

Wheel Tracks



Christina and Paul McCaffrey's
1954 R-Type Bentley

Are those Holley Carburetors we can see in the
Bentley?

Oh no, they are SUs, straight from the island!
Read more on page 6

FROM THE PRESIDENT...
DAN NOYES



When you look at your car do you see Frank deCausse, Harley Earl, or Ian Callum? Or do you see flawless paint covering hours of sanding, teasing out laser straight lines?

Whether your favorite car is a Franklin or Mustang, serious thought that went into its design. The grill, fender lines and pin striping all play an important roll in the Art of Cars. And that is the theme of this years Shelburne Antique and Classic car show. Do you have a unique or custom body car? If so, consider bringing it to the Shelburne show this year.

While I am on the show themes, our Stowe show will be featuring race-cars. Cars from the early twenties right into the 60's and 70's Make sure you mark your calendars, its going to be a great show.

As a volunteer run organization please consider reaching out to the show chairpersons to volunteer as we always need help with planning, organizing and set up, along with some help during the show, its fun and you will meet some great people.

There is a lot going on this spring and summer with the VAE, tours, Golden Wrench Awards, monthly meeting and more. Looking forward to a great 2016

Respectfully Submitted

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Monthly deadline
The 10th

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FROM YOUR EDITOR...

I was rummaging through some of my photos recently and found this one of **Gene Towne** (right) that I snapped when he was building his new garage. I think he was close to ninety years

old when I took this picture in September of 2011. He was at the top of a ten foot step-ladder when I first arrived, placing screws into the roof area. When he climbed down I found it was not a tool

pouch he was wearing around his waist...it was his oxygen tank.

Gene's humor, his love of auctions, his work ethic and the twinkle in his eyes was better

than any college course on how to age the right way. I was very lucky to have known him, just a little.

I also found these pictures on the left. The winter of 2015/16....they are not!

My daughter gave a really nice book to me recently called "Barn Find Road Trip" It's a story about 3 guys on a 14 day road trip looking for barn finds. They documented over 1000 old collector cars and trucks on their trip. Since reading the book I have wondered if this type of adventure could possibly "fit" into a VAE event.

Here goes my version.....

- ** We have a VAE gathering, lets say, in Fairfax, one beautiful Saturday morning.
- ** There are 30 or 40 of us attending, having driven 20 of our old cars and trucks to the event.
- ** We have a late lunch planned for 1PM at a nice local restaurant; it is now 9AM.
- ** The event organizers have 20 directions laid out on a map. A direction for each of the 20 old cars and everyone leaves at 10 O'clock.
- ** Each VAE car will have a camera and note pad....and three hours to get back in time for lunch.

** The task for each of the VAE cars is to come back to the group with as many pictures and notes of old abandoned (barn find) vehicles as they can find in the three hours. Cars, trucks, tractors, farm machinery, the rules might even include "old grizzly bearded men" if you wish.

**The club has a projector, so it will be easy to have a show-and-tell after lunch.

**Honors can go to whom ever the group votes top finds.

Can you imagine the stories this could produce for the editor of Wheel Tracks!!!



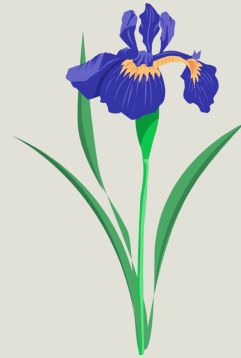
"The Wheel Tracks Academy" has it's third edition (class) in this issue.....What do you think??????????

I have had a few comments, nothing earth shattering, nothing totally inspiring for it's future. I learned early-on when I started this gig, not to expect many replies if I request comments. I understand totally. When I am reading a publication and think I should reply to a request, it is forgotten the minute I turn the page. I will continue it for a few more months to see if the column is of interest, then decide to continue or not.

I did receive some really good advice from a Wheel Tracks reader last month, you might even see in this issue where I am trying out some of his advice. If you look at past issues I have put together, most have only ONE column. The advice I received was to try multi-columns as it might be easier for the readers. Can you imagine what twenty more years will do for me as editor of Wheel Tracks? I will be fighting off offers from Time and Newsweek!

You can't believe how fast those typos and screw-ups pop out at me when I get the finished issue in the mail!





"THE SOFTER SIDE"

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

My first Article for Wheel Tracks from Judy Boardman

I've been giving this, my first article for Wheel Tracks, some thought in recent weeks and with that a lot of reminiscing.

It all starts with my first encounter with my husband Gael and his 1937 Packard many, many years ago. Then Peveril Peake enters the picture with his 1956 VW Bug. I logged more than a few miles in the back seat of that car, often wrapped in a blanket. Fortunately, Pevie always had to stop for coffee and a meal or two. I had no idea where we were going or what we were looking for in many of those rides. One trip took us to upstate New York to visit John Hawkinson. I do remember a delicious German meal we had on the way. We might have been in a Hupmobile that time.

