



November 2018 Year 65 #11

Wheel Tracks



Tin Lizzie, Leaping Lena, or Flivver is a few of the names for Ford's Model Ts.

Dave Welch's 1919 Model T, above, fits these names.
Read more on page 6 about this T's life in the VAE.

The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR
PRESIDENT,
DAVID
STONE

WELCOME NEW MEMBERS!

Fall is here, leaves are off the trees, and old man winter is fast approaching. By now most of you have your vehicle tucked away for the winter. I look at this period of time as an opportunity to organize my winter projects and get everything lined up for repairs and maintenance. Sometimes it feels like winter will never end but I use this time to get ahead and have everything ready for spring.

Our annual meeting is coming up November 4th and then followed by December's Christmas party, please see the events information, towards the back of Wheel Tracks. At the annual meeting I will be soliciting volunteers, to fill an Events/Meeting committee, we only need two or three people that can help split up the workload, and organize club functions. These volunteers will only be responsible for 2 or 3 club gatherings and should reduce the workload on the VP's.

Last call for this years presidents restoration award, feel free to nominate a fellow club member who has finished a restoration. Get the contact information to me, by the end of the month, and I will take a look at their vehicle.

Dave Stone
VAE President



This year's "Vermont Antique & Classic Car Meet"
was a total success
with

Over 500 flea market vendors, 500 show cars, and the car
corral was very busy with 125 beauties for sale.

And an estimated 17,500 visitors,

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 2013 Jim Sears
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FROM YOUR EDITOR... GARY FISKE



Happy November to you,

That was a great month off, thank you, to you all. Nothing super note-worthy has happened during my time off. I had a few more “quiet-times-in-my-shop” the past few weeks, which normally come in the winter and not our busy summer. That was really nice.

A couple of close friends have died recently and other close friends have visited their doctors and the hospitals for various ‘repairs’. These shop-quiet-times always help me settle my head a bit while the world whizzes by.

One thought is how permanent most of our old cars are, even though we are not. No matter how much we go on about the younger generation not being interested in these old clunkers we love, I doubt if they will take these treasures to the junk yard when we are not around.

Another thought is how these old cars and the car clubs we belong to, keep us “plugged in” to this whizzing world. I have a few friends who retired and tell me they are bored, then basically take up residence, in their recliner. Not the folks in the VAE..... I have belonged to many groups over the years, professionally and otherwise, and I have to say, these old cars have “hooked” me up with an amazing group of people. Thank you, again.

Judy Boardman’s Softer Side column this month tired me all out.

Where is my recliner? We don’t have storm windows but I can remember when we did. They do a much better job than the double-pane, but the good part is all we do when it comes winter is ‘shut them’.

As for geraniums....we bought an old house in Fairfield many years ago and the old gent before us, had had his geraniums for many years. All he did in the Fall was pull them out of the ground, knock the dirt off and hang them up-side-down from the cellar ceiling. His plants were 15 or 20 years old. I took those same plants out of the ground our first Fall, knocked the dirt off and hung them on the same nails in the same cellar. When I went to get them in the Spring, they had all died.

Page 13 has an article about some of the early trucks and a brag from the Franklin Car Company of Syracuse, New York as having a world class “Motor Truck”. They made trucks for only a few years from 1907 to 1912. If you happen to have one in your barn, this editor would pay you a quarter to see it and maybe a bit more to purchase it!

I did a short story on Dennis Dodd’s project he is currently working

on. A Ford Model T Speedster. It was interesting going back in time with my old books, and online, to see how the ‘racing bug’ began.

Evan old “Henry” took time from growing rubber in Brazil and playing ‘daddy’ to his workers, to race his Ts. You probably get the idea, I don’t especially like how Henry operated, I guess you figured me out. Time has erased many of his absurdities and left most of the good stuff, that is how it works.

Dennis has done a great job bringing back history, hopefully, you will see the car in one of our shows next summer.

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

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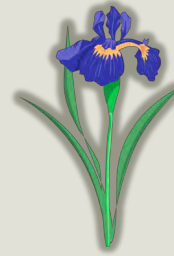
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"THE SOFTER SIDE"

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



From Judy.....By the time you read this, everyone's fall chores should be done. Wouldn't that be nice....with one exception. Winter tires.

Gael likes to set a date in November to do this, often Thanksgiving weekend. I like to be ready for that first snow/freezing rain event. We seem to have had this same discussion for 50 years.



My biggest chore is putting on the storm windows. We have the old wooden ones, take them off in the spring, putting them on in the fall. The trouble with this fall chore, all the windows have to be washed, both sides of the storm windows and the outside of the house windows, and then while I'm at it, the inside of the house windows, all 21 of them. Getting them squeaky clean with no streaks is another problem. I've spent years cleaning windows many different ways, only to find smudges on them when looking through them in winter, when it's too cold to do anything about it. Sharon Fiske put me onto a good cleaning product last year and I love it. It works! A few years ago, we installed those little number button things on the windows and corresponding window sills, which make another problem much easier.

