

May 2019 Year 66 #5

Wheel Tracks



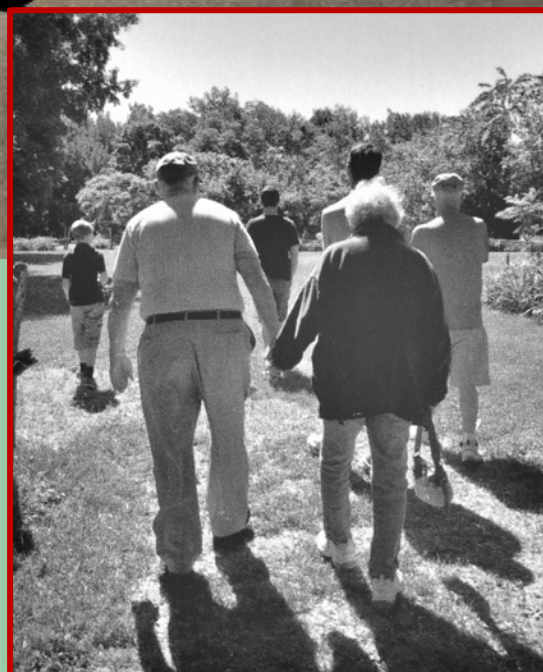
For eighteen years, the Austin extended family have toured the Northeast U.S in their old cars.

Above is part of their 2006 tour that included the Champlain Transportation Museum in Plattsburg.

The young-ones are "trying out" the museum's pedal car collection.

There is something always planned for everyone, young and older.

Read more on page 9



The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR PRESIDENT, JAN SANDER

In last month's **Wheel Tracks**, the topic of my son David's "**Dave's Garage**" column was the importance of keeping the positive cap of your car's battery covered.

Well, I can attest to the importance of that! The MGA and the MGB both left the factory with 2 six-volt batteries mounted behind the seats. Talk about a real pain in the butt! Do I have a tale for you about accidentally shorting out the positive terminal on your battery! The occasion was one of the first, if not the first, VAE car shows at the Shelburne Museum. I was taking the 1957 MGA, and Bill was taking the 1947 Plymouth. The MGA has a metal cover that goes over the nuisance batteries. Usually ours sat on a shelf in the garage because it was a bit of a hassle to get the darn thing on and off. It's an MG, and you often need to access the batteries. I had the cars all cleaned up and looking very presentable, when I decided to get the cover off the shelf and put it in the car. After all, this was the Shelburne Museum, and we wanted to look really nice. On Friday evening before the show, VAE was doing a parade down Church Street which was opened especially for us.

Following the parade there was an opening reception at the museum. A friend wanted to ride with me in the MGA. Our plan was that she, Bill, and I would all meet up with **Doris Bailey** at Doris' house. **If it's an MG story, Doris has to be in it, right?** I drove the MGA to school and then headed off to Doris' house from there. It was a gorgeous day for a top down drive. A few blocks from Doris's I passed a woman raking her lawn. She was burning a pile of leaves and dead grass. Somewhere after that I recall hitting a bump in the road. Now, in an MGA, a small bump is enough to rattle your bones and shake your teeth. I thought nothing of it. Very soon after that, I smelled something burning. I didn't pay it much attention as I assumed that it was the burning leaves and grass. I arrived at Doris' house and parked in her driveway. A woman had stopped by unexpectedly. After some small talk, she went to leave, and got into her car which was parked next to the MGA. She somehow mistook **DRIVE** for **REVERSE**, hit the gas and mowed down Doris' planter full of yellow petunias and slammed into the side of the house! After that was sorted, I went to move the MGA. It was dead. The battery cover had shifted when I hit the bump and the metal came in contact with the battery terminal and shorted it out. Both batteries were fried. That burning smell? That was my top! I had a hole about the size of a silver dollar in the fairly new canvas top. Okay, now I had a car that wouldn't start and a parade to get through. To get it started, we pushed it down the block, and I popped the clutch. Bill got behind me in the Plymouth. Every time I had to stop, he would gently hit my bumper with the Plymouth and I'd pop the clutch. So, there we were, two women in this little bright red MGA going down Church Street with this guy tailgating us in his big grey Plymouth and purposely ramming us every few feet or so. There were people lined up on both sides of the street cheering for the parade of antique cars. Every time Bill had to nudge our bumper, he was roundly booed and people yelled at him to leave us alone!

The following week, I took the MGA to the local body shop which was run by an old time Vermonter. He looked at my bumper and told me to wait a minute. He came back out with a peavey, which is a logging tool. In 5 minutes or less, the bumper was looking okay again. The bumper and the over riders were eventually replaced. The two six-volt batteries were replaced by one small twelve-volt battery which just fits into one of the battery holders. The battery cover is back on the shelf. About two years ago, David replaced the top with a really nice-looking new canvas top with no burn holes. So, take it from Dave's mom, you really do need to be sure that those positive terminals are kept covered! That \$5 battery cover is cheap insurance and peace of mind.

