



Wheel Tracks

The Official Monthly Publication of the Vermont Automobile Enthusiasts, Inc.

October, 2010



Fred Berecz's 1930 Ford Model A Coupe Barn Find

Barn Finds Still

Do Exist ... I got a phone call back in January of this year from a friend of my wife. She said that a gal she worked with had inherited an old car and wanted to get rid of it. She had no clue what it was. As far as I was concerned, those magic words "old car" were enough. I gave her a call. It turns out the car was a 1930 Ford Model A coupe. I've always been a Chevy guy, with a few large Classics thrown in, Rolls, Packard, etc., but this was worth a look. I made an appointment to see the car the next day and was really surprised to find out it was only seven miles from my house. It was in a barn that you can't see from the main road. I must have driven past it a thousand times in the past 40

years.

The car was up on blocks, all wrapped and tied up in a tarp. We uncovered it and it looked awfully good; very dirty, but all there. I looked it over (and under) and asked what she wanted for it. She said she was accepting offers.

(Continued page 8...)

VAE CALENDAR OF EVENTS AND ACTIVITIES

Sat. Oct. 2, 2010 Welch's annual fall antique car, truck, tractor, and engine show. Free 10-3. Welch's True Value Store, Rt 14, So. Royalton, Vt.

Mon. Oct. 4, 2010 VAE Board Meeting Corrected Date

Wed. - Sat, Oct. 7-10, 2010 AACA Eastern Meet, Hershey, PA

Mon. - Oct. 11, 2010 Columbus Day- (USA) Thanksgiving Day- (Canada)

Sat. Oct. 16, 2010 VAE Meeting Frostbite Tour (See page 5)

Sun. - Oct. 17, 2010 Millbury AutoFest, Millbury, MA (See Page 3)

Sun. - Oct. 31, 2010 **Halloween**

Tue. - Nov. 2, 2010 Election Day USA **Remember to VOTE!!**

Sat. - Nov. 6, 2010 VAE ANNUAL MEETING (See page 5)

Sun. - Nov. 7, 2010 Daylight Savings Time Ends.
Set Clocks **BACK** 1 Hr



DIRECTIONS TO BOARD

October 4, 2009 7 PM
MEETING LOCATION

Whitney Hill Homestead, Williston, VT off US Route 2. Via the interstate, take exit 12 in Williston, go north on St. George Rd., towards Taft Corners, passing "Big Box" stores right and left. At Taft Corners, turn right (east) onto US Route 2 and proceed 1.8 miles. The entrance is on the right. From Exit 11 follow Williston Road (5 miles) turn left onto Whitney Hill Homestead. All others: from Taft Corners in Williston follow above directions.



FEATURED IN THIS ISSUE OF WHEEL TRACKS

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Page 3 Millbury, MA show; Remembering Rod Rice; August Meeting Minutes; Annual Meeting Agenda; President's Restoration Award

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Page 5 Another Cure For e-10 Woes - Starttron's *Enzymes*; President's Restoration Award

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Page 8 E-10 Comments continued; Election of VAE Officers and Directors; Barn Find Continued;

Page 9 The Stars Are Aligned, (By Chris & Dell)

Page 10 What Material is your Car Top Made from; VAE Gossip...

Page 11 to Page 18 *Antique and Classic Car Meet* - Stowe Winners List; The Kenny Sherrer Award

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Page 22 Past President; Mailing Page

VAE is in need of a **Membership Secretary**. This is a great way to get "involved". Please see page 6 for more details.

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Keeping Classics Alive

Flower: Calendula . Birthstone: Opal

**NOVEMBER DEADLINE
OCTOBER 15th 12 noon**

VAE OFFICERS AND DIRECTORS

President

Don Rayta 802-644-2776
50dodge@pshift.com

1st. Vice President - Activity Chair

Wendell Noble 802-893-2232
wnoble@hughes.net

2nd. Vice-President/Assistant Activity Chair

Dave Sander, 802-434-8418
dasander@aol.com

Treasurer

Dick Wheatley, 802-879-9455
rwheatcpa@aol.com

Recording Secretary

Bill Sander, 802-644-5487
sander@pshift.com

Directors

Gene Fodor, **Chairman of the Board**
802-372-9146 crownwheel@comcast.net

Hal Boardman, Exp. 2011
802-868-2245

Randy Cary Exp. 2010
randycary@comcast.net

Tom McHugh Exp. 2010
802-862-1733 mchughto@gmail.com
(Completing the 2nd year of a 2 year Term of David Sander)

MEMBERSHIP SUPPORT TEAM

Membership Secretary (Ex-Officio)

Jim Sears, (802) 482-2698
VAE Acting Membership Secretary
packardsu8@netscape.net

WheelTracks Editor (Ex-Officio)

Gene Fodor, 802-372-9146
crownwheel@comcast.net
USPS Mail: 174 Landon Rd.
South Hero, VT 05486-4920

Sunshine Chair

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

Standing Bylaws Committee

Fred Cook, 802-223-2933
Mary Jane Dexter, 802-888-2820

Web Master

Rachel Smith - R-Web Design
rachel@vermont.net

VAE Show Chairs/Board Ex-Officio

Antique and Classic Car Meet (Stowe)
Bob Chase, Sr. Chair, 802-253-4897
Duane Leach, Co-Chair, 802-849-6174

A Few Words From Your Editor

** e-10 may now be a bigger issue then it has been in the past for our Vermont classics. On pages 4, 5 and 7 you will see more on the subject. It is really important to understand what this new fuel is doing to our engines and fuel systems. I



am sure that as time goes on, there will be more information available as results will become available on the use of the various fuel treatments that are now available. **Fred Cook** contributed material on the e-10 articles.

** A special note of thanks to **Gary Fisk** for filling in the spaces in *WheelTracks* with his comments, new Gossip Column and photos of VAE activities over the last few months. Well done Gary and truly appreciated, Gary!

** I have noted an error in last month's WT Officer's listing for *Wendell Nobel's* email, it should be: wnoble@hughes.net ... I apologize for the error.

** 2010 is slowly or perhaps I should say quickly drawing to an end. The October 4th Board Meeting will be my last official act as an Officer of the VAE and I am pleased with the support I have had from the members, Board and Officers. Thank you. Saturday. November 6th will be the VAE/VAAS Annual Meeting and it will be an important one to the future of the club. Please try to adjust your schedules to attend.

VAE has had many accomplishment over the past few years and I have been honored to play a small part in them. The work is not over as yet. With the 501c3 in hand, your Officers and Directors will have their work cut out for them. There will be discussions on how to merge, or not to merge the two organizations for the betterment of both. Remember that there are similar clubs with similar goals who have gone this route and it would behoove us to contact them to see how they have gotten to where they are now.

VAE will need all the help it can get, so please consider being a helping-hand. Thank you all for all you have done.

What am I ever going to do now?

Gene

Who knew?

Did you know that drinking two glasses of Gatorade can relieve headache pain almost immediately-without the unpleasant side effects caused by traditional pain relievers?

Did you know that Colgate Toothpaste makes an excellent salve for burns?

November Annual Meeting

November 6, 2010

Lunch 12:30

Meeting 1:15

Pell Hall at VTC Randolph, VT
(See page 3 for more)

Millbury, (MA) Improvement Initiative AutoFest 2010

Sunday Oct. 17, 2010 (Rain Date Oct. 24, 2010)

9 am to 3 pm Dash Plaques to First 150 Cars

D.J. Music all day long with **Cruisin' Bruce**

Palmer, Food available on the grounds. 1,

Judging by independent panel. 1 Best of Show

judged for quality of workmanship. 1 People's Choice awards by entrant &

spectator ballot. Contact (for directions, etc.): Kris Jackson 508.865.4771

Email: millbury.improvement.initiative@verizon.net



Remembering VAE Founding Member Rod Rice

August Meeting Minutes

The August, 2010 Membership Meeting was held on Saturday, the 28th, at the Camp of Carol and John Lavalley on the shore of Lake Champlain, in Swanton.

The Meeting was called to order at 1:35 PM by President Don Rayta, who began by thanking Carol and John for hosting the Meet, with good weather for the second year in a row.

Secretary's Report: Wendell Noble moved, and Fred Cook seconded a motion to approve the minutes of the prior meeting as printed in Wheeltracks. This passed unanimously.

Treasurer's Report: Dick Wheatley was not present. He did send word that the Stowe income was \$122,272. The expenses have not been fully calculated, but there will be a significant surplus. Bill Sander moved, and Fred Cook seconded, a motion to file the Treasurer's report, as will be printed in Wheeltracks, for audit. This passed unanimously.

By Laws Committee: Andy Barnett reported that final revisions are still in process.

Futures Committee: Don Rayta has appointed Spencer Halstead, Bill Alley, and Gael Boardman. Don is still seeking other volunteers.

