

Wheel Tracks

The Newsletter of Automotive Heritage



NOVEMBER 2011

MY MODEL T'S by Andrew Davis

I bought my first T from Herb Gallager of Lyndonville in the spring of '46 for \$20 and a single shot .22 rifle. It was a coupe made into a pickup with no top. My father was mad and later I figured out why. He had been a locomotive engineer from 1904 to 1926 and 'Engineers' drove Buicks, Jefferys. Etc., not T's. Since it was spring Arland Noyes, Wally Davis, Charlie Ladue and I decided to try it out on back roads. When we got stuck Wally would pick up a rear wheel (no fenders) and we would put brush under it. We came to a downhill with a bridge at the bottom that no one had traveled all winter. I gave it full throttle in low. Well, the bands were worn so the low pedal stuck on the floorboard. A replacement push-pull switch was located on the right of the dash. It was all I could do to stay in the road using two hands, no chance to reach the switch or get the low pedal up. I decided to concentrate on not hitting the bridge while the mud splashed on the windshield and Charlie...we and the T made it safely.

30 by 3 1/2 clincher tires were hard to find in WWII, so I made adaptors to use ford 600:16 rims on the rear, there were plenty of these tires in the junk pile of Blake's Garage where I worked. The car was always going 'uphill' and I drove it this way through my senior year at LI and started UVM in January of '47. I took all of this last deer season off that year to put in new bands. All the old timers at the garage cautioned me about dropping a nut. I didn't realize how slippery a well-oiled nut could be and that is exactly what I did...I dropped a nut. If there was a loose nut in the engine and you turned the engine over it would stick to the magneto and good by engine. So I pulled the engine and even though I thought I had it sitting nicely on blocks the engine fell off. When it hit the floor the nut rolled out the starter hole. I hope the old timers thought I knew what I was doing. The car had a water pump so while I had it apart I installed a heater. It helped some but with no top or side curtains it was not too effective.

Arland and I hunted that season. One day I came back to the car on Hardscrabble Mountain and there was a deer in the pickup back. I knew Arland could not drive the T. It turned out that Herb Gallager came by and drove it down into the field, the deer was his.

Once the registration expired I had to get rid of the car for financial reasons and some scholarship wording. UVM had a scholarship called the Wilber Fund for Vermont students with a B average. The application was what does your father do? (he was a hotel janitor), does he have a car?, do you?, (no & no...good bye T). How much money do you need, how much have you got, subtract, and pick up the check from the president's secretary the next day. Shortly after my last school payment in the spring of my senior year (1950) I bought a 26 four-door sedan for \$35 in East Montpelier while hitch hiking to Lyndon Center. This is the car you see in the picture above.

There were not many cars at UVM then. If I could not park in front of the closest door of Waterman on Prospect Street things were bad. The President's secretary saw my car and we ended up swapping rear ends (with \$10 to boot) for his Ruckstell. I drove this car from Burlington to Lyndon Center on many weekends. When my folks came by bus for an engineering open house the plan was for them to ride home with me. The Ruckstell stuck in low range and it was a long hot ride, getting home at 1AM, at 20mph.

See, I had an interview, p4

FEATURED IN THIS ISSUE OF WHEEL TRACKS

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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.

"Wheel Tracks" is the official monthly publication for Vermont Automobile Enthusiasts (VAE) by the VAAS. Wheel Tracks is a monthly newsletter published in print and electronically for it's membership in ten states and two provinces. The newsletter began in May 1953.

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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FROM YOUR EDITOR

Gary Fiske



Sometimes you think the world is all in order and things will proceed perfectly...as planned.

Right!! When I lost phone and internet service yesterday the 'perfect' changed to hmmm, I am not sure what to call it. Even my cell phone service was out because I use a satellite boosted service hooked into the house phone up here in the boonies. **Gael Boardman has a reputation for staying 'Unplugged'**, I was tempted to call him to see how it is done. Did you know his house phone is a **Rotary**...quite shocking to a 'plugged in' type of person. All returned to 'perfect' partway into this morning when the Fairpoint tech knocked on of my door to tell me he had things fixed.

The first item to come rolling in by email from Conti's daughter, Patty, with pictures of his birthday and a 'Conti Thank You'. You can find it on page 11.

I hope you enjoy Andy Davis' column about his Model T, I had a great time putting it together. As I noted, Andy, is a true Enthusiast.

You are looking at Wendell Noble's next to the last Presidents Column on page 3, Dave Sander will be taking over in January. I have been trying to temp Wendell into continuing to write for Wheel Tracks, his stuff is always very interesting. Maybe you could help me 'nudge' him a little.

I might have someone to start a mini-feature column like you saw in the August Wheel Tracks, there were 12. That is still a little iffy but I am hoping. The mini-feature will have a little more freedom to wonder, even outside the VAE, to bring you short story's of what folks are doing out there.

Page 7 has a really nice window into Les Skinner's life and happenings. Wouldn't it be something if I could find someone to bring those type of columns to Wheel Track about other VAE members?

You will find a pull-out with an early renewal deal in the middle of this issue. You don't even need to cut your Wheel Tracks up with scissors.

The Board had some long discussions about giving discounts, I would suggest you jump on it before they change their mind. More importantly, you can't believe how much easier you are making our lives by renewing early. **We are all volunteers and when you can make our tasks easier.....the world is perfect.**



From The President

Wendell Noble

In last month's Wheel Tracks, Dave Sander's column struck a responsive chord with me, and probably many others. He mentioned the frustration of trying to buy anything for a vintage car from an auto parts store. Rather than look for the part directly, they want to know what car it's for first. That leads nowhere. It happens to me every time I want to buy an oil filter (Wix #51503). It is of no use to know I intend to use it on my '28 Dodge Brothers Standard Six, but they want to know.

Somehow, this brings to mind my other consumer peeve. When I buy a tool, part, light bulb or anything else, I'd like it to work, fit, and last. I've had it with junk that doesn't meet this meager standard. Invariably, this turns out to be because it's made in China. No matter how low the price, if I can't use it, it's not worth it. I'd be better off leaving my money on the counter and going home empty handed. At least I don't have the disposal problem. This gives a new meaning to "disposable income." I've thrown out some knock-off locking pliers because they were made of soft steel and didn't lock, light bulbs that were DOA, and a high intensity flash light that went into the trash with the package it came in. Parts catalogues for Model A Fords warn you that the fenders they list for sale probably won't fit properly and the bolt hole will be in the wrong place. They even apologized for no longer carrying a radiator shell because it was of such poor quality as to be worthless. My most recent fiasco was with an inner tube for one of my tractor tires. It's a lot of labor to remove a calcium chloride filled inner tube from a large tractor tire and the consequences of that stuff leaking out are pretty damaging. I've gone through two new tubes, three patches and five dismountings and \$130 (\$57/tube plus labor) to get it where it finally holds air. So much for no name Chinese inner tubes. What if I had managed to find an American made tube for \$80 in the first place? Now that's crazy talk. So, why is it so hard to buy good stuff, even if we are willing to pay more for it? I'm afraid we are experiencing a manifestation of "Gresham's Law." That's a law of economics attributed to Sir Thomas Gresham in 1858. It refers to currency or products, and notes that "inferior products or practices drive out superior ones." Isn't that what's happened? That gives a name to the problem but it doesn't give a solution. The only thing I can think of that we can do is to apply consumer resistance. Reward the good and punish the bad. At every opportunity, let the vendors know that we demand the option of buying good stuff and are willing to pay for it. The junk can stay on the shelf.