VAE Officers & Directors

Wendell Noble- VAE Chairman
802-893-2232 wnoble@myfairpoint.net
Jan Sander-President
802-644-5487 sander@pshift.com
Duane Leach-1st. Vice
802-849-6174 fordpu64@yahoo.com
Gary Fiske- 2nd. Vice
802-933-7780 gafiske@gmail.com
Don Pierce- Treasurer
802-879-3087 dwp@melodyelectric.com
PO Box 1064, Montpelier, VT. 05602
Charlie Thompson- Recording Secretary
802-878-2536 charlieandmarion@comcast.net
Tom McHugh 802-862-1733
Chris Barbieri 802-223-3104
Dave Sander 802-434-8418

Nominating committee...David Sander, Dan Noyes & Brian Warren

Education/ Outreach Committee

Ed Hilbert - Chair	Gary Olney
Gael Boardman -	John Malinowski
V-Chair	Gary Fiske
Wendell Noble - Sec.	Charlie Thompson
Tom McHugh	Don Pierce
Scott Hogaboom	Nancy Olney

Membership Secretary (Ex-Officio)
Christina McCaffrey
89 Ledge Road
Burlington VT 05401-4140
VAEmembership@gmail.com
christina.mccaffrey@vtmednet.org

The Vermont Antique and Classic Car Meet
Co-Chairs
Bob Chase 802-253-4897
Duane Leach 802-849-6174

VAE/Shelburne Museum Classic Auto Festival
Chair
Ernie Clerihew 802-483-6871

Wheel Tracks Editor Gary Fiske
802-933-7780
gafiske@gmail.com
2503 Duffy Hill Road
Enosburg Falls, Vermont 05450

Edi Fiske—Wheel Tracks proof-reader
Clark & Isabelle Wright- Burma Shave editors
Justin Perdue - Webmaster

Sunshine Chair
Christina McCaffrey 802-862-3133
christina.mccaffrey@vtmednet.org

Welcoming Committee
David Hillman
david.hillman@vtmednet.org

Wheel Tracks printer-
Messenger Marketing, St. Albans, Vermont

Past VAE Presidents...

1953 Ken Gypson
 1954 Rod Rice
 1955 Rod Rice
 1956 Walter Jones
 1957 Walter Jones
 1958 Lloyd Davis
 1959 James Mc Glaflin
 Dale Lake
 1960 Bob Jones
 1961 Charles Arnholm
 1962 Robert Slade
 1963 Don Brown
 1964 Richard Evans
 1965 Willis Spaulding
 1966 Wesley Pope
 1967 Bill Young
 1968 Leo Laferriere
 1969 Adrian West
 1970 Chuck Haynes
 1971 Lloyd Davis
 1972 Wayne Martin
 1973 Larry Johnson
 1974 Tom McHugh
 1975 Rod Dolliver
 1976 Bob Gioria
 1977 Alden Chapman
 1978 Richard Turner
 1979 Genevieve Morgan
 1980 Al Ward
 1981 Russ Snow
 1982 John F. Gray
 1983 Mike Hayden
 1984 Bob Groves
 1985 Dave Gonyon
 1986 Peter Crosby
 1987 Bonnie Groves
 1988 Tom Maclay
 1989 Tom McHugh
 1990 Bill Dexter
 1991 Avery Hall
 1992 Jan Sander
 1993 Bob Jones
 1994 Bill Fagan
 1995 Frank Mazur
 1996 Don Rayta
 1997 Bill Sander
 1998 Bill Erskine
 1999 Joe Paradis
 2000 Mary Mazur
 2001 Fred Cook
 2002 James Willett
 2003 Gael Boardman
 2004 Ray Tomlinson
 2005 Conception Conti
 2006 Bob Chase
 2007 Andy Barnett
 2008 Nancy Willett
 2009 Gene Fodor
 2010 Don Rayta
 2011 Wendell Noble
 2012 Dave Sander
 2013 Jim Sears
 2014 Robert Lalancette
 2015 Dan Noyes
 2016 Dan Noyes
 2017 Dave Stone
 2018 Dave Stone
 2019 Jan Sander

FROM YOUR EDITOR... GARY FISKE



Good Day to You,

My last "little change" message, produced some very nice comments from you. Thank you for understanding my need to down-size the work load of getting Wheel Tracks out each month.

The "no more features" comment needs to be modified a bit. First of all, that is the part of this job I most enjoy. Meeting VAE members and their precious vehicles is fun. I get to work my few camera skills and learning from the visits, has advanced my hobby knowledge, in a huge way. My concern is, while I am traveling around the country-side, I am not home tending to Wheel Tracks business.

The 'modify part'.....there will still be some features. One member suggested that I not worry about getting a feature for every month. I am one of those all-or-nothing dudes, and I honestly had not considered that. So, when I can, there will be a feature.

Another way for a feature is what has happened this month. Jim Austin is a VAEer who lives in Lebanon, NH. He contacted me and asked if I could use a letter he put together about their family's 18-year touring record. A few nice photos were added and VOILA...we have one of the nicest features that Wheel Tracks has ever seen. Thank you Jim.