Membership: Jim Sears was not present, but has informed the President that he does not wish to remain in his position after this year. Christine McCaffrey (current Sunshine Chair) has volunteered to take over the Membership position. Mary Noble volunteered to take over as Sunshine Chair.

Nominating Committee: Fred Cook reports that a full slate of suggested Officers and Directors has been selected, with the exception of Second Vice President.

Sunshine: No report, beyond what was in Wheeltracks.

Activities: Full details will be in Wheeltracks. Les Skinner reminded everyone of the Northfield Labor Day Parade.

Show Reports: Bill Sander stated that the folks at the Shelburne Museum are showing some interest in a resumed Show there.

(Meeting Minutes Continued next column...)

(... August Minutes Continued)

They are having a vehicle related exhibit next Spring, which may be a good basis for a renewed Shelburne Show. Bill Sander and Chairman Gene Fodor will follow up. Bob Chase stated that there is nothing more to report on Stowe, other than that it was highly successful this year, and has received very favorable comments, and was financially sound for the second strong year in a row.

Old Business: Gael Boardman gave a brief history of the efforts to obtain the 501 C 3 status. A full description appears in Wheeltracks.

New Business: Bryce Howells has asked members to bring their cars to the Converse Home to take some of the elderly residents for rides, sometime in September (the exact date yet to be decided). A discussion of the resumption of the **Appreciation Dinner** was held. David Sander moved, and Wendell Noble seconded, a motion to have the President appoint a committee of 3 to 6 people to explore the possibility, and report back to the Board of Directors. Don Rayta appointed Bob Chase, Duane Leach, Wendell Noble, Bill Sander, David Sander, and Jan Sander to the committee. Fred Cook and Wendell Noble discussed the meal choices for the Annual meeting. Les Skinner moved that the meal cost to members be \$10, with any excess to be paid by the Club. Gael Boardman seconded the motion, and it passed unanimously.

Andy Barnett moved to adjourn at 2:45 PM. Marty Barnett seconded the motion, and it passed unanimously.

Respectfully submitted,

Bill Sander, Recording Secretary

ANNUAL MEETING

Date: Saturday, November 6, 2010

Location: Vermont Technical College Campus, Randolph Center, VT

Directions: From North and South on I-89, take Exit 4 (Randolph)

Time: Arrive at Auto Technology Building (East Campus) at 11:15-11:30AM for student demonstration highlighting their technical skills. (30 minutes).

Luncheon and Business Meeting venue: Judd Hall (West Campus behind Administration Bldg) **Arrive:** 12:10pm; Registration

Buffet Luncheon (\$10.00 per person) Seating: 12:30pm

Welcoming Remarks - Acting VTC President, Patricia Menchini, Dean of Academic Affairs

Presentation of '10-'11 Scholarship Check to Financial Aid Director Catherine McCullough - VAE President Don Rayta

Response - Catherine McCullough; Rob Palmer, Project Director - Automotive Technology

LUNCHEON (Buffet) 12:15pm

Business Meeting: 1:15PM

Approve Minutes of the last VAE Annual Meeting

- Pres. Don Rayta, presiding

VT Automobile Enthusiasts, Inc - approve amended Bylaws.

Approve VAE budget for Calendar Year 2011

Set VAE Dues for 2011

Elect officers and directors, as required See Page 5 this issue)

VT Antique Automobile Society - Approve new bylaws for the VAAS - Gael Boardman,

VAAS Director, presiding

Elect seven (7) new directors for the VAAS

Next VAE Meeting: Time/place

Adjourn: Estimated hour, 3:15PM (or earlier)

Door Prize Drawing

Close

Fred Cook Annual Meeting Coordinator

ETHANOL: DEMONIC OR DEVINE?

Jonathan A. Stein & Craig Hoff, PH.D. / 2009-08-13

In folklore, whenever something mysterious happens it's blamed on a witch, fairy, or even Bigfoot. In the collector car world, ethanol is often the accused — being denounced for everything from poor drivability to corroding fuel tanks, blocked fuel lines and leaking carburetors. In 2007, Hagerty decided to see if ethanol was truly the arch villain that rendered old cars fuel-leaking garage ornaments. The company partnered with Kettering University's Advanced Engine Research Laboratory to develop the first test that closely duplicated a collector vehicle's use cycle, with the goal of finding out exactly how these fuel systems were affected by long-term exposure to low ethanol-blended gasoline. The initial findings might surprise you.

Today's Fuels: Modern gasoline blends are far removed from those for which most collector vehicles were designed. Since 1992, oxygenates — additives to complete combustion — have been required in gasoline as part of a pollution control strategy. Ethanol is a favored oxygenate because it is less toxic than others (such as MTBE) and is a renewable energy source. However, many of the rubber seals, gaskets, diaphragms and fuel lines used in cars built before the 1980s are known to be incompatible with pure ethanol. What wasn't known was whether lower concentrations of ethanol would degrade these components and corrode the zinc, brass, lead and aluminum of hard fuel lines, tanks and carburetors.

Many studies have been conducted in the past decade to determine the effects of ethanol-blended fuels on modern automobiles. A 2007 Australian study found numerous examples of material incompatibility in new car components immersed in E5 (gasoline mixed with 5 percent ethanol) and E10 (gasoline mixed with 10 percent ethanol). Not surprisingly, a 2008 study funded by the corn- and ethanol-producing state of Minnesota found no ill effects in components exposed to E20 (gasoline mixed with 20 percent ethanol). Neither study addressed the issue of older vehicles and E10, which is the most commonly available fuel today.

Preliminary Results: After several months and a full 3,000 hours of testing, the Hagerty study found that there was no difference between the performance of the SU carburetors (from a 1962 MGA) running E10 and the ones flowing E0 (gasoline without ethanol). The carburetor jets were unobstructed, the needle valves and floats were functioning properly and the throttle shafts were moving freely. Both fuel pumps continued to put out more than 3 psi and were flowing fuel at an acceptable rate — regardless of the fuel.

Short-term performance on E10 was unaffected, but there were indications that operating an SU-equipped vehicle over a long period of time may require more frequent fuel system maintenance to replace seals and remove varnishes and particulate buildup on components, such as the dashpot damper, the inside of the dashpot and on the throttle shaft. Softening or cracked seals and gaskets could allow leakage, and the varnish could impede throttle shaft operation. The only other noticeable concern was corrosion inside the steel drum used as a fuel tank, suggesting that it may be prudent to coat or seal steel fuel tanks.

According to a publication of the Renewable Fuels Association, "... regardless of the materials selected, fuel system components do not last forever and will eventually deteriorate to the point where replacement is required." This thought is echoed by the Environmental Protection Agency, which suggests upgrading the fuel system of cars built before 1986 with "modern replacement parts." In other words, both organizations (which promote ethanol) acknowledge that using gasoline containing ethanol in older vehicles requires additional — and sometimes costly — measures.

The Study: Most ethanol tests, including the above-mentioned Australia and Minnesota studies, are built around long-term immersion of components in various concentrations of ethanol-blended fuels. The Kettering team, led by mechanical engineering professors Dr. Greg Davis and Dr. Craig Hoff, ran a test that more closely simulated the duty cycle seen by most occasional-use vehicles. (Continued next column...)

Exposure to the fuel was followed by a resting period during which parts were exposed to air. Given such exposure, soft parts swelled in use and shrank as they dried, while metallic parts exposed to air were subject to corrosion.

Knowing that the vast majority of collector vehicles are from the 1950s, '60s and '70s, six sample fuel systems were selected: 1948 Flathead Ford, 1958 Volkswagen Beetle, 1962 MGA, 1963 Ford Falcon, 1969 Chevrolet Bel Air and 1970 Chrysler New Yorker. These fuel pump and carburetor combinations represented hundreds of thousands of collector vehicles.

The test was limited to just the fuel system, which meant sourcing carburetors and their corresponding fuel pumps, as well as fuel lines. One set was needed for flow testing with E0, while another was employed for flow testing with E10. A third set was used for splash testing. When the actual testing was complete, metallurgical engineer Dr. Chuck White dissected and examined the parts.

In theory, the flow tests were simple. A test rig design was developed that contained a steel barrel that served as a fuel tank, a fuel pump and its matching carburetor, and a fan and all necessary plumbing. A dozen test rigs were needed because there were six different fuel systems to test with both E0 and E10. Due to the differences in the carburetors, custom mounts were required, which made fabrication a lengthy process.

Another essential study element included drip testing, during which sectioned components were repeatedly sprayed with fuel (both E0 and E10) for five minutes before drying for 55 minutes. It sounds simple, but it was challenging setting up a safe system through which fuel would be constantly sprinkled onto components and recycled without risking fire or explosion.

