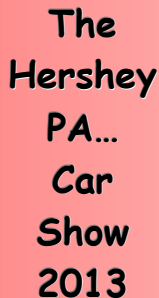


Wheel Tracks



The Official Monthly Publication of “Vermont Automobile Enthusiasts” by “The Vermont Antique Automobile Society”

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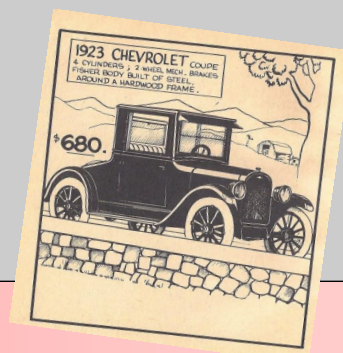
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Your editor and other authors are made aware of some new products, services or information that they feel may have value to VAE's membership. These products, services or informationals are not an endorsement by the VAE unless otherwise noted. The opinions are solely those of the particular article's author.

*****Contact Us At*****
vaeinfo@gmail.com

*****Our Website Is*****
vtauto.org

**Membership
Only \$30**

EVENTS.... WHAT'S NEXT ?

November



November 2nd....Saturday.
Annual Meeting at VTC.

December



December 8th Sunday 1PM.
Holiday Party at JP's Restaurant

Sunshine News....



Our Doris Bailey is doing fine in rehab after a mishap.

She is hoping in another week to be back to her home.



April 11, 1933—Nebraska



**Annual Holiday
Lunch and Yankee
Swap
December 8th, 2013**

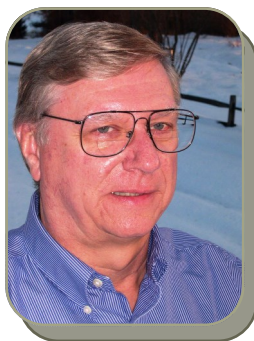
Location: JP's in Essex Junction,
Vermont
39 River Road (Route 117)

Time: 1 pm sharp for lunch,
Yankee swap at 2pm.

**Bring a gift to swap, if you
buy a gift to swap, please spend no
more than \$15.00**



FROM THE PRESIDENT... JIM SEARS



There is one tree in my mother's yard that I'm not particularly fond of at this time of year. Not so much because the leaves need to be raked up. It is an ash and drops its' leaves before the maples start to turn each year. Those leaves on the ground are the signal that it is time to think about putting away my fair weather vehicle.

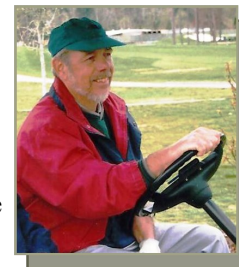
The Anne Gypson annual fall foliage tour was Saturday, October 5th with fantastic color and views in Franklin and Lamoille counties. Don't despair this wasn't our last chance to enjoy our old rides. VAE/VAAS annual meeting, the first Saturday in November, is another chance for a last jaunt; unless we have a surprise early snow storm. What will we do when the snow starts to cover the ground? Hopefully I will have the Olds in hibernation waiting for an early spring. Over the winter I hope to build a valve cover racer. Jason Warren has provided me with valuable advice on construction. Now I need to put it into action. While I have plenty of projects to complete, most

unrelated to vehicles, I expect they all won't be completed by the time the Olds comes out of moth balls. In the meantime we can reminisce about the great times we had this past year and look forward to hitting the road again in 2014.

Stay warm, Jim

YOUR EDITOR... GARY FISKE

I have started page six with a riddle for you, I figure a little mystery will help cover up my tardiness and other short comings this month. I am going to go right to my point here, I do not have the normal "feature story" this month because I was in Hershey, Pennsylvania at the car show. Wow, that was not as hard to say as I thought it would be. I could go on and on with words to try describe this huge car show but I know I will fall far short in describing it accurately. So I will use a few of the hundreds of pictures that I brought home. Back in the day, when I brought slides home from Europe or the West Pacific back while in the Navy, some in my family would fall asleep during the "Slide Show". I will be listening for the snoring when the mail man delivers this issue of Wheel Tracks!



There were four of us on the trip to Hershey; Roy Martin, Dave Sander, Bill Sander and myself and we did very well staying in a camper trailer in the middle of a vendor field. An experience I was very fortunate to have and one everyone in the VAE should try, at least once. The energy of the show is incredible, and the folks who come from all over the country are incredible. Some have been going since the 60s, not missing a year. Besides the four of us, we ran across another half dozen of you from the VAE enjoying the show. So....enjoy my pics.....

Pictures on cover.....

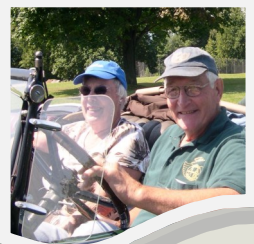
Top— A few of the 2000 vendors at Hershey with a backdrop of the Hershey Middle School.

Lower left— A show goer finds five wheels he has spent 2 years searching for while his wife doesn't like the rust.

Lower right— George Sikorski's is from Monroe, NY. His scooter had no batteries so it has an operating generator to supply the power. The fan is to blow the exhaust to the rear.