Another benefit with Jim's feature, is that we were able to hear from a VAEer outside the area that I can cover. I live up near the Canadian border. If you have something going on that would fit our front-page feature habits, please contact me. Remember though, scanned photographs just don't make it. Even photos taken with your phone have limitations. A photo taken with your digital camera is the best as long as you send it to me 'electronically' (that means via Email or send me the memory chip in the mail and I will return it after I copy the pics.

Thank you for your patience while I find a new 'center'. I am not giving up on going back to 16 pages. I know there is someone out there who would have as much fun as I do. This "editing thing" will keep your writing, typing and spelling skills respectable and your brain cells, mostly, firing properly.

Gael Boardman is in hospital. He has had an operation and is now recovering at Fanny Allen Rehab. Hopefully, by the time you read this, he will be home and polishing his Locomobile for summer touring. You can give him a call or drop a note, that always lifts folks spirits.

There was some excitement in Gael's room recently when a tire blew of **Wendell Noble's** push cart. The rifle-shot sound even had the hospital attendants coming to visit.

Wendell had a recent operation on his ankle and is tooling around on a 4-wheel knee-walker. He has become quite nimble with it

Watch for Vermont the Cars & Coffee schedule
 On
<http://carscoffeevermont.com/>
 The whole summer is ahead of us.

**Membership
Only \$30**

\$50 for 2 years

**Wheel Tracks
Monthly deadline to
the editor is the
5th of each month**

Contact Us At...

vaeinfo@gmail.com

**Or
Our Website at
vtauto.org**

**"How to be
a member"**

*Go to vtauto.org

*Click "Join VAE"

*Print form, fill it
out and mail it with
your \$\$ to our
secretary

If you want your
latest
Wheel Tracks
earlier.... go to
vtauto.org then to our
Member Only Page.

The new issue can
usually be found
there, around the 25th
of the month

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





"The Softer Side"

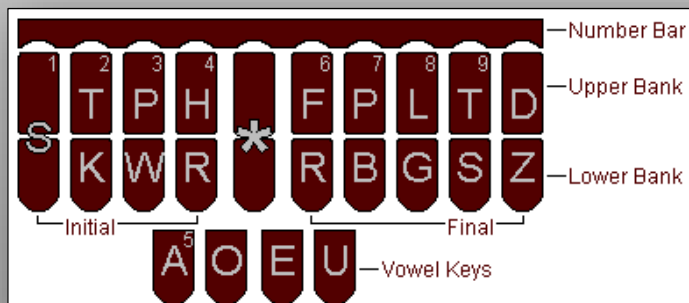
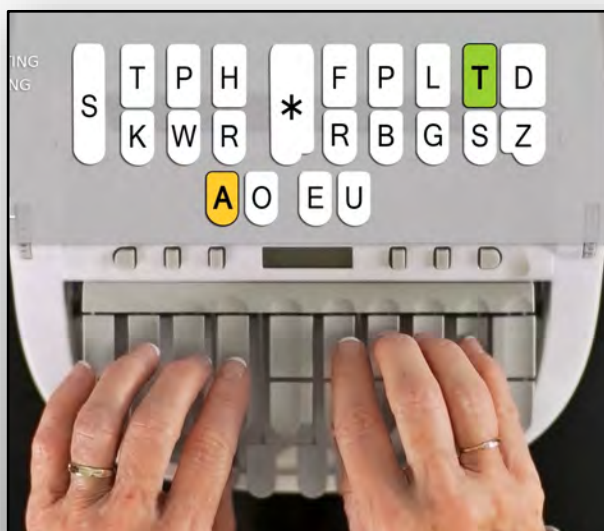
A Column Shared by Anne Pierce (Left), Judy Boardman (Center) & Nancy Olney (Right)

I Am Now Retired! From Anne

By the time you read this article, I will have been retired for all of five weeks, so I thought I'd tell you a little bit about what I've been doing for the past 40 ½ years and also give a plug to a career that is in desperate need of people all across our country.

A little background: I was born and brought up in Burlington, attended Rice High School and then went on to Champlain College in their Court Reporting Program, graduating in 1978! Yep, I'm a court reporter, or maybe you've heard the term "court stenographer." I am one of those people that sit behind that funny looking machine, you may have seen on TV, and make my fingers dance across the keys.

For the first 10 years after graduation, I was a freelance court reporter in Rutland, which means I was hired directly by attorneys where I would go to a particular law office, and "report" the questions and answers asked by the attorneys and answered by witnesses in court cases. I'd also report contentious school board hearings, arbitration hearings, and even fill in a court because their court reporter was away that day. In 1988, I was the luckiest person in the world! I was hired by **Judge Albert Coffrin** to succeed his retiring court reporter. That meant a move back to the Burlington area and family & friends; and since then I've been reporting nonstop for 30 years and 7 months at the United States District Court until my retirement on March 30. **Daily**, I reported to work and was in the courtroom whenever there was a hearing scheduled (be it jury trials, motion hearings, sentencing, etc.) taking down - reporting -- every single word spoken by anyone in the courtroom. One may ask how is that possible? Well, as the name implies, the shorthand machine has 20+ keys on it, and each key corresponds to a letter of the alphabet, and you, in essence, create a shorthand system. I always say it is much like playing a musical instrument. I learned how to play the piano when I was young, and if you think about a piano with so many keys, you strike one key and it sounds one way, you strike 2 or 4 or up to 10 keys all at once, it sounds another way. That's the way the shorthand machine works.