SunShine Report

By Christina McCaffrey

Get Well wishes to Stephen
Leach - injured in an auto accident.
Birthday wishes to Conception Conti
Get well to Fred Cook

Sympathy to the family of Aden Crowell (former member - died)
Sympathy to the Eugene Towne Family (brother Don died October 12th)

Activities by Dave Sander

VAE/VAAS Annual Meeting at Vermont Technical College
Event Coordinator...Fred Cook

Saturday, November 5th
At
VTC in Randolph Center, Vermont

11:15 AM....Student Demonstration at the Auto Technology Building
On the East Campus.
12:10 PM....Luncheon and Annual Meeting at Judd Hall
on the West Campus

Agenda...

- *Welcoming remarks by VTC President, Dr. Philip A. Conroy Jr.
- *Presentation of our '11- '12 Scholarship Check to Financial Aid Director, Catherine McCullough
- *Response, Catherine McCullough & Automotive Technology Director, Robert Palmer
- *Luncheon Buffet

Annual Meeting of VAAS
Approve Minutes of 2010 VAAS Annual Meeting
Approve VAAS budget for Calendar Year 2012
Set VAAS Dues for 2012
Elect VAAS officers/directors

Annual Meeting of VAE
Approve minutes 2010 VAE Annual Meeting
Approve VAE Budget for Calendar Year 2012
Set VAE Dues for 2012
Elect VAE officers/directors

Set Next regular VAE Meeting: Time/Place
Adjourn

Door Prize Drawing

*Note!!!! Please Notify Fred Cook or David Sander to tell them you are attending.
They need to know.....*





THE SOFTER SIDE

A Column Shared & Written by Marnita Leach (The Cookey),
Mary Noble (Left) & Nancy Olney (Right)

When did I learn that? By Nancy Olney

Have you noticed that there are things that you know, that other people don't seem to? Gary and I have discussed this from time to time. We can't tell you why or how we know things but seems that we have always known certain things. This was brought to my attention recently, when my left blinker started blinking really fast which is the warning that your directional bulb has blown. Not wanting to take the time to check into it immediately, I decided I could use hand signals for a short while.

WRONG!! Stick your hand out the window to turn left and see what happens! One young lady looked at me like I was crazy and gave me a "look" that said, get off the road Granny! Some blew their horns, saying, use your blinker! I got at least one "wave" back at me! This was something I thought everyone that drives a car knows - hand signals. From this experience, I guess not, but isn't it still covered on the drivers' test?? One thing that I hate when driving some of our older cars, you know the ones, the ones without directional's.... is corners. It is always in my mind, do they know about hand signals?? I can tell you that I decided that a new bulb was in order, sooner than later. Looked in the trunk and then went to the car book of "how to". I, personally, feel the directions were not easily understood but between Gary and I (and the threat that we might have to ask for help) we got the bulb installed. The book does say that you may have to take the car to the Ford dealer for proper installation. I really don't think Henry intended that we had to see the dealer to change a light bulb! Changing light bulbs, now that's something I thought I always knew!

A November Guest Recipe

FROM THE KITCHEN OF SUE CHAPMAN OF ENOSBURG FALLS

PUMPKIN CHEESECAKE

Crust: 1 3/4 cups Graham cracker crumbs
3 tablespoons light brown sugar
1/2 teaspoon ground cinnamon
3/4 stick melted butter

Filling: 3 (8oz.) packages cream cheese, at room temperature
1 (15oz.) can pureed pumpkin....Libby's
3 eggs plus 1 egg yolk
1/4 cup sour cream
1 1/2 cups sugar
1/2 teaspoon cinnamon
1/8 teaspoon nutmeg
1/8 teaspoon cloves
2 tablespoons flour
1 teaspoon vanilla

Directions:

For crust...Combine all ingredients together. Press flat in a Springform pan. Set aside.

For filling: Beat cream cheese until smooth. Add pumpkin, eggs, egg yolk, sour cream, sugar, cinnamon, nutmeg, cloves, flour, and vanilla. Beat together until well combined.

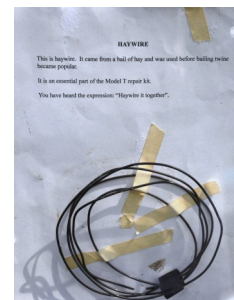
Pour filling into crust. Spread evenly and place into a 350 degree oven for 50 to 55 minutes (do not over bake). Remove from oven and let set for 15 minutes. Cover with plastic and refrigerate 4 hours.

Continued from page 1.....

I had an interview with the General Electric recruiter. His comment was that they could use anyone who could drive a Model T. Maybe the T had a bigger influence on my life than I imagined. I got the job and drove this Model T to work on my first day at GE Burlington in 1950, on many anniversaries and my Last day at work in 1988.

The car was pretty ragged and not used from 1950 until I got married in 1959. It had been stored outside some. I put in a new battery, water, blew up the tires and drove it from Lyndon Center to Pittsfield Mass., where I started a frame up amateur restoration. I completed this with an engine job after retirement in 1988. Now it is time for another restoration, after all some of the work is over 50 years old.

Editor's note....I met Mr. Andrew Davis for the first time at this year's Stowe Car Show. I have a T and was looking for some pointers. It was like this gentleman had just bought his T, the excitement and passion for 'his old car' could be seen from across the show field even though he has had the T for over 60 years. **If we ever need a good example of an Automobile Enthusiast, Andrew Davis is the man.** I found the note pictured to the right taped to his T's back window along with the hay wire. The note reads...**This is haywire. It came from a 'bale' of hay and was used before baling twine became popular. It is an essential part of the Model T repair kit. You have heard the expression of "Haywire it together".** After reading Andy's column I need to ask him a few questions....what is this 'replacement switch' all about on his dash.....Clincher tires??? Was the Ruckstell rear-end a good or a bad idea? I wonder if he would agree to speak more about his Model T at one of our meetings, there is much more we 'young-uns' need to know about Ts.



Did You Know?

By Gene Fodor

that in 1909...

- ... Production more than doubled to 123,900 passenger cars and 3297 trucks
- ... Louis Chevrolet began work on a 6-cylinder car of his own design in Detroit
- ... Hupmobile featured transmission/clutch in unit with the engine and a fuel reserve valve
- ... A Maxwell Briscoe was driven from New York to Oakland, CA by Mrs. Alice H. Ramsey, the first woman to make a transcontinental trip
- ... After the first races, the Indianapolis Raceway was paved with brick for a 2-day event in December
- ... The Hudson Motor Company was organized
- ... Cadillac became part of GM and GM paid it's first preferred stock dividend
- ... Fabric or 'cape' tops appeared on the market and were called "One Man Tops"
- ... Gramm Trucks featured overdrive transmissions
- ... The White Company built a gasoline engine to replace the White Steamer
- ... 62 new marques were introduced this year ...

K-R-I-T "The car with the invisible start"

22½ H. P. \$800

96 in. wheel base. 32 inch wheels. Sliding gear transmission. Multiple disc clutch. Weight, 1200 lbs.

Runabout, \$800 Roadster, \$825 Surrey, \$850

f. o. b. Detroit

Write for Catalog

K-R-I-T Motor Car Co. Detroit, Mich



The K R I T name probably originated from Kenneth Crittenden who provided financial backing and helped design the cars.

Notice....