Then there was the firetruck that Gael and Mahlon Teachout bought in St Albans. We hadn't been married more than a few weeks and Gael was always disappearing to some shop to work on this project with Mahlon. I don't remember that sitting so well with me. But in the end, when the firetruck became a speedster, it was fun

to see and ride in, or on.

I do remember Mahlon and I taking it to Stowe for a car meet one year, 1961. Gael had to work and met us there later. I watched the chain drive something and just hoped the chain wouldn't break and decapitate us.



Then there was the 1927 Chevrolet (named Edward) which was actually easy and fun to drive. I don't think it was legally registered when I stalled it on a hill at a red light in St Albans. I hadn't been driving too long. A policeman came to my assistance

and saved me. That could be another article, driving cars that weren't registered or inspected and how easy the inspection stickers were to remove and put on another car. License plates were duck soup. Actually, I think our kids could add some stories of their own along these lines.

I will never forget seeing Steve Dana driving down our road in his Kissel and his dog sitting on the seat next to him. What a sight.

Another article might be about the Volkswagens that we drove over the years, including the Thing that seems to be back in our barn. Maybe I'll even get to drive it next summer, if the shifting gets easier. The top needs to be replaced, but the family drove it one summer without a top, rain or shine. We did get some funny looks.

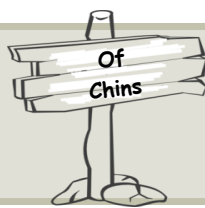
Oh my, the more I think about the stuff we drove, the more stories I have. And, I don't think it's over yet.

Thanks, Gael (and Pev, Mahlon and Steve).



Two young VAE members, whom we all know, recently graduated from college.
Steven Leach (left), on the 16th of January graduated from Lincoln Technical Institute with a degree in **Auto Technology**.
Nick Nadeau graduated a month earlier from Johnson State College with a degree in **Business Management**.
Congratulations to you both.





"Brand New"...where did the term come from?

Originally, the term was used for only things made of metal. "Brand" is an old Anglo-Saxon word which means "burn". So a horseshoe, plowshare, or sword just forged was said to be brand new- that is 'fresh from the fire'.



A therapist has a theory that couples who make love once a day are the happiest. So he tests it at a seminar by asking those assembled, "How many people here make love once a day?" Half the people raise their hands, each of them grinning widely. "Once a week?" A third of the audience members raise their hands, their grins a bit less vibrant. "Once a month?" A few hands tepidly go up.

Then he asks, "OK, how about once a year?"

One man in the back jumps up and down, jubilantly waving his hands. The therapist is shocked—this disproves his theory. "If you make love only once a year," he asks,

"why are you so happy?"

The man yells, "Today's the day!"

A couple are sitting in their living room, sipping wine.

Out of the blue, the wife says, "I love you."

"Is that you or the wine talking?" asks the husband.

"It's me," says the wife. "Talking to the wine."

My parents didn't want to move to Florida, but they turned 60 and that's the law.

When a soldier came to the clinic where I work for an MRI, he was put into the machine by an attractive, young technician. Sometime later, when the examination was over, he was helped out of the machine by a far older woman. The soldier remarked, "How long was I in there for?"

Seeing her friend Sally wearing a new locket, Meg asks if there is a memento of some sort inside.

"Yes," says Sally, "a lock of my husband's hair."

"But Larry's still alive."

"I know, but his hair is gone."

Wheel Tracks Academy



What is a "spark lever" all about in those old cars?

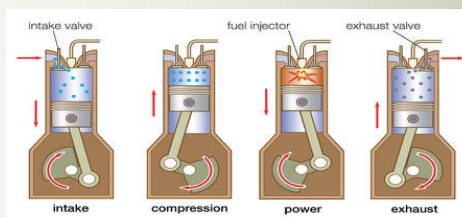
Do you remember, back in school, when the teacher was telling you about how a gasoline engine works?



Remember the teacher saying something like

"Intake-Compression-Power- exhaust?"

Well that has to do with why the Spark lever is on the steering wheel. You have probably heard about folks breaking their arm when they were using the crank to start their car. That was most likely because they did not have the spark lever in the right position.



Intake is when the engine piston "sucks" in the gas/air mixture that is needed.

Compression is when that gas and air gets "squished"

into a very small area

as the piston comes up and both valves are closed up.

Power is when the spark plug sets off a 30,000 volt spark to ignite the gas/air mixture.

AND that is when you need to be sure that spark lever is set to the **"retard"** position. If it is not, the engine, for a second, will violently go backwards and the force could break your arm or even blow a hole through your engine gaskets and really damage things.

The whole idea is to have the explosion happen when the piston is on its way down, just like you can see above marked "power". The damage happens when the explosion occurs before the piston gets to the top, sending the engine backwards.