A 1,500- to 3,000-hour target was set to ensure the validity of the program, which continued as of late December 2008. Although the SU carburetors and fuel pumps from the 1962 MGA had successfully completed the 3,000 hours of cycling on and off, test results of the other fuel systems will be reported on in future issues of Hagerty's. So what can we conclude thus far? The results from the tests with the SU carburetors and fuel pumps suggest that E10 can be used in older vehicles, although the owner is likely to be faced with the additional costs associated with sealing fuel tanks and cleaning and rebuilding fuel systems more frequently than in the past. However, it's best to be cautious about reading into these preliminary results until the tests of the five other fuel systems are complete. Until then, it's safe to assume that you can continue to drive your collector vehicle using E10; it may just cost you more in the long run. [HTTP://WWW.HAGERTY.COM/LIFESTYLE/HOBBY_ARTICLE.ASPX?ID=55960](http://www.hagerty.com/lifestyle/hobby/article.aspx?id=55960)

E-Zorb E-Fuel Treatment (16 oz) E-Zorb will totally emulsify the water-ethanol layer that formed at the bottom of your gas tank as a result of phase separation. The water and ethanol will mix back into the rest of the fuel in the tank. The water will pass with the gasoline through the finest filters and go through the engine, finally leaving as steam. The octane (up to 3 points) lost when most of the ethanol separated from the gasoline will be regained. If you have water in the gas tank, E-Zorb should be mixed in the ratio 1 ounce to 20 gallons of gasoline with ethanol. That means the one pint (16 oz.) bottle will treat 320 gallons. It will be necessary to agitate the fuel in the tank by rocking the car from side to side and bouncing it up and down.

The above article is reprinted by permission of **MOSS MOTORS** (www.mossmotors.com) E-Zorb is Moss Part number **220-355**.



Enzymes VS. Emulsifiers

On the next page you will read an article from Starbright/Startron which is an enzyme product said to help e-10 problems. I have seen this product in many locations Vermont. It is equally an economical choice to deal with this problem and may provide more help. gf

From the Mail Bag ... Canadian Restorer specialist for body. More than 20 years experience. www.henrybeaulieurestoration.com

Reduces water molecule's cluster size and disperses it slowly, eliminating condensation and buildup that could lead to phase separation without having negative impacts on fuel lubricity or fuel pumps, while improving combustion, starting, and power.	Emulsifies large quantities of water instantly, putting it through the fuel system and engine rapidly, reducing fuel lubricity, which can damage fuel pumps and clog filters, while lower combustion temperatures create excessive hydrocarbon emissions and combustion chamber carbon deposits.
Does not alter any fuel parameters outside of ASTM or OEM specs even if overdosed. Will not void engine warranties.	Can readily alter fuel parameters outside of ASTM and OEM fuel specs for water and viscosity. May void warranty.
Prevents fuel from aging and forming gum and varnish deposits that harm engine performance.	De-stabilizes fuel, increasing formation of gum and varnish deposits that harm engine performance.
Removes combustion chamber carbon deposits.	Increases combustion chamber carbon deposits.
Improves fuel ignition characteristics, lowering engine octane demand requirements and raising octane in off-spec fuels.	Increases octane, but engines will require advancement of ignition timing to utilize this increase effectively.
Dissolves solid fuel contaminants such as gum, resins, and old varnish back into fuel. Can clean and restore dirty, stale fuel.	Does not restore old fuel, other than emulsifying water bottoms.
Improved combustion reduces all harmful exhaust emissions, including: HC, CO, CO2, SOx, aldehydes, and NOx.	Impaired combustion increases hydrocarbon (soot) emissions. Water lowers NOx by reduction of combustion temperature.
Improved combustion decreases fuel consumption.	Reduced combustion increases fuel consumption.
Pure fuel formulation requires just 1:4,000 treatment, (0.004%) to accomplish all benefits, and is completely harmless if overdosed.	Chemical formulation requires approximately 1:1 treatment, or 1% emulsifier for every 1% water in the fuel, which easily leads to overdosing.
Can be mixed in at any time, in any fuel, in any engine, to gain full benefits of economy, power, emissions reductions, injector and fuel system cleaning, sludge and carbon deposit reduction, as well as water dispersal and control. The amount of water in the fuel is irrelevant, as the bulk of the fuel is purified immediately, and water bottoms are slowly dispersed with new gas.	Impaired combustion increases hydrocarbon (soot) emissions. Water lowers NOx by reduction of combustion temperature. Pointless if fuel tank is dry, and chemical emulsifiers themselves are proven to contribute significantly to carbon deposits. Emulsifiers have been tested many times by engine manufacturers, and found to cause significant problems in piston engines. The amount of emulsifier is directly tied to the amount of water in the tank, which is an unknown. They require agitation to mix, and are easily overdosed.

Presidents Restoration Award

Well, fall is here and we will soon be putting our cars away. If anyone wants to be considered for this award please contact me. I will need pictures of your restoration and be able to set up a time to come and see the vehicle. Anyone can recommend a friends car as long as they are a member. I will make my choice by the end of Dec.

My email is 50dodge@pshift.com or call 802-644-2776.



Don Rayta VAE 2010 President



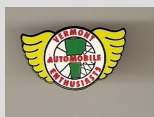
Who's barn find is this???

V A E Classified

FOR SALE AND GREAT GIFT IDEA

Official VAE lapel pin - \$5.00 & \$1.00 S&H mailing charge. Available through Andy Barnett, Nancy Willett or Gene Fodor. Contact information in *Wheel Tracks* or the VAE Roster.

Wear it proudly and show your colors!



For Sale - VAE Tour Banner

This handsome banner is made of a cloth material with a very soft backing that is designed not to mar your classic. It measures about 17 by 19 inches and has ties on each corner to attach it to your car. Cost \$20. Order from Gene Fodor **Only 1 Left!**



For Sale - Ford 4 speed transmission \$50.

Contact: For Sale, Marvin Ball 802-425-3529 N. Ferrisburgh, VT

For Sale: Two 1989 Chrysler GTCs. Both factory original Turbo II 5 speed. 1) **Red convertible**, very nice completely original car, loaded with leather interior, runs and looks great, 97,000 pampered miles, \$5,900. 2) **Black coupe**, mint original condition Florida car owned by a Mopar collector. Also loaded with leather and including CD player with only 43,000 miles. \$5,900

Chris Barbieri, 802 - 223 - 3104.

For Sale - A VAE Fund Raiser

2010 Stowe show picture Over 370 photos. \$5 + \$1 postage. Checks to VAE. Obtain from Gene Fodor, 802-372-9146 or crownwheel@surfglobal.net

COMING SOON...



For Sale—1966 Buick Electra, 4 dr. H.Top. An original, new paint, clean, runs great, Low mileage, 401 c.i. V-8, always garages and covered, \$3000.

Also ... **1980 Cadillac Seville**, 6L engine, triple blue, leather, Very Good condition. Always garaged and covered. **Make an Offer!**

Felix Bottenhorne, 27-28 N. Baile y Hazen Rd., East Ryegate, VT 05042 **802-592-3530**

FOR SALE 50th. Anniversary year book and patch



50th Year Book
Wendell Noble or Gene Fodor \$5 + postage

50th Anniversary Patch
from *Don Rayta \$2.50 + postage*



For Sale 1931 Oldsmobile coupe. Car in good running condition; new battery; runner running boards. Side mounts, all 6 hub caps, rumble seat, and trunk. Good interior and paint. Call **Gene Napoliello** for a showing or test drive, 802-244-7536.

For Sale: 1953 Plymouth Cranbrook Coupe - excellent original condition, 44,000 miles reduces to \$8500 obo. 1989 Chrysler LeBaron Turbo II Coupe, excellent all original. Florida car. Getrag 5 speed, leather factory cd, loaded. \$4000 obo. Also ... Service Manual: Excellent Original 1976 Chrysler, Dodge, Plymouth, two big volumes - \$35
Chris Barbieri - 802 / 223-3104. cbarbieri@vtchamber.com

HELP WANTED -

VAE - MEMBERSHIP SECRETARY

Job description, includes, but not limited to:

General

Collects dues, Credit payments from members, Deposit payments, Report deposits to treasurer, Change member info as requested, Enter new members into database, Send new members a roster and a static-cling logo.

Monthly

Prepare new members list for Wheel Tracks (WT) and sends to editor, Prepare WT US mailing list and sends to WT editor.

Prepare WT Foreign mailing list and sends to WT editor, Prepare New Members list and sends to WT editor, Upon receipt of WT in pdf format uploads to a web site Modify as required.

Prepare and send Email notification of WT availability to those who request Edelivery of WT;

Enters Google sites for WT monthly download (WT editor may want to do this)

Report current membership stats at monthly meetings and board meets, or send info to President and/or board chair.