Gene would like to have December be his last 'Did You Know' column. First, we need to thank Gene. This column has been very-very popular and it needs to continue. Please notify the editor if you would like to take the column over and make it 'your creation'.

"THANK YOU GENE"

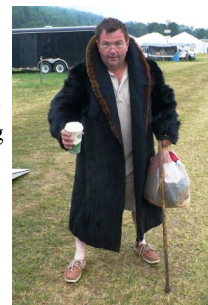
What is it ?

A number of pictures have been sent to Wheel Tracks from members asking for help to identify them and their value. If you can help please send your answers to gafiske@gmail.com and I will print your answer in Wheel Tracks for everyone to see. Please, also, send a picture of your mysteries (with any supporting info), it will be fun to solve them.

Who Is It???

Hint...This Person appeared at the Stowe Show. We are not sure what is in the cup, Nickels or something stronger.....

From Wendell Noble.... Let me be the first to identify the guy in the big black fur coat in the picture on page 5. That's "Vinnie the Pooh" Cassidy in his newly acquired bear skin coat. He's really proud of that coat but he'd better not wear it in the woods this winter.



A mystery photo from a member..... Can you id the make of car and what member now owns the nice 'dreadnaught tire chain display rack'?

If all the cars in the United States were placed end-to-end, it would probably be Memorial Day Weekend...
Confucius says:



A banker is proudly driving his brand-new Jaguar sedan around New York City. On reaching his destination, he parks the car at the curb and gets out on the traffic side. Just as he opens the door, a taxicab slams into it, ripping the door right off its hinges. The cabby drives off as if nothing extraordinary has occurred. A policeman who witnesses the whole thing walks up to the banker, who is now wailing loudly, "Ohhh myyy gaaawdd! Look what that idiot did to my new Jaaaagguuuaar!" The cop looks at the banker, shakes his head, and says, "You bankers are so damn materialistic! Here you are whining about your expensive car, and you don't even realize the cab tore off your arm!" The banker looks down at where his arm used to be and begins to wail loudly, "Ohhhh myyy gaawd, my Rolllllleeeexxx is gone!"

A Dream Becomes Reality by Bob Lalancette.



I have always liked auto racing. The competition of vehicles going side by side, or as they say, “door handle to door handle” is exciting. Years ago, I first saw the grainy pictures of racing on ABC Wide World of Sports Saturday afternoons. This was on a black and white TV. Then my Dad brought me to Catamount Stadium in Milton, Vermont to see a coworker of his race. His name was Bobby Dragon. It did seem like he breathed fire because he was fast and won a lot. **The first race car I sat in was a red Number 71.** I held the wheel as the crew chief slowly released the cable that held the car on the ramps of the school bus that was the race car hauler. No tractor trailers or feather-lite trailers for these guys, they weren’t around yet. All the race cars were on open trailers or in an old school bus converted into a hauler. I built a lot of car models and watched all the races I could on TV, which was not a lot in the early 70’s. **The second race car I sat in was a Limited Sportsmen.** I did get to drive this one around the pit area of Catamount Stadium. I worked on this car during the summer and was the crew chief. I learned to work quickly as I was the only one working on it. I never did get to go on the track as a driver. During this time, Richard Petty was going strong and I really thought he was a class act. Many years later, I rebuilt an old kart and did race. I won some races, but it was a lot of traveling to go to the clay tracks of New York and southern New Hampshire. I did not go to Barre, Vermont’s Thunder Road as it was asphalt and if you spun out, I thought you would stop to quickly and get T-boned. As you can see in the picture, I have a few of the “King’s” cars. All I can tell you now is that I’m going on an adventure. I do not know how my wife came up with this idea and it is exciting. I will tell you next month about this experience.

This note sent to Gael Boardman from Dolores Partridge all began at the Wake Robin event.....

Gael, You asked me to write up my memory of the Mercer I had a ride in. Here goes!

During the last half of the 1950s I learned that my neighbor, Dick Fearing, on Edson Hill in Stowe, had a Mercer in his barn. It seems that while in Massachusetts he had gone on several Glidden tours with a Model T and was tired of leaving early and arriving late, so he found a race car to let him leave late and arrive early.

As I recall it, the car was supposed to be a race car built for the board tracks at Roosevelt raceway. It was a 1916. I couldn't verify the track info, but the car had an electric starter built into the flywheel which sort of fits into the 1916 date. Dick was a good friend of Hans Lipponer who owned the Mountain Chalet lodge in Stowe, and his father came over from Germany to see Hans. Dick found out that he had worked for Benz back in the early days and offered him a ride in the Mercer. I heard that the car would be out for a spin, so I wrangled a ride too. The electric starter didn't work, so Dick cranked the beast and after a few turns got it running. My seat on the right was next to the exhaust pipe and the lack of door radiated a lot of heat and much noise. The "Non Skid" tires has a bit of tread missing on one wheel which made for bumpy ride. The fabric U joint after the transmission had a replacement fabric which was a buffing wheel and wasn't trusted too much, so driving was extra gentle to spare the joint. At the bottom of the hill we waited as an English Austin went by, then swung onto the road and accelerated smoothly as the drum speedometer rose to about 50 then passed the Austin and stormed up to 55 in high gear. The engine sounded like it was parked as it was rated for 1600 rpm and would go much faster than the 55 mph. As we started up Harlow Hill it began to backfire and we did a quick 180 and turned back down hill. Dick explained that the carburetor needed work and the hill screwed up the mixture. Returning to Edson Hill we went up very slowly in first gear to avoid the backfiring and so ended my ride..

Later that year Dick decided to raise sheep and needed the barn space, so he asked me if he could store the Mercer in my pole garage as there was an open space. So that winter I had the car in my garage. Come spring and I asked Dick if he wanted to sell the car since he didn't seem to be doing anything with it. He said yes and he wanted \$2800 for it. That was a bit rich for me at the time and so it was sold to someone in California, trucked to Springfield Mass and put on a train. Farewell Mercer !



A 1916 Raceabout Mercer picture could not be found on the net, this is a 1912



Sent to Wheel Tracks by Les Skinner
Written on USS Enterprise bombs
“Taliban Extra Strength Suppository”

Siamese twins walk into a pub in Canada and park themselves on a barstool. One of them says to the bartender, "Don't mind us; we're joined at the hip. I'm John, he's Jim. Two Molson Canadian beers, draft please."

The bartender, feeling slightly awkward, tries to make polite conversation while pouring the beers.

"Been on holiday yet, lads?"

"Off to England next month," says John. "We go to England every year, rent a car, and drive for miles. Don't we, Jim?"

Jim agrees.

"Ah, England!" says the bartender. "Wonderful country . . . the history, the beer, the culture."

"Nah, we don't like that British crap," says John.

"Burgers and Molson's beer, that's us, eh Jim? And we can't stand the English - they're so arrogant and rude."

"So why keep going to England?" asks the bartender.

"It's the only chance Jim gets to drive."

Sent to Wheel Tracks by Bill Billado



Email Eavesdropping with An Important VAE Member

This is an exchange with Les Skinner that started when he contacted me about forgetting to add the VAE name-tags to the classified ads. His lovely wife, Phyllis, orders for our members. Somehow his accent came up and my comment about how he pronounces where he lives. Don't you think when he says 'Northfield' it sounds like a suburb of Boston? Please don't tell him...I wouldn't want his head to enlarge... but I think he is a pretty neat dude. The conversation continued....

Gary:

Yes,--I like color for the cover.

Where did I acquire a Northfield accent?, and to what phrase do you refer?

