

Wheel Tracks



Doris Bailey

1922- 2016

More on page six



What a great fall for touring around Vermont in your antique and classic car. The foliage was awesome and the weather this summer was not shabby either.

FROM THE PRESIDENT...
DAN NOYES

As many of you know I am a candidate for the Vermont House of Representatives (Lamoille-2) and have been going door to door in my antique cars. Slows me down a little but has been good to put some mileage on my Ford Model T. Amazing how many people have a story about an old tin lizzy.

Speaking of old stories, the Shelburne Antique and Classic Car show is on June 17, 2017, that happens to be Fathers Day and we are looking for photos of the "cars your father drove". Dig deep into those family photo albums and find a good one, you might see it on the brochure. The theme of the show will celebrate 50 years of the Camaro. We are looking for some unique Camaros so if you know of any please help us get them to the show.

The 59th VAE Antique and Classic Car Show in Stowe luckily ended up in the black even with the bad forecast. We had a lot of cars registered and not show up but overall we made the best of it and had a successful show. Thank you to all the volunteers who helped make it happen, we are a better organization due to your service. Looks like we will be back in Stowe for our 60th, let your friends know.

On a side note about our next show, a friend called me about having early motorcycles there. He is involved with the cannonball run and thought it would be interesting to show how early technology progressed in motorcycles. Do you have a pre-1920 motorcycle? Wonder how many we have in the club?

I am glad to see the Education and Outreach Committee looking into internships, Race to Read, and building on our fantastic Golden Wrench Award. Don't forget the VAE in your annual giving. We are a 501(c)3 tax exempt organization that is doing some amazing work helping Vermont youth transition to secondary education or employment. Drop me a line if you are interested in donating to the VAE and we can talk about some options.

With the Gypson tour behind us I will look to see everyone at our Annual meeting on November 12th.



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FROM YOUR EDITOR... GARY FISKE

Wheel Tracks
Monthly deadline
The 10th

Membership
Only \$30
\$50 for 2 years

Wow, what a new-view after the one month off that you gave me..... well, that I took. This might be an annual thing for me. Many years ago I crossed the international date line a couple of times and have had two "double-days" in my life and I am also missing a couple of days that I never experienced. It is funny that I was thinking about that when the October Wheel Tracks deadline happened.
No October Wheel Tracks.....

I have met some amazing and inspirational folks these past six or seven weeks. People make their living in many wonderful ways and being around them for just a little while has given me all kinds of extra energy. There was the gent who owned a demolition company and owned something like 150 to 200 single cylinder engines. The largest was 38,000 pounds. He had some great stories. There were the two 6th generation brothers racing to get their 1500 acres of corn and soy beans harvested before hurricane Matthew came to visit. They didn't finish but they also did not get hurt by Matthew. I met an Amish Wheel-wright in his Couch Shop. He had broken his wrist recently and was thankful it was not his "working arm". A visit with a supervisor of a lettuce harvesting crew had me amazed at how hard the work was. Fourteen rows at a time, fourteen migrant men cutting and trimming the heads from the ground, thirty four heads per minute, ten hours per day, \$8.40 per hour.....nuff said.

There was the young gent who operated an antique restoration shop, Pierce Arrows was his love and specialty but he will take on a Packard or a Franklin if need be. The pace in the shop seemed slow but if you watch closely; the eight restorers who worked there never stopped.

I learned about a deceased gent who lived in the Nevada desert and saw some of his work on antique cars. He was a machinist, a car-penter and an old car restorer.... I wish I would have met him. I met another gent who also loves old cars and has the "collector disease" as bad as it gets. He easily gets mesmerized if there is an old car within a half mile but never loses sight of fairness and honesty; a combination not very often found. Then there was the old car parts gent who buys and sells all over the United States..... I watched for a while and I think he buys more than he sells but that is the way it should be.

All these people were doing it up and living life 100%. Watching these folks and being around them for a while was a privilege, I would not have missed it for anything.

Someone special to our club passed away while I was gone, we lost Doris Bailey. When I was trying to find a good feature for our November Wheel Tracks, Jan Sander suggested we feature Doris, a great idea. I know this "feature" only takes in an instant from her life but I will bet you will be thinking of the many special memories you have of Doris while you read page six. Jan has given Wheel Tracks a short "Doris story" along with VAEer Gael Boardman and VAEer/son-in-law George Little. Thank you.



As everyone knows Nichols Field, where our August Car Show has taken place for many years, has been sold. Our VAE Board of Directors have directed four committees to gather information and proposals from four locations to put our August car show future back on stable grounds. I am part of the Waterbury investigation and I am here to tell you..... in these past three years of uncertainty and being invisible to many, the Open Armed Welcome we are getting from Waterbury is like a breath from heaven. The city was beat up a few years ago by a terrible storm and you would not believe the roaring come-back they have accomplished. We hope to have the final Waterbury proposal in hand by the end of October.