Exhaust, is when the piston moves back up and clears out all the mess left behind from the explosion and makes the seals in the Antarctic throw-up.



From front page....

Christina and Paul McCaffrey's 1954 R-Type Bentley

Notes from Christina

We purchased our 1954 Bentley R-Type on 10/3/1999 from Philip Palmer - Starksboro. Original owner was Stephen John Pilkington of "The Quarries", Quarry Drive, Ormskirk, Lancaster County, England. The vehicle was imported to Lake Placid NY in 1985. Chassis is a Standard Steel Saloon # B109ZX; 4 1/2 Litre; bench front seat; RHD; Coker Tires

We took it to the RROC (The International Club for Bentley & Rolls-Royce Owners & Enthusiasts) national meet in Greenwich Connecticut where the local dealer completely over-hauled the brake system. They say that Bentley and Rolls Royce vehicles don't breakdown - they only may experience "failure to proceed". Our Bentley R-Type had a failure to stop! Once the work was finished it practically stood on the bonnet when the brakes were applied.



I grew up in Greenwich with six siblings. Our family car was always a Ford station wagon where we fought over the chance to sit in front "way back". We took regular Sunday drives and played "punch buggy" when VW's were spotted. My Mom always said she'd love a Rolls Royce if she could have any car she wanted. With a small inheritance from her, the Bentley became the first in our modest "collection".

We have used it in a few family/close friends weddings. We'd love to do more but insurance restricts "commercial use".



Christina and Paul with their Bentley
During the 2013 British Invasion event in Stowe

Paul is the designated chauffeur - I've only driven it in parking lots and open fields. We have taken it to VAE shows in Stowe, Shelburne, St. Albans; Knight's Point; Manchester VT; and has been a regular 1st place winner at the British Invasion in Stowe. We enjoy the Tailgate competition and dressing in Vintage clothing of the 50's era.

Bio: Paul and I were married in Ireland. We both work at the University of Vermont Medical Center in the Operating Room. Paul has been a surgical technician for 43 years; I am a neurosurgical nurse there. Paul served in the Army in Vietnam, was a City Councilor in Winooski, and was a private investigator. I formally worked as an independent stockbroker and as a Cost Estimator for General Electric/Lockheed Martin. We have five grown children: Lauren, Coberlin, Jameson, William James and John (Jack). Five grandchildren: Hillary, Marley, Paris, Taylor and Zoey. We also enjoy Lake Champlain - Sailing out of LCYC in Shelburne Bay and fishing.

Editor's notes.... The R Type is the second series of post-war Bentley automobiles, replacing the Mark VI. Essentially a larger-boot version of the Mk VI, the R type is regarded by some as a stop-gap before the introduction of the S series cars in 1955.

Other than the radiator grilles and the carburation there was little difference between the standard Bentley R Type and the Rolls-Royce Silver Dawn. The R Type was the more popular marque, with some 2,500 units manufactured during its run.



Edi Fiske

The Roadside Diner



No-Peek Stew

2 lbs. stew beef
6 carrots
6 potatoes (diced)
4 sm. onions
1 c. chopped celery

1 qt. tomatoes
1 1/2 tsp. salt
1/4 tsp. pepper
1 tbs. sugar
3 tbs. flour

Mix all together and put in covered pan. Bake at 250 degrees for 5 hours.
You never have to look at it.....til its done

Cornbread (to go with the Stew)

1 c. flour	1 tsp. salt
1 c. cornmeal	1 egg
1/2 sugar	1 c. milk
3 tsp. baking powder	3 tbs. oil

Mix first 5 ingredients, then add the remaining and stir until well blended. Bake at 425 degree for 25 minutes or until brown.

1928

Photo right.....**San Francisco,**
A "DeSoto sedan cresting a hill."

Five years before the Golden Gate Bridge was started, it opened in 1937.

The last 4300 street gas lights are being replaced with electric lights. A celebration is planned for 1929 New Years Day to turn off the city's last gas light and "smash it to bits".

A constant gas light complaint is blowing out tires when tipsy drivers cannot see the curbs when driving home after an evening of partying.





ENGINE DIAGNOSTICS

You may remember seeing (or even using) the Sun Engine Diagnostic machines in the back of service stations or car dealerships. These machines became popular in the early 1960s, and their popularity continued through the 1970s and into the 1980s. These machines were not cheap, often costing more than a well equipped new car.

In 1961, there were three different versions of the Sun 300 Scope Tune-Up Tester. The first included a Sun SS-550 oscilloscope, and sold for \$1,046. The high end model included more features and sold for \$1,516. By 1980 the top of the line electronic Sun Diagnostic machine included an infra-red exhaust analyzer and was fully computerized. It cost just under \$50,000. If a repair shop had a Sun Engine Analyzer and a Sun Distributor machine they could tune or troubleshoot almost any car, and tune it well. These machines were very handy for troubleshooting and finding hard to find problems quickly.