Re: Ford Squire: The Squires had imitation wood panels of fiberglass and they all faded and warped. BUT the initial cost of a Squire, verses the Country Sedan was about \$600 new. Guess who was a Ford Manager from 1953 -1979?

My choice for personal use was always a Squire, they had better upholstery than the sedan. As a manager, my car was always for sale, folks used to think it probably was trouble free and generally sold by 2-3000miles, and I'd take another. Records show I had 53 new Squires during that period.. Enough trivia!!!

Re: name tags: I need to keep Phyllis busy, she is in charge of getting those made up. They are still \$7.00 checks made out to Phyllis, and mailed to each subscriber.

I like what you do to the magazine.

Les

Gary:

You have to remember, I'm an "OLD FART" 83 years.

During that time I started out of High School at a Funeral Home, served my apprenticeship, went to school and at the age of 22 was fired for winking at the Boss's daughter, Phyllis, whom I married at age 50. I was married to Steve's mother first.

Next I bought a Hudson Dealership, Skinner Motor Sales, changed it to Pontiac and sold it in 1953.

I was Service Mgr, then assistant CEO at Jannell Ford in Weymouth, Ma and moved it to Hanover Ma. for 28 years I then went to teaching at So. Eastern Regional Voc H.S in Easton, Ma. Auto Shop 2 weeks and math 2 weeks in a class room. Always rather fat, the students dubbed me their "in house Buddha", and pictured me as such in the High School Year Book.

Next at age 62 I moved to Northfield Vt. where time was heavy, so went to work bagging at Howard's Market. The Kingston Funeral Home owner, Michael Donahue learned of my past and recruited me to help him. Recognizing that Cremation was becoming more popular, he recognized the need for a Cremation facility in this area, and the need to involve other Funeral Homes in this effort. He started the Green Mountain Crematory, and does that work for 16 local Funeral Homes. His pricing to them includes the picking up of deceased at their places and returning the ashes. I do the driving for that, approx. 30,000 miles annually. There you have it. Does it make any sense?

Les

Yes, it makes sense Les. We all wish our lives can be that rich and rewarding. I have met some incredible folks while I have been a member of the VAE. The VAE car history's are fascinating but the member's lives are even more interesting. Wouldn't it be something if we could have a column each month covering that subject..... Hint, hint to that Wheel Tracks Bio Editor hiding out there.



VAE GOSSIP

By gcf



A note from Wendell on the 25th of September... You would have enjoyed the Stowe show critique today. Randy Cary mentioned something about "the other Boardman" and then turned to Gael and asked "is he your son" Gael said "yes ..what the hell, if you can't beat'em, join 'em".

Gary Olney is now on his way to points west with Vin and another gent in a dump truck. That ought to be cozy.....

(The other Boardman by the name of Hal and Gael are cousins and about the dump truck journey, can you note the tone of jealousy with Wendell's comment?)

Gene Towne shocked a few of us when he asked to speak at the Frost Bite Tour business meeting. His words... "I want to thank the guys for helping me with my erection". He was referring to the VAE help he received building his new garage.

A 1933 Franklin Olympic has found a new home in Enosburg. It's former home was in Addison, New York, a few miles West of Painted Post. It is now sitting in my barn getting a few loving tweaks and adjustments. I frightened the heck out of my sister-in-law visiting from NJ and my dog on the Franklin's maiden drive in Enosburg. I left the parking break slightly on and the heat created a pile of smoke from the oil that had built up around the tranny. Two neighbors came running and only found an embarrassed driver with a lady and a dog running up the road through the smoke. There has been no mosquito problem since.

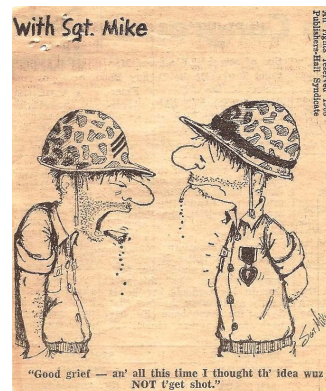
When my wife Sharon and I were in Addison, NY we met an 89 year old gentleman by the name of Dewey Weale. We were told he has restored 25 to 30 model Ts and As. We had a chance to stop by and see the six old Fords the he owns. Dewey is the local authority on these old cars. I have been able to locate Dewey's daughter Alice, my hope is that I will be able to bring you a Dewey Story in December.

Two leaf-peeping Quebecers stopped by a few days ago looking for a B&B. In the conversation they told about a barn they had just driven by, about two miles from here. The barn doors were open and two sets of Model A type headlights were peeping out. A 'must visit' with my camera the next time I have a chance....and maybe a new VAE member!

As you know, the president of the VAE has the task of choosing the Presidents Restoration Award each year. I hear that only one car has been nominated so far. We can't make Wendell's life that easy, how about sending him some more nominations.

Rumor has it that a member in Essex has eyes for a beautiful 59 Austin Healey and needs to make room buy selling a Mustang. Great opportunity for someone with an empty Mustang stall.

There is talk about doing a 're-design' of our VAE Web-site. It is old, a little funky and probably doesn't reflect our club very well with all the changes that have happened the past few years. If things progress you should get ready to get your 2-cents into the conversation. I am sure you have some opinions. I know a friend/member who is not plugged into the 'World Wide Web', I wonder what sort of re-design would get his curiosity going enough to 'plug in'?



This is a picture from many years ago when a little humor went a very long ways.

Can anyone remember Sgt. Mike? Where were you when Sgt Mike was Being published?

The caption says...**Good grief— an' all this time I thought th' idea was NOT to get shot.**



*This column is a Q & A column with you asking me questions and after researching the answer I will reply.
Any questions 'automotive' is fare game, I might not know the answer but hopefully I will find someone who does know.
Please send all inquiries to dasander@aol.com or 32 Turkey Hill Road, Richmond VT 05477*

Rubber Fuel lines and Ethanol

I have heard of people having problems with collapsed fuel lines due to attack by ethanol. Although most of my fuel line is metal, there has to be a short section of flexible line between the body and the carburetor. Is there any specific material you know of that is impervious to ethanol? When I asked that question at my local parts store, he first gave me a blank stare, then asked what kind of car it was for. When I told him it was for a '29 Plymouth, I got another blank stare. Then he said he didn't know of anything and suggested I use non-ethanol gas. That's pretty consistent with your last column.

Wendell Noble

First, the good news:

Fuel line today is made of neoprene, not rubber. It is impervious to the alcohol in E10 ethanol. I usually use fuel injection hose, not fuel line because it is much more substantial. This is available in auto parts stores in 1/4", 5/16" and 3/8". If you really want to be sure, you can use marine fuel line. This stuff will holdup to E85 and bio diesel. Marine fuel hose can be purchased from marine supply stores.

I would remove a section of the flexible hose and bring it to the auto parts store. The old rubber fuel hose will dissolve with the E10 ethanol we are stuck with today. Replacing the old rubber hose with new neoprene is cheap, easy and makes the car much safer and more reliable.