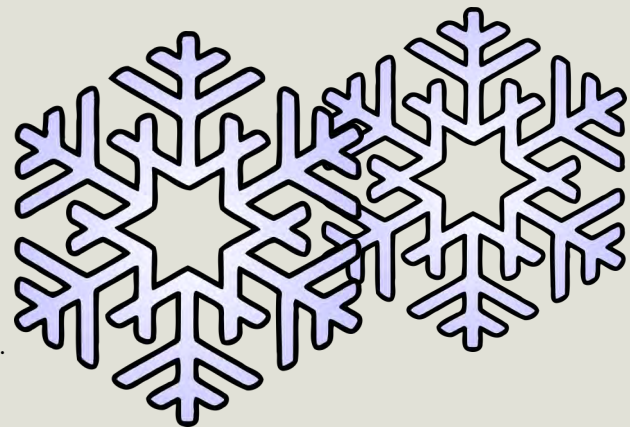


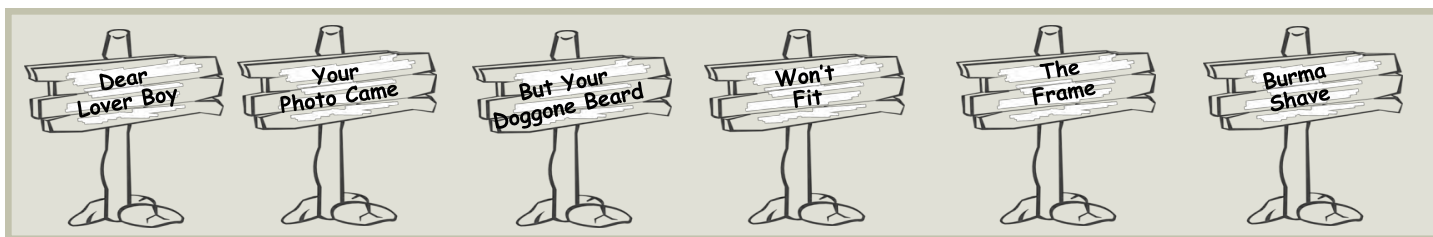
Now that the storm windows are on, I move on to the flower beds. Because of the HOT/DRY summer we've had, I was ready to cut the flower beds back weeks ago but it was still too hot for me. If it doesn't get done this fall, I'll deal with it in the spring. I do have a list of gardening reminders going for next year because I can't seem to remember much from year to year.

Then we move on to the wood pile! Our son, Owen, has been a great help this year and had most of it cut and split before black fly season arrived. Now it's time to move the wood to the porch, but we can't do it until the porch furniture gets moved to the upstairs of the barn, which we need help doing. Seems to me we need more and more help doing stuff lately! Now it will be time to rake leaves, not my favorite chore. A few years ago, our daughter, Susan, gave Gael a leaf blower for Christmas. It sat around for a while, but Gael got it out one year to see how it works and it does! It takes hours and in the end, you have several huge piles of leaves. Now it's time to move the great piles of leaves. We used a huge king-size sheet that came from somewhere and that works great, and when done, folds up into a small pile to be put away until next year. Getting the leaves into the truck, driving down the road and depositing the leaves in a meadow is the next step, but an easy one. What to do with the geraniums that are still in bloom!! I usually bring them inside (something in past years I said I wouldn't ever do again) and water them until they die in March. Some people have good luck keeping them over, but we don't have a good place to put them, either, it's too hot, there isn't any sun or something. Then, come spring of next year, I'll go to the local greenhouse and I'll buy new ones in full bloom already.



Lastly, getting out the snow scraper from the back of the car, placing it close to the driver's seat and making sure the tow rope that I got for Christmas a few years ago is in the car. This was a wonderful gift and I was glad to have it on more than one occasion. I do have a good story about my tow rope that I'll share with you if you are interested. As of now, none of the above have been done. It's still too early. But when the weather is right, the big rush is on.





WORDS



"One Man Top" advertised in 1914..... An open car top that can be put up or down by one person, from inside your car, without standing in the mud; outside.



A teacher asked her students to use the word "beans" in a sentence.

"My father grows beans," said one girl.

"My mother cooks beans," said a boy.

A third student spoke up,
"We are all human beans."

A husband and wife were driving through Louisiana.

As they approached Natchitoches, they started arguing about the pronunciation of the town. They argued back and forth, then they stopped for lunch.

At the counter, the husband asked waitress, "Before we order, could you please settle an argument for us? Would you please pronounce where we are very slowly?"

She leaned over the counter and said,
"Burr-gerrr Kiiiing."