Here is an Infra-Red Sun Machine on Ebay. This machine is very useful for diagnosing and tuning older conventional ignition engines with carburetors

The professional engine diagnostic machines would

consist of an oscilloscope, tachometer, dwell meter, vacuum gauge, and gauges showing the level of unburned hydrocarbons in the exhaust. Using this equipment, the dwell angle, timing, and idle mixture could be dialed in with perfection. Troubleshooting was easier too. These machines could graph the ignition voltage on the oscilloscope, pinpointing individual bad spark plugs, coils, condensers, plug wires, vacuum leaks, and mixture problems. They could access the mechanical condition of the engine too, with cylinder comparison and a cylinder leak down tester. This would accurately measure the physical condition of the engine, isolate a weak cylinder, then pinpoint the problem to either an ignition problem, fuel problem or a mechanical problem. It could further boil the problem down to the specific problem with the ignition, fuel system or a mechanical problem with the cylinder- problem with the rings, head gasket, intake or exhaust valve.

Time is money. For a high volume facility the ability to quickly tune or diagnose a problem with few call backs meant cars could be fixed very quickly, and fixed right the first time.

Cars were quite simple, having contact point distributors, carburetors, no pollution equipment and no other engine management systems. As simple as they were, they could be hard to both troubleshoot and tune. A successful tune-up shop really needed to have this equipment.

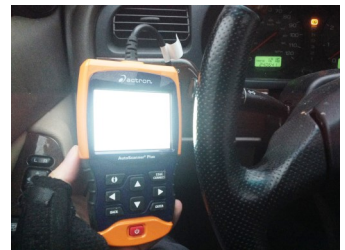
If you work older vehicles, and see one of these Sun tools for sale, it is worth looking into. If it still works, buy it. Machines that cost many thousands of dollars when new can now be purchased for a couple of hundred dollars today. Due to their large size, and lack of available replacement parts, there are a lot of good deals to be found.

"CHECK ENGINE"

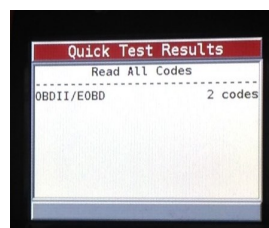
Today's cars have very sophisticated on board electronic engine management systems. To diagnose and repair engine problems on a modern car, the car is plugged in to an O.B.D.II (On Board Diagnostic) Scan tool. If your "Check Engine" light comes on, the onboard engine management system has detected a problem, and a scan tool is needed to investigate the problem and turn the light off.

All cars and light duty trucks sold in the United States since 1996 have O.B.D.II electronic engine management systems. Before 1996 automobiles had manufacturer specific engine management systems.

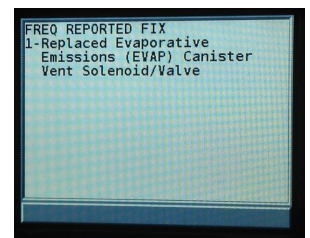
These hand held computers are the size of early pocket calculators, and they are very powerful tools. O.B.D.II Scan tools start at about \$50, with comprehensive tools starting at about \$300, and professional scan tools cost several thousand dollars.



These tools will tell the mechanic all they need to know to fix a drivability issue with a modern car, literally replacing the large cabinet engine analyzers from years ago. Today's scan tools not only tell the mechanic what is wrong with a car, they often give suggestions on how to resolve an issue. A repair is as easy as reading the computer screen. A fairly comprehensive scan tool can pay for itself after saving one or two trips to the shop, and should be in the tool box of every home mechanic.



2 problems
found
Solution

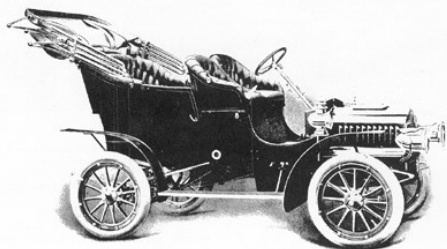


**This just came rolling in....**

Well founded rumor has it that: **Dave Stone** has added to his holdings of '62 Willys Jeep pickup trucks by one. This could best be described as a lot of valuable parts on four wheels.

Bill Erskine has at long last purchased a '04 Ford Model F. Bill has been trying to close this deal for 30 years. Knowing Bill, there is probably a lot of assembly required.

Anonymous source



I found this Ford Model F picture on line to see what they look like. This weighs 1400 pounds, has a 2 cylinder horizontal opposed engine and came with 2 side oil lamps, a post horn and necessary tools for \$1000.00.

I wonder if this Willys pickup on the right is anything close to what Dave's looks like?



I took the 27 Dodge on it's maiden drive last week. It has been torn down waiting for me to finish my first engine rebuild for a couple of years now. I had put the drive off for some time while tinkering in little unimportant items...I didn't have the courage to see what else I had messed up on.... I had already found a few.