I'm sure none of you have ever been to a gym or a bar and watched the TV screen with the translations at the bottom of the screen?! Well, that's a court reporter, a closed-captioning court reporter. TV stations by law have to closed-caption news and sports -- like the Super Bowl or the World Series, and many other broadcasts for the hearing impaired, in what's called "real time", and the only way to do that is to have a court reporter, probably at home in his/her jammies, getting a live feed from the TV station to their home. The reporter then writing what they hear through their headphones onto their shorthand machine, that being translated back into English by the specialized software, and then the feed going back out to the TV station and, in turn, being broadcast out to your TVs.

Whew! Seems like a lot of extra work, doesn't it? Why don't they just use voice recognition software you have on your iPhone and be done with it? Because, ultimately, court reporters are the gold standard for accurate, instantaneous translation. Only the human ear and brain can discern the difference between "pahk the kah" and "park the car."

Continued on page 6



If my body was a car, this is the time I would be thinking about trading it in for a newer model. I've got bumps and dents and scratches in my finish and my paint job is getting a little dull...

But that's not the worst of it.

My headlights are out of focus, and it's especially hard to see things up close.

My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather. My whitewalls are stained with varicose veins.

It takes me hours to reach my maximum speed. My fuel rate burns inefficiently.

But here's the worst of it.

Almost every time I sneeze, cough or sputter,

Either My Radiator Leaks
or My Exhaust Backfires!

A lawyer was just waking up from anesthesia after surgery, and his wife was sitting by his side. His eyes fluttered open and he said, "You're beautiful!" and then he fell asleep again. His wife had never heard him say that so she stayed by his side.

A couple of minutes later, his eyes fluttered open and he said, "You're cute!" Well, the wife was disappointed because instead of "beautiful," it was "cute." She asked, "What happened to 'beautiful'?"

His reply was

"The drugs are wearing off!"

Father: "Son, you were adopted."

Son: "What?! I knew it! I want to meet my biological parents!"

Father: "We are your biological parents. Now pack up, the new ones will pick you up in 20 minutes."

Q. Why did the dinosaur cross the road?

A. Because chickens hadn't evolved yet.



Wheel Tracks Academy

Grease Monkey Physics

from Wendell Noble

I have recently had surgery on my ankle, which leaves me with a handicap. I'm forced to type with the benefit of only one foot.....

As we near the time to make our annual Golden Wrench Awards, that's the subject frequently calling for my attention. The message we want to deliver to the students in the automotive technology career centers, can be reduced to; **"as automotive technicians, you are practitioners of physics."** Physics is the explanation for why stuff works, or doesn't work. If you understand anything about automobile mechanics, you already know more physics than you may realize. We can and should state this at every opportunity. That message can be delivered even more convincingly by demonstrating some simple hands-on examples. That's the purpose of what I call our **"grease monkey physics"** demonstration.



The idea behind the mechanical part of the demonstration, is to present students with a mechanical component that they can put their hands on and actually see how it works. A 3-speed sliding gear manual transmission fills the bill well. With the top removed, they can slide the gears and see how it affects the relationship between input and output. After they have had an opportunity to satisfy their curiosity and understand how it works, we ask them to put it into second gear. They are then

asked for suggestions on how to determine the gear ratio in this gear. The results are usually gratifying. **At least one student** will suggest counting the number of teeth on the involved gears. To make that easier, I provide a diagram that shows the number of teeth on each gear so they only need to note the path through the gears and do the math. **Another student** will suggest counting the number of rotations of the output shaft for a known number of rotations of the input shaft. A couple of students will do this and compare the result to the previous one. **Now it is time to ask** if anyone can suggest a third method. This may take some coaxing and prodding. It also helps to have a couple of torque wrenches laying nearby as a hint. Eventually someone will say the magic word "torque." It may lead to a discussion of what is the function of a transmission in the first place, why more torque is needed at the drive wheels under some conditions than others.

If one student applies a certain amount of torque with a wrench at the input shaft, another can measure the torque at the output shaft. If the numbers have been carefully noted with a sharp eye, the ratio of the torques should be the same as we got with the first two methods.

The goal of all this is not to teach the students anything, but rather to give them an appreciation for the significance for what they already know. In this case what they already know is a bit of classical mechanics, a major branch of physics. There is no need to be afraid of learning more.

We also have a demonstration of electricity and magnetism which is key to an automotive ignition system. That deals with things you can't see but you sure can feel under the right circumstances. We can get into that next time.