As always, there is a lot going on in our car club, We have accomplished a lot as a non-profit organization, especially at the Vermont Technical College and the 16 career centers in the state. Come join us, we could use your help.

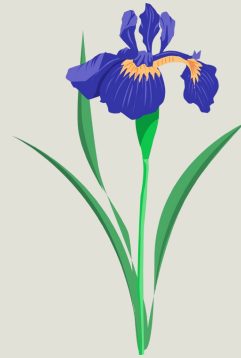
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**Print form,
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"THE SOFTER SIDE"

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

A GARAGE CRISIS (of sorts) from Mary Noble

I love the opportunity to help my husband work on an old car because it makes me feel a part of the old car hobby. So when he came to get me to help him, I went right away. So far it was just a typical Noble morning - get up, get dressed, come downstairs, pour his orange juice, heat up two cups of yesterday's coffee, get in the newspaper and sort it out, make fresh coffee, try to do the word jumble and then the day's crossword. I then put in a load of wash and hung it outside. So far, so good.

When I arrived in the garage, I learned my job was to place a bolt through the floor board of the 1930 Chrysler, while Wendell held the throttle linkage from the other side. Of course, I lost my grip on the bolt and it dropped, we assumed, onto the floor. We couldn't see it by just looking under the car so he decided that, since it was on the lift anyway, why not raise it up for a good look. He raised the lift, but still no bolt could be found. So, down again with the lift in order to search on the engine with a long magnet. Down it came with me looking inside as it lowered, not noticing where my foot was. When I felt the weight of the car and the lift on my big toe, I screamed "Put the lift back up." It really hurt and seemed like an eternity while Wendell fumbled for the up button and I could finally pull my toe out.



We finally found the bolt, and with me holding very firmly, after some finangling (love that word) Wendell got the throttle linkage secured. As for my toe, nothing seemed to be broken, just painful. Next morning a large blister had formed. Debated poking it with a needle to let out liquid, but decided to leave it alone as it would burst eventually. A friend came by and said we had to puncture it, not as easy as it sounds - or much fun. Got most of the liquid out, put on Neosporin and a pad over it. Next morning got out some more liquid and it is going to be just fine any day now. And that's the garage crisis story! Oh! And the car's just fine.



Pictured is a 1984 Chevy Camaro. Wheel Tracks has one listed in this month's Classifieds, not the one to the left but it could be.

The third-generation Chevrolet Camaro was introduced for the 1982 model year by Chevrolet. Road & Track selected the 1984 Camaro/Firebird as one of twelve best cars in the world and in the Best Sports GT category in the \$11,000 to \$14,000 range.[11] Car and Driver picked the 1984 Camaro Z28 as the best handling car built in the United States.



WORDS

"Monkey Wrench"... The adjustable jawed wrench was invented in London by Charles Moncke. For many years it was called the Moncke Wrench but after a while simply called the Monkey Wrench.



Sent in by Don Perdue.... This actually happened. They tied a guy down on the roof. The driver and passengers put on moose heads. Then they went down I-35 causing 16 accidents. Yes; they went to jail...Yes; alcohol was involved....
Yes: men cannot be left alone.



They walk down the aisle in their underwear and call it art or fashion.
When I do it I am drunk and not allow in Target any more.



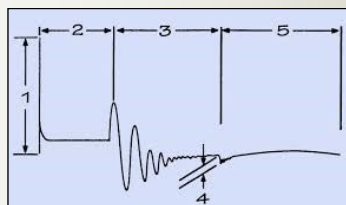
Wheel Tracks Academy



Have you ever had an old-timer tell you..."just turn the screw until it sounds right?"

What if you don't want to do it that way because you haven't been around for 150 years and don't have that aged knowledge!

The old-timer could be replaced with a fairly inexpensive auto oscilloscope and your old engine will thank you for it.



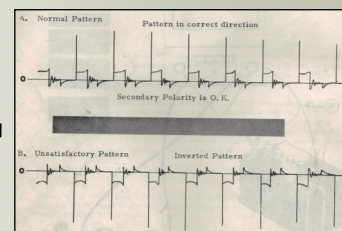
Left is a normal pattern for the firing of one cylinder. 1 is the point contact opening where the height shows the spark voltage of 10 to 40 thousand volts that is firing

across the spark plugs gap, 2 is the spark line where it is level for unsuppressed systems and tilted slightly upwards if the system is suppressed with carbon plug wires, etc. 3 is where the condenser is dissipating any remaining voltage and 4 is where the distributor point is closing again to build up voltage for the next cylinder's spark plug to fire.

5 is the dwell time (or angle) showing the duration for the coil to build up the next charge.