Have you watched those nature shows on TV where an African leopard is sneaking up on lunch with every one of his body sensors turned to max? Well that was me for at least the first 20 miles! I passed a farm with a very loud tractor operating in the barn yard and I about had a kitten until I found the noise was not coming from my DB. It is now parked snugly in the barn waiting for Spring, other than a small brake adjustment, I think it is ready to tour.

One more thing about my DB test drive.... I learned, again, there is old gas and there is new gas. Once I put 17 gallons of "new gas" in the 20 gallon tank, I couldn't believe how much more smoothly the engine ran...and it had more power.

Gene Fodor just got word the **Knight Point Car Show** will be on August 21, 10AM to 4PM. Also, the **1st. Annual Apple Auto Show** will be on June 25th 10 to 4 at Apple Island Resort on Rte 2 in South Hero.

Did all of you Dodge Brothers Club members get your latest DB Club Newsletter recently? Did you notice the info about the DB meet in **Budd Lake, New Jersey** and it's June 19th to 24th dates? I have been to the annual gathering of one other car club but have never attended a DB gathering.

My wife's niece is graduating from high school on the 18th, just a few miles away and that journey through the "Gap" and that neck of the woods is a regular route for us. Other than my tendency to think "really big" about this time of year and try to put three summers of activities into one, I have no excuse for not trying to make it to this gathering.

The thing that would cap the plan is if another DB member from up this way wants to make the trip too. Maybe even trailer a car or two to the doings!!Any interest out there?

The announcement for the Early Ford V8 Club gathering came in the mail yesterday. It is on Sunday, April 17th, at the Fitchburg Airport in Mass. You can get more info by googling Fitchburg Swap and Car Meet.

Another annual Exposition will be taking place at **Venise-en-Quebec** on the shores of lake Champlain just a little ways north of Vermont. There are Oldies, Sport, Exotic and also Runabout boats and Old-Motorcycles. Plus a valves-cover race, flea market and trophies. Circle your calendar for June 18th & 19th. Call Serge Benoit for details....514-830-1963.



Fellow VAEer Marvin Ball of the "Holler" in Ferrisburg has been working at down-sizing for a while now. You can often find items for sale in our classifieds. One of his old Ford pickups ended up finding a new home just a few miles from here, it is a beauty.

He is claiming here, in this picture, his books will be the last to go....or as he puts it **"when the books go, he will be gone also"**.

Hmmmm...I need one more piece of gossip to finish the page. **Did you hear** about the chicken that walked into the bar..... Ahhh, no that will not work. This goes to all the libraries in Vermont.

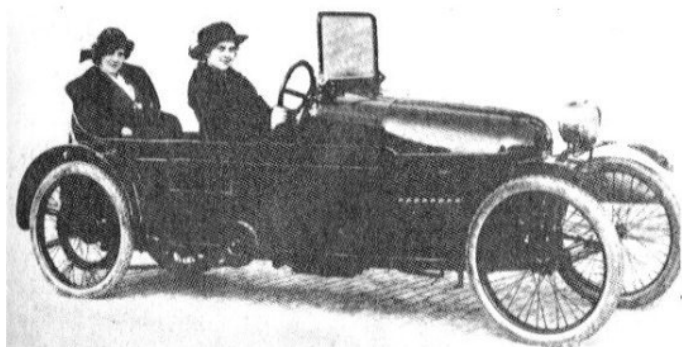
I know, did you hear that 68 of you VAE members have not renewed your membership for 2016? That is not really gossip. That is a fact this 14th day of February, 2016. I hope you are using the reason molasses flows slow this time of year.....

"X" is for Xenia!

Who knew that the birthplace of the Great Tecumseh would produce not only one, but two cars in the fledgling automobile business? Certainly not me! Welcome to the letter X!

Xenia (pronounced zee-ne-uh) is a town in southwestern Ohio, between Columbus and Cincinnati, very close to Dayton (where two bicyclists made a name for themselves!) Xenia was called "Chillicothe" by the Native Americans, and Old Chillicothe by the American settlers to distinguish its location. This is where the Indian warrior Tecumseh was born.

The "Horseless Age" journal of February, 1914 enumerates the formation of the Hawkins Cyclecar Company in Xenia, Ohio. It was capitalized with a private stock offering of \$ 50,000. The car was a year in the making, and upon its completion it was taken on a transcontinental tour for testing and of course, publicity! The March issue of "Horseless Age" reports that the car was named by "two contestants" who thought it should be called "Xenia" for the town of its manufacture.