I had a list of maybe twenty items and vendors I wanted to cover while at the show and I covered them all except one. I hoped to catch up with a Franklin car gent by the name of Bob Harrison but he must have stayed home this year. He is in charge of remanufacturing the long lost parts in the Franklin club. He is one of those folks you can learn a lot from in just a ten minute conversation. The best "find" at the show for me was Bill Calimer of Waynesboro, PA. He has a shop where he builds wooden wheels. After getting two very good recommendations from customers of his and then meeting him I decided he will be the person to build the eight wheels that I need. Another huge benefit of a car show, you get to meet the vendors face to face. I have added Bills business card this month on page 14, and I will let you know how the new wheels turn out.

VAAS LISTENING POST from Wendell Noble, VAAS Chairman



As we approach the time for the annual meeting and the end of our business year, it's gratifying to take stock of what we have done this year as a non-profit educational organization. Perhaps the centerpiece of our "good works" is the **Golden Wrench award program**. We have been motivated by comments from the staff at VTC that too many incoming students are inadequately grounded in physics and math. The Golden Wrench award has provided us with a positive relationship with all sixteen technical career centers throughout Vermont from which many of these students graduate. As a nice by-product of this is that it has also helped to emphasize that we are a statewide organization, both in terms of our activities and our membership. We now need to work with these career centers to find ways that we can help foster an interest in physics and math among students and perhaps even help better adapt

curriculum to their needs. We'd like the **Bluebird mobile museum and classroom** to be part of that effort. We've made great progress spiffing up the outside with paint and signs and found some neat display cases for the inside. There's plenty more to do. We need to put serious thought into the educational content inside and how we present it. Won't it be great to see students streaming through the bus, feasting their eyes on displays and educational videos and coming out with a real hunger for more learning?

We have been taking an educational message to the general public as well. Our "Vermont Road Show" presentation has been taken to seven historical organizations all over the state so far, and there's no end in sight.

All of this is not bad for one year. In fact, we can be proud of what we've done. However, this is just groundwork for what we have to do. We have a well defined goal and some great steps toward it. Now let's go the rest of the way and have fun doing it.



"THE SOFTER SIDE"

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



End of Summer by Nancy Olney

I would be lying if I said I was sorry that summer is over but I am! Now it would be a bigger lie if I said I was looking forward to what is coming, winter! I have never enjoyed winter. I tolerated it better when I was younger but couldn't say I really enjoyed it. Do find that with winter, if you can get out and do something like ski, sledding, cross-country skiing or snowshoeing, you are less apt to hate the season. Should have included snow-shoveling (one of Gary's favorite sports!) I have done all these in years past but no more. My focus is now on trying to stay upright and not going down on the ice!

Summer- this was supposed to be the summer of sitting at camp, swimming and growing heirloom tomatoes! I stayed one night at camp, went swimming twice and those tomatoes - nota!

We started in May preparing for a yard sale, helped plan the VAE Bennington tour, had the yard sale, greeted our grandchildren and son from Montana, took our son to airport for trip back to Montana, grandkids stayed, took in our Vermont grandchildren (now we have two granddaughters 5 and 7, two grandsons 8 and 9). We hosted the group for a couple of weeks. It was fun but so much harder than I remember. On July 20, we head west with the Montana grandkids in the big red truck with the 'old' basic pickup camper. First highlight was Niagara Falls with a ride on 'Maid of the Mist', then onto Ontario to a Butterfly Sanctuary, so far so good. Back to the USA and headed toward Mt. Rushmore, stopping at the largest truck stop on I-80 in Iowa. Can't think of anything you can't get or do there! (legal or illegal), about half way to Montana, Grace and Quinn decided that going by airplane was the way to go! There was quite a discussion on the fact they would be home and with family and friends and this way they would probably never get there! Thankfully, these thoughts were short lived as Grandpa found something fun and interesting to stop and see. We stopped and explored places, went through the Badlands and many, many more. We camped all the way out and back (about 6000 miles). Have to say that the ride back was extremely quiet. Some thought we were crazy and I guess we were a little. But, looking back, we are so glad we went this way. There were some tense times, some tears (mostly mine), a lot of laughs and a lot of talking (on their part and ours), we traded a lot of stories and tried to solve many world problems. Our wish is that a cross country trip with Grandma and Grandpa will be remembered and passed on to their children (with or without embellishments!) Should be good for a few laughs in years to come.

Now you would think that after a trip like that you could kick back and relax- not if you are 'car people'! Just back and we headed to New York State for the 'Slowspokes' tour planned by Bill and Jan Sander. Great tour including train ride, boat ride on the Erie Canal and many wonderful sites. A great time was had by all. Is it over? No way. After a short time to clean your clothes, get a new toothbrush and pack, we were off for a 4 cylinder Plymouth tour, planned by Gary and Wendell. Beautiful tour of Ludlow, Grafton, Bellows Falls area (my home area). I think there were 31 people (from VT, NH, NY, Ohio, Texas and Ontario), there were 9 Plymouths and again, a great time was had by all. As I write this, Gary is on his yearly pilgrimage to Hershey with 2 batches of brownies and 5 dozen chocolate chip cookies. I've gone back to work.