Are your spark plugs firing backwards making you have to replace them often and losing 15% of your power. You can use a pencil or a voltme-ter but a scope can tell you instantly. The top row in this

picture above is correct. If yours looks like the bottom row, you have your coil wired backwards. The center electrode on the plug needs to be sending out the electrons, not getting them. The center electrode is not built for getting whacked receiving them. These are just two of many test you can do with a scope.





When asked about Doris and "The Great Race" Son-in-law, George Little writes....

It was the 1985 Great American Race that Doris was involved with. She and Avery Hall organized and largely funded a Vermont effort using the late Joe Kaelin's 1944 Packard twelve seven-passenger sedan.

Our brochure is attached, showing, L-R on the cover, Joe Kaelin, Linda Welch, Vicky Buffum, Doris, Avery, and myself.

The route was LA to NY; the field was about 120 strong, and we finished about 60th, or respectfully if not spectacularly.

This was one of Doris' many automotive adventures, though I'd hazard to observe that we often considered the GAR more "character building" than fun.

As Jan may well illustrate in her comments, it was with her 1947 MG TC, and the not-so-serious "Sacred Octagon" crowd, that Doris had genuine Big Fun. Big Fun for Doris was people. She loved being out and about with friendly, like-minded folk, and would take every opportunity to start and keep conversations going.

Even if it meant turning sideways to maintain eye contact with a passenger while barreling down a hill at imprudent speeds . . .

You can see why the GAR was not necessarily a good example of this recipe.

Vermont Engine Service. Doris was drawn to this automotive stuff and became somewhat of a "groupie". She then worked her magic on me and got herself hired at our auto dealership as a line mechanic. Friday afternoon we'd send her off to a social weekend of country club activities or to the current concert circuit with mechanics fingernails but Doris could handle most things. (Think of her most recent Wheel Tracks Softer Side article.) Although she physically wore out after a few weeks rotating tires and doing brake jobs, she (and I) were proud that she was Burlington's first female dealer line mechanic. She loved most things on wheels, music, poetry, the big Camaro, the little MG, the London taxi were the wheels....And you and I were the rest. Did she ever tell you the inside story (s) of her part in the Great American Race? I bet she did.....and so much more.

Rest in peace Doris Bailey..... It was great to have known you.

Gael Boardman

Doris Jane Doerfler Bailey died on September 13, 2016 at the age of 94. She was born on March 10, 1922 in Yonkers, New York, the fourth of five children of Dr. William and Betty Doerfler. She lived in Hastings-on-Hudson, New York until age seven. Then after her parents' divorce, she moved to and was raised in Morrisville, Vermont where she rode horses, swam at Lake Elmore and graduated from Peoples Academy. On January 19, 1943 during World War II she married Everett Bailey before he was deployed to Italy with the 10th Mountain Division. Doris and Everett met skiing on Mt. Mansfield before the lift was built (in 1940). Everett and Doris lived and raised their family in Williston, Burlington and South Burlington.

She had a fondness for antique cars (She was her own mechanic.) including a 1947 MG TC which she drove to Nova Scotia when she was 80 years old. She was an active member and officer of the Vermont Auto Enthusiasts and worked for years on the annual antique car show in Stowe.

She was predeceased by her husband, Everett, in 2014, her oldest son, David Leslie Bailey of Montpelier, and her siblings, Doug Doerfler, Dorothy (Dot) Sargent, Dayl Kelly and David Doerfler. She is survived by her children, Thomas Bailey (and his wife, Linda) of South Burlington, Vt., Anny Cain (and husband, David) of Jamestown, R.I. and Everett ("Clark") Bailey, Jr. of Draper, Utah, and grandchildren Tappan Little of Colchester, VT, Spencer Bailey (and wife Jacki) of Burlington, VT, Skyler Bailey (and wife Crystal) of Newport News, VA and Rachel Dibiase (and husband, Dave) of Vergennes, VT,

From Jan Sander.... I took these photos (the front page) of Doris in 2003. Our club, The New England MGT registry publishes a magazine called "The Sacred Octagon" and the publisher had asked me for a picture of Doris in her TC for our front page. The featured picture was captioned "The MG Girl".

When Doris received her copy she was elated and immediately called me up. Her first words were " Jan, we're FAMOUS"! I had won the Best Cover Photo and she was the cover photo.

Doris and I met in the late 80s at one of our Stowe Shows. I had returned to my TC and she was sitting there waiting for me. She explained that she knew my car because she had seen it in my driveway many times and that she had owned a TC for many years but had sold it. She missed her old MG. That was the beginning of a wonderful friendship and the start of Doris' successful quest to track down her beloved green TC and buy it back. That also brought her back to the VAE.

There are many more Doris Bailey stories, but they will be for another day in Wheel Tracks and TSO.