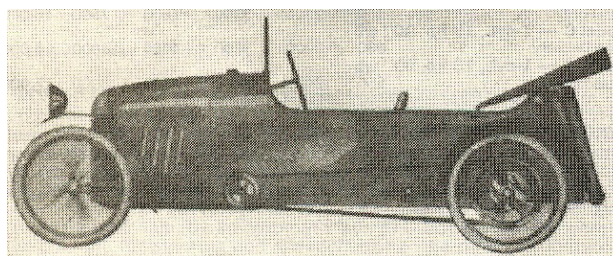
The cyclecar was powered by a two cylinder air cooled motor displacing some 70.6 cubic inches. It had a wheel base of some 100" and weighed about 600 pounds. It had rear wheel brakes and sold for the modest sum of \$395. The incorporators, businessmen from the local community, included grain dealers, a banker, an undertaker, and a gentleman who dealt quite actively in the bicycle trade among others. The factory in Xenia was about 1/5 of the size of a modern Home Depot store! Approximately 20,000 square feet of space. This factory was the former Baldner machine shop, where Jacob and Fred Baldner had built Baldner automobiles from 1901-1903.

Jacob Baldner had worked with Charles E. Duryea in 1896 and took

that experience with him to Xenia to try his hand at the automobile industry.

The Model 14A Xenia was built with the odd combination of an epicyclic gearbox** and belt final drive. The body seated two passengers in a tandem arrangement. A Xenia was driven from Ohio all the way to San Francisco without problems, while another Xenia finished first in the cyclecar races held in Columbus, Ohio in August 1914.

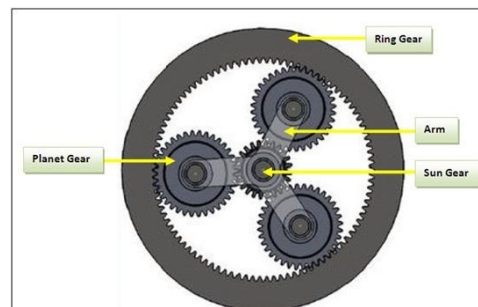
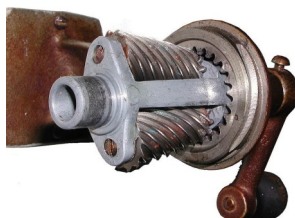
The Hawkins Cyclecar Company went out of business in October 1914, with total production of the Xenia being approximately 25 cars.



A little over a hundred years prior, Tecumseh had died trying to preserve the common ownership of the natural land - ownership not to be divided or divvied up....things had certainly changed in the five score years that passed in Xenia...add another hundred years, and where are we?

Well, we hope to see you down the road, again! In your Xenia, Chevy, Reo, Olds, Packard, Pierce, Hudson, or whatever you're fond of! See you then!

Editor's notes..... **An epicyclic gear train consists of two gears mounted so that the center of one gear revolves around the center of the other. Like a pencil sharpener, it is a very simple way to harness power.



The 2016 Antique & Classic Car Meet is August 12th thru the 14th



A 2016 special event at the VAE Show in Stowe this coming August will be **Vintage Race Cars**. **John Keifer**, **Hal Boardman** and **Ed Kaiser** are heading a committee to organize the event. The idea presently is to invite race cars that are 35 years old and older. Do you have some ideas, the committee is open for input. You can find their contact info in the roster.

The whole "race car idea" might have come from a race family who came to our Stowe Show last August, they even brought their cars! The **Lanphears** are pictured to the left, Mom **Stephanie** is on the right,

fourteen year old **Peyton** on the left and **Reilly** was not there at the time so we used her cut-out for the shot. Reilly is fifteen years old and had just completed her 10th race at Thunder Road. She had also raced three times at Speed-Way 51. Mom was very proud to report that Reilly had just come in 2nd at one of her races and had two top-5 races earlier in the summer.

Peyton's car was just completed and she planned to join her sister soon. In fact, if you google **Lanphear Motorsports** you will see Peyton's blue car (on the left) in a roll-over about 12 feet in the air during a race. She was OK after the race. The girls Dad, **Mark**, had said no to the girls racing motorcycles and snowmobiles and the only way he found to keep them safe was auto racing.



The Return of the Return to Shelburne Museum

Anyone who has been to the **Shelburne Museum** knows what a beautiful site it is for a show of antique cars, displayed among the historic buildings and spacious lawns. The VAE / Shelburne Museum collaboration continues to be a great success, but like the Stowe Show, it doesn't work without you. The details of the show are still forming but our planning will benefit from the good ideas and participation of VAE volunteers.

If you think you can help, contact either chairman:

Ernie Clerihew, britishjalopies@AOL.com (802) 483 6871 or
Andy Barnett, Andybarnett3@AOL.com (802) 862 4388.

The **Shelburne Car Show** [first weekend in June] is in planning stages and it looks like it will be really good. The museum and our committee have agreed on a rather ambitious theme: **Cars and men of custom body fame**.