Late one night a burglar broke into a house and while he was sneaking around he heard a voice say, "Jesús is watching you."

He looked around and saw nothing. He kept on creeping and again heard, "Jesús is watching you."

In a dark corner, he saw a cage with a parrot inside. The burglar asked the parrot, "Was it you who said Jesús is watching me?"

The parrot replied, "Yes." Relieved, the burglar asked, "What is your name?" The parrot said, "Clarence." The burglar said, "That's a stupid name for a parrot. What idiot named you Clarence?" The parrot answered, "The same idiot that named the rottweiler Jesús."



Wheel Tracks Academy

Synchronizers, from Tom Noble

The previous edition of **Wheel Tracks Academy** mentioned the "crash box" transmission. The reason the

gears in these transmissions would "crash" or "clash" is that the two gears being slid together were not spinning at the same speed, so when you tried to engage them with each other... Crash! The only way to avoid this was to double clutch when you shift - which requires some skill on the part of the driver. So, how do you make a transmission that will match the gear speeds for you? Fortunately, some clever engineers came up with the solution - the synchronizer.



The synchronizer is essentially a small cone clutch that brings the gear you are trying to engage up to the same speed as the output shaft, which is attached to your driveshaft. The basic parts are:

A hub attached to the output shaft (it has a small internal spline to engage the output shaft and a large external spline that the collar rides on)

A collar that slides on the hub (this is what your shift lever is moving)

The synchronizer ring (usually a brass ring, with an internal cone and external teeth)

Spring loaded detents.

Gears with an external cone and "Clutch teeth"

The way this all works together is that as you start to move the collar, the detents begin to push the synchronizer cone up against the external cone on the gear. The friction between the cones causes the gear to start spinning faster. When the gear has reached the same speed as the output shaft, the splines on the collar engage the teeth on the synchronizer ring and then slide past them (these are short teeth). The problem now though is that the spline teeth on the collar and the clutch teeth on the gear might not be lined up with each other and the cone clutch is still trying to force them to stay at the same speed. So the detents, having done their job, are disengaged and stop pushing on the synchronizer ring. Without any force pushing the cones together, the synchronizer cone is no longer driving the gear cone and they can move relative to each other. This allows the internal spline on the collar and the teeth on the gear to rotate into alignment so that they can engage. Once they do, voila! The shift is complete without a crash!

Continued from the front page....

David Welch has a clock shop in the old Kennedy Brothers building in Vergennes and has been in the repair business for many years. He is also "the cook" according to his 90+ year dad, Steve. Dave and his dad live together. When asked the time that Dave gets home from work at the Clock Shop, Mr. Welch replied that he hoped by five PM, because he is the cook. They live in a wonderful area along lake Champlain, where the extended Welch family have lived for a number of generations.



The Model T has spent over 35 years owned by VAE members, starting with Ed Rotex. Wheel Tracks understands Ed "just ran the T around once in a while".

From Ed the car went to Tim Hunt, then to Ed Welch. The last 30 years the car has been in Carl Tatlock's garage, who gets credit for many of the upgrades on the vehicle today. The story goes that Carl is a stickler for detail, the proof is this Model T.

The next home for the T is Mr. David Welch and the way he acquired the car can only happen in the VAE. Carl "gave" it to Dave, a gift many of us only dream of... a fantastic gift.

Wheel Tracks has found some mysteries and solved some mysteries with this old T. It is known that the 20 HP engine is not original to the car, but no one knew the year. Research has revealed the #13669202 engine was built in May of 1926.

***The big surprise was when the car was built, it turns out, it is not a 1919 Model T!** Ford numbered the engines when they were built and when the engine was placed in the car during assembly, the frame was stamped with the engine number. The frame on Dave's T is #8893000 which tells us the car was built in December of 1923. The vehicle number and the factory production number is the same, so this car was number 8 million, eight hundred ninety three thousandth that Ford had made by that date in 1923. The 9,000,000th was completed at 1:05PM on December 26th, 1923.

The Model T Club of America publishes the total number of Ford model Ts built was 14,689,520 when they closed down the T line in 1927 and started building Model A's. Model T engines continued to be built through 1941, for an additional 169,856.

Wheel Tracks can not find what this car started its life as. Was it a touring car, a runabout, or a coupe? Or maybe a Tudor or a Fordor or even a truck? Are there any T folks out there who can help?