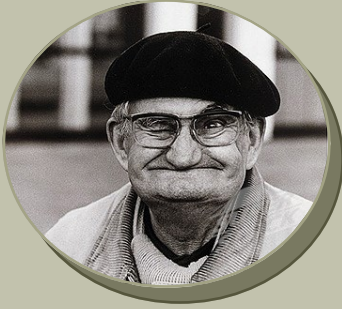
We will still have to put the cars to bed for winter and there are leaves to rake, camp to close and then all that will be left is to find the perfect piece of cardboard and just wait for that first snowfall!



Here is Gary in Hershey (on the left, Vin Cassidy on the right). He was being good Nancy... we didn't know there were cookies.

gcf





A police officer pulls over this guy who's been weaving in and out of the lanes. He goes up to the guy's window and says, "Sir, I need you to blow into this breathalyzer tube."

The man says, "Sorry, officer, I can't do that. I am an asthmatic. If I do that, I'll have a really bad asthma attack."

"Okay, fine. I need you to come down to the station to give a blood sample."

"I can't do that either. I am a hemophiliac. If I do that, I'll bleed to death."

"Well, then, we need a urine sample."

"I'm sorry, officer, I can't do that either. I am also a diabetic. If I do that, I'll get really low blood sugar."

"All right, then I need you to come out here and walk this white line."

"I can't do that, officer."

"Why not?"

"Because I'm drunk."

A man decided that he was going to ride a 10-speed bike from Phoenix to Flagstaff. He got as far as Black Canyon City before the mountains just became too much and he could go no farther.

He stuck his thumb out, but after 3 hours he hadn't gotten a single person to stop. Finally, a guy in a Corvette pulled over and offered him a ride. Of course, the bike wouldn't fit in the car. The owner of the Corvette found a piece of rope lying by the highway and tied it to his bumper. He tied the other end to the bike and told the man that if he was going too fast, to honk the horn on his bike and that he would slow down.

Everything went fine for the first 30 miles. Suddenly, another Corvette blew past them. Not to be outdone, the Corvette pulling the bike took off after the other. A short distance down the road, the Corvettes, both going well over 120 mph, blew through a speed trap.

The police officer noted the speeds from his radar gun and radioed to the other officer that he had two Corvettes headed his way at over 120 mph. He then relayed, "...and you're not going to believe this, but there's a guy on a 10 speed bike honking to pass."



WORDS YOU DON'T HEAR ANYMORE.

From Gene Fodor

Wash under your neck before you come to the table.
You have beads of dirt and sweat all under there.

Get out from under the sewing machine. Pumping it
messes up the thread.

Be sure and fill the lamps this morning so we don't
have to do that tonight in the dark.

Here, take this old magazine to the toilet with you
when you go out. We are almost out of paper out
there.

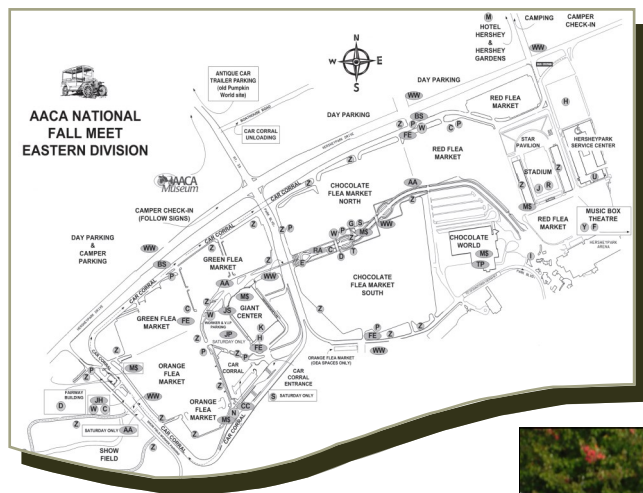
Go to the well and draw a bucket of water so I can
wash dishes.

Don't turn the radio on now, I want the battery to
be up when the Grand Ole Opry comes on.

No, I don't have 10 cents for you to go to the show.
Do you think money grows on trees?

Eat those turnips, they'll make you big and strong
like your daddy.

That dog is not coming in this house. I don't care
how cold it is out there, dogs don't stay in the
house.



What is a mile long...about a third of a mile wide...
Has just under 2000 vendor stalls and a car corral with
450 really neat cars for sale?

Yup, that is the "AACA Hershey Fall Meet", "Fall Hershey Show" for short.



"When are we going to buy something
Dad?"



Haul your buys any way your want!



Vendor, Randy Fusco
in his
Carburetor Restoration
Booth



\$24,500 buys this....

A 1906 Wayne
waiting it's turn
on Stage.
2000 Waynes were
made, this is one of
eight remaining.



To the right
is a
1929
Studebaker
House Car

It weighs
12,500 Lbs.,
can sleep 4
people and has a
bath tub.