The exact show name is still in the works but you get the idea. We hope to provide from the VAE membership and beyond, auto examples of some of the distinctive and exceptional body designs that have captured the attention of the auto market and influenced all manufacturers as they built and sold the cars we love. Our task is big and we need your help. Beyond Harley Earl, Raymond Lowey and Gordon Behurig what is in your barn that would help make a statement at the museum in June? From Powell Crosbeys "little refrigerator" to your Locke, LeBaron, or Derham chariot what would you like to show off? To make it a real design comparison it would be nice to have a couple dozen cars. They will be in a class by themselves with attending eased information that the museum will help with. We will then ask the public to check the show field and spot how these custom bodies, including yours, influenced the broader market. This should add a new level of interest and certainly help us with our IRS educational commitment. BUT it can not happen without your help. If your car doesn't qualify as springing directly from a custom, special or trend setting man or team tell us (Ernie or Andy) of one you know about or where we might prospect. Cars don't have to be completed or even running if they have "the look" we want them.

As the famous recruiting poster said, "**We Want You**" !

Contact Co-Chairs
Ernie or Andy with
your contribution
and sooner is
better.

**THANKS The
Shelburne
Committee**





AMERICAN PRECISION MUSEUM

Ingenuity in Manufacturing
Past, Present, and Future

50 years

A note from Ann Lawless,
Executive Director of the
American Precision Museum
In Windsor VT.

The **American Precision Museum** in Windsor is honored and grateful to have received a \$1,000 gift to our annual fund from Vermont Automobile Enthusiasts in honor of Lloyd Perkins Davis, a founding member. The group's visit to the museum for a tour and a gallery talk was one of the highlights of 2013, and it still stands out in my memory!

I was glad to catch up over the holidays with Gael Boardman, who apprised me of VAE's remarkable work with all of Vermont's high school technical centers and the scholarship program. Gael invited me to share what we do here at APM.

We work closely with our two nearby tech centers, Hartford Area Career and Technology Center in White River Junction, and River Valley Technical Center in Springfield. Both centers work with Windsor students. RVT has a strong manufacturing engineering and technology focus. Every summer at APM since 2008, we recruit, hire and train high school students to do demonstrations for visitors in our Working Machine Shop at the center of our exhibit hall. The students gain valuable workplace skills talking with visitors and working alongside our staff. Our visitors gain from talking with enthusiastic and knowledgeable young people. After a couple of weeks on the job, the students ably point out the connections between their demonstrations and the machines that are part of the stories told throughout the exhibits. The students gain a sense of pride as they begin to "own" their Connecticut Valley heritage of entrepreneurship and ingenuity in the beginnings of manufacturing. From a summer or two with us, our interns have gone on to further job training in advanced manufacturing, Vermont Technical College, four year engineering programs, and gainful employment. It's a win-win for all! **Many thanks again, Ann**



Fred Cook on the right and Dan Smith on the left.
From Fred..... **"This makes the total donated by our VAE over a 20 year span**

Fred Cook
Vermont Automobile Enthusiasts, Inc.
55 Cityside Drive, #19
Montpelier, VT 05602



Dear Mr. Cook,

Vermont Tech is deeply grateful for your continued support toward the students in our Automotive Technology program. Vermont Automotive Enthusiasts' recent donation of \$6,000 brings the total over the last 20 years to \$124,000. VAE has made a tremendous impact on the program.

We greatly appreciate your continued support and look forward to working with you and the Vermont Automobile Enthusiasts in the future.

Sincerely,


Dan Smith
President





Can you see how Clean the engine area is on this steam roller?

We wonder if it was this gentleman who watched over this beautiful piece of equipment.

This picture is another from the Ken Barber collection. The scene is the paving of Main Street in Barton, Vermont during the 1920s. If only we had the name of this worker pictured, the scene would be complete.

The town of Barton was granted to William Barton and some sixty of his associates, including Ira Allen and John Paul Jones in 1781. They were rewarded for their efforts in the Revolutionary War. It was not until eight years later that the charter was actually issued, and named for Colonel William Barton (first-named grantee), who planned and executed the capture of British General Prescott in 1777, considerably lessening the pressure on Washington's troops in New Jersey.

Colonel Barton took up residence in his town, but was a quarrelsome and feisty sort who did not get along with the other settlers. One of the best-known stories about him concerns being sent to jail in Danville in 1811 for his refusal to pay a legal settlement of just over \$100, though he was perfectly able to do so.

Fourteen years later, the **Marquis de Lafayette** was touring Vermont and heard what had become of his wartime friend and paid for Barton's release, undoubtedly envisioning Barton languishing in a dank prison cell. The fact is, Barton was merely restricted to an area within a one-mile radius of the jail, and likely living quite comfortably in a private home. Upon his release, Barton returned to Providence and the wife he had left there thirty years earlier.

EVENTS.... WHAT'S NEXT ?

VAE March Meet at Finish Solutions in Milton

Saturday the 19th. of February

Watch your emails for the time on the 19th

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(802) 893-2100

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1932 "'Bonus or Bust, Orlando to Washington' shanty encampment built by World War I veterans in the Bonus Expeditionary Force in Washington, D.C."