Annually

Database includes names and addresses for show and other mailings, Add show participants to database, Add persons requesting to be on mailing list; Add/update vendors as requested by flea market chair Tom McHugh; Prepare and print mailing labels for show, around 3,000 labels; send to Stowe Area, Prepare annual roster, Arrange for printing and mailing of roster; Create Roster mailing list; Send roster and mailing list to printer

Ad Hoc (As needed)

Prepare and send Email notices to members as requested, Prepare and send Email notices to all persons on mailing list as requested

VAE property hardware and software supplied

Dell Laptop Vista OS, Microsoft office, Access - Membership Database, Outlook - Email. Word - For roster and email merge,

Questions contact: Jim Sears, 2041 Shelburne Falls Rd Hinesburg, VT 05461 Home 802-482-2698

Interested parties should contact VAE President, Don Rayta.

FOR SALE Must make room for next restorations :

1979 Cadillac Seville Superb . Black with Red leather. 74290 miles. Summer car, Thousands spent including 8 NOS fuel injectors, brakes, self leveling, etc. \$6875 ovno.

1970 Lincoln Continental Mark 111 Excellent condition. Bronze Moondust Metallic with tan leather. 71137 Miles. Third collector owner since 1985. Drives magnificently with new Bilsteins and many Bakers Auto parts I.E. stainless steel exhaust system. Vinyl roof is weak hence \$7975 ovno. See pix at site shown below...

1977 Lincoln Continental Mark V Incredible 3629 original miles. Not a typo! Special Black Diamond Fire metallic paint (dark charcoal) with black landau roof, black leather and red pinstripe, Loaded including Turbine spoke wheels and glass moon-roof. Recommissioned in 2005 with thousands spent incl Bilsteins and rebuilt carb. Unrepeatable car. \$14775 ovno

See pictures at : <http://s1006.photobucket.com/home/allterrainextreme/allalbums> web link. Barton VT 05822. Call Jon at 802-673-4889

A Commentary to the **MOSS MOTORS** (e-10) Article

By Robert Kerr

Regarding your (**MOSS MOTORS**) ethanol in gasoline tech article. You bring up several points that are interesting for us as consumers. If I may, I would like to add a few items to your tech article. Having taught automotive mechanics for 6 years and now finishing my PhD in Organic Chemistry: Materials Engineering - I can speak to several items in your article. First...you are dead on regarding the use of additives to keep water absorbed into the gasoline and not separated out from the mixture. That is a huge first step in keeping fuel tanks AND aluminum fuel bowls/components uncorroded and in good shape. As new changes are coming for ethanol content I would recommend that we rethink our approach to the ethanol issue. Regasketing in situ with draining our fuel systems DRY prior to long term storage will start to become common place for vehicles that will be driven only infrequently or for subsequent long term storage.

Changing the gaskets to Viton and fittings to brass/braided teflon WILL eliminate issues with the "oxygenated" fuel (ethanol additives). I would do this if leaks etc develop in lines, gaskets, unions and the likes...you are going to change them anyway so I would just swap in Viton gaskets in lieu of the old ones. Most gaskets are easily found and can be purchased in the identical size of viton which most car savvy people (like us!) can locate quite easily. Hint....maybe get some on your site for use to buy in proper kit form to retrofit carbs etc for our British cars!! DO NOT USE silicon gaskets of any type on the fuel system period! You can get silicone seals (and easily mix them up with Viton) also but they will not hold up in fuel systems due to poor chemical resistance to gasoline and its additives. Avoid them altogether. Next, there was a question regarding the denatured alcohol which is usually methanol added to the ethanol to render it undrinkable for humans. Viton will hold up exceptionally well under use with either methanol (methyl alcohol or methyl hydrate in Canada), ethanol or 2-propanol (isopropanol or isopropyl alcohol) alcohol regardless if it is mixed or not into the gasoline or added ex post facto. Higher or lower alcohol content will not affect Viton's performance. The "HEAT" products found in automotive stores contain either methanol (yellow bottle) or isopropyl alcohol (blue bottle) to absorb water and blend it back into the gasoline as a temporary fix for standing water to prevent gas/water separation etc. Viton has good to excellent chemical resistance to alcohols and fuel additives albeit aromatic or aliphatic types. The seals are a little more expensive to purchase but will do a wonderful job.

The last item that I want to cover is the 10% Ethanol (E10) at the gas pumps or that is what the fuel companies would like you to think. Testing at the pumps has shown that E10 can have as much as 18% ethanol in the gasoline during seasonal blending change-overs due to reformulation and/or errors in mixing (summer to fall, winter to spring etc) AND will vary from state to state. Currently the EPA is considering changing over the gasoline to E15 or E20 pending their review. Decision was to be sometime in December 2009. See: http://www.usatoday.com/money/industries/energy/2009-04-16-ethanol-epa_N.htm New vehicles are already set to handle this as are vehicles already certified for E10 which has been in gasoline for a decade or more now. E10 already dipped our gas mileage by about 3 to 5% and moving to E15 or E20 really won't impact us that much in mileage from where we are today. Moving from 100% gasoline (E0) to E20 costs us about 8% in fuel mileage so moving from E10 to E15 would change very little except to drive corn and food prices higher.

The drawback is for the older cars that have atmospheric vented tanks via the "gas cap" and no vapor capture system in place to deal with this like modern cars do today in our sealed fuel systems. So, water will become an every increasing problem in our tanks and fuel systems for older cars that are driven only sporadically. Current testing by the government shows little performance differences in the engines (sans catalytic converters - some higher temps) and regulated emissions. Emissions remain the same on road cars. So adding more ethanol seems not to reduce emissions from what we get with E10 already. Surprisingly the NOx emissions go up!!! Meaning in areas like L.A. in California may have MORE smog than they do now!!

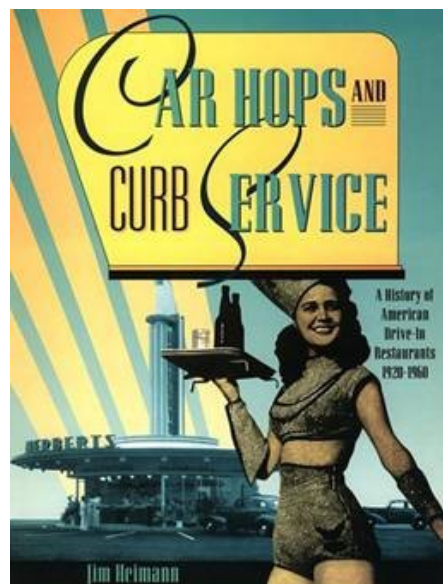
(Continued next column...)

(...Commentary- Continued from previous column)

Now the problem....small engines and 2-cycle engines are experiencing large number of failures and the gov't admits to the failure in the above link. Marine engines...due to high humidity, proximity to water and open loop fuel systems are absorbing much more water.....and getting far larger numbers of failures to boot with the E10 and goes to figure it will get MUCH worse with E15 or E20. It makes sense that open loop (gas cap vented small engines, marines engines and the like) engines are failing due to their inability to prevent atmospheric moisture from entering into the gasoline and hence damaging the carbs, lines, tanks etc. We should ALL be wary of this in our collector cars as the ethanol content is set to increase to potentially 15% or 20% (E15 or E20) Starting in 2010. See: http://www.afdc.energy.gov/afdc/ethanol/blends_e15_e20_research.html

Now we are all good stewards, or intend to be, of our environment but we find ourselves balancing the pro's and cons of new fuel mixtures on the horizon. With higher ethanol in our fuel and our collector cars at stake I would now recommend that we drain the fuel system completely prior to long term storage (>60 days) without driving. E10 fuels have been proven to have a shorter shelf life than other fuels due to the higher moisture (6000-7000 ppm) content from ethanol being present. If the ethanol content goes higher we will see E15 or E20 gasoline be W1E15....ie water 1%, ethanol 15% FROM THE PUMP not including the excess water it will absorb from the surrounding air over time. This means there will be more moisture in the fuel therefore more corrosion potential in our collector vehicles. 1% water in fuel has the potential to do much more damage and on a much shorter time scale to the older fuel systems. Additives such as those you suggest are a good interim safeguard for vehicles that will be ran and will consume a full tank of fuel every 45 to 60 days. If the car is going to be in over the winter I prefer to empty the tank and carbs. If the car will be ran but less so during the "off season" then using fuel stabilizer with every gallon of gas added is a must without exception to help maintain the system. Just running a car, parked, idling will not be enough anymore to stave off water absorption into our fuels if they go to E15 or E20. It is keeping the water mixed in with the alcohol AND gasoline in longer term storage situations AND preventing MORE water from being absorbed than is already found at the pumps that is the long term storage issue

Remember when?



(Ethanol comments - Continued from page 7 ...