We have lost Doris.

This loss is not just the VAE's loss. Doris was (is) a unique and exceptional person. She and I drifted together through Maynards Auto Service and their extension,





Edi Fiske

The Roadside Diner



Naked Apple Pie

1/2 cup brown sugar
 1/2 cup white sugar
 1 egg, beaten well
 1 tsp. salt

1 tsp vanilla
 1 tsp. baking powder
 3 apples, cut up

Add apples to above. Put in greased 9 inch tin. Bake at 350 degrees for 30-40 minutes.



This is a one (1) month experiment. If you like the idea and participate we will continue.

We, the VAE, have been given many items since we are a non-profit organization and the giver can write the gift off on their taxes. Over the past few months a number of ideas have come up to be able to offer these items at reasonable prices and raise funds for our very successful educational programs and scholarships.....

IE, The Golden Wrench Awards to all career centers in Vermont and our Vermont Technical Scholarships.

So here is one of those ideas.....

~~~~~A VAE Email Auction~~~~~

Below you will find items identified by lot numbers.

If you would like to make a bid simply email gafiske@gmail.com, state the lot number and place your bid.

There are no reserves and on the 10th of November the bidding will close.

The winning bidders will get an email telling them where in Milton, Vermont they can pick up and pay for their items.



Lot #1
 New, 2-32
 oz. Con-
 tainers of
 Sta-Bil



Lot #2
 Used,
 Craftsman 60
 Gal. air tank
 with pressure
 switch and
 gauge



Lot #3
 New, 3
 pounds
 Of
 Pennzoil
 Wheel
 bearing



Lot #4
 New, 9 qts.
 of
 20W-50
 Pennzoil
 Motor
 oil

#####Bibbita....bibbita.....bibbita.....what do you bid#####



Lot #5
 New, 2 Gals.
 Diesel fuel
 conditioner



Lot #6
 New, 4 gals.
 Coolant
 Anti-freeze



Lot #7
 New, 4 gals.
 RV & marine
 Anti-freeze



Lot #8
 New, 6 qts.
 75W90 gear oil



Hi Dave....I have a 1970 Olds 442. 455 big block aluminum radiator. Do I use the old traditional "green" stuff? Or do I use Dexcool? Patrick Samuels

The answer depends. The traditional green stuff has silicates to protect the aluminum and prevent corrosion within the cooling system. The antifreeze does not wear out, but the anti corrosion additives do; they wear out and the coolant needs to be replaced every two years.

Modern "long life" (Dexcool) coolant has organic acids to prevent corrosion and protect aluminum parts. This coolant has a longer life, with a flush and fill needed after five years.

The older more traditional silicate based coolant is not compatible with the newer organic acid coolant. The newer coolant can only be used after a total flush of the system. I have read reports of Dexcool jelling up and clogging older coolant systems. A better bet may be one of the new "universal" long life organic acid coolants. If you are replacing the radiator, I would check with the manufacturer of the replacement radiator for their coolant recommendation.

INEXPENSIVE CONVERTIBLE TOP REPAIR

I recently purchased a Saab convertible that was too good to scrap, but not good enough to justify putting much money in. The top had five holes in it. The holes were small, the largest being a little larger than the diameter of a pencil. The car is solid enough to be a dependable second car, and worth maintaining. These holes were large enough for the car to fill with water in a rain storm.

This car has a thick multi layer black cloth top. The cost to properly replace the top could easily exceed \$2,000. The car is simply not worth that much money.

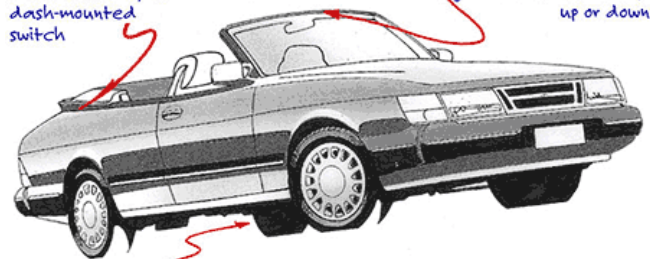
I sought a solution that would hold up well, shed water; not look too bad, and not cost much money. I "fixed" the top for less than \$50, using urethane window adhesive and fiberglass cheese cloth. This provided a strong, flexible and waterproof repair that looks reasonably good (at least better than holes).

The urethane "window weld" and the fiberglass cloth are both available at auto parts stores. The window weld is impossible to remove, so caution is needed when handling it. I would recommend wearing rubber gloves for this repair.