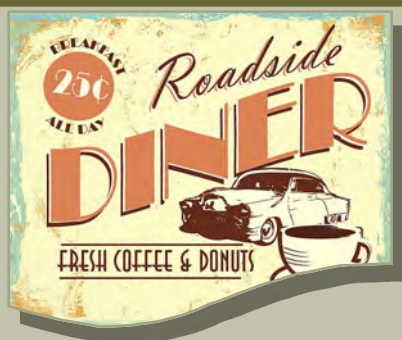
Here is some additional 1923 information from the T club.... The "1923" touring car style was introduced in September 1922, with a one-man top and sloping windshield, but otherwise the body was the same as the 1922. The runabout followed about November, with a new body and turtle deck as well. A new "Fordor" sedan appeared in December 1922, which used aluminum panels throughout the body. The cowl section and lower body section were changed to steel during the year. There was no cowl vent in the early Fordor sedans but the vent was added during early 1923, before the change to the larger hood. The Coupelet and Sedan (Centerdoor) continued into 1923 with minor modifications that were introduced in 1922, but were both replaced with the new Coupe and Tudor Sedan in August 1923.

The front section of the car was revised about August 1923, with a new and higher radiator, larger hood, a valence under the radiator, and revised cowl section to match. These cars were generally referred to as "1924" models in Ford literature.

The Coupe and Tudor Sedan were all new, with coupe doors opening at the rear. Body construction continued with the metal panel over a wood frame design.



***This paragraph could have problems....1. If Ford sold just the engine, then there would be no chassis to stamp. 2. Wheel Tracks took the chassis number from the cars registration form, not the chassis, there could be a different number on the chassis.**



The Roadside Diner

Day After Thanksgiving Cookies



Edi Fiske

1 cup butter
1 cup sugar
1 cup packed brown sugar
1/4 cup canned pumpkin pie filling
1/2 cup whole cranberry sauce
1 large egg
2 tsp. vanilla extract
2 1/2 cups all-purpose flour

1 1/2 cups quick-cooking oats
2 tsp. ground cinnamon
1 tsp. baking soda
1/2 tsp. salt
1/2 tsp. ground nutmeg
1/4 tsp. ground cloves
1 cup white baking chips
1 cup chocolate chips



In a large bowl, cream butter and sugars until light and fluffy. Beat in pie filling, cranberry sauce, egg and vanilla.

In another bowl, whisk flour, oats, cinnamon, baking soda, salt, nutmeg and cloves, gradually beat into creamed mixture. Stir in chips. Refrigerate, covered, until firm, about 2 hours.

Preheat oven to 350 degrees. Drop the dough by rounded tablespoons 2 inches apart onto ungreased baking sheets. Bake until edges are golden brown. Remove to wire racks to cool.

Welcome, new VAE members

Richard & Jeri Harvey of Jericho, Vermont
Dave Gelinas of Manchester, New Hampshire



VAEers present \$1,000 check to the Precision Museum in Windsor, Vermont.

From left, Fred Gonet, Wendell Noble, Interim Executive Director of the museum, Darlyne Franzen and Gael Boardman

The museum hosted its **19th Annual Model Engineering Show and Family Maker Space** on Saturday, August 18, 2018 where visitors were treated to a wide variety of exhibits and hands-on maker activities.

While presenting the museum, left, with our donation on the 18th of August, the VAE also demonstrated our Grease Monkey Mechanics.

Fred Gonet's 1922 Harley Davidson JA motorcycle was also a part of the days featured exhibits.



Lathe built here in 1867



Automotive Primers



My last column discussed the evolution in paint technology. This month, I will talk about what is under the paint and talk about primers.

Automotive primers have come a long way in the last few decades. Primers serve several functions. First, they bond to and protect bare metal. Second, they fill very small imperfections. Third, they provide a stable base foundation for the top coat, or color paint.

Why are there so many types of primer? Not too long ago, primers were lacquer based. If the top coat was lacquer this was simply applied over the primer. If the top coat was an enamel paint, an enamel primer/sealer was applied over the lacquer primer. These primers were often unstable, and did little to protect metal from corrosion. Lacquer primers would shrink months or years after being sprayed, showing sanding marks and causing the top coat of paint to crack. Lacquer base primers do not shed water, they actually absorbed some moisture. This moisture would then find its way down to the bare metal. Of course, lacquer based paint will go back to a liquid when exposed to a solvent, like lacquer thinner.

Acid etching primers did a good job of adhering to bare metal, but offered little corrosion protection.

Epoxy primers, or "2K" primers bond well to bare metal, and also offer excellent corrosion protection. Epoxy primers are not sandable, and do not work well as a primer surfacer.

Primer-surfacers are used for final body work to give a smooth, flat surface foundation for the top coat or color paint. These primers have filler in them, and are easily sandable. These are the primers that are laboriously block sanded until the surface is smooth and flat.

Once the block sanding is done the primer is sealed with a sealer primer.

Final paint will show color shift if painted over different color primers, and will also show any sanding marks. Color paint is only a pigment, and will not hide anything underneath.



Confused yet? Don't be. There is a system to priming. You may remember about 20 years or so ago car ads talked about the multi layers of paint. As urethane paints began to dominate the automotive paints, these "multi-layer" paints became standard.