Dave's Garage by Dave Sander



Timing Is Everything!

A co-worker of mine just had an expensive experience with her Volkswagen.

The car has the two liter twin cam engine, with a timing belt. The car had 85,000 miles on it, and had the original belt. This engine has five valves per cylinder, and it is an interference engine, meaning the valves will hit the pistons if the camshafts turn out of sync with the crankshaft.

Unfortunately, the timing belt broke. When the belt broke, the valves hit the pistons, bending the valves. What should have been a several hundred dollar preventative maintenance repair, just became minimally a \$1,200 repair. Minimally, the head needs to be rebuilt with new valves, if it can be saved. The head may well have to be replaced. The pistons could be damaged as well.

If your car has a timing belt, it is not worth delaying the timing belt replacement, especially if it has an interference engine. A proper repair may involve replacing the water pump, camshaft seals and the front crankshaft seal.



Continued from The Softer Side...

The last part of my job is to return to my office and, when requested, prepare a certified written transcript of the proceedings. A full day in court will produce on average 280 pages of transcript! I will use my specialized software to translate the shorthand "gibberish" back into English and then correct spellings (is your name spelled Brown, Browne, Brawn); punctuation, paragraphing, identifying speakers; homonyms, unless you write them differently (their/they're/there, to/two/too); and then be able to certify that the transcript is a true and accurate record of the proceedings.

My career has spanned an amazing 40 years, and I am truly grateful to Judge Coffrin for hiring me 30 years ago and bringing me back to my family and friends and the city that I love. If you know of anyone who's looking for a great career that pays very well, has an aptitude for the written word, a good work ethic, a good ear, a desire to learn every day of their working lives, by all means have him/her get in contact with me and we can talk further!

To the right is a picture of the paper that would have come out of the machine "in the olden days" with the interpretation on the right. Today, it's all electronic and the steno machine simply down-loads into a computer,

A	A
K R O E R T	court
E R	reporter
K	can
W R EU	write
T H	this
TP A F T	faster
E R	
T H A PB	than
U	you
K	can
R A E D	read
T H	this



Thanks to Jan Sander and Wendell Noble for a great tour of the Subaru Race Team headquarters in Colchester

The gathering was on Saturday, so the 50 employees were off for the weekend but it was still amazing how clean the huge facility was. That brought on the quote of the day..... When asked how and why everything can be kept so clean, tour guide and long time employee, David Paul, said "If we are building an engine and a washer falls on the floor, we want to know, it is the only washer there." He also added that they are responsible for the race driver's lives in these 600HP machines. A major tear-down and rebuild of the entire car happens after most races. Right down to every weld on the car. BTW, the welds look to be completed by 'surgeons', they are so perfect. David was asked how he got started in the business and he told about being in the US Marines and working on friends cars to make extra money. A simple start to the very complicated and precise business that he is in today.

Pictures were taken by Don Perdue





What do you think about the family touring story that Jim Austin and his extended family have done for 18 years. It sounds like their touring will continue way beyond the next 18 years. The family at the moment tours in 15 old cars. A 1917 Model T, A '23 Dodge touring, a '25 Pierce Arrow touring, A 29 Pierce Arrow sedan, a '31 Chevy roadster, a '37 Chevy sedan, a '40 Chevy convertible, a '41 Chevy coupe, a '40 Oldsmobile convertible, a '48 Packard sedan, a '62 Dodge Dart, a '66 Mustang convertible, a 76 Caddy convertible, an '82 BMW and a '50 Packard.

The annual tour is open to only family. I have completed the paperwork and have asked Jim if he would be interested in adopting a 74-year-old. He didn't seem interested until I told him that my old car would be included. I hope they allow me to keep my last name.

Another piece of inside info is that Gary Olney is off to California....again. There is a huge car/vender show in Bakersfield each year and that is where he is headed. He loves rubbing his travels in, when he is talking to Vermont's home-bodies. Asked where he is staying while in the Golden State and of course it was not a seedy motel, but a condo along the Pacific in Hermosa Beach. If I have room this month, I have a map illustration of his "Travels with Vin" (Cassidy), the past 30 days. The map will be too large so I wait till next month!!



March 1, 2019....The Vermont House of Representative's resolution honoring firefighter extraordinaire and former Marshfield Moderator Tom Maclay. Pictured left, on the right, is house member and VAEer, Dan Noyes with Tom next to him.

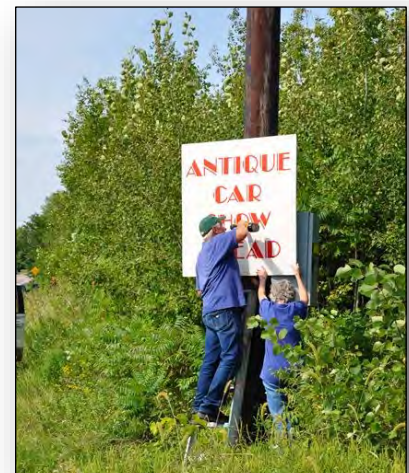


Wheel Tracks has always heard how Pevy Peake was a life long bachelor. It was a bit of a surprise when we recently heard there was, in fact, a marriage to neighbor Sandy Murphy! She told the story of their 'short' marriage. It seems they decided to spoof some friends and performed a mock- marriage at a party one evening, to everyone's delight. The Pevy stories continue to come....