For Sale for
\$165,000





FROM THE 'COOKIE' AT THE STOWE SHOW

BY MARNITA LEACH

Marnita cooks & serves three meals each of the 13 days for volunteer workers at our Stowe Show



PINEAPPLE CHICKEN AND SWEET POTATOES

A slow cooker recipe

2/3 CUP FLOUR PLUS (3 TABLESPOONS, DIVIDED)

1/2 TEASPOON SALT

1 TEASPOON GROUND NUTMEG

1/2 TEASPOON CINNAMON

1/4 TEASPOON ONION POWDER

1/4 TEASPOON BLACK PEPPER

6 BONELESS SKINLESS CHICKEN BREAST

3 SWEET POTATOES, PEELED AND SLICED

1 CAN CONDENSED CREAM OF CHICKEN SOUP

1/2 CUP PINEAPPLE JUICE [I USE 1 CAN CHUNK
PINEAPPLE WITH NATURAL JUICE]

1/4 LB MUSHROOMS, SLICED

2 TEASPOONS PACKED BROWN SUGAR

1/2 TEASPOON GRATED ORANGE PEEL

HOT COOKED RICE

COMBINE FLOUR, SALT, NUTMEG, CINNAMON, ONION POWDER, AND BLACK PEPPER IN LARGE BOWL. THOROUGHLY COAT CHICKEN WITH FLOUR MIXTURE. PLACE SWEET POTATOES ON BOTTOM OF SLOW COOKER. TOP WITH CHICKEN.

COMBINE SOUP, PINEAPPLE JUICE, MUSHROOMS, REMAINING 3 TABLESPOON FLOUR, BROWN SUGAR, ORANGE PEEL AND STIR WELL. POUR SOUP MIXTURE OVER CHICKEN. COVER AND COOK ON LOW 8 TO 10 HOURS OR ON HIGH FOR 3 TO 4 HOURS SERVE CHICKEN AND SAUCE WITH RICE.



What do you think of the three (almost) new golf carts the Stowe Car Show has just purchased?

The old Harleys that have been in use for many years have finally been put out to pasture, these Yamahas will take their place.

They came from the Bakersfield Country Club but, alas, they will never see another golf bag again.



Six Volt Starter Woes

Q. "Dave, The battery is strong & keeps a charge...the starter works well when it is not installed in the car...when (you) install the starter & depress the starter switch (you) get a clunk & then an excessive power draw (all other power will go out, lights, etc.)." -Ken

A. Ken, I suggest load testing the starter, to ensure the current draw was not excessive.

Q. Here is what I did:

"1. With the starter out of the car, I used my volt meter and checked to make sure I had power to the "in" connection of my starter switch. I then checked to make sure there was no power at the "out" connection (the connection that goes to the starter). Then I had my wife step on the starter switch, and verified that I had power at the "out" connection. Everything worked fine, as expected. So far, so good.

2. I then installed the starter motor and did the same thing. Had power at the "in" connector of the starter switch, no power at the "out" connector. Then I had my wife step on the starter switch. I lost all power. No power at the "out connector", no power at the "in" connector either! She would release the starter switch, I again had power at the "In" connection of the starter switch.

I have taken the starter out of the car, I will get it load tested. But I am confused about what is happening. - Ken"

A. Ken, It sounds like either the ground side or the hot side has a bad connection, one that breaks when there is a strong load on the circuit. I would check the grounds first. There should be a stout ground from the battery to the frame, and another from the engine to the frame. If there is a strong cable connection from the starter ground to the ground side of the battery, then the next thing to check is the cable from the hot side of the battery to the starter switch. There should be a large cable with a smaller one branching off for the car electrical system. There should be a straight shot with the main cable from the battery to the starter switch. Keep me posted...

Q. "Dave, I bought another battery and two new battery cables. I disconnected the regular battery from the starter and then connected the positive terminal of the new battery directly to the starter switch. Then I connected the negative terminal of the new battery directly to the bolt that holds the starter in place (attached to the engine). The car started just fine. That proves there is nothing wrong with the starter or the starter switch.

The problem is when the car is hooked up to the regular battery. The car was originally set up to have positive ground, and the negative line going to the starter switch and ignition switch. But it apparently was changed at some point, as the positive now goes to the starter switch and ignition switch.

I still don't understand why I would lose all power (to the starter and to the ignition switch) when the starter switch is pressed (I lose headlights, dash lights - everything). Perhaps the battery is not well grounded to the car.

I finally had some time to work on the Packard today.

As you last remember, when I hooked the starter to a separate battery, it worked fine. But when hooked to the regular battery it would not work (a quick "glug", then I would lose power to everything - headlights, horn, starter).

Today I hooked up the starter to the old battery, but replaced the cable from the battery to the starter. It was the only "original" cable of the starter circuit of the car. This cable was cloth covered. The other three cables were plastic covered - the original cloth covered cables had been replaced at some point before I got the car. When I bent the cable as I was taking it out, the cloth cover disintegrated.

Continued on page 10

We lost a friend and fellow VAEer this month, it is painful to say good-bye to someone like Joe. Wheel Tracks would like to invite you to send your short story or adventure you have had with Joe. We know there have been many.....

Joseph F. Kaelin Jr. passed away peacefully on Oct. 3, 2013, in the Vermont Respite House in Williston. He was born Oct. 7, 1939, in Cambria Heights, N.Y. He graduated from Woodrow Wilson High School, then enlisted in the Air Force, serving at Chanhute, Ethan Allan, and Selfridge Air Force bases as an aircraft mechanic. In June 1962, he settled in Shelburne.