This from Gene Fodor.....A Driving Survey

Reading the Sunday Times, UK while on our vacation a few weeks ago, I found the following in one of the supplements:

In a survey conducted by gocompare.com of 2,000 UK drivers, both male and female and they found the following facts on the average driver in several categories:

Your car is your cocoon of peace and harmony.
Occupants will get into an argument once every 80 miles
Kisses will be exchanged every 242 miles
Your driving life is really about the excitement of the journey rather than the arrival destination
You have driven on dates about 15 times
Eating a meal while drive comes up with 1,093 times
Crying in the car was logged at 82 times
Taking a nap in the car 39 times
Your driving experience will take 61 and ½ years of your life
An average motorist will average 292,986 miles during their lifetime
26 cars will be in a driver's lifetime
More than 500 have bonded and have named their cars
Driving miles peaked in the UK at 244 billion miles in 2007 You could expect to spend 100 day, 21 hours, 7 minutes in 9, 348 traffic jams – OK, not in VT...
You stop to buy fuel 2,645 times
You get lost 336 times – I think they mean men
You may be involved in 35 minor accidents and 81 near misses – let's hope they are all near misses
You may listen to 265 day's worth of radio and sing along 4,879 times.
Now, think, where do you fall in this survey?

Become a Member Of VAE

For Only \$30.00

Mail this with an enclosed check today to:
Christina McCaffrey (Member Secretary)
89 Ledge Road
Burlington, Vermont 05401-4140

Name..... _____

Mailing Address..... _____

Phone & Email address..... _____

What Antique or Classic Cars Do You Have? (Note...You do not need an old car to join the VAE, a love for history will do)

Would You Like Our Monthly Newsletter, **WHEEL TRACKS**, Mailed to You or On-Line?.....circle preference.

☐

Please check one....

I want to pay for one yearat \$30.00

☐

I want to pay for two years....at \$60.00

☐

I want to pay for five years....at \$150



Enjoy monthly member gatherings and wonderful car tours where you get to drive your Beauty along with other Antique and Classic Cars through the Vermont Highways

**Join us with our Premier Car Show in Stowe every August
Be a spectator, an entrant, a helper or all three**

**Get the Award Winning newsletter, Wheel Tracks
Even become an editor and create your own column if you want**

**Meet some of the nicest folks ever in one of the friendliest
Car Clubs you will find.**

Renew your Membership Early

And Get a Discount

**Save \$5.00 on one year and
another \$5.00 if you pay a 2nd year early.
Maybe you would like to not deal with re-
newals; For 5 years plus get a discount....**



☐ **I would like to save \$5.00, here is payment
of \$25.00 for a one year renewal.**

☐ **I would like to save \$10.00, here is payment
of \$50.00 for a two year renewal**

☐ **I would like to save \$10.00 and pay for a
five year renewal with my payment of \$140.00**

Name.....

Address.....

Thank You For Your Help by Renewing Early



Before

After



Piedmont California– Friends of a VAE member, John and Carolee Morrison were driving their 1912 Model T Ford when they were struck from the rear by a much faster moving truck. John said his only thought was to keep his T going straight, he did not want to roll sideways. The couple ended up slamming into a ditch head-on and walking away with very few injuries. Maybe a lesson when we get onto the highways with our slower moving vehicles with little for drivers from behind to see, especially if they are talking on their cell phone. One wonders if maybe a farm vehicle triangle would help.

"A WILD 90TH BIRTHDAY PARTY"

It's Sad That Conti Is The Only One With A Good Dance Step...



*"I would like to thank my friends at VAE for helping me celebrate my 90th Birthday. The gift certificate will be enjoyed by Ronnie and I and your cards were thoughtful and amusing. With thanks and appreciation."
C Conti*



Gael Boardman, Conti, Don Rayta, Fred Cook

An Email from Wendell Noble, President of VAE

I just received a very nice letter of thanks for a scholarship from Rodney Decato, a student.

I quote:

"Thank you for selecting me as one of the recipients of the Vermont Automobile Enthusiasts Scholarship for 2011-2012 academic year. It is greatly appreciated to help reduce school expenses. I pray that God continues to bless you and your household."

An Email from Rick Reinstein, Director NNER-VCCA

Hi Gary,

You might want to pass along this info. The VCCA (Vintage Chevy Club of America) is now offering a DVD showing the big celebration which took place for one week in July in Flint, Michigan. It commemorates the 100th Anniversary of Chevrolet and VCCA's 50th Anniversary. The DVD is \$19.95 and is offered through their website (www.vcca.org) and features the parade down Flint's main street featuring all 700 cars in order of manufacture, as well as other highlights.

I figure there's at least one Chevy fan in the VAE who might be interested..... Cheers

An email from Fred Cook.....If you have space in W/T for a reminder, I'm still looking for 1929 model vehicles for the new Lake Champlain Bridge opening ceremonies next May 19th and 20, 2012.

Wanted!

1929 model vehicles for planned Opening Ceremonies of the new Lake Champlain Bridge, May 19-20, 2012.

Vehicles needed to transport area residents that were present for the 1929 dedication, so called "29ers", across the new bridge.

Contact Fred Cook, VAE Event Coordinator

LCB dedication committee

fncook@comcast.net or 802-223-2933

Treasurer's Report - October 12, 2011**Dick Wheatley -Treasurer**

MONEY MARKET - bal. September 10, 2011	\$	162,237.52	
add: September interest income		80.03	
less: transfer to checking		(6,000.00)	
Balance October 12, 2011			156,317.55
GENERAL CHECKING - bal. September 10, 2011	\$	5,424.39	
Deposits			
Stowe Fire Department - food concession payment		3,000.00	
Transfer from money market account		6,000.00	
Member Dues		60.00	
Total receipts		9,060.00	
Disbursements			
5210 Gene Fodor -Stowe supplies reimbursment		26.72	
5211 Richford Historical Society - donation		25.00	
5212 Montgomery Historical Society - donation		25.00	
5213 World Publications - Stowe advertising		175.00	
Kathryn Reynolds - Stowe field rent over-			
5214 ride		4,002.00	
5215 Robert Chase - reimb for critique meeting		90.17	
5216 Mystic Lodge #56 F&M - soda for critique meeting		25.00	
Golden Eagle Resort - room for critique			
5217 meeting		100.00	
5218 Fairpoint - Stowe field telephone line		63.85	
Stowe Electric Dept - Stowe field electrical			
5219 service		26.32	
Radio Vermont WDEV - Stowe advertis-			
5220 ing		300.00	
Radio VT Classics, LLC - Stowe advertis-			
5221 ing		300.00	
5222 Vermont Country - Stowe advertising		240.00	
5223 Nassau Broadcasting - Stowe advertising		1,024.00	
5224 The Point - Stowe advertising		750.00	
5225 Hall Communications - Stowe advertising		900.00	
5226 WVMT - Stowe advertising		500.00	
5227 Times Argus - Stowe advertising		288.00	
5228 Chris Barbieri - reimb for advertising & reg. expenses		862.76	
5229 Joe Paradis - Stowe award		125.00	
Gordon Stamp & Engraving - Stowe			
5230 awards		17.33	
5231 Postmaster - stamps		44.00	
5232 Fred Cook - Stowe expense reimb.		57.12	
5233 VAAS - WT and website		750.00	
Total disbursements		10,717.27	
Balance - October 12, 2011			3,767.12
Total VAE accounts			\$ 160,084.67
Vermont Antique Automobile Society, Inc.			
CHECKING ACCOUNT - September 10, 2011			\$3,103.72
Deposits			
Advertising revenue		280.00	
VAE payment for WT & website		750.00	1,030.00
Disbursements			
211 L. Brown & Sons, Inc. - Sept. WT		674.05	
212 Rachel Smith - website		486.00	
213 L. Brown & Sons, Inc. - Oct. WT		718.75	1,878.80
Balance - October 12, 2011			\$2,254.92

Scholarship Fund included in accounts above

As of October 12, 2011	\$	3,665
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2011 Stowe Show Results

Income	\$	123,168
Expenses (to date)		60,535
Net	\$	62,633

VAAS Board meeting Minutes September 26, 2011



Board Members Present: Andy Barnett, Gael Boardman, Bob Chase, Lloyd Davis, Jan Sander, and Dick Wheatley
Absent: Leo Laferriere
Others Present: Gary Fiske, Wendell Noble

The meeting was held at Dick Wheatley's office at 1 Market Place, Unit #31, Essex Junction, VT. All motions were unanimously approved unless otherwise noted.