The first step is to clean the back side of the top with acetone. The second step is to cut pieces of the cheese cloth about an inch or so larger than the holes. The third step is to cover both sides of the cheese cloth with the Window Weld urethane and then place the patch on the back side of the top. I put the top up with waxed paper behind it to keep it in place and to prevent it from sticking to the headliner. With the urethane curing in the top up position, the repair will not stretch out and fail while under tension. As the urethane began to set, I used a bristle brush to texture the urethane, closely matching the texture of the top canvas.

The soft-top is power-operated and can be raised or lowered from the driver's seat by a dash-mounted switch

One of the elite band of convertibles which look good with the soft-top up or down



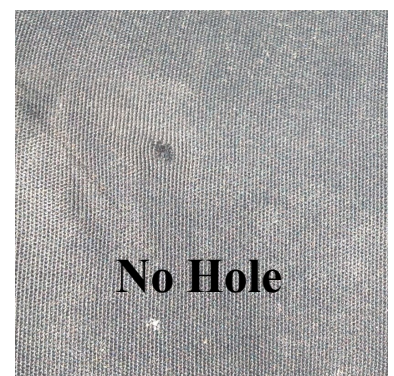
The power-assisted brakes use ventilated discs on the front wheels and solid discs at the rear



Hole



Kit



No Hole

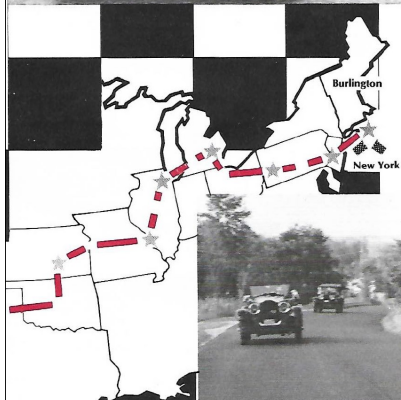


Remember the classified ad that was in Wheel Tracks back in June with this 1927 Packard being for sale? Bryce Howells, who has moved to New Bern, North Carolina decided not to take it with him and has allowed the transportation museum in Plattsburg to display it in their collection. An interesting conversation came up recently where it was explained that the Packard has been a part of Vermont for some sixty years now. Maybe, a "true" patriotic Vermonter (with some spare change\$\$) should get busy and allow this car to continue its life here. It is listed again this month in our classifieds.

The story goes that Pevy Peake and Gael Boardman, in the mid 50s, found the car in a Cambridge, VT barn that belonged to the parsonage...and bought it. Sometime in the early 60s, another VAEer by the name of Mahlon Teachout took possession of the Single-6 Packard. We know Bryce bought the Packard from Avery Hall but between Avery and Mahlon's possession of the car the history is a little fuzzy. From Mahlon, ownership went to a John Deere dealer in Ferrisburg and Peter Markowski, we are not sure the order is. Wheel Tracks would like to have any new history on the car that you might know.



You found our farewell story to Doris Bailey on page six and while collecting the material some interesting things were found about the Packard that took the group from Los Angeles to New York. First of all, the car made the entire trip with no problems except a damaged hood when it might not have been secured correctly and blew off. It is reported that the reason for it's perfect performance is that George Little had spent a lot of time going through every inch of the automobile before the race. Joe Kaelin had bought the Packard at the Crarey Auction for \$1200 in the 1960s and sold the car around 2000 to someone in Northern Europe where it was later sold to someone in Romania.....Joe Kaelin's ancestral country of origin. *The Packard is pictured again to the left from material that George Little has given me.. Do you recognize the VAE logo and the Vermont number plate?*



I guess, to be fare, I should also include in this VAE Gossip a little of why there was no October Wheel Tracks. Some of you might have heard about the vehicles the International Harvester company was making from 1907 through 1915, they called them High Wheelers. The lighter duty vehicles were called Auto-buggies and heavier duty units were called Auto-wagons and later Auto-trucks.

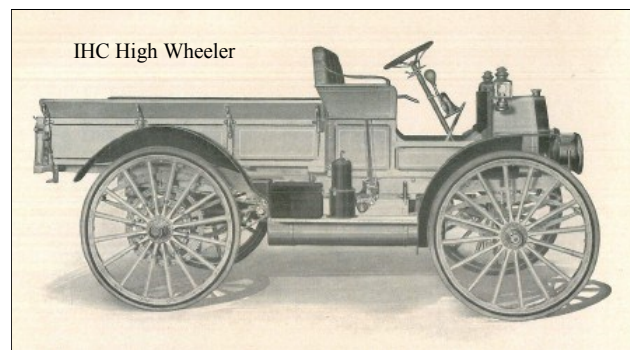
A few years ago David Sander and I watched a race in Hershey where two old-guys in an IHC High Wheeler beat a Sears High Wheeler on an oval track....and I caught the virus. There were 43 brands of manufacturers of High Wheelers back then but my virus allowed me to focus only on the IHCs. Viruses are funny that way.

Fast-forward a few years and another

VAEer by the name of Bill Erskine and I heard about some for sale in Salinas, California and what started out as a neat "ya, maybe", conversation turned real and we had no control over the situation, we were hooked. There was a month or so talking and planning then he and I flew out and spent a couple of days making eight IHC vehicles fit into an outline on the ground of a 53 foot dry van tractor trailer.....52.4 feet long by 102 inches wide. When we finished loading the truck on day three we had 4 inches left over as we closed the trailer doors.....wheew!!!