Preventing MORE water from entering the tank is key in addition to additives. Practices like minimizing air/fuel interfaces by keeping your tank full when parked or displacing the air inside your fuel tank with Argon (pull that line off your TIG!) will also help greatly. Argon is much heavier than the surrounding air, is completely dry and is inert. Wine is preserved from oxidation by purging with nitrogen and then sealing partially consumed bottles so it goes to rational that Argon will do the same but better. I have done it in a pinch and the AH Bugeye started right up after 4 months with NO fuel stabilizer added. The fuel bowls were emptied mind you prior to storage with about 4 gals of gas in the 7 gal tank. It settles in the tank on top of the gasoline retarding the oxygen getting to the gasoline and causing oxidation over time. Not a fix but another preventative measure one can use. I still vote for additives for short term and draining for longer term if fuel moves to higher ethanol content in 2010....but that is just my opinion.

Election of VAE Officers & Directors Enhanced Nominations

Your Nominating Committee is pleased to announce that they have endorsed two candidates for 2nd Vice President who have stepped forward. They are Bob Guinn of Barre, a VAE member employed by Formula Ford auto dealership in Montpelier and VAE member Gary Fiske, a retired cable TV company owner from Enosburg. We thank both gentlemen for indicating a commitment to serve the VAE regardless of the outcome of the Nov. 6 vote.

Please note, too, that Gael Boardman, listed in the September issue of Wheel Tracks as a candidate for VAE director, has removed himself due to his involvement with the Vermont Antique Automobile Society as President.

The new enhanced slate of VAE officers for the one year term starting January 1, 2011 is as follows:

President:	Wendell Noble, Milton
1st V.P. :	David Sander, Richmond
2nd V.P. : (Chose one)	Bob Guinn, Barre
	or
	Gary Fiske, Enosburg
Treasurer:	Dick Wheatley, Underhill
Recording Secretary	Bill Sander, Jeffersonville

Director: Two years (Expires December 2011)

Hal Boardman, Swanton

Director: One year (Expires December 2011)

(Chose one) Doris Bailey, Burlington

or

Les Skinner, Northfield

Director: Two years (Expires December 2012)

Tom McHugh, Burlington

Thank you.

The Nominating Committee wishes to express its appreciation to all candidates for their commitment to serve the VAE.

Leo Laferriere, Chair, and members Fred Cook and Gene Napoliello.

(Barn Finds... Continued from page 1)

I made her an offer, and within 30 seconds she reached out to shake my hand and said I got it. I came back the next day, paid her, and said I would pick it up the next week end after I dug my trailer out from under the snow.

On Sunday we went over with the trailer. She had the barn all plowed out. We got the car down off the blocks, and, amazingly, there was enough air in the tires so they rolled easily. When I had it loaded on the trailer, I thanked her and asked if she had any other offers. She said there were two other offers and both were about half of my offer. Lesson number one: make a fair offer to start with, and you probably will get what you are after. We got the car home into my heated garage and let it thaw out for a few days.

Now, here is the story of the car as I understand it. This woman's father had this car for many years. Sometime in the 1960's, the car got its' first paint job and new upholstery. The owner passed away soon after and his wife couldn't bear to sell her husband's favorite car. So up on blocks it went, filled with mothballs, and wrapped up. For forty plus years she diligently put new mothballs into it every fall. She passed away in the summer of 2009, and her daughter inherited the farm. She took a few months to make the decision to sell the farm and the car. Bottom line: the car was in that barn for almost fifty years, apparently unknown to even most of the neighbors. Now it's mine. I knew nothing about Model A's, not even how to start one. I got online and ordered an Owner's Manual and a Shop Manual. After reading both, I was ready to see what made this thing tick. I cleaned it up, vacuumed it out, and behold, there was no mouse damage. The upholstery was like new. Lesson number two: the mothballs work. The body had no rust, and the paint looked quite presentable for around fifty years old. The odometer shows just a hair under 3,000 miles! Could this be possible? I don't know, but I do know that it wasn't run in the past 50 years.

I followed all the instructions as to what to do with the car after extended storage. I drained and flushed the rear end, transmission, and steering box and refilled them with the proper 600 weight oil. I then took out the spark plugs and poured in some Marvel Mystery Oil, and turned the motor over by hand cranking to lube up the cylinder walls. After changing the engine oil, I put in new spark plugs and points and set the timing. Next, fresh gas and a new battery. That frightening moment was here. Following starting instructions in the Owner's Manual, I turned it over with the starting motor, and it came to life after about five cranks. What a feeling! It smoked for a while until the Mystery Oil burned off, then it smoothed out and ran like a top.

Before taking it out on the road, I checked all the wheel bearings, brakes, etc., and put on a new fan belt. When everything was adjusted to specs, I took it for a ride. Everything worked perfectly, including lights and horn.

I have learned a great deal about Model A's in the past couple of months. Every model A coupe I have ever seen in the past has had a *RUMBLE SEAT*; I *THOUGHT THEY ALL DID*. This one had a trunk, and a pretty good sized one at that.

So barn finds do still exist. I'm still a Chevy guy at heart, so this will probably find a new home sooner or later. But while it is in my care, it will be greatly enjoyed and used regularly. If anyone has any questions about, or interest in this car, I can be contacted a (802) 785-2672 evenings.

Fred Berecz, Thetford Center, VT.



The Stars Aligned 53rd Annual Antique and Classic Car Meet (Stowe Show)

By Chris & Dell Chartier

Greetings enthusiasts! Did you make it to Stowe? Did you have a memorable time? Did you bring your "pride & joy?" Ok, besides your spouse? Did you manage to share some of the energy & enthusiasm that you have with others? Boy, I hope you did, because Dell & I had a terrific time at this year's Stowe event! Wasn't the weather great? Slightly on the hot side & just a little humid, but man - not a drop of rain! The breeze could've been a little stronger, but the camaraderie and food and service more than made up for any discomforts. Didn't it seem that the stars aligned to give us all a delightful time?

People and classic cars! What a great mixture! We had a wonderful time from the start on Friday with interactions with Laurel Barbieri at the Registration Tent and Gael Boardman, with his stunning Locomobile parked right alongside that welcoming tent! Then it was off to station old "Popeye" who made the complete 106 mile trip with nary a problem. We managed a nice breakfast stop at "Eaton's Sugar House" in Bethel, Vermont & Popeye was afforded a break!

After some adjustments to our parking area, we took a cursory look at the various vendors. Though not needing anything specifically, "the hunt" is always fun! After 30 minutes we exited the field in our daily driver to relocate to our hotel & freshen up for our massages that were scheduled for 4:00 pm. Nothing better after a full morning of driving!

We managed to get reservations at a nice restaurant right in the middle of downtown Stowe and took seats on their outside porch, viewing the passing classic cars enhanced the delicious food and spirits! Of course, other car aficionados shared the porch and made for a delightful interchange during our mealtime! We met some nice folks from New York State, who didn't bring their vehicles this time...they still wanted to come & share in the fun!

McCarthy's restaurant offered a nice breakfast on Saturday & we really filled up! Real syrup too! Then, on to the show! We set up our nice shade canopy over our Chevy and then went to view the cars and parts...on the way we encountered Wendell and Marion Noble. Their Dodge and Plymouth nicely displayed and boy aren't they pleasant folks? Wendell shared his "excitement" with his responsibilities with VAE with me! Keep it up folks! Later in the day we met Gene Fodor & his wife, and of course, their dog "Charlie" - who really steals the show!

We had some friends from New Hampshire come up and meet us on the field. We adjourned to a nice restaurant on the Mountain Road to enjoy our early dinner comfortably while watching the cars parade by. The weather made it so wonderful to take in our nourishment on their veranda! Just fine! After dessert, we continued to linger and appreciate the rolling car show! As our friends parted and began their return to the Granite State, we returned to our hotel & prepared for the dance activity planned for downtown.

Wasn't that a great time? Nice understandable music played with a backdrop of beautiful cars? The local police closed off Main Street as the venue filled with autos and the cacophony of happy citizens affectionately reminiscing and sharing some of the loves of their lives. Did you make new friends there? Did you add to the friendships you'd already established? We saw Fred Gonet's beautiful Chrysler Touring, Rich Hurd's nice '57 Nash Ambassador, and eventually the stunner, Mr. Hand's 1931 Chrysler Imperial! We met Roger, who, with his wife, was selling their '32 maroon Buick. Did you interact with John Parker, or his newlywed wife, Kim? Did you talk with Ernest Smith? These latter folks own lovely Rolls-Royces, and we've always found them to be pleasant & down to earth people.