Most of Joe's career centered on automobiles, however he enjoyed his work tending bar and as part of the waitstaff at both the Shelburne Inn and the Harbor Hideaway. He worked at Val Preda's Cadillac, then at McNash Motors as service manager. He started his own business, J&J Automotive, and then later also worked at PJ's Auto Village. He was a member of the Vermont Automobile Enthusiasts and the Stephenson County Antique Engine Club. In 1985, he and a great crew took his 1934 Packard on the Great American Race. He was a barbershopper, performing in the past with the Green Mountain Chorus and in the quartet, The Yankee Doodles. Joe was an avid sports fan, particularly baseball. He played softball in the Twilight League and enjoyed racquetball.

He is survived by Rhonda Kilker; his children, Joe (Sheila) Kaelin III, Diane (Mark) Yanzo, and Donna (Shawn) Gordon; grandchildren, Brittany O'Toole, Andrew Kaelin, Joseph and Sarah Yanzo, and Kayla, Michael, and Erin Gordon; sister, Dorothy Wengler; and half sister, Sue Campanella. He was predeceased by his father, Joseph Kaelin; mother, Elizabeth Kaelin; and sister, Kay Vogel.

To celebrate Joe's life, a memorial service was held Saturday, Oct. 19, 2013, at 10 am at Stephen C. Gregory and Son, 472 Meadowland Dr., Suite 7, in South Burlington. A fellowship for friends and family was held after the service at 12 pm at the old Town Hall in Shelburne.

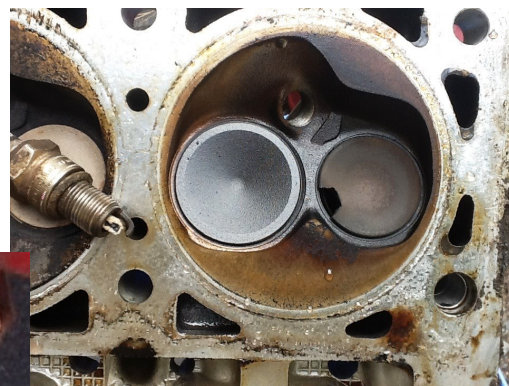


A friend of mine and his wife recently went touring around Maine for a few days and came across an antique store with a sign out front informing folks they had been visited by the **American Pickers TV show**. Interestingly the shop was charging folks a fee to go into a room to see the items Mike and Frank were looking at. The kicker was the production itself.... A number of days was spent by the show directors setting the place up with lights and cameras. The day before the 'shoot' the Mercedes-Benz van was brought in by cargo plane and then the morning they did the 'shoot' Mike and Frank arrived by plane. All this time I thought they traveled America riding in their van. A little different from what I had pictured when I watched the show. In fact I have now taken it off my auto-record list, I am a little disappointed with my new view of "American Pickers".

Dave Sander's Chrysler mini-van has been acting odd lately. When four of us VAEers were told of the symptoms from Dave we had a great time doing our personal diagnostics and of course we all thought our version was the correct one! It seems one of the cylinders had a real low compression of around 40 pounds instead of the normal 170. I got this picture the other day from Dave, most of our theory's were wrong. Who woodda thought!

Since I am on the subject of Dave Sander's great mechanical abilities I would like to add another picture...

When we arrived in Hershey last week we



found we had lost the dust cap from the wheel of Roy Martin's trailer in our 8 hour drive south. We made it half way home using Dave's creation of this styrofoam cup. A second cup made it the rest of the way home!

I have spent some time lately trying to find a company I have heard about. They are suppose to have antique car parts and other fine items you can't find at the local hardware store. I understand the name of the outfit is called **Crank and Hope** but can't find a thing about them online. Has anyone ever heard of them?

I came () that close to getting a great deal on a perfect set of seat springs I need for the '30 Model A restoration I am doing. I found them at a vendor booth on the very back side of the Hershey car show, the gent told me they came from a '29 Ford roadster and thought they would work. He wanted \$100 for them and new, they go for closer to \$300. By the time I walked the mile to the other side of the show grounds to give LaBaron Bonny the measurements....finding out they would fit fine.....then walking the mile back, the vendor had gone home for the week. Bummer huh? Do any of you have some springs that would fit? I am willing to walk that same two miles for them if you insist.

We received a very nice thank you note from Jonathan Dufour of Fitchburg, Mass. a few days ago. He is a student at Vermont Technical College and was given the "Tech Senior with the Greatest Appreciation of the Automobile Award". He tells us how he is the fourth generation in his family with an automobile career. The first was his great-grandfather in the 1930s where Dufour Motors began and still operates today. He said it was an honor to be recognized by us and receiving such a generous award from the VAE.



The VAE's 60th Birthday

This from Gael Boardman



The VAE continues its 60th Birthday this year, and it has been a good year. We have had some great events this year and very successful projects. Think overnight tour, Stowe Show, Golden Wrench Award, the Bus!, Wheel Tracks and our very busy web site.

Sixty years ago 1953 was a pretty good year as well. In addition to the NEW VAE, formed early in the year, lots of things happened. Here are just a few.....

Federal auto production controls are lifted by our new President IKE and colander production jumped to 6,134,534 units. Ford celebrates its 50th anniversary by going after Chevrolet and comes within 100,000 units of the Chevies 1.3 million sales. Buick is going great guns in 1953 and it too is now 50 years old. To celebrate they offer the brand new V8 in the outstanding Skylark on the big chassis for \$5,000.00 each. 1690 of these beauties went to proud owners. They all had new 12 volt systems as well. My mother had a '53 Buick Special some time later. It was the last of the time-honored straight 8s.