First, an epoxy, or catalyzed primer coats and seals bare metal. There may be a self etching or acid etching primer under the epoxy primer. Epoxy primer has exceptional adhesion and corrosion protection.

Over the epoxy primer is a primer surfacer. This primer is sanded smooth and flat. Over the primer surfacer is a sealer. The purpose of the sealer is to provide a thin, hard, smooth surface over the primers for the color coat. Without the sealer primer, sanding marks and color changes will show in the top coat of paint. Sealers need to be top coated relatively quickly for the color paint to bond well.

If the color coat is a base/clear system, then there are two additional layers of paint on top of the primers.

I am amazed at how well these new primers work. I have had excellent results with using epoxy primer for rust repair. The rust repair actually outlasts the factory corrosion protection. Two part catalyzed primer surfacers are easy to sand, and remain stable forever. No more sanding marks showing up months after a car is painted. I often use epoxy primer thinned with reducer as a sealer. It is a bit more expensive than sealer, but it is one less product to have on hand, and I have been very pleased with the results.





You might have heard about a few of our members "going in for repairs" recently. They were offered an easy-to-install knee-replacement kit, pictured left, but refused. The kit includes hinged pieces of treated (and painted) 1" by 1" aged spruce sections with rubberized attachments on dual sides and a polished drill bit and a painted saw blade. Tie wraps and band-aids are also included.

They might have been hung up on the manufacturer's product name of 'The Redneck Knee Replacement Kit' but the price was certainly right. A few of us do not see ourselves as Rednecks, which makes our worlds very much smaller.

So....Wendell Noble has returned from the hospital in great spirits after a successful knee replacement operation. Wheel Tracks has recently heard he is walking about a half mile each day while rehabbing to the days of no pain to walk.

We all hope you are doing well Wendell. Waiting in the wings for the hospital call, is Gael Boardman.

You might have noticed a different Noble family member writing the **Wheel Tracks Academy** column this month. **Tom is Wendell and Mary's son and a working engineer.** The column describes how transmission synchronizers work. We have one question from some of us less technical members. How does double-clutching these old cars make those gears match speeds?

A few days after this **Wheel Tracks** heads to the printer, a number of VAEers will be heading to Hershey, Pennsylvania for the Fall AACA Eastern Division National Meet. Over 9,000 flea market vendors, 1000 cars for sale in the car corral and 1500 show cars to see. What more could anyone want? Vin Cassidy and company will be there with his many wares. Gary Olney usually joins Vin. The Pierces, Tom and Sandy, will have a market booth there. Charlie Thompson has said he will be with the Whippet folks at the WORK organization. Bill Erskine will be stalking the grounds for good buys along with Dennis Dodd. Your editor will also be in Hershey. He thinks he is very recognized at the show but the flaggers at the gates are trained to smile at everyone when they enter....just don't tell him, OK?

Wheel Tracks met part of the "extended" Welch family recently and the "extended" car collection they have in Vergennes. The reporter had never met the Welch's before, except our clock maker, David. The WT notepad had 10 or 15 names that needed to be sorted later.. And the task is still not finished. There is Steve and Stevie, Ed, Edgar and Uncle Edgar. There is David and Lynda, and even Governor Johnson's name is slid in, to add to reporter confusion. One fact did get sorted and that is Ed, Edgar and Uncle Edgar.....is the same person. Who would have known? When that confusion gets settled, there are the cars, there could be 12 and then again, there could be 25 in the many different buildings. All the vehicles are beauties but the sorting stopped at about number 6. As the reporter left the Welch compound, all he could think of, was the Woody in the woods but none could be seen.



Eric Osgood's Silver Annie, left, meets the Russians..... The two Yak-52s in the background were part of our Wings & Wheels gathering at the Franklin County Airport in August.



Right, Brian Warren's '55 Buick is parked in front of a Yugoslavian fighter aircraft. The plane was for sale for only \$100,000 but Brian would not bite. The 640 HP Pratt & Whitney engine must be a sound to remember!

As you can see from the pictures, right, this young man is fascinated with Bill Erskine's 1910 Sears high-wheeler.
 Sorry, Wheel Tracks does not have a name, but he even had a chance to crank-start the Sears.



Don & Anne Pierce heading out for the parade



Not sure what it is, but it is cool!

More scenes from our Waterbury Meet....



It's a Land Rover



An adult child, in the tire smoke, teaching this young man how to behave.



OK, we have the awards, now where are the cars?



A very nice Nova !



You Just Can't Stop Success; Claremont Car Show Expands!