A fantastic adventure, even the week or so back in Vermont during the 50/50 sorting/counting and finding storage space part of the adventure was fun.

I am fairly sure I will not be in the high wheeler mode next October but the Wheel Tracks Vacation mode just might happen again.



A VAE member received a very interesting call recently. When he answered the phone, American Pickers was at the other end and wanted to come to visit.

What civilians (non-VAE members) don't understand is our "stuff" is special and not for sale because we love our "stuff" and have a very close attachment to our "stuff". Now, if you want to trade, that is another totally different matter....what-ya-got?

Our VAEer thanked them very much and declined their visit. **Goood. VAE**



Steampunk Society of Vermont

"Wait, steam power is real?"

Yes it is, and yes we heard that and many more questions when we made an appearance and did a demonstration with our 1912 Stanley Steamer at the Springfield Steampunk Festival on September 25th, hosted by the Steampunk Society of Vermont at the Hartness house. You might be wondering what steampunk is. Think of the Victorian science fiction of H.G. Wells and Jules Verne come to life, participants dress in futuristic Victorian costumes and participate in tea duels and have an all around jolly good time.

Steam, in all it's practical and impractical forms is celebrated and that's where our car comes in. We know that many people have heard of Stanleys, but few have actually seen one in person. After a morning fire-up demonstration (starting the car, with a blowtorch!), we spent the day talking about Yankee Ingenuity and practical steam applications and encouraging people to pose in and around the car. Bill answered the technical and tire kicking questions while Sarah answered the historical and brought the feminine perspective. The day was beautiful and we had fun sharing our passion in a new venue, with new people, and will be making more trips in the future! Bill and Sarah Cooke.



Editor's Note..... I found an email address for the society, it is steampunksocietyvt@gmail.com.

If someone would like to join this very interesting group this address might work or you can contact Bill and Sarah Cooke, they are in our VAE Roster.

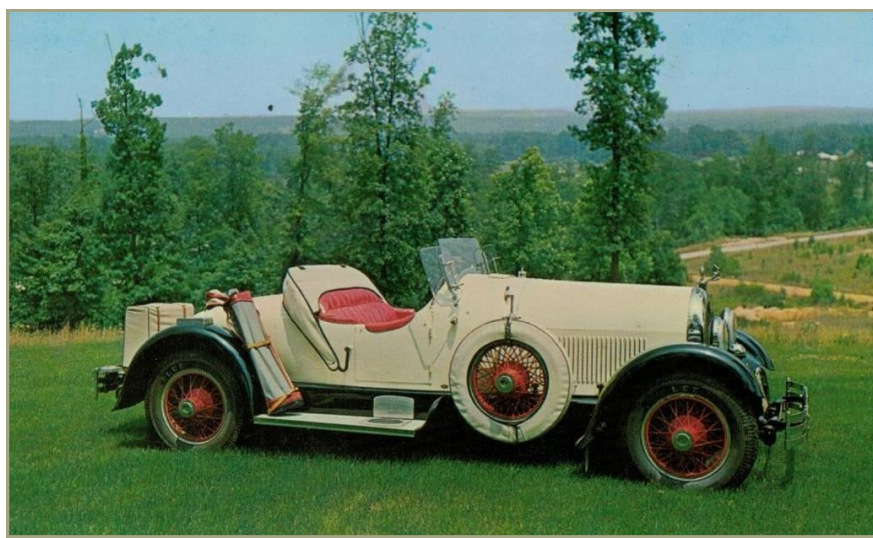
Sent to Wheel Tracks from Dave Sander after finding this on the "Hemmings Dailey" website.....

We were hoping, after our recent post on the Charles Martin-built Model T-based tank, that we'd find out more about what ultimately happened to Martin's concept, but all that has yet come of that research has been this photo posted by twin6 on the H.A.M.B. of another Model T-based tank with a different wheel/tread design. We have no context to go with the photo, but from the mud splattered on the sides of the T, the "U.S. Army Ord. Dept." license plate, the men who appear to be Army brass hearing a pitch for the tank, and the much larger tank behind the men, we can guess that this photo was taken at an Army proving grounds after running the T through its paces. Did Charles Martin revise the design of his tank to (or from) this design? Or did he have a competitor trying to pitch a similar concept?





Hershey Fall Meet 2016 has ended..... 9,000 Vendor spaces.....1000 vehicle car corral.... 1500 show cars
Quite an experience.....and one you need to do if you never have!



"One That Got Away"

We all probably have feelings of regret when we look back and realize what we may have missed. It has happened quite a lot with me. I guess the real regret is that in the 1960s, I didn't have the \$9500.00. Both the resources and the Kissel are in today's "regret" column. What a car!

Gael Boardman

From Jerome D. Powell in the 1960s

For Sale....1927 Kissel Speedster.
Kissel Cars were built by Kissel Motor Co. of Hartford, Wisconsin from 1906 to 1931.. See 23 year history of Kissel in American Automobile Magazine Sept.-Oct. 1961. The particular car is pictured in

Floyd Clymers Scrap Book, No.8, page 215 as Sid Steins. I purchased it from him in August, 1960. The car was dismantled to the frame and restored by O.A. Sumpter of Perryville, Maryland. The 14 months work was completed in October 1961.