A new and somewhat radical (glass body) Chevy Corvette entered the market in June of 1953 but production of the glass body limited the experiment to a total of 315 units. It had new styling and OLD side curtains. Half of the new cars sold in '53 were automatics and many had power steering. It was the last year for Fords' flat head.

It was also the beginning of the end for the "independents". With Ford targeting Chevrolet, (and the rest of GM), and Chrysler accelerating with the HEMI and finally a one-piece windshield the "race" was on. The factories forced cars on the dealers who cut the prices to clear the lots. The "independents" couldn't compete in this battle and for many the end was the slow death in the later 50s.....but 1953 was wild!

I wasn't too concerned about the new car market in 1953. Sure, I checked the new cars every late summer but I wasn't a buyer. I had a \$15.00 '32 Chevy Coach that I had had apart and together a number of times for several pre-license years. Also at the same time a \$10.00 '28 Chevy acquired for parts, a \$22.00 Viking (a GM Oldsmobile chassis with an Oakland V8 offered only in '29 and '30), and what would be my first VAE car; a Superior K '27 Chevy Formal Sedan.....\$200.00 worth!

The point is that 1953 was a pretty good year. Ike in, the Korean War ended. We were all driving, (the average driver was now at 10,000 miles per year)....and Chevy out-sold Ford. In 1954, Ford won by just over 20 thousand cars. I was seriously hooked on old cars, (in 1954 the VAE found me and signed me up). It's been a great ride for me as the VAE has helped me watch and act in our hobby.....I fondly remember 1953.

Dave's Garage from page 8.

With this cable replaced, the car started fine. Apparently, the cloth cover had disintegrated to the point that it was no longer properly insulating the cable.

Thanks for everyone's input and help!- Ken"

A. So, the problem was a fault in the cable going from the battery to the starter switch. There was enough of a connection to complete a low amperage circuit (lights) but not a high amperage circuit (starter). When the starter switch was engaged, there was not a strong enough "bridge" in the cable to complete the circuit.

Switching polarity from positive to negative ground is not a problem with starter motors. The direction of rotation will not change with a polarity swap.

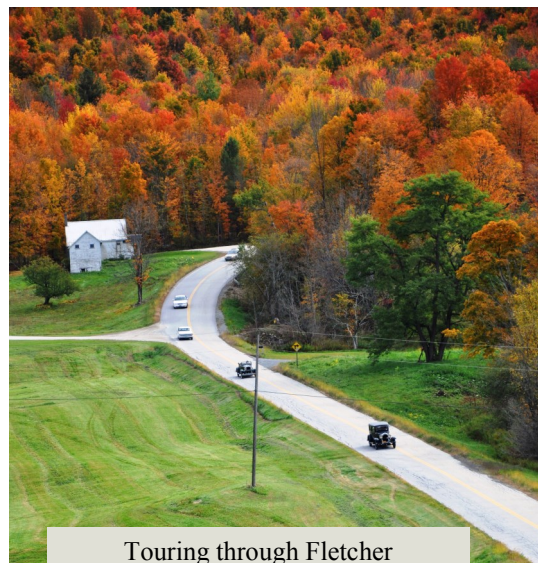
Finding battery cables to accommodate six volt electrical systems is becoming difficult. A conventional 12 volt battery cable is not sufficient for six volt applications, the amperage draw of the starter is higher on a six volt system. Think of a water pipe. A high pressure pipe can be smaller than a lower pressure pipe, but carry more water. In electrical terms, amperage is the volume, and voltage is the pressure. In a pinch, you can double the cables on a six volt system to ensure the starter has sufficient amperage.



The 2013 Gypson Tour on October 5th was a huge success with one of Vermont's finest "golden" Fall days. Bill Sander was our host this year. The thirty six mile tour through Jeffersonville, Cambridge, Fletcher, Fairfield and Bakersfield was perfect for the range of member vehicles from the 1918 Locomobile to the 1975 Oldsmobile. A nice meal was served at the El Zorro's restaurant after the tour and then a business meeting was held at Bill's garage just up the road. Here are a few pictures from the day:



Gael & Judy Boardman's 1918 Locomobile with guest Eliot Braun. Eliot and his wife Florence, from Israel are visiting the Sanders and say the Gypson Tour was their highpoint of their time here.



Touring through Fletcher



Ed Hilbert & his '58 Mercedes Coupe



From the front..... Charlie Thompson and his '30 Whippet, next, is Wendell Noble and his '29 Plymouth Roadster and then Bob Lalancette and his '64 Nova SS with Roy Martin in his 'civilian' Mercury bringing up the rear.

Become a member of the

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The following story is from the club newsletter
"The Plymouth Bulletin"

With permission from editor Lanny Knutson

&

Author Jim Benjaminson



The Plymouth Bulletin

Midnight Auto Supply at the Forney Museum

A few weeks ago I got an interesting email from member William Benenati. The owner of a '39 Plymouth, Bill was lamenting the fact that at some car shows, it's not uncommon for items like dash knobs, etc., to be pilfered from a car while the owner isn't looking. I told Bill the problem has existed for many years, including the exhibit at the Chicago world's Fair. In the Plymouth Bulletin story written by member Lindy Willis, she wrote, "my father was employed at the Ford exhibit for the 1934 season. His night-shift job was to replace parts which had disappeared from the display cars during the visiting hours. Small parts by the gross, such as gearshift knobs, horn buttons and wipers were taken. Some visitors even managed to make off with steering wheels, headlights and spare tires!"