Ron and Marilyn Gilbert continue to grow the Claremont Car Show every year! As the organizers of this show since it's founding, kudos to them for their seventh successful outing! This most recent event was held on Sunday, August 26th off Maple Avenue in Claremont. The weather cooperated

wonderfully as the sun and warmth added to the joy of the festivities. There were many classes of vehicles on display, coupled with good food and beverage vendors ready to fill your needs!

Parking for spectators seemed abundant (Thank you, NFR!), and alert crossing guards helped to ensure that everyone made it to their destination in good order! Modified, Customs, Classics, Hot Rods, Antiques, Trucks, Motorcycles....they were all there in fine form! For many who attended, it also provided a perfect venue to catch up with old friends, or even make new ones!

Many area car clubs had a strong presence at the show. I particularly enjoyed

many of my friends who are part of the Yesteryears Motor Car Club! Jim Austin was in attendance with his 1931 Chevrolet Cabriolet! It was stunning! Make sure you check out his absolutely correct Viking radiator cap! That was a \$5 option in 1931! You'd be surprised to find out how much a real one costs today!

Jim McCaffrey and Deena were there with their Chevrolet Master! What a beautiful

car! Jim had a good time socializing with his next door neighbor from long ago, Will Belisle. Will was threatening to start his quest for a "barn find" to get in on the fun of owning an old vehicle. By all means, let's help him out!

And Marty Midura was there, too! Of course he drove his coveted 1913 Hupmobile! Red rover, red rover, send Marty Midura over! Marty came with his wife, Lisa! As you probably know, they were recently married (February, 2018) & I didn't know that! Belated Congratulations! That is terrific! We also saw Dick and Mary Lou Hurd from Springfield and Andy Austin at the show. Andy brought a car that I was unfamiliar with. Knowing Andy, it is probably for sale, so I'd better call and ask him about it while he has it! Chuck Otto was present, too, but I neglected to talk to him - pardon me! Chuck and Joan Solger brought their Reo Flying Cloud all the way from their home in Fairlee!

The cars were, as always, fantastic! Of course, we all have our favorites, and although I didn't see any steam powered, nor antique electrics, the variety offered from Packard convertible to tricked out '34 Fords filled my "old car fix" for a fortnight! Hope you enjoyed it too! Next year, I'd like to make sure I volunteer to help. Not that I noticed anything lacking, but it's time to step up and be a little part of the solution! Hey, friends, we hope to see you, "on the road" again! Until then, we remain, respectfully,

Chris & Dell Chartier





VAEer, Dennis Dodd, is getting closer to completing his Model T Speedster project. The speedster is something he finished a number of years ago but never liked the results. So, earlier this year, he tore it down and started over. It is too bad this is a black and white picture, because the speedster is a beautiful yellow (if you go to our online Wheel Tracks, you will find the colored version).

The engine is a '25 with a high compression head and 60-over cylinders with aluminum pistons. The frame is from a '26/'27 Model T and transmission is the same year with a Warford overdrive. Many parts and pieces had to be made from scratch in his machine shop, making the detail work some of the huge time-consumers in his project. The day this picture was taken, Dennis was deciding how he will arrange the exhaust system. The four separate pipes are cool but he would like to have better control of the exhaust sound via baffles. One way he is considering, is using a collector, that he can control with baffles. Another way is combining the four exhausts into a single pipe, then into a cherry bomb type muffler, and then to the back by running a pipe along the side of the speedster.

The radiator and hood is missing in the picture but are ready to install, as well as some beautiful mounted wire wheels. Dennis' plan is to put it away this winter to allow the paint to harden and put it on the road next summer. He needs to make some progress on his wife, Lynda's, bug-eyed Sprite before he gets into hot water.



Henry Ford driving #4 speedster on the left as he passes a Winton in a 1901 Race.

The so-called "Flying Speedster" pictured right is also a Model T.
Go Dennis!!!





Reprinted from the Franklin Car Club 2007 edition of "Air Cooled News" with questionable permission from and unknown person, in the night.... And the October 27th, 1910 publication, "The Automobile"

"The Automobile...Boston, Oct.22— After two days of running, covering a distance of 120 miles, the different trucks entered in the Boston American's contest reach the Back Bay late this afternoon and, were checked in. It proved quite a success, all things considered. The caravan of trucks and official cars that made the trip from Boston to Newburyport and return numbered about 50 and as the machines passed through the different cities, they attracted a lot of attention.

The first days run was 58 miles to Newburyport by way of Lowell and Haverhill. At these places checking stations were established and this allowed the trucks to be inspected. It was the same story on the return trip of 62 miles through Gloucester, Salem, Lynn, etc.

The trucks were divided into five classes according to their capacity and a sixth division was added for private owner. The machines were started off from Boston by mayor Fitzgerald at nine Friday morning with the heavy trucks getting the right of way. They were allowed a speed of six miles an hour. The other were given varying time limits according to loads and capacity. On the return it was found that the big trucks did so well that a speed of eight miles an hour might be made without trouble and so this was ordered. It was an instructive object lesson in commercial vehicle transportation to watch the machines touring along carrying loads of furniture, wire, coal, lumber, flour and a lot of other such stuff on the long hauls.