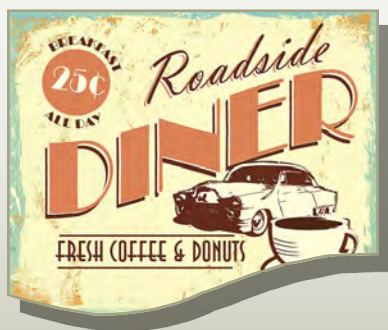


What do these 20-plus teams of horses (left) have to do with Vermont? Read next month, about one lady's lament in 1924, of all those motored-machines taking the place of these horse-teams.

Are you ready for Summer 2019? Mary and Wendell Noble, Pictured right, have their screw-gun and ladder ready.



The "Antique Car Show Ahead" signs are polished and ready to go. All we are doing now is waiting for the go-ahead from mother nature to pop our batteries in our old cars and head down the road. Are you ready??



The Roadside Diner

Maple Oatmeal Cookies

1/2 cup butter	2 tps baking powder
1 cup Vermont Maple syrup	1/2 cups seedless raisins
1 1/2 cups flour	1/2 cup milk
1 tsp salt	1 1/2 cups oatmeal
2 eggs	1/2 chopped nuts



Edi Fiske

Beat butter, maple syrup, milk and eggs. Sift flour, salt and baking powder. Combine wet and dry ingredients. Add raisins, oatmeal and nuts. Drop by teaspoons on greased cookie sheet. Bake at 350 degrees 15 minutes or until browned. Makes 4 dozens.



The "rest-of-the-story" on the Maxim that is for sale in our classifieds.....

Pictured left is the Maxim tiller firetruck in a Montgomery parade. The town fire department used the Maxim for 19 years before they retired it to the field behind Billy Baker's house 12 years ago. It was 45 years old then and they drove the "old girl" to where it sets today.

The Maxim came into their lives in 1988. Henry Childs had moved to Montgomery from New Rochelle, NY., he had been a fire fighter there and moved North to retire. It did not take long for him to find that the small Montgomery Fire Department needed many things. So, he began hauling donated items from the New Rochelle Fire Department to Montgomery.

when he went south to visit. Then the news came that the NY firefighters would "give" them a Maxim tiller ladder truck if they would come to the city to pick it up. So in early November of 1988, six fire fighters from Montgomery headed for New York City. The NY department had taken the truck out of service so they could only "teach" the Montgomery boys how to drive it. Billy Baker drove the truck and Dean Scott operated the steering wheel in the rear. It was going to be a cold ride, with both men open to the elements, so they wore their snowmobile suits, Dean even had his snowmobile helmet on. They started their journey with the new Rochelle boys showing them the ropes and it was not too long before they were on their own. Dean remembers looking over the side of his rear seat, to the boats below the Tappan Zee bridge. From 150 feet, they looked like postage stamps to him, while tiller steering for the first time in his life. He had many questions about his abilities at this new job.

They described exiting NY city at 4:30 that afternoon, as very crazy. Expressway 287's three Northbound lanes were full when a city highway truck pulled up beside them and motioned them to pull over. They did as-told and stopped on the busy highway, the city truck pulled in front. It seems everyone had heard about these Vermont Boys driving north in the Maxim and this guy had a question. After exchanging pleasantries, his purpose for stopping them was to ask if they wanted another Fire truck! Billy turned down the offer, but his big worry was "how the darn" they were going to get back on the highway. All the NY gent did then, was to turn on all the caution lights on his truck, and stopped the lanes of traffic while the VT-Boys continued on their way.

Further up the highway, the Maxim's drive shaft fell off, and when they went to an auto store to buy the bolts needed to reinstall it, even the store clerks knew about the Vermonters heading north in the Maxim. It turned out the NY Highway Patrol was keeping an eye on them all the time.

They stayed over one night and completed their 2-day, 350-mile, journey to Montgomery with many other stories and a lifelong trunk of memories.

The only communication the two operators had was a foot switch in the rear to make a buzzing sound in the cab. They had agreed that if Dean buzzed once, it would mean, "slow down". Billy said the buzzer was going constantly and many times he ignored it.

Wheel Tracks wonders what could happen if the cab, with its Waukesha engine, could be disconnected and made into something really neat.

A pickup maybe? Some VAE members have even made speedsters out of fire trucks. Hmmm?





A Celebration of Family, from Jim Austin and The Austin, Danahey and Jarvis Families.

As a family we have been touring for 18 years. This is a quote from one of our nieces who went on to describe our annual family vintage car tour this way: **"The antique cars take us back to simple times when family was more important than careers, electronics and social media."**

The tours start at different locations throughout New England depending on the area we will be visiting. Usually we all get together some time in the afternoon on Thursday. At this time, we prepare a buffet lunch because everyone shows up at different times. This is the time when we are handed an agenda for the weekend activities. It describes the places we will visit as well as the driving route, and places we will eat.