The engine is a straight 8 cyl. flat head, 75 HP, completely rebuilt during restoration and driven about 10,00 miles since. The engine holds 12 quarts of oil. The car cruises at 50MPH with ease and will run 75 MPH or better.

The tires are 6:50X16...6 tires, twin side mounts. The car has Ryan head lights. The brakes are 4-wheel hydraulic Lockheed external bands. The car has original vacuum gas tank but uses hidden electric fuel pump for dependability. The battery is 6 volts. There are three forward gears.

The chrome golf bag holder is original equipment. The rumble seat is in genuine red leather as is the front seat. There are four horns in all: two electric, plus an exhaust whistle. All instruments work except the gas gauge. The clock is accurate if kept wound. There is a light on the cowl that shines a beam of light on the moto-meter with red and green jewel lights on each side. The car was on the 1961 and 1962 Glidden Tours. I have the complete original instruction book and the parts book.

There is an exact replica tie clip that goes with the car. It was hand carved in 3-D from solid gold in Hong Kong, with imitation diamond head lights and hub-caps...value \$350.00. There are also several thousand color post cards of the car.

PRICE \$9500.00 firm. I will answer any further specific questions on request.

These are just a few of the great pictures Don Perdue has sent Wheel Tracks recently.....



Above is Warren Fageley's Ford BN 1 and a couple of Olivers. To the right is Model A Doodlebug making its way up a hill. All from the recent Shoreham Vermont tractor show.



Above Don has pictured Mike Hartson, heading for the hill in the Keene, NH Hill Climb Reunion. Waiting its turn, on the right, for the climb is a beautiful Allard J2 automobile.



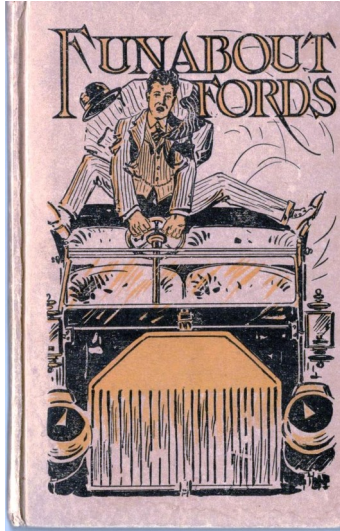
On the right is pictured a few of the member cars at the recent tour to Windsor and the Precision Museum. Below is the Gypson tour getting ready to start from Mt. Abe High School, Bristol. Thank you Don for these wonderful photos.



From the 1915 book "Funabout Fords".....author, J.J. White

Preface... At the present writing, consistent with its popularity, the Ford automobile is made the subject of many good-natured anecdotes. It must be a mightily good car to carry all the wheezes that are crowded onto it. Why the Ford is chosen for all automobile jests, I do not know, unless it is because nobody enjoys a "Ford story" more than a Ford owner and there are more Ford autos than any other kind. Nobody takes these stories seriously, for we all know the Ford stands up with the best of them and we buy one when we want the most for our money.

Put the reverse on the stories to follow and in ordering your Ford mention "Funabout Fords"; maybe Mr. Ford will forgive me. J.J.W.



"Piece at Last"... St. Peter stood at the Pearly Gates and examined those who would enter. One of the questions he seeded to think important related to automobiles.

"what kind of a car did you own"? He asked a large portly soul.

"a Packard," he replied.

"I am sorry," said St. Peter, "but that does not help you. You will have to go down."

"Did you have an auto?" he asked a second long, lean bean.

"I did, sir- a Pierce Arrow."

"Too bad," said St. Peter; "please press the lower button."

"And you, little man, did you own a machine?"

"Yes sir, I did," replied a spry little fellow, starting to enter the elevator.

"What was it?"

"A Ford," replied the s.l.f.

"Come in," said St. Peter, throwing open the gates. "You have had your hell on earth!"

Sold..... the owner of a livery stable in a summer resort town in Michigan found his business falling off heavily because of the increasing number of automobiles.

He finally decided to turn the stable into a garage and as a start charged seventy-five cents for car parking space over the weekend. Business was so good the first week he raised the price to one dollar and twenty five cents the second week, meeting each car at the entrance and advising the driver of the increase. The new figure caused no lessening in his trade, so he asked two dollars the third week.

Toward evening of the two dollar day he saw a Ford approaching and, as usual, want out to the entrance to meet it.

"Two dollars today!" he shouted to the driver.

"All right," was the reply. "It's yours"