1. Welcome and what's new hobby-wise: Dick had traveled to Owl's Head Transportation Museum in Maine for an Airstream event. Gary is planning a trip to Painted Post, NY to inquire about a Franklin. Jan mentioned that she and Bill had been on the Slowspokes Tour. Along with David, Roselie and several grandkids, they had attended a New England T Register gathering in Sturbridge, MA. David Sander has been appointed to be the new Chairman of the T Register. Lloyd told the group of a difficulty that the Franklin group has found themselves in. Someone has taken possession of the title of their newly established museum and has threatened legal action if the Franklin group uses the name. Gael passed around several photos of a Model T that had been in a bad accident recently. He admonished everyone to be careful when driving their antique vehicles.

2. Secretary's Report: There was none as the group has not met over the summer months.

3. Treasurer's Report: Dick reported that there is \$3,100 in the account as published in Wheel Tracks.

4. Stowe Show: Dick estimates that when everything is in, the NET will be similar to last year – about \$60,000. At this point, after the Stowe Show, the cash that the VAE has now is \$140,000 - \$150,000.

5. Status of the Enosburg Project: Gary has spoken to the Auto Mechanics Instructor at the Cold Hollow Career Center. There was a discussion about how to proceed with this project. Should the tools be loaned or granted? Should there be a Tools Scholarship for graduating seniors going on to Vermont Technical College (VTC), and an award for a junior in the program? Both should get a year's subscription to Wheel Tracks. If a student is awarded the tools and they do not finish the VTC program, should the tools revert to the school to be given to another student? How many tech centers will be considered? How many scholarships can we award? It was decided to experiment with this for 2 years and see if we can get it going. We need to pitch the idea to the centers and let them respond. It was estimated that this project will need about \$3,500.

6. Proposals for the VAE Board Meeting on Monday, October 3: It was decided to propose the following dollar amounts: VTC - \$6,000, Cold Hollow Career Center - \$3,500, Shelburne Museum - \$1,000, Windsor Museum - \$1,000, museum in Plattsburgh - \$1,000, Camp Ta-Kum-Tah - \$1,500. It was decided to establish a fund for a future capital campaign - \$5,000. Dick Wheatley motioned to spend \$1,944 to continue to hire Rachel Smith to maintain the VAAS web site for the coming year. Andy seconded this.

7. Horseless Carriage Club of America article: The HCCA publication contained an article about their current problems with the IRS concerning their 501-C3 status. They have come under scrutiny and their status is being challenged. The issue is whether or not they have followed the requirements concerning their being an educational organization. In light of this situation, Gael admonished our club to keep a wide, deep paper trail of our educational activities. We need to document our activities. Jan suggested that when we do activities like our recent visits to Camp Ta-Kum-Tah or Wake Robin, that we should get a thank you letter or a newsletter which documents our participation with them. There was discussion about making Wheel Tracks more available to the public. Perhaps we should refer to it as "A Journal of Automotive Heritage" in the masthead. Some monthly meets can be presented as seminars. We should get a banner or several banners with specific names or themes for events that we host. These can be displayed at meetings.

8. Annual Meeting: Wendell will preside over the VAAS portion of the meeting and he will present the Nominating Committee Report for positions on the VAAS Board. The current Board members and officers have all agreed to stay on in their current positions. Given that we are in our first year of operation as a board, it was our feeling that in the interests of continuity and moving forward, that is our best option.

9. Other business: There was none.

The next meeting will be on Monday, October 17 at 1:30 at Dick Wheatley's office – 1 Market Place, Unit #31, Essex Junction.

Respectfully submitted, Jan Sander

This Notice from Nancy Willette

I'm not sure it's VAE news or not, but the Editor and former President, Vice President, and Treasurer of the Tri-Spokes Chapter of the Studebaker Driver's Club has passed away after having a very serious cancer operation of the esophagus. **Paul Melanson** was a very energetic club enthusiast who gave much of his cheery personality to club activities. Paul looked forward and enjoyed coming to the Stowe show along with all the other Studebaker drivers who made it their monthly meet. He will be greatly missed.

New Book Notice

My latest technical book "**The Right Hand Drive Model 'A' Ford**" is now for sale. This book is written for the Model 'A' Ford (Antique car) enthusiast and restorer. Printed in full color, 90 pictures with descriptive text, 44 gloss pages, A/5. The book compares the differences between the left hand drive and right hand drive Model 'A' Fords manufactured between 1928 and 1931. Priced at \$29.95 USD. I am selling these books to distributors at a greatly discounted price. Contact modelabooks@xtra.co.nz The book also contains a wealth of other information on Model 'A' Fords for the restorer. **Contact- Les. Pearson. (Author) modelabooks@xtra.co.nz**

Model T Ford Club International

Representatives of the Club will bring their tour with about 300 cars to **Rutland, Vermont** next year (2012) according to Thomas L. Donahue, Executive Vice President/CEO of the Rutland region Chamber of Commerce. Sixteen of the cars were in Downtown Rutland scouting out their routes for 2012 earlier this summer.

**The regular quarterly Meeting of the VAE Board of Directors
was held on Monday evening, October 3, 2011, at the
Whitney Hill Retirement Community in Williston.**



The Meeting was called to order at 7:02 PM by Chairman of the Board Don Rayta, who asked everyone to be brief in their remarks.

Secretary's Report: Dick Wheatley moved to approve the minutes of the prior Board Meeting as printed in Wheel Tracks. Les Skinner seconded the motion, which then passed unanimously.

Treasurer's Report: Dick Wheatley stated that the final Stowe figures show a surplus in excess of \$62,000. The complete report will be printed in Wheel Tracks. Bill Sander moved to file the report for audit. This was seconded by Les Skinner, and passed unanimously.

Membership: Christine McCaffrey reported that we now have about 240 members, including three new members from the Stowe Show. Don Rayta suggested sending reminder postcards. Gary Fiske mentioned that he will start reminders in the November issue of Wheel Tracks, with another reminder in the December issue. Chris Barbieri stated that we had approved a discounted two year renewal option (\$5 off per year). Les Skinner moved that we formally adopt a two year membership for \$50.00, and advertise it. This was seconded by Wendell Noble, and passed unanimously.

Sunshine: Christine McCaffrey sent out a get well card to Steven Leach, who was in a serious automobile accident that destroyed his Fiero, and injured him requiring facial surgery. He is recovering well. We were also informed of the death of a former member. It was moved by Les Skinner to send flowers to a member couple for a very special occasion. This was duly seconded and passed unanimously.

Activities: David Sander summarized coming events, which will be fully detailed in Wheel Tracks.