First thing Friday morning, after breakfast, we have a short meeting telling who will lead the tour and who will be last in case of breakdowns. Thanks for cell phones. We also go over the rules of the road so as not to make other drivers dislike our slower moving vehicles. We do not travel as a bunch, traveling in groups of three or four leaving room for others to pass.

At 8:30 we are on the road. One tour in 2006 started in Chazy, NY at a sister and brother-in-law's place on Lake Champlain. Having a large lawn backed up to a huge apple orchard made it ideal for camping. So out came the tents, travel trailers and motor homes. Naturally we also took over their house as well.

Our tour started from their home to visit a gentleman's collection of John Deere farm tractors. From there we traveled to the Plattsburg air base to visit the Champlain Valley Transportation Museum. This was a small collection of vehicles featuring the Lozier automobile which was made in Plattsburg. There was also a collection of model cars and trains. The kids really liked the pedal cars to drive around the parking lot. Next was a trip down to Ausable Chasm, the Grand Canyon of New York. The trip would not be complete without a raft ride down the river. There were many views of the Chasm bottom from the top. Next, we headed back to the base at Chazy for our social gathering and dinner.

We then traveled to Canada through customs and on to Park Safari. This is a big wild animal park with many things to do, we spent the day there. Going back thru customs wasn't too bad, then back to home base for another wonderful meal.

The Shelburne Farm tour in 2016 was also memorable. We were treated to a guided tour of the grounds in our antique cars. A nice thing was having our cell phones and speakers in each car so we were connected to the guide who explained each event as we traveled around the grounds.

Another time we started in North Conway, NH. We were privileged to visit a wonderful collection of horse drawn vehicles and wagons. There were over 90 wagons including two from the Queen of England's stable, 6 Concord Coaches, Military Wagons, hearses, Peddler's wagons and many more, of all kinds.

Other places we went to, included Six Gun City in Jeffersonville, NH. There we were invited to drive our vehicles into the old western town village and park them on their main street while visiting all the other sites inside Six Gun City. Many tried their skills in the mini auto racing cars.

Visiting Clarks' Trading Post, in Lincoln, NH was a real treat for the kids as well as the adults, especially watching the trained bears and the steam train ride. The Wright War Museum in Wolfeboro, NH was very interesting. While in Wolfeboro we visited two exceptional private auto collections. At one of these collections, one young boy, 5 years old was fascinated by a high wheel bicycle. He looked it over many times and then had a question. He went up to the owner and said **"Sir, how do you put training wheels on that bicycle?"**

We visited the wonderful ABC auto collection in Chocorua, NH. Today, it no longer exists. Another wonderful collection of cars located in Newport, NH has been sold and is not available any more. It was in a restored brick factory building holding the Rugar auto collection.

What a great ride our family has had. Every year is a treat, from the places we stay, events, the museums, car collections, displays, parks, card games, you name it, they are all amazing and enjoyed by all ages. We are very fortunate to have a family that enjoys being together. Young and old we all look forward to the next family tour celebration. We usually have 32-35 family members on the tour, the most we have had is 44. They come from Oregon, Arizona, South Carolina, New York, MA, NH, and VT.

To quote my daughter-in-law: **"I now understand why my kids were so excited every year about the car tour and learned the attraction, fun and adventure. We all have built relationships with the family that they never would have without the tour. The family has become great friends."**

Shelly Nolfi, Needham, MA. **"What my father created is truly a legacy that I hope will continue on for generations. We're so lucky to have a family, that takes the time every year, to be together for 3 days for a family reunion on antique wheels."**

Coming VAE Events for 2019



May 18th.... 11AM
Drive your old car to Enosburg, Vermont and Terry Magnan's new "Country Boy Classics Museum".

countryboyclassicsvt.com

It is located at 3421 West Enosburg Road if you are using your GPS. If not, it is just a mile South of the West Enosburg 4-corners, on route 108. About 4 miles south of Enosburg village.

The Green MTN. Military Vehicle Club, The Vermont Street Rodders, The Champlain Cruiser and the Cars Of Yesteryear clubs will be invited so please, lets show our VAE cars off! Rain or shine, there is plenty of room inside.

Bring your favorite dish for a pot luck to share with everyone. Water, beverage and coffee will be supplied by the club.

We understand there is even a full Cadillac sitting in the barn rafters...you can't miss that!

Questions...call Sharon & Gary Fiske 802-933-7780



June 15th & 16th...
The VAE/Shelburne Museum
"Classic Auto Festival".

Event organizer, Ernie Clerihew

All Antique and Classic cars are welcome
OR

Dust off your truck for this year's feature vehicle



June 2019.... Event organizers, **Gary & Nancy Olney**, Derby Line, Vermont.

July 12th, Friday....Our multi-day tour of Bennington area. More details later. **Ken Gypson**.