Last month I received an email from friends in Fargo, ND., who were passing along information about a radiator cap stolen off a 1932 PB Plymouth radiator on display at the Forney Transportation Museum in Denver. I have visited the Forney on several occasions, the most recent being last July when member Bill Lage and I stopped there on the way home from a wedding. I knew the museum had a PB Roadster. I vaguely recall it had belonged to a former club member. The theft of the radiator cap was reported to the Denver police and notices were sent out via the internet asking for information leading to the return of the cap and the apprehension of the low-life who had pocketed the cap. However, there was just one problem: the radiator cap was not the correct cap, although the museum wasn't aware of the fact. In a copyright story sent to me by club member Les Leather and written by Ruan Parker of the Denver Post, it is quoted: "a prized 1932 Plymouth PB Roadster— one of fewer than 12 known to exist— had its period hood ornament and original radiator cap stolen while on display. Said Museum director Chrisof Kheim, 'I'm not sure why they did it...either for their own collection or for the money. The ornament is estimated to be worth more than \$500,' Kheim said." Sadly, the cap in question is, to my knowledge, a cheap aftermarket accessory, in fact I have since passed on to the Forney Museum people. I also sent them a photo of what the proper radiator cap looks like, the "Little Mermaid" design by Avard Fairbanks more commonly known as the "Flying Lady" in Plymouth circles. The cap is being reproduced by American Arrow Corp. of Michigan, a company owned by club member Don Sommer.

Adding insult to injury is the comment that the roadster on display at the Forney is "one of 12 known to exist." Some years ago I received a phone call from a gentleman in California who told me he had just purchased a '32 Plymouth roadster, giving me the same low figure of 12 known to exist. At the time, I looked in the club records and advised him we had 68 '32 Plymouth roadsters registered, with each car verified by a serial number. Today that number stands at 75 known, existing, verified PB roadsters. No doubt there are others out there that haven't been registered or, like the Forney car, are missing a serial number plate. While at the museum last July, I took several photos of the car on the display floor and had a museum docent open the door for me so I could ascertain the serial number of the car to see if it was already on our list. The serial number plate on the Forney car is also missing!

If anyone has any information that will enable the Denver police to find the person responsible for the theft, he or she is asked to call the museum at 303-297-1113 or the Denver police district 2. The museum has set up a fund to replace the ornament— this time, hopefully with the correct mascot.

-Jim Benjaminson



The correct Cap
The Flying Lady



Pilfered Cap

*Turn to the next page to read Wendell Noble's
experience with a mystery radiator cap for a
Plymouth*

Back on June 8th, as we were forming up for our 250 year charter anniversary tour, a local friend of mine approached me with a handsome old radiator cap. He said it had been in his garage for a number of years, he thought it was probably of value. He didn't have any idea what it was from and wondered if I did. I told him that I was at a loss but would certainly be able to find someone who could identify it. As soon as I showed it to VAE member, Gary Olney, he immediately identified it as from a '31 or '32 Plymouth, just like the one on his car. That's the start of the story. About a month later, my latest issue of "The Plymouth Bulletin" arrived with a story about a radiator cap being stolen from a "32 Plymouth at the Forney Museum in Denver, Colorado. They valued it at over \$500 and were seeking help from the Plymouth Owners Club in replacing it. The long story is in the cited article. It turns out that the stolen cap was in fact not an original, but an aftermarket replacement and not as valuable as the original. I still wonder what my friend's original is worth.

Wendell

Two Volunteers Wanted For Wheel Tracks

The editor of *Wheel Tracks* is looking for two volunteers for the start-up **"VAE Owner's Guide"**

The "Owner's Guide" will help us all make good decisions when purchasing an old car and teach us the many details these old beauty's have to offer.

We would all like more young people in our Great Car Club called the VAE. Lets give them some inspiration and good information to build their dream of owning an old car. How about that existing member who is not an old car owner and wants to be but can't decide where he or she should invest their money. VAE car owners are also always looking for good information for guidance.

Owning an antique or classic vehicle (car, truck, tractor, etc.) is great fun and a wise investment. It would be nice if we could get advice from someone we know and trust. There are well over a thousand vehicles presently owned by VAE members, wouldn't it be nice to "keep them in the family" as they come up for sale.



The editor is thinking we could break into two categories using 1940 as the break-point. The "Owner's Guide" writers would write about the car in general....(how many were made, good and bad points mechanically and values from the price book). Comments from present owners in the VAE would be very interesting. The ease or difficulty of getting parts and maybe where they can be purchased. A big question we don't know until after our money is spent....**How does the vehicle drive?** The writers would choose the cars to write about AND take requests.

This would be a monthly item that each writer would need to get to the editor by the 10th of each month. The size (length) of the column would be about a half page and you can take "your column" anywhere you want to.....the VAE collection goes way beyond cars and trucks!

What do you say?

Wheel Tracks needs to stay fresh, it needs your help and your knowledge.