A Reliance 5-ton was the first of a few accidents. As it entered Billerica, on the first day's run, it skidded while passing through a bed of soft sand and was ditched. The truck was disable to an extent that the repairs necessary to continue could not have been made.

The next accident was a **Johnson truck** which was brought about by the slippery street car rails on which the truck skidded and smashed into a telegraph pole. The force of the impact was so

great that both of the front wheels of the truck were demolished.

Air Cooled news, 2007..... A cost of operation per ton mile of \$0.0068 was the world's record established by Franklin pneumatic-tired one-ton truck in the Boston American motor truck test. The cost per ton mile was computed on a basis of the listed capacity of the truck, the cost of the fuel and lubricating oil used and the total number of miles traveled.

The cost of operation per ton mile of the water-cooled truck showing the greatest economy in the run was \$0.0103, or 51% greater than the cost of the Franklin.

A few of the stats from the 1910 Boston-American contest:
Listed by name...weight carried...gas used...oil used...cost per ton mile

Class A....1000 load pounds and less:

Warren Detroit...1320...9...1.5...\$.0248
I.H.C.....1000...11...9...\$.0386
Hart Kraft...1040...13.5...8.75...\$.0450
Metz.....460...9.5...2...\$.0548
Reliance....1120...12.5...8...\$.0416

Class B....1001 to 3000 load pounds

Franklin...3060...4.63...1.25...\$.0068
Atterbury...3260...13.5...2.5...\$.0128
Victor...3060...16...5...\$.0158

Wilcox...3135...16.25...8...\$.0172
Rapid...22000...10.5...7.5...\$.079
McIntyre...2120...15...9.5...\$.0249

Class C...3001 to 5999 load pounds

Frayer-Miller...4320...18.5...9...\$.0146
Garford...4310...22.5...22...\$.0207

Class D...6000 to 8000 load pounds

Frayer-Miller...6310...18.5...5.5...\$.0091
Johnson...6140...22...10...\$.0115

Alco...6320...23.75...12...\$.0126
Knox...8245...39...6.5...\$.0138

Class E...10,000 or more load pounds

Morgan...10,220...34.25...15...\$.0107
Sampson...10,560...40...8...\$.0115

I hereby certify that the above figures are correct and computed from the observers and timers' checking cards and certified weights from the city scales.
G. Alexander, Acc't



Cars & Coffee Vermont is back for 2018!

What is Cars and Coffee? It's a gathering of vehicle enthusiasts, all vehicles. Have a look at the images in carscoffeevermont.com - you will see model T's, Subaru's, Vette's, 'Cuda's, muscle, street rods, trucks - everyone is welcome. It's truly impressive how something as simple, as a vehicle, brings folks of different backgrounds to speak a common language - cars. The wealth of knowledge that is exchanged is priceless.

We had tremendous turnouts last year, approaching 100 vehicles each day. A professional photographer and many spectators taking photos, as well as videos, of several events posted on youtube, interviewing every car present.

I think it's safe to say, at 7am every 3rd Saturday morning of the month, May through October, the VAE has Vermont's largest vehicle gathering.

Come join us! Coffee is provided by IHOP in the Mall... *John Maslowski*

Coming VAE Events for 2018

October - Gypson Tour hosted by Don and Anne Pierce. October 13th. The starting point will be the Waterbury Farr's Field at 9 AM

Stowe/Waterbury Appreciation Lunch
October 21, Sunday at 2pm
catered by Jack Foley, buffet style food, VAE will provide drinks.
RSVP by October 15th

This is an RSVP event. Please respond to Jan at sander@pshift.com or call 802.644.5487 or Dave at dsat-btv@aol.com

location is the Holy Family parish in Essex Jct., same facility as our past Annual meeting.
Address is 28 Lincoln Street, Essex Jct., VT.

VAE Annual Meeting
November 4, Sunday at 1pm
RSVP by October 27 Please.
catered, Italian, VAE provide drinks, Many topics to be covered.
location is the Holy Family parish in Essex Jct., same facility as our past Annual meeting.
Address is 28 Lincoln street, Essex Jct., VT.
RSVP to dsatbtv@aol or call me 802.598.2842 lv mess.

December - Holiday Party, Date, time, and details to be announced



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

Dimensional Dialogues

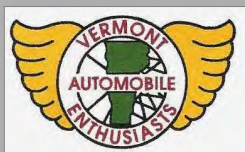


VAEers, **Don and Justine Perdue** have created art called "**Dimensional Dialogues**" and the exhibition will take place at the Jackson Gallery on Pleasant Street in Middlebury, VT.