Old Business: None

New Business: Three candidates recommended by the Nominating Committee were present, and introduced themselves. They are: Jim Sears, for First Vice President; Robert Lalancette for Second Vice President, and Chris Barbieri for Director. In other New Business, Gael Boardman updated the Board on VAAS activities. Discussion followed on the charitable and educational mission of the VAE/VAAS, along with some specific suggestions for monetary donations. These will be presented to the membership at the Annual Meeting in November. Les Skinner moved to recommend approval of the proposed VAAS budget to the Membership. Bill Sander seconded the motion, with the friendly amendment, accepted by the maker, that the amount to be transferred from VAE funds not exceed the budgeted amount. This passed unanimously. Bill Sander then moved to recommend acceptance of the proposed VAE budget. This was duly seconded and passed unanimously.

Bill Sander moved to adjourn at 9:04 PM. This was seconded by Dick Wheatley, and passed unanimously.

Respectfully submitted, Bill Sander, Recording Secretary

VAE September Meeting

The meeting was called to order Saturday, September 10, 2011, at the Somerset Inn in Enosburg, VT., at 2:15 p.m., by President, Wendell Noble. This was part of the Anne Gypson Tour set up by Dick and Kit Wheatley, last year's winners. Dick thanked Gary Fiske for his help in setting up this most excellent tour and with perfect weather.

There was no report of August's meeting. The Treasurer's report in Wheel Tracks was approved unanimously with Gael Boardman making the motion, seconded by Hayden Janes. Les Skinner, seconded by Judy Boardman, made a motion to approve the Auditor's report as published in Wheel Tracks, which passed unanimously as well.

Stowe Show: Gael Boardman reported that the Stowe Show had a good return.

Futures Committee will be meeting soon.

Membership: Christina McCaffrey not present.

Nominating Committee: The slate of officers is in Wheel Tracks and is as follows:

President: Dave Sanders

First Vice President: Jim Sears

Second Vice President: Robert Guinn

Board Chairman: Wendell Noble

One year Board member: Les Skinner

Two year Board member: Chris Barbieri



Sunshine Committee: Tom McHugh's wife passed away and Hayden Janes has been in the hospital. Wendell asked if any members had damage from Irene.

Activities: Dave Sanders not present. The October Frostbite Tour will be in October; October 3 the Board of Directors meet, and the Champlain Bridge opening has been delayed until next spring.

Stowe Planning Committee will meet, possibly in October, for a critique of the Show.

Unfinished Business: Hayden Janes suggested we should have a committee to investigate the possibility of a building for VAE "stuff", maybe at Shelburne Museum. Gael Boardman reported that this is being considered and we need a "partner" to help with this. Phyllis Skinner made a motion that we make a donation to the Montgomery and Richford Historical Societies of \$25.00 each. Gary Fiske seconded the motion and it passed unanimously. Gary then reported that he has been contacted by a professor at Johnson State College who wondered if there would be VAE members interested in visiting Cuba. There is a group like the VAE there and many classic cars. The trip would be in the third week of May next year. The professor offered to do the paperwork involved, which could take six months. Ten or twelve would be the most people at a cost of \$600.00 flying out of Montreal directly to Cuba. Per night stays would be \$60.00. Gary has details.

Wendell suggested joining the Slow Spokes Group in St. Albans after our meeting today.

The meeting was adjourned at 2:35 p.m. by unanimous vote.

Respectfully Submitted by Mary Noble, Acting Secretary

Before you read to the end, does anybody know what the main ingredient of WD-40? Don't lie and don't cheat. WD-40. Who knew; I had a neighbor who bought a new pickup. I got up very early one Sunday morning and saw that someone had spray painted red all around the sides of this beige truck (for some unknown reason). I went over, woke him up, and told him the bad news. He was very upset and was trying to figure out what to do....probably nothing until Monday morning, since nothing was open. Another neighbor came out and told him to get his WD-40 and clean it off. It removed the unwanted paint beautifully and did not harm his paint job that was on the truck. I'm impressed! WD-40 who knew? **'Water Displacement #40'**. The product began from a search for a rust preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a 'water displacement' compound. They were successful with the fortieth formulation, thus WD-40. The Convair Company bought it in bulk to protect their atlas missile parts. Ken East (one of the original founders) says there is nothing in WD-40 that would hurt you. When you read the 'shower door' part, try it. It's the first thing that has ever cleaned that spotty shower door. If yours is plastic, it works just as well as glass. It's a miracle! Then try it on your stove top. It's now shinier than it's ever been. You'll be amazed.

1. Protects silver from tarnishing.
2. Removes road tar and grime from cars.
3. Cleans and lubricates guitar strings.
4. Gives floors that 'just-waxed' sheen without making them slippery.
5. Keeps flies off cows . (I love this one!)
6. Restores and cleans chalkboards.
7. Removes lipstick stains.
8. Loosens stubborn zippers.
9. Untangles jewelry chains.
10. Removes stains from stainless steel sinks.
11. Removes dirt and grime from the barbecue grill.
12. Keeps ceramic/terra cotta garden pots from oxidizing.
13. Removes tomato stains from clothing.
14. Keeps glass shower doors free of water spots.
15. Camouflages scratches in ceramic and marble floors.
16. Keeps scissors working smoothly.
17. Lubricates noisy door hinges on vehicles and doors in homes.
18. It removes black scuff marks from the kitchen floor! Use WD-40 for those nasty tar and scuff marks on flooring. It doesn't seem to harm the finish and you won't have to scrub nearly as hard to get them off. Just remember to open some windows if you have a lot of marks.
19. Bug guts will eat away the finish on your car if not removed quickly! Use WD-40!
20. Gives a children's playground gym slide a shine for a super fast slide.
21. Lubricates gear shift and mower deck lever for ease of handling on riding mowers...
22. Rids kids rocking chairs and swings of squeaky noises.
23. Lubricates tracks in sticking home windows and makes them easier to open.
24. Spraying an umbrella stem makes it easier to open and close.
25. Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers.
26. Restores and cleans roof racks on vehicles.
27. Lubricates and stops squeaks in electric fans..
28. Lubricates wheel sprockets on tricycles, wagons, and bicycles for easy handling.
29. Lubricates fan belts on washers and dryers and keeps them running smoothly.
30. Keeps rust from forming on saws and saw blades, and other tools.
31. Removes splattered grease on stove.
32. Keeps bathroom mirror from fogging.
33. Lubricates prosthetic limbs.
34. Keeps pigeons off the balcony (they hate the smell).
35. Removes all traces of duct tape.
36. Folks even spray it on their arms, hands, and knees to relieve arthritis pain.
37. Florida's favorite use is: 'cleans and removes love bugs from grills and bumpers.'
38. The favorite use in the state of New York , WD-40 protects the Statue of Liberty from the elements.
39. WD-40 attracts fish. Spray a little on live bait or lures and you will be catching the big one in no time. Also, it's a lot cheaper than the chemical attractants that are made for just that purpose. Keep in mind though, using some chemical laced baits or lures for fishing are not allowed in some states.
40. Use it for fire ant bites. It takes the sting away immediately and stops the itch.
41. WD-40 is great for removing crayon from walls. Spray on the mark and wipe with a clean rag.
42. Also, if you've discovered that your teenage daughter has washed and dried a tube of lipstick with a load of laundry, saturate the lipstick spots with WD-40 and rewash. Presto! The lipstick is gone!
43. If you sprayed WD-40 on the distributor cap, it would displace the moisture and allow the car to start.

P.S. THE BASIC INGREDIENT IS FISH OIL.

Sent to Wheel Tracks by Wendell Noble.....he was not the author.



50 Gallons



5 Gallons



13 OZ.



6 oz.