July 20th & 21stU-Mall VAE Old Car Display In-the-mall. More details later.

July... Colchester Burnham Library. VAE old car visit. More details later from **Charlie Thompson**.



August 9th, 10th & 11th. Waterbury...
"The Vermont Antique & Classic Car Meet".

This year featuring antique tractors.

Also new... Antique race cars will have their own class. Motorcycles will have their own class AND....

The Kit Car Community is invited to be on the show field.



September.... Wings & Wheels, Highgate Airport. More details later. Event organizer, **Hal Boardman**.

October Gypson Tour. More details later. **Ed Hilbert**.

November.... VAE Annual Meeting. More details later. **Wendell & Mary Noble**.

December 8th, Sunday 11AM.... VAE Holiday Meet. Steak House Restaurant. 1239 Barre/Montpelier Road. **Charlie & Marion Thompson**.

Cars & Coffee Vermont 2019.... Every 3rd Saturday at 7AM on the University Mall Grounds. **John Malinowski**

If you want the latest VAE events schedule, **John Lavallee** invites everyone to visit our website (vtauto.org) and click on "See all VAE Events"

John, also, sends out regular "Event Emails" to all members

Our Board meetings for 2019 will be held in Williston at the Whitney Hill Homestead.

July 9th @ 6PM

October 8th @ 6PM

"All Are Invited"

Wheel Tracks Classifieds



Free to all Enthusiasts

For Sale.... N.O.S. running boards for 50's Chevy truck. 39" long-\$100.00 for pair.

Tri Five Chevy parts, Used V8 engine parts- camshaft and valve set, two 2 barrel intake manifolds, four heads, oil pan, bell housing and flywheel plate for an automatic, heater core, steering wheel, 3 speed transmission and other small parts. \$ 150.00 for the lot. Don Lovejoy, 802-763-7269

**May
Bumper Sticker...**

It was me.
I let the dog out

**Do you need a VAE name tag?
(\$9.00)**

Contact Christina
christina.mccaffrey@vtmednet.org

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

Need a VAE window sticker? \$1 each, 6 for \$5.
Call 802-933-7780 or email gafiske@gmail.com.



For Sale....Classic and rare 1991 Toyota Hilux-Surf with a 4 cyl. turbo diesel engine. 4-wheel drive, 5-speed std. transmission. Has no rust, is very clean and has only 72K miles on it. Has new timing belt, new water pump, new exhaust, 2 new batteries and excellent tires. Runs and drives perfect. Remember, this is not a 4-runner. It is right-hand-drive. Asking \$12,900. Contact Hank Baer 802-272-6933



For Sale.... 1960 Corvette. Completely restored. Written appraisal for \$65,000. Reasonable offer considered.

Rated between #1 and #2. Color, red and white. Hardtop available (unrestored). Call 802-226-7381

Wanted... An original copy of "Spring 1981 Wheel Tracks". My grandfather's Silver Annie story is there. Thanks, Eric Osgood, 802-635-2138

For Sale.....Sales brochures and other literature for most makes and years post-WW2, with some pre-war and some foreign makes. Downsizing a large collection. Prices from \$4 to \$50 and up.

Contact John Emerson at 802 388-7826 for information and availability.

For Sale.... It is a Swiss troop carrier, Mercedes Model 404, bows and canvas top, 1970 vintage, about 7000 miles on the odometer. The owner says there is no rust. It runs but could use a tune-up, needs some brake work and a bit of canvas repair. Asking \$16,000. Owned by Doug Smith (802) 249-5370.

For Sale.... Model T engine boring machine 500.00, Bumper lift 400.00obo. A Brooklyn Auto Trunk, will dicker.

Also have 1 lounge to get to later. Kenneth Cota 4422 us rt 2 south Alburgh VT 8027963773 or ken20@fairpoint.net thanks



For Sale... 1962 Maxim Tiller Fire truck. Complete except for a ladder or two. Was driven under its own power and parked here 12 years ago. Will accept a donation to our fire department in payment, complete vehicle must go. Call Bill Baker at the Montgomery, VT. Fire Department. 802-326-4753. *See a bit of a story, on this Maxim on page 8*



For Sale.... 1929 Ford Model A Speedster. About 80% finished, you will find all the parts and pieces to complete the project plus many extras.

All Speedsters need "6" wheels so you can have 2 spares mounted on the back. There are 6 wheels freshly powder coated still wrapped and ready to go. Along with those many extra parts, a

close to perfect 1930 2-door model A body is included. Husband has passed and the barn needs to be empty for new leaser. \$5000.00 or best offer. Call Cambridge, VT 802-644-5358 or 644-2936



For Sale.... 1985 Pontiac Fiero in great condition. Call Duane at 802-849-6174

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



**This beautiful Saab lives in Hinesburg, Vermont
at Loy Harrell's house.**



May 2019

**Check the date after your name,
Your VAE Membership
might need to be renewed.**



**There are not many Vermont children who have not "talked to" this 72-year-old Ford.
You will be hearing more about the Vermont State police car "Monty" in the coming months.**