"What shock absorbers do you use on your Ford?"

"the passengers."

It was a pleasant day, and on a good road the little Ford bowled merrily along. Suddenly it gave a wheezy cough and stopped dead. Investigation showed that the engine had dropped out a dozen miles back.

The little Ford has to run twelve miles on its reputation.

"What business are you in, Jack?" "I'll tell you, but I wish you would keep it quiet. I am a Ford salesman."

"but mother thinks I am a burglar"



"David Dow's garage is a very nice place to be"

Photos by Don Perdue on the Precision Museum tour

November 12th is our Annual Meeting. Watch your email from John Lavallee for details

December 10th.....Our Holiday Party, details to follow

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Dear John (Malinowski),

Please accept this donation to continue "Cars & Coffee of Vermont" in the memory of my husband Drake Wallis. Drake loved being involved with Cars & Coffee as a founding member and attending the Saturday morning events to meet and talk to others that shared his love and passion for cars. I would like to know how the funds are being used so that I can share it with our family.

I was hoping that this money from the Drake Sallis Memorial Fund would be seed money to start a coffee fund to extend the events into the years ahead. Thank you for continuing the club!

Sincerely,
Joanne Wallis and Family
Charlotte, Vermont

Cars & Coffee of Vermont had its last event of 2016 on the 15th of this month at its home by the University Mall in South Burlington. It was a great summer for us....our future looks very bright. Thank you all



Wheel Tracks Classified



Must Sell... 1926 Model T Ford Coupe. Runs great, many extras and is a looker. \$10,000
John Meyer 802-223-6666

**November
Bumper Sticker...**

Hello, officer.
Put it on my tab.

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

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



For Sale..... Price reduced, 1927 Packard 426-4 door sedan 6 cyl 284. Past 10 years, new Michelin tires, new brakes, nickel plated lights and radiator, engine rebuilt, new wiring, great driver. \$22,000 OBO

For Sale... three Items : 3rd - 5th Series Goddess of Speed Packard mascot, 3rd - 4th Series Packard winged

Motormeter Mascot (Sold By Chicago Packard) and Packard Part #115781 wheel Puller . \$400 + shipping & handling.

Bryce Howells, 802-363-1723 or brucehowells@mac.com



For Sale..... 1959-60 Bugeye Sprite. Engine runs good have 2 new rockers for car it had new floors put in 35 years ago never finished. \$1500.00.

Call Ken at 802-796-3773 leave message I will call back or email ken20@fairpoint.net



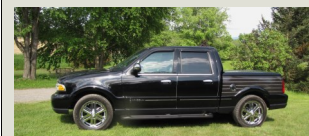
For Sale..... 1936 Graham in good condition. RARE automobile. Sloping back. Interior redone. Engine turns but does not run at the moment.. 6 cylinder engine. Nice chrome. Excellent floors and frame. Very art deco car! 11,000 \$. Info and photos:

gbureau@videotron.ca. Ph: 514 745-6278. Car is in Montréal Québec.



For Sale..... Two Jerry gas cans, good condition. \$25.00 for one, take them both for \$40.00. Ed Gradel 631-261-5011

For Sale..... 1954 Chevrolet pick up 3000, Good condition (Number 2), many new parts, radiator, generator etc. \$15,000. Call Felix 802-592-3530



For Sale..... 2002 Lincoln Blackwood with all the options. Only 6700 miles on it and in great condition. I have my eyes on something different. Would consider a trade if you have something special. Larry Green, Enosburg Falls, VT 802-933-2465



For Sale.... Cases of Volt-a-Grips recently found in inventory and need to unload. \$3.00 each, less at quantity.

Call Herschel Lapidow

802-879-7764 or hlapidow@gmail.com

For Sale..... 1984 V6 automatic Camaro. Not driven winters, 124877 miles, runs and goes great. Very nice car, \$2500.00 firm. Call 802-933-2588



For Sale.....



Take all three for \$1650.
Call Reggie, 802-893-2388



VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

Membership Secretary

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



Don & Anne Pierce's 1930 Ford Model A Sedan

November 2016



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



A picture taken by Don Perdue on the 2016 Gypson Tour. Don titled it **Mopars 30s & 60s**