Our 2016 VAE Schedule

April 9.....**Maaco Autobody**, Williston Vt.

May 21.....**Dust-off Trip/Cruise**

(destination TBD)

June 4-5.....**Shelburne Show**

July 8-9.....**Hemmings Friday night show**,
overnight trip with visit to a members garage and
onto Saratoga Auto Museum Saturday.

August 12-14....**VAE Show at Stowe**

September**Trip to the Cog Rail at Mount
Washington. (To be confirmed)**

October 8.....**Foliage/Gypson Tour**

November 12.....**Annual Meeting**

December 10.....**Holiday Party**

Wheel Tracks is a monthly newsletter published in print and electronically for the public, and for the VAE membership.

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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Our Website at
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fill it out and mail it
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secretary



Wheel Tracks Classified



Vermont Engine Service Inc.
16 Krupp Drive, Williston

802-863-2326 OR 800-287-5488

The largest engine machine shop in Vermont

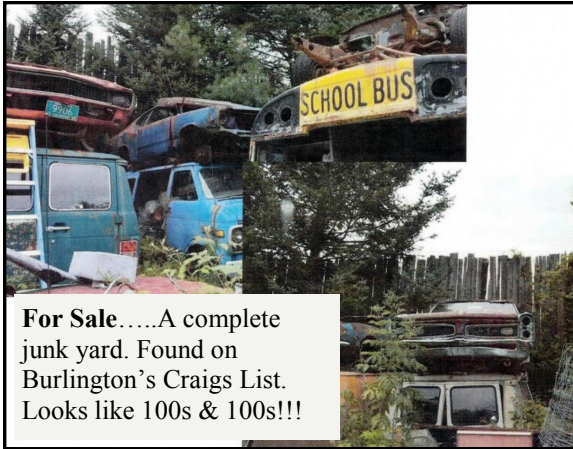
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For sale or Trade.... 5-15 inch Mercedes metal alloy wheels with scruffy tires mounted. Gael Boardman 802-899-2260.

For Sale.... A Performance Plus brand 2-ton folding Engine hoist, used four times. Comes with load leveler. \$150 o.b.o.

Please contact Richard Reinstein
[rickreinstein@yahoo.com]

For Sale.... 1953 Willys. Totally restored to military specs. 24V. Water proof ign. Snorkel capable. Ken Taplin, Blue Hill, Maine kta-
plin@gwi.net (207) 460-3375 I have just lowered the price from a fair \$12,000 to \$8,000.



For Sale.... A complete junk yard. Found on Burlington's Craigs List. Looks like 100s & 100s!!!

For Sale.... 1930 Model A Engine. Running order, former owner stated it had Babbitt work done. New high compression head. As you see it...\$700.00 firm. Marvin Ball 802-425-3529



March Bumper Sticker...

Politicians & Diapers
need to be changed
often for the same
reason

**Do you need a VAE
name tag? Send \$7.00
to Phyllis Skinner
with correct spelling.
PO Box 208,
Northfield Falls, VT.
05664**

**How about a VAE
banner for your car?
Call Wendell Noble to
order one.
802-893-2232**

WAITSFIELD MOTOR CAR COMPANY

2/16

VAE President's Award Winners....

1912 AC Sociable	1948 MG TC
1925 Voisin	1927 Packard

Phone: 802-496-4277

E-mail: oldcar1@gmavt.net

DAVID G. STEINMAN

WAITSFIELD, VT 05673

For Sale..... 1954 Packard headlight besels hood ornament and chrome fender grill corners 1 parking light all 200.00 Ken 8027963773 or ken20@fairpoint.net Alburgh VT.

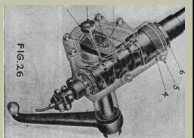


Feature classified of the month

**For Sale.... Winter special,
1985 Pontiac Fiero great condition
red \$3,300 call Duane 802-849-6174**



Wanted.... A Ross steering box. They were used in many early 30s vehicles and mostly Reo Flying Clouds. My 33 Franklin has one also and it needs to be replaced. **Call Gary at 802-933-7780.** I can pay in dollars or treasures in-trade.



For Sale.... Now that the VAE has sold the two M37s Army trucks, we are concentrating on finding a nice home for our **1974 GMC Motorhome.**

If you have ever thought about "going-on-the-road" and been blown away at the prices..... this little girl could get you there in class and not broke. Call Wendell at 802-893-2232 and **make a deal.....**



VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

Membership Secretary

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



John Vetter's
1941 Plymouth P11 Military Vehicle

March 2016



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Be Nice.....Buy a VAE Membership for a Friend



Photo by Jan Sander

A future VAE Stowe Show organizer..... Jaden Mclay at Stowe during the show setup 2014.