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"CLUB SUPPORTERS' PAGE."**

The Latest news about the Trip to Cuba Next May.....

The VAE has been invited to spend a week in Havana, Cuba and see first hand the American cars that are still on the road in that country.. A local car club in Havana has invited us and a professor at Johnson State College, who has made a number of trips to Cuba, has offered to do the paperwork for us and has even offered to join us to make sure we get there and back. **We would leave from Montreal,** the round trip cost is around \$650. We have a choice to stay at hotels that average \$60 per day or a private home called Paladares for around \$30 per day. Both are for double occupancy and both offer breakfast as part of the fee.

Cuba allows groups up to 12 people and so far there is interest from nine VAE members. We will have to know who is going by November 1st. as the paperwork takes 6 months to process.

Contact Gary Fiske at 802-363-1642 or gafiske@gmail.com if you have interest in making the trip. We will need definite answers by mid October but for now your name if you are interested.

The above is reprinted from the October Wheel Tracks. We now have 12 VAE Members on our Cuba list. The plan going forward is the 12 will be notified in November with the information we need to start the paperwork. The applications need to be submitted by the end of November. Between now and then there is always a possibility that one of the 12 might find they can not make the trip and we are also told there is a good chance we can have 13 or 14 in the group. So, if you think you would like to make the trip please email Gary Fiske to get on the list.

The British Invasion was held again this year in Stowe. Several VAE members were there including Dave Sander with his beautifully restored MG which was entered in the Concours competition. Joe and Judy Paradis claimed a 1st. In class with their beauty; Paul and Christina McCaffrey entered their 1954 Bentley and received 1st. in class. Paul and Christina also claimed 'Most Outrageous' for their tailgate competition display of a spinster school marm attempting to teach etiquette to young boys by using a very large ruler.....picture taken by Jan Sander



1927 WHIPPET
COACH (2-DOOR SEDAN)
\$625. F.O.B., 4-CYL. MODEL.

THE NEW WHIPPET WAS INTRODUCED IN MID-1926. 125,000 WERE SOLD IN JUST 15 MONTHS. NEVERTHELESS, THE WHIPPET WAS DISCONTINUED AFTER 1930.
4 CYLINDERS 31 HORSEPOWER
(6-CYLINDER, 40-H.P. MODELS ALSO BUILT.)
100 1/4-INCH WHEELBASE 30 MILES PER GALLON
4-WHEEL BENDIX MECHANICAL BRAKES.

BUILT BY WILLYS-OVERLAND, INC., TOLEDO, OHIO



Vermont Antique Automobile Society Classifieds

Contact: John Lavalley at Wheeltracksads@gmail.com

Advertising (free or paid) in Vermont Antique Automobile Society News (printed and on line) is a privilege. Advertising is free to all members of The Vermont Automobile Enthusiasts Club/VAAS members. Ads can be up to 60 words with an optional photo. Prices must be shown on all For Sale items along with full name and phone number and/or email address. Your ads will appear in Wheel Tracks and on line for three months unless we are notified to remove it earlier.

Non-members classified (non-business) can also place ads as described above at a cost of \$10 per ad per month.

Display (Business) Ads will also be accepted. Your ad will appear in Wheel Tracks (print and online). **Plus a new feature....your display ad and 'Here's My Card' ad will now be on our website's NEW page called "Club Supporters"....at no extra charge.**

1/4 Wheel Tracks Page...\$35.00 per month
1/8 Wheel Tracks Page... \$25.00 per month
Your Business Card in "Here's My Card"...\$10.00 /mo.

All ad fees must be paid in full before publication...make all payments to VAAS. All advertising is accepted in good faith and only after our editors approval. Emailed ads are welcome and preferred. Please check for deadlines.

For Sale...1987 Jaguar XJ6, 4-door sedan, 6 cyl, 90K miles, runs well, body good, tires very good, dark blue. \$1800.00 OBO. Call Owen Boardman, Underhill, VT. 802-324-6429 12/11

For Sale, A great gift idea. Official VAE Lapel Pin. Contact Wendell Noble. \$5.00 ea & \$1.00 S&H. Wear It Proudly.



For Sale...1985 Mercedes 380SL convertible, black, 2 tops, 123,000 miles, excellent condition inside (leather) and out, \$10,795 OBO. Contact Gerald @ 315-769-2821 Massena, NY 1/12

For Sale...Gilbarco gas pump, 1940ish no globe, does have hose and nozzle with Opaco bulk oil tank. \$355.00. Contact Marvin Ball, 802-425-3529 North Ferrisburg, VT 1/12



For Sale...The 1928 Studebaker President, 5 passenger Sedan, Model FA
 It is a California rust free car. The car has had a lot of work done to it over last 7-8 years, including a re-build on the original engine, new correct wiring harness, New wood top construction and Leather grain vinyl top, done correctly with chick wire and burlap. List too long for this ad. The car is in Amesbury, Ma, and is for sale for \$10,800. Cell, 978-335-8739. Ad via Vin Cassidy

Got-Something-to-Sell.....

Sell-It-Here

As you can see we have plenty of room and it's free to members. Email your ads to gafiske@gmail.com

For Sale:

1986 Dodge 600 ES turbo convertible. All original survivor from Arizona in excellent condition with absolutely no rust. Pictures available. \$4900 obo.

Shop Manuals: 1964 Dodge, 1969 Chrysler & Imperial, 1971 Ford, Mercury Lincoln, 1976 & 1978 Plymouth, Dodge, Chrysler, 1982, 1983, & 1984 Chrysler products FWD, 1987 Plymouth, Dodge & Chrysler RWD, 1989 Chrysler FWD, all good to excellent condition, \$25 each year. Chris Barbieri
 802 / 223 - 3104 2/12



VAE Name Tag

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



Hinesburg, VT.- 1990 Cape home for sale 2636 sq. ft. with a 3 story 4768 sq. ft. carriage barn. Barn has 3 bays, workshop, guest quarters and office space on 19 acres. \$849,000 Phone 802-999-6311 12/11

Model T Funabouts from 1915...

It is reported that when a large car, which had lain upside down in a damp place for a week, was righted, several small Fords ran out from beneath it.

How to tell if there is a terrorist at the airport...



VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

Membership Secretary

89 Ledge Road

Burlington, Vermont 05401-4140



*1985 President David Gonyeau
Holding door of 29A for daughter Melissa
At her wedding*



VAE CALENDAR OF EVENTS..... VTAUTO.ORG....A GREAT WEBSITE

November...

5th...Saturday...The VAE Annual Meeting at Vermont Technical Collage...Details on page 3

Notice....Weather permitting, A few VAE members are planning to Tour to Randolph starting from The Spanked Puppy In Colchester at 9AM. Questions...call Wendell noble or Charlie Thompson.

16th...Wednesday at 7PM. Stowe Show planning meeting at Commodores Inn on Rt. 100 Stowe

December...

11th...Sunday at 11:30 AM. Holiday Party at T-bones in Colchester....Details to follow in December Wheel Tracks.

21st...Wednesday at 7PM. Stowe Show planning meeting at Commodores Inn on Rt. 100 Stowe

January 2012...

Annual Installation of Officers and Covered Dish Luncheon in Waterbury, Vermont. Memorabilia/Automotive Meeting.....Watch for details in December Wheel Tracks.

February 2012...

15th...Wednesday at 7PM. Stowe Show planning meeting at Commodores Inn on Rt. 100 Stowe

Happy



Halloween