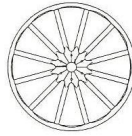
Editor contact info is on page 2.

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The Vermont Automobile enthusiasts.
The driving season is here
It is time to tour.....



Wheel Tracks Classified

For Sale or interesting Trade.... Seven 15 inch alloy wheels for Mercedes with 4 pretty good summer tires, 2 good winter tires and a pretty scrubby spare.

A 1909 Vermont dealer license plate. Have other plates to trade.

A commercial sewing machine, mounted on table. Need the space it is occupying. Contact Gael Boardman 802-899-2260

Also.....the VAE is looking for Stowe Show dash plaques 1978 & 1979 for our Mobile Museum. I think we have all the rest. 12/13

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



"Your Car Will
Wear it Softly"
Gene Fodor 802-372-9146
crownwheelwheel@comcast.net.

For sale... A car cover for \$25 - it was \$200 new - probably fits a 5 series BMW but would work on any mid sized car. Contact Gene Elmore at 802-985-3717 12/13



**November
Bumper Sticker...**

**I am not a bum.
My wife works!**

"Wheel Tracks Classifieds"

We are told each month how effective they are.
Email or snail-mail.... both will work to
Get them in Wheel Tracks.
Editor contact info on page 2

Order Your VAE Name Tag

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

"Editor Drive-byes"

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

Classified ad from Uncle Henry's For Sale...
1930 Model A Ford chassis, engine turns, all accessories included, frame, good tranny, rear differential, front axel, good springs, later Ford wheel & tires, rolling chassis, some metal pieces (cowl, fender & parts of sub-frame).
\$500.00 Skowhegan, ME. 207-474-9757



For Sale.... 1933 Chevy Sedan. Lots of extras and in great condition. My Dad's dream car and he has passed. \$13,000.
Contact Wayne Moquin 315-528-2734

For Sale.... 4 tires, Hankook Winter Pike P215/65R17 98T. Mounted on 7" Alloy wheels that fit Acura :CSX , RSX , TSX and Ford 500, Ford Freestyle , and Ford Taurus. \$320.00 for all.
A Toro 828 LX snow thrower with electric start only \$480. In very good shape only used in the winter time!! Contact Bryce Howells at 802-288-8047 12/13



For Sale....1940 Plymouth convertible for sale. Older frame off restoration. Car has been stored in a dry garage since restoration. Nice driver with older black repaint, nice chrome, runs well with good brakes, recently tuned up. Last driven on road in 2000, but moved under its own power recently. Lots of extra parts available. Needs a little freshening up and a top. \$18K o.b.r.o.. Call Bill at (802) 335-1016 before 8pm or leave message.



For Sale...1994 Mustang GT. 8cyl, standard shift. Color silver, stored for 8 years. \$2500.00

For Sale... 1968 MGB Roadster. Restored 25 years ago with only 500 miles driven since. Color red, it has been stored for 25 years. \$3500.00

Call Al Ward at 802-524-2466



The October Hemmings Motor News featured the 1948 Simpson Jumbo tractor made by Chrysler. They wrote about Chrysler along with many other companies having parts left over from the war and using them to build farm equipment. Some Jumbo owners added the Dodge two-speed rear-ends to give them higher speeds. In fact a gent by the name of Raymond Johnson of Fremont, Nebraska was stopped by police going 70 MPH with his Jumbo!

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

Membership Secretary

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Dick and Kit Wheatley's 1979 MGB.
Pictured here in Jeffersonville while participating
in the 2013 Gypson Tour

November 2013



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"Wheel Tracks" Wins "Old Cars Weekly" Golden Quill Award

Thanks to the many VAE member contributors to our monthly newsletter, Wheel Tracks has been recognized by the national publication, "Old Cars Weekly News & Marketplace" with its Golden Quill Award in the regional/ compact category.

Here are a few of the reasons why VAE's "Wheel Tracks" has been recognized.....

Nancy Olney, Mary Noble, Doris Bailey (of the Softer Side), Jim Sears, Bob Lalancette, Wendell Noble, Christina McCaffrey, Clark & Isabelle Wright, Edi Fiske (our proof-reader), Charlie Thompson, Dick Wheatley, Gael Boardman, Jan & Bill Sander, Dave Sander (of Dave's Garage), Marnita Leach (The Cookie), Les Skinner, Gene Fodor, Brian Warren, Fred Cook, Tom McHugh, Lloyd Davis, Gary Olney, Ed Hilbert, Chris & Dell Chartier, Bill Billado, & Andy Barnett.

Marge Turner, John Vetter, Richard McLay, Betty Corliss, Malcolm Young, Tom Buckowski, Tom McLay, Don Adams, John Lavallee, Keith Goodrich, Ernie Clerihew, Vin Cassidy, Chris Barbieri, Bob Chase, Duane Leach, Bryce Howells, Rick Reinstein, Phil & Theresa Drake, Sue & Greg Sabens, Hellen Sabens, Al Chapman, Stan Lasell, Bill Erskine. Our printer is L.Brown & Sons of Barre.

I am taking a huge chance here in listing our Wheel Tracks writers and contributors for the last twelve months. My fright is that I have missed someone...and I probably have. I sincerely apologize.

Wheel Tracks would be very boring without these folks, THANK YOU! Your editor, Gary Fiske