You will be able to visit the exhibition from October 5th to November 11th. Don and Justin are a father and son team in this exhibition. Don has had to excuse himself from many VAE activities this past year because of this project. He has been a very active member in the club. Justine is someone you have all heard of as our webmaster. His work these past years has brought our club's online presence to a wonderful level.

Check out Justine's website to see some of the beauty they have created.....studioperdue.com.

Plan to visit the exhibition and support their work. We congratulate you both, Don and Justine, and wish you the best.



Wheel Tracks Classifieds



Free to all Enthusiasts

Dear Wheel Tracks.....I came across a 1924 Franklin 10A sedan (green), engine is being rebuilt as I write this. Supposedly top condition, Not listed yet. Do you know of anyone interested. Call or email editor for contact info... 802-933-7780 or gafiske@gamil.com

For Sale.... 3-ton jack stands and 2 wheel chocks. \$25.00. Call Marvin Ball 802-425-3529



For Sale....1948 Ford Super Deluxe Coupe. This car is a barn find from El Paso, Texas area and is now in Fairfax, VT. The body inside and outside is solid, straight and clean with no rust or bondo. The frame and running gear are the same. Original 239 cu. inch flat head engine, transmission and rear end are in vehicle. Part of interior is stripped and glass is missing. \$5500.USD OBO Please call 802-849-6330 for more info.

November Bumper Sticker...

I am speeding because I need to get there... before I forget where I am going.

Do you need a VAE name tag? Contact Christina

christina.mccaffrey@vtmednet.org

How about a VAE banner for your car?

Call Wendell Noble to order one.

802-893-2232

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

For sale..... 1931 Ford Model A, Tudor sedan, rebuilt motor.

Also 1966 Mustang, 302 with auto, mid west car. more info call 802.598.2842



For Sale.... Farmall C, 1948. Runs fine, includes a PTO driven hydraulic pump and front loader bucket. \$1500.00 Call Dave Welch at 802-877-2207

For Sale.... 1958 FIAT. 1200TV, convertible. Yellow with black interior, black top. Full high level restoration on solid original cabriolet car. 79,000 miles. For more information see Dave Stone 598.2842

For Sale.... Harrison radiator made in Lockport, NY. 1923-1930 grill and honey comb radiator. \$500.00. Contact Greg Gilman at....

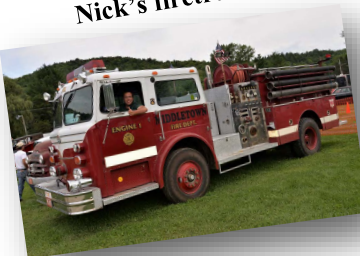
gilman11txpro@gmail.com



I have been looking for people that might be interested in parts from a 1950 Dodge coe that I currently own. I bought it about 4 years ago and have not started my project yet. I plan on keeping only the cab and selling the drive train to someone looking to restore a similar truck. I believe this truck use to be a "roll off" style truck. It has a straight 6 cylinder engine with manual trans, a large cable winch on its long straight frame and a 2 speed rear end. The truck was altered at some point in its life as the frame has been lengthened. If any one knows of a club or interested parties, my email address is listed below. Can send pics too. Thanks Dan Schloegel email...6nova7@sbcglobal.net.

PS... I saw the picture of Richard & Roxie Kerr and their 1951 Cab Over Dodge. What a beautiful truck! And such a nice job on making your own bed. Wow

Nick's firetruck



"The truck is a 1976 Maxim Firetruck Pumper. It has a 500 gallon tank on board and can pump 1500 gallons a minute (very impressive for the year, some trucks nowadays can't pump that fast). It has a V8 903 Cummins Diesel, marine style motor, paired with an Allison 5-speed manual transmission, equipped with air brakes. Its estimated to weigh 22-24k pounds unloaded. It has ~42,000 miles on it. It was ordered by Middletown, Conn., for one of their 3 fire stations. It was originally engine #52. I have attached a picture from a parade in the 80's of it. It used to be yellow, and it changed to Engine #2 in 80's. All I know from there is somewhere along the line it ended up in Charleston, Vt, and ended up in East Burke in '17. It was slated to be put into service, but something made them change their mind, and I swooped in and made the purchase".

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

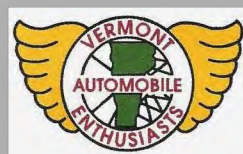
89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



Gary Hutchins'
1978 Austin Mini 1000
Of Enfield, New Hampshire



November 2018

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



Nick Nadeau, pictured, has been added to the little VAE group that has a fire truck in their collection. Nick, for many years , has been a key worker during our August car meet. He has earned his nickname of "Sparky" by tending our public address system for many years. Asked for truck details, this is his response.....
Read the fire trucks specifications on page 15.