie Gypson and Lloyd Davis
Paul Taplin.....Jim Sears and Ken Taplin
Rouie DuBoise.....Al Ward and Phil Scott
Glen Morgan.....Tom Mchugh and Willis and Shirley Spaulding

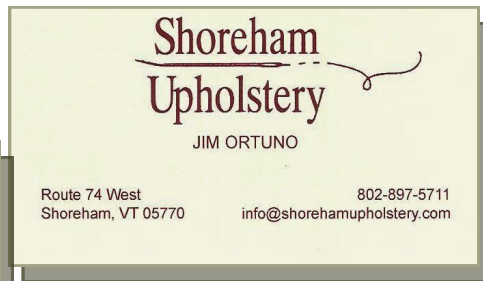
I think that adding 2 "remembers" is a good idea.... 'makes the remembers person seem better known and liked. We might design a kind of form to send out to the recruits with some general instructions, (length, personal anecdotes, something about the person's cars and other interests, etc., etc.). With some arm twisting I feel somewhat confident these folks would do it.
What do you think.....worth a shot?

Editor's notes; again..... What do YOU think.....is it worth a shot?

I guess the only thing I would change is to open this idea up to include any and all of our beloved and past members. If you have owned a vehicle for a total of a week in your entire life most likely you have a neat "car adventure". In just the few years I have been a member of the VAE I have learned much from deceased members whom I met or was told stories of many VAE members who are no longer with us. It would be a great honor to them and a wonderful way of learning for us.

What do you think.....is it worth a shot?

Hello...Here's My Card



A guest card



Bits of Logic from Ed Hilbert

Law of Close Encounters - The probability of meeting someone you know increases Dramatically when you are with someone you don't want to be seen with.

Law of the Result - When you try to prove to someone that a machine won't work, it will.

Law of Biomechanics - The severity of the itch is inversely proportional to the reach.

Law of the Theater & Hockey Arena - At any event, the people whose seats are furthest from the aisle, always arrive last. They are the ones who will leave their seats several times to go for food, beer, or the toilet and who leave early before the end of the performance or the game is over. The folks in the aisle seats come early, never move once, have long gangly legs or big bellies and stay to the bitter end of the performance. The aisle people also are very surely folk.

The Coffee Law - As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

Law of Physical Surfaces - The chances of an open-faced jam sandwich landing face down on a floor, are directly correlated to the newness and cost of the carpet or rug.

Become a Member Of VAE For Only \$30.00

For application contact:

Christina McCaffrey (Member Secretary)
89 Ledge Road
Burlington, Vermont 05401-4140
Or go online to: www.vtauto.org

Wheel Tracks Classified

**Tour Banners
For Sale**
Sturdy cotton
With ties.
\$20.00

"Your Car Will
Wear it Softly"

Gene Fodor 802-372-9146
crownwheelwheel@comcast.net.



**March
Bumper Sticker...**

**I have good
Brakes, Do you
have GOOD
Insurance?**

"Editor Drive-byes"

Items for sale found along the highway that VAE members might be interested in. Join us....send a picture and the details for
Wheel Tracks Classified.

For sale...Older Troy-Bilt
tiller, runs but does need
tune-up. Always stored
inside. 300.00 OBO
Brooksville, ME
Phone: 207-505-1602

Phone: 207-326-0719



For Sale...1994 Mustang GT Coupe.
302 standard shift. Color silver, stored for 8 years.
\$2500.00.....**lowered to \$1900.00**

For Sale... 1968 MGB Roadster. Restored 25
years ago with only 500 miles driven since. Color
red, it has been stored for 25 years. \$3500.00
.....**Lowered to \$3000.00**
Call Al Ward at 802-524-2466 3/14

For Sale...

****One set of 4 Macs** loading ratchet straps...
\$50.00.

****3 good 19 inch** 1931 Chevrolet wheels...
\$50.00.

****Pair of loading ramps** (maybe hemlock) 10ft
long, 12 inches wide, 2 inches thick with step
plate and hardware at both ends...\$25.00 Contact
Marvin Ball at 802-425-3529 4/14

For Sale.... Brand new Tonka #156 mid 1960's
VW Beetle in red with original box. All steel and
measures 9" in length. \$75

Owner's Manuals...

'60 Valiant, '49 Plymouth, '78 Dodge, '56 Ram-
bler, '60 Cadillac, '69 Fury, '50 Dodge, '64 Dodge,
'52 Kaiser, 1971 Cadillac, 1951 Lincoln.
\$20 or less each.

Original 1962 Seattle World's Fair
souvenir, detailed graphics & beautiful inlaid 4
color, all metal, 4"x3". Made in Germany and
gift boxed. \$15.

Chris Barbieri

802-223-3104 cgeeb99@gmail.com



Just a neat picture

Order Your VAE Name Tag

Write \$7.00 check to:
Phyllis Skinner
PO Box 208
Northfield Falls, VT
05664-0208

Info Wanted.... I am trying
to locate information on a
Jeep dealership in London-
derry, VT in the 1950s and
1960s. Do you or any other
member have any sugges-
tions? Bill Budde, Curator,
Russell Vermontiana
Collection, Martha Canfield
Library.

Arlington, VT 05250-8573
802-375-9296 (Home)
russel_vermontiana_
collection@hotmail.com

Wanted..... A book called,
"Handbook of Automobile
Specifications 1915 to 1942"
by Lester/Steele. Call Gary,
802-933-7780

Wanted.... Valve cover to
make a racer from. Any make
or year will be considered.
Contact Jim at 802-598-1663
or packardsu8@netscape.net

Wanted... 1953 International
R110 parts. Need Grill, LF
fender, RR fender. Call Paul
Kinney 239-233-9533

For Sale...
1951 Ford F-
dump truck.
Very com-
plete, origi-
with only
24,000 miles
showing.



Flathead V-8,
spd, 2 speed vacuum rear. Dump body is a 1930's
Garwood hydraulic hoist dump with control levers
and everything intact except tailgate. Tub is rough.
Recent set of tires (six) ,new complete exhaust,
battery, oil change. Truck will run and drive. Located
Williston. asking \$900. Phone 802-343-2864.

4/14

PARTS FOR SALE.... 1970 Dodge Charger /
Coronet 14" wheel covers. Dodge logo and "Dodge
Division" imprinted in center. Excellent condition,
matched set of four, \$100.

LITERATURE FOR SALE.....1961 Chrysler 300
H fold out brochure. Black and white showing de-
tailed info on the 300 H. \$20. 1976 Chrysler/Dodge/
Plymouth Service manual, two volumes, excellent
original condition, \$35. Plymouth 1960 Plymouth
complete accessories brochure, lots of interesting
stuff. 16 pages, \$20. 1946 Vermont license plate,
good condition \$15. Lots of early highway maps. Let
me know your year of interest.

New addition.... For sale...

California Car Cover brand of car cover. Custom
fitted for a 1953 Buick 4 door and was used by me to
cover my '53 Plymouth 4 door. Easily fits similar size
vehicles. This is a heavy quality cotton blend older
cover in very good condition intended for indoor
car storage. \$65.00

Chris Barbieri, 802-223-3104,
cgeeb99@gmail.com

3/14

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

Membership Secretary

89 Ledge Road

Burlington, VT 05401-4140

christna.mccaffrey@vtmednet.org



The 1975 Oldsmobile Delta 88 Royale
Owned by Jim Sears

March 2014



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Montpelier, VT
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The VAE....Home of the Stowe Antique & Classic Car Meet,
The VTC Scholarships and the Golden Wrench Awards

Zander Thompson,
age 7, takes
a spin in
Bob Lalancette's
boy-hood speed wagon.

Zander attended the
Annual VAE
Waterbury meet
with his
Grandfather
Charlie Thompson
in January.