So, we all had fun! More rest, a wake up shower & off to eat! Then, alas, to the field and pack up Popeye. Sunday, you were to park your vehicle by class by 9:00 a.m.. We had to prepare for our 4 hour journey southward. So we disassembled our canopy and loaded our equipment. Down the road, sadly parting, and South on Route 100. We managed to make Waitsfield & had a stop for our spiritual food there. Then onward towards home. Just nice, leisurely driving...Popeye likes 38-42 mph best...most cars seem to have a rhythm they like...and with no radio in Popeye it was fun to think of the variety of cars at the show. Did you see the '18 Detroit Electric? The '05 Cadillac? The '07 Maxwell? David's nice '09 E.M.F.? The '12 Oakland? The Cole 30? The Hupmobiles? The '21 or the '25 Rolls Royce? The early Citroen? Okay, which muscle car did you like the best? Which Studebaker? Did you see the less common Whippets? Willys? Franklin?

Hope you made some memories & shared some "electricity." We really enjoyed this weekend. I missed a meeting that was to establish a Vermont Chapter of the VCCA, but hopefully will get to join this new collection of Chevy owners! We pass along our greetings and respect to all. Later this week, we are off to Wisconsin, to share some fun there with my brother and his wife, Ken & Andrea, as they take their Packard limousine to an invitational Concourse D'Elegance....we'll keep you posted! *Happy trails!*



What Material is Your Car Top Made From?

*An open letter from Haartz Corporation Eric Haartz, maker of car top coverings to Mr. Lloyd Davis,
VAE member and Franklin Car Club librarian.*

Dear Lloyd,

Thank you so much for remembering my interest in that promotional booklet for Franklin tops. The two copies you sent will have a good home in my growing little archive of vintage-car top material information and samples.

It is no particular surprise that the tops booklet is fairly explicit about the design and construction of the tops, but vague about the materials. It has most always been that way in the auto industry and remains so to this day. The fleeting reference to the top material aroused my curiosity (as usual) and the first order of business was to estimate the year of the publication for the booklet. If I did proper work on researching the Franklin car models and horsepower ratings, Franklin would have issued the booklet in 1909. That helped to define the material to which they referred.

The booklet's text states "*The top material for the 28 and 42 horse-power models D and H is double-faced auto cloth, Fairfield rubber being used on tops for the 18 horse-power model G*", and I'd count the implication as being valid.

The 'Fairfield Rubber' is a fairly clear identification. The Fairfield Rubber Company, operating in its namesake Connecticut town, was a relatively early entrant into the coated-fabrics trade for carriage tops, and logically, early automobiles. The material likely used by Franklin would have been a two-ply construction consisting of a cotton cloth on the interior side (usually black or tan, but other colors might have been offered) and a black rubber coating on the exterior side. After the rubber was cured (vulcanized), a light coating of varnish was applied to impart luster and weather resistance, and the material passed through a press to emboss a decorative pattern (grain) to the material. The grains offered would have been consistent with what was used in the mid-Brass era, either as a fine Short or Cobra grain, a pebble grain or some kind of animal-hide kind of grain, but in any case, flatter and less distinct than on modern vinyl top materials.

The specifics of 'double-faced auto cloth' are much harder to define. The term is a rather generic one, open to quite a bit of interpretational latitude. It is safe to assume it referred to a canvas-type material having the same or similar appearance on both sides. What isn't clear is whether this was a single, heavy weight cotton fabric of a three-ply 'sandwich' consisting of exterior and interior cloth layers laminated with an intervening rubber film. The former, usually in a khaki tan shade was becoming a bit passé by 1909, while the latter had become widely used in a few basic grades of quality. In the latter case, a near black exterior color vastly predominated, while the interior color could be black, tan or a color but car makers usually used black so as to harmonize with most any upholstery and paint color.

The vagueness of the 'double-faced auto cloth' is annoying for those who would seek the most authentic replication of factory tops from this era of Franklin's production. The key to more specific identification lies with side curtains or original top pads. During a car's life, it was typical to replace the top cover at least once, period materials having much less endurance than modern convertible top fabrics. During these changes, the top pads might be retained. Even more so, the original side curtains would be kept, and today, these components serve as the best examples of the original top materials. If some of the barrel-hood Franklin models still have their original side curtains, these will best reveal the nature of 'double-faced auto cloth'. Due to the evolution of canvas type top materials in the 1905 through 1910 period, a car maker could understandably remain vague about these materials so as to change styles or suppliers as suited the firm. Likely, too, was the ambivalence of car buyers about the specifics of the top material.

Feel welcome to share this information, for what it is worth, with the Franklin Club membership. If members need more specific guidance in replicating the materials for these kinds of tops, they are welcome to contact me at Haartz Corporation, Acton, Massachusetts (978-264-2600) (2/17/2010).

VAE Gossipby gcf

A Stowe Car Show story from this year... Three gents were expressing their fondness for the show and the many years they had attended. When asked why they liked the event so much this story was recounted. They told me of someone loosing his wallet with everything that a normal wallet has plus many credits cards and \$2800 in cash. When the owner claimed his wallet at the information tent after someone found it, he found nothing missing. The three gents said they might find the story unusual in most cases but not here at the Stowe Show. A great story from the 53rd Stowe Car Show.

The latest news on the Peking to Paris journey at www.pekingparis2010.com describes traveling across the Gobi Desert on their 3rd day. The next time I have anxieties about driving my 27 Dodge to Newport and back, someone should kick me. These guys have a big order in front of them in their 29 Ford.

The Franklin Car Club Registrars claim they have not found an 'unknown to them' Franklin for quite some time, let alone two of them. That is what Gary Fiske (yours truly again) was told when he registered his 'new' 1923 Franklins as a new member. Fiske purchased a Demi Sedan and a Touring Car (partially converted to a truck) from Gary Olney and has hauled them home from Springfield VT. There is a lot of fun happening in Enosburg at the moment, working on these air cooled beauties. Maybe later there could be some pictures and more details in WT.

If Byron Kelly of Woodstock buys something from you...watch that he doesn't slip a dog in as partial payment. I meant Byron this last month when he told me he has four old cars and would like to sell three of them. The 'dog deal' was a story he told me from his last car trade. He has a 28 Ford AR Roadster recently restored, a 28 Ford PU Convertible, a 1930 Ford 2 door Sedan and a 67 Caddy Convertible. I have been trying to talk him into becoming a VAE member. His phone number is 802-457-2613 if you want to talk cars....or dogs.

October Meeting notice:

The October activity will take place on **Saturday the 16th** and consist of a crisp scenic fall tour through the Mad River valley, culminating at Dave Steinman's garage in Warren. For those coming from the north west, the tour will start at 10:00 am at the Richmond Park & ride at interstate exit 11. Those coming from the east can meet at 10:40 am at the Moretown Commercial Ctr. near the intersection of rtes. 2 and 100 on the Moretown Duxbury town line.

We should arrive at Dave's at about 11:20 am to allow time to view his collection of Concourse quality cars and in-process restorations followed by lunch and a brief business meeting. Bring along your own lunch or arrange to pick up deli fare at the at the Warren Store [(802) 496-3864]. Dave's place is on Butternut Hill Rd., west off of Rte 100 in Warren.

2010 ANTIQUE AND CLASSIC CAR MEET WINNERS

CLASS	CAR #	CAR	OWNER	ADDRESS
Class 1 (Senior Class) is sponsored by Clark's Truck Center in Jericho, VT.				
1	206	1956 Buick Special	Jean-Pierre LeBlanc	Kirkland, Quebec
1st. Time Repeat	215	1953 Mercury Meteor	Ginette Tardif	Montreal, Quebec
Repeat	300	1953 Pontiac Catalina	Betty Tollner	Amsterdam, NY
1 st Time	270	1932 Reo Royale	Robert Brunelle	Colchester, VT
1 st Time	297	1955 Ford F100	Steven Carpenter	Newport, VT
1 st Time	415	1956 Mercury Montclair	Joseph Roberto	Groton, MA
1 st Time	55	1970 Dodge Charger 500	Matthew Reutershan	Farmingdale, ME
Repeat	191	1958 Ford Sunliner	Winthrop Stubbs	Salem, NH
Repeat	196	1931 Chevrolet Special	Robert Michaud	Shapleigh, ME
Repeat	484	1929 American LaFrance Firetruck	Stowe Fire Dept.	Stowe, VT
Repeat	298	1955 Ford Customline	Steven Carpenter	Newport, VT
Repeat	169	1936 Ford Phaeton	Robert & Yvonne Wheeler	Berlin, NH
Repeat	331	1957 Chevrolet Bel-Air	Robert Hatt	Merrimack, MA
Repeat	49	1947 Ford Pickup	John & Joan Harding	E. Calais, VT
Repeat	200-E	1942 ACF M3A1	John Vetter	Barton, VT
Repeat	134	1941 Ford Wagon	Norman & Janet Boisvert	Manchester, NH

Class 2 is sponsored by the Green Mountain Inn in Stowe, VT

Class	CAR #	POS.	CAR	OWNER	ADDRESS
2	473	3rd	1914 Ford T	Dan Taber	West Warwick, RI
	228	2nd	1911 Ford T	Mark Lalonde	Alexandria, Quebec
	593	1st	1909 EMF 30	David Steinman	Waitsfield, VT

Class 3 is sponsored by J.C. Taylor Antique Auto Insurance in Upper Darby, PA.

Class	CAR #	POS.	CAR	OWNER	ADDRESS
3	144	3rd	1925 Rolls Royce Silver Ghost	Ernest Smith	Simsbury, CT
	241	2nd	1929 Auburn 8-90	Matt Parisi	Fairfax, VT
	553	1st	1926 Packard 236	Avery Hall	Burlington, VT

Class 4 is sponsored by the Stowe Mercantile in Stowe, VT

Class	CAR #	POS.	CAR	OWNER	ADDRESS
4		3rd			
	234	2nd	1946 Lincoln Continental	Roger Comire	Peterborough, NH
	278	1st	1946 Lincoln Continental	Claudette Jolin	Hooksett, NH

Class	CAR #	POS.	CAR	OWNER	ADDRESS
5	314	3rd	1918 Detroit Electric 97	William Mackey Jr.	Northville, NY
	560	2nd	1929 Desoto SIX	Richard Tremblay	Salaberry de Valley Field, Quebec
	544	1st	1931 Chrysler CM6	Fred & BJ Gonet	Proctorsville, VT
Class	CAR #	POS.	CAR	OWNER	ADDRESS
6	429	3rd	1923 Ford Roadster	John Evers	Middleboro, MA
	397	2nd	1923 Ford T	Dan Noyes	Wolcott, VT
	32	1st	1926 Ford T Roadster	Paul Lucchetti	Marshfield, MA
Class	CAR #	POS.	CAR	OWNER	ADDRESS
7	682	3rd	1929 Ford A	Warren Tapply	Agawam, MA
	137	2nd	1928 Ford A	Alan Ferguson	Peabody, MA
	210	1st	1929 Ford A	Frank Keene	Chelsea, VT
Class	CAR #	POS.	CAR	OWNER	ADDRESS
8		3rd			
		2nd			
	29	1st	1931 Ford A	John & Dawn Mennucci	Pawtucket, RI
Class	CAR #	POS.	CAR	OWNER	ADDRESS
9	269	3rd	1930 Ford A	Jim Sheridan	Auburn, MA
	268	2nd	1931 Ford A	Bernard & Beverly Scott	Barre, VT
	561	1st	1931 Ford 150-B	Gene Bunce	Stow, MA
Class	CAR #	POS.	CAR	OWNER	ADDRESS
10		3rd			
		2nd			
	281	1st	1938 Buick Roadster	Godbout Gilles	Granby, Quebec
Class	CAR #	POS.	CAR	OWNER	ADDRESS
11	267	3rd	1934 Dodge DR	Bernard & Beverly Scott	Barre, VT
	341	2nd	1941 Chevrolet Spec. Deluxe	Charles Deyoe	Au Sable, NY
	509	1st	1942 Cadillac 6109	John Brenner	Reading, MA

Class	CAR #	POS.	CAR	OWNER	ADDRESS
12	122	3rd	1940 Ford Deluxe	David Eaton	Melvin Village, NH
	538	2nd	1941 Ford 1911	Francis Cain	Westfield, MA
	30	1st	1940 Ford STD	Thomas & Doris Murphy	Nashua, NH
Class	CAR #	POS.	CAR	OWNER	ADDRESS
13	12	3rd	1933 International Pickup	Jeff Maclay	Plainfield, VT
	152	2nd	1915 White 45	Pete Engel	E. Hampton, CT
	638	1st	1910 Rover 8	Dirk Burrows	Fitchburg, MA
Class	CAR #	POS.	CAR	OWNER	ADDRESS
14		3rd			
	174	2nd	1950 Chrysler Imperial	Dan & Ginny Buckley	Cuttingsville, VT
	9	1st	1946 Cadillac Fleetwood	Bill & Jan Sander	Jeffersonville, VT
Class	CAR #	POS.	CAR	OWNER	ADDRESS
15	351	3rd	1963 Studebaker Avanti	David & Joan Dow	Windsor, VT
	573	2nd	1966 AMC Rambler Classic	Dean Lafont	Orange, VT
	53	1st	1964 Chevrolet Impala	Daniel & Betty Bailey	Farmington, ME
Class	CAR #	POS.	CAR	OWNER	ADDRESS
16	323	3rd	1983 Cadillac Deville	Robert Amos	So. Stukely, Quebec
	266	2nd	1985 Chrysler LeBaron	Chester Longe	St. Albans, VT
	463	1st	1976 Lincoln Town Coupe	Richard Bundy Jr.	Rockville, CT
TIE	56	1st	1978 Pontiac Firebird	Michael Reutershan	Farmingdale, ME
Class	CAR #	POS.	CAR	OWNER	ADDRESS
17	611	3rd	1982 Rolls Royce Silver Spirit	Tony Cairns	Charlotte, VT
	352	2nd	1966 Tatra T2-603	Ivo Slezak	Hubbardston, MA
	637	1st	1949 Rover P3	Dirk Burrowes	Fitchburg, MA
Class	CAR #	POS.	CAR	OWNER	ADDRESS
18	677	3rd	1951 Mercury Sedan	Gene Napoliello	Waterbury Center, VT
	216	2nd	1953 Ford Crestline	Michel Tardif	Thetford-Mines, Quebec
	20	1st	1954 Mercury Monterey	Jack Daniels	Crown Point, NY

Class	CAR #	POS.	CAR	OWNER	ADDRESS
19	488	3 rd	1954 Chevrolet Bel-Air	Roy Culver	Manchester, CT
	149	2nd	1954 Chevrolet Bel-Air	K. Barry & Ginnie Rickert	Wilbraham, MA
	284	1st	1954 Chevrolet Bel-Air	Steve & Janice Pini	Wakefield, MA
Class	CAR #	POS.	CAR	OWNER	ADDRESS
20	1	3rd	1950 Dodge Meadow Brook	Don Rayta	Waterville, VT
	433	2nd	1950 Cadillac 61	Dwight Smith	Kearsarge, NH
	383	1st	1953 Kaiser Henry J	Alan Dunster	Waterbury Center, VT

Most Authentic Restoration Award
sponsored by Green Mountain Region of the Antique Auto Club of America: (Tie this year)

Car #169, 1931 Chevrolet Special, Robert & Yvonne Wheeler, Berlin, NH

Car # 55 1970 Dodge Charger - Owner: Matthew & Ashley Reutershan - Farmingdale, ME

Best of Stowe is presented by the Stowe Area Association:

Car # 133 1929 Ford A Owner: Terry & Gayle Wilson - S. Wales, NY

Canadian Friendship Award: This is presented in appreciation for being part of the Stowe meet.
Thank you for traveling the distance.

Car # 228 1911 Ford T Owner Marc & Marlene Lalonde - Alexandria, Ontario

The Kenneth Sherrer Memorial Trophy: This is presented annually to the VAE member who displays the winning car of choice at an Antique and Classic Car Meet in Vermont. 2010 is the second year this award is being given by the Sherrer Family. It is a rotating trophy, meaning it will come back to Stowe next year and be awarded to another VAE member. This is an actual working, steam-powered model. It can be removed from the platform, put in motion on a flat surface, and steered with a special long-handled wheel.

Car 31 1949 Chevrolet 3600 Fire Truck - Owner: William & Carole Mandigo - Stowe, VT

This is the end of the Pre-War Period and we will now award the Best of Show for the Pre-War Period. Best of Show – Prewar:

Car 468 1936 Ford Roadster - Owner Larry Cossar - East Kingston, NH

Co-Chairs Award: This award is chosen by Duane Leach and Bob Chase who organize this show.

Car 437 1950 Chrysler Wood Owner: Gene Sebastian - Framingham, MA

President's Award: The President's Award is chosen by VAE President Don Rayta.

Car 45 1953 Chevrolet 3100 Owner: John Dunkirk - Southampton, NY

Best of Show - Postwar:

Car 187 1959 Plymouth Sport Fury - Owner: Thomas White - Hopkinton, MA

Class 21 is sponsored by Eliot.

Class	CAR #	POS.	CAR	OWNER	ADDRESS
21	176	3rd	1959 Triumph 3A	Chris Cole	Johnson, VT
	7	2nd	1953 MG TD	Bill & Jan Sander	Jeffersonville, VT
	367	1st	1932 MG J1	Malcolm Appleton	Waitsfield, VT

Class 22 is sponsored by the Commodores Inn in Stowe, Vt See Next page

Class	CAR #	POS.	CAR	OWNER	ADDRESS
22		3rd			
		2nd			
	73	1st	1971 Mercedes Benz 280 SL	Janet Ginsberg	Stowe, VT

Class 23 is sponsored by Richard L. Wheatley, C.P.A., in Essex Junction, VT

Class	CAR #	POS.	CAR	OWNER	ADDRESS
23	403	3rd	1963 Porsche TG	Don Martin	Reading, VT
	344	2 nd	1979 Porsche 928	Bob Britton	Hancock, NH
	689	1 st	1959 Mercedes 190	Jim Bondrino	Lexington, MA
Class	CAR #	POS.	CAR	OWNER	ADDRESS
24	487	3 rd	1964 Dodge Polara	Michel L'Heureux	St. Hyacinthe, Quebec
	386	2 nd	1955 Buick Special Riviera	Daniel Grenier	Drummondville, Quebec
	287	1 st	1956 Chrysler Southampton	John White	Ipswich, MA

Class 25 is sponsored by Mansfield Dairy in Stowe, Vt.

Class	CAR #	POS.	CAR	OWNER	ADDRESS
25	249	3 rd	1968 Buick Sport Wagon	Kevin & Christine Dewyea	Barre, VT
	499	2 nd	1973 Dodge Challenger	Luc Lacasse	St. Hyacinthe, Quebec
	126	1 st	1967 Oldsmobile Cutlass	Harold Larrabee	Cumberland, ME

Class	CAR #	POS.	CAR	OWNER	ADDRESS
26		3 rd			
	265	2 nd	1965 Pontiac Lemans	James Bell	Milford, NH
	282	1 st	1962 Buick Skylark	Gerald Therrien	North Turner, ME

Class	CAR #	POS.	CAR	OWNER	ADDRESS
27		3 rd			
		2 nd			
	389	1 st	1968 Cadillac Deville	Jack & Jean Cosgrove	Malone, NY

Class	CAR #	POS.	CAR	OWNER	ADDRESS
28		3 rd			
	389	2 nd			
	106	1 st	1966 Ford Galaxie 500	Danford Francis	Cape Elizabeth, ME

Class	CAR #	POS.	CAR	OWNER	ADDRESS
29	721	3 rd	1979 Lincoln Towncar	Tony Cairns	Charlotte, VT
	258	2 nd	1955 Ford Victoria	Maynard Veinotte	Jay, ME
	481	1 st	1956 Ford Crown Victoria	Ronald Copp	Cumberland, ME

Class 30 is sponsored by Depot Street Malt Shoppe of Stowe, VT

Class	CAR #	POS.	CAR	OWNER	ADDRESS
30	449	3 rd	1955 Chevrolet Bel-Air	Dave Mersereau	Salem, NH
	528	2 nd	1955 Chevrolet 210 Hardtop	Lee Caplan	Chapel Hill, NC
	183	1 st	1955 Chevrolet Bel-Air	William Lapierre	Colton, NY

Class	CAR #	POS.	CAR	OWNER	ADDRESS
31	220	3 rd	1964 Chevrolet Corvair	Pamela Hathaway	Windham, NH
	186	2 nd	1962 Chevrolet Impala	Robert & Yvonne Genesse	Salem, NH
	625	1 st	1964 Chevrolet Chevelle	Leigh Sykes	Bolton, VT

Class	CAR #	POS.	CAR	OWNER	ADDRESS
32	160	3 rd	1970 Chevrolet Monte Carlo	Catherine Hatch	Center Conway, NH
	42	2 nd	1964 Chevrolet Nova SS	Robert Lalancette	Fairfax, VT
	384	1 st	1965 Chevrolet Impala SS	Stephen Coraccio	Chelmsford, MA

Class 33 is sponsored by Mac's Market in Rutland, VT

Class	CAR #	POS.	CAR	OWNER	ADDRESS
33		3rd			
		2nd			
	420	1st	1965 Ford Mustang	Tom Richards	Westmount, Quebec

Class	CAR #	POS.	CAR	OWNER	ADDRESS
34	645	3rd	1966 Ford Mustang	Lee Bodette	St. Albans, VT
	283	2nd	1965 Ford Mustang	Paul Bougie	Kirkland, Quebec
	646	1st	1969 Ford Mustang	Christopher Many	St. Albans, VT

Class 35 is sponsored by Union Bank in Morrisville, VT

Class	CAR #	POS.	CAR	OWNER	ADDRESS
35	432	3rd	1959 Chevrolet Corvette	Bob Dean	East Sandwich, MA
	613	2nd	1978 Chevrolet Corvette	Tony Cairns	Charlotte, VT
	338	1st	1962 Chevrolet Corvette	Jeff Sylvester	Clarksburg, MA

Class 36 is sponsored by the Stowe Reporter in Stowe, Vt. - See next page

Class	CAR #	POS.	CAR	OWNER	ADDRESS
36		3rd			
		2nd			
	697	1st	1957 Ford Thunderbird	Paul Etheridge	Montreal, Quebec

Class	CAR #	POS.	CAR	OWNER	ADDRESS
37		3rd			
	610	2nd	1981 Ford Thunderbird	David Hillman	Shelburne, VT
	89	1st	1963 Ford Thunderbird	Ken & Sue Raymond	St. Albans, VT

Class	CAR #	POS.	CAR	OWNER	ADDRESS
38	640	3rd	1969 Chevrolet Camaro	Richard Schneider	Wolcott, VT
	213	2nd	1969 Chevrolet Camaro	Terry Bockus	Dunham, Quebec
	58	1st	1981 Chevrolet Camaro	April Anderson	West Gardiner, ME

Class	CAR #	POS.	CAR	OWNER	ADDRESS
39	467	3rd	1967 Plymouth GTX	Ricky Barnard	Contoocook, NH
	239	2nd	1970 Ford Torino	Travis Cook	West Hartford, CT
	107	1st	1970 Chevrolet Chevelle	Chuck & Martha Tarling	Scarborough, ME

Class 40 is sponsored by I.C. Scoops in Stowe, VT

Class	CAR #	POS.	CAR	OWNER	ADDRESS
40		3rd			
		2nd			
	437	1st	1950 Chrysler Woody	Gene Sebastian	Framingham, MA

Class	CAR #	POS.	CAR	OWNER	ADDRESS
41	378	3rd	1939 Chevrolet Master	Ralph Johnson	W. Rutland, VT
	546	2nd	1946 Ford Super Deluxe	Richard Sweezey	Norwick, CT
	709	1st	1936 Ford Slantback	Chris Luciano	Colchester, VT

Class is sponsored by Stowe Mountain Resort in Stowe, VT

Class	CAR #	POS.	CAR	OWNER	ADDRESS
42	59	3rd	1923 Ford T	Gary DeRoahn	Mexico, ME
	37	2nd	1935 Ford Pickup	James Falls	Salem, NH
	498	1st	1932 Ford B Pickup	Robert Cross	Post Mills, VT

Class	CAR #	POS.	CAR	OWNER	ADDRESS
43	533	3rd	1956 Chevrolet Stepside	Robert Pierce	Cumberland, ME
	45	2nd	1953 Chevrolet 3100	John Dunkirk	Southampton, NY
	110	1st	1979 Jeep J10	Norman & Dale Thibault	Colchester, VT

Class	CAR #	POS.	CAR	OWNER	ADDRESS
44		3rd			
		2nd			
	413	1st	1978 American Pioneer III	Chris Eaton	Vershire, VT

Class 45 is sponsored by desGroseilliers Funeral Home in Hardwick, VT

Class	CAR #	POS.	CAR	OWNER	ADDRESS
45	200-B	3rd	1943 Willy's Overland MB	Charles Anderson Grondona	Woodbury, CT
	200-O	2nd	1944 Studebaker M29	John Vetter	Barton, VT
	200-A	1st	1942 Ford GPW	Tom Buckowski	Waitsfield, VT

Class 46 is sponsored by desGroseilliers Funeral Home in Hardwick, Vt.

Class	CAR #	POS.	CAR	OWNER	ADDRESS
46		3rd			
	200-P	2nd	1968 Kaiser M35A2	Joseph Illuzzi	Montpelier, VT
	200-F	1st	1954 Diamond T M52	John Vetter	Barton, VT

Class 47 is sponsored by desGroseilliers Funeral Home in Hardwick, Vt.

No Vehicles registered to be judged in this class.

Class 48 - No Vehicles registered to be judged in this class

Class 49 - No Vehicles registered to be judged in this class

The Kenny Sherrer Award...

By Mary Sherrer

An award is given at Stowe each year in memory of *Kenny Sherrer* who passed away very suddenly on May 19, 2008.

For people who do not recognize the name, you will remember him as the man who wore a cowboy hat and drove a red '63 Chevy Convertible. He was a real Chevy fan as people who spoke with him soon knew.

His son, *Todd*, came up with the idea of giving a trophy out in his dad's memory. *Kenny* had a lovely model steam car that actually runs, and *Todd* thought this car should be made into a trophy so people could enjoy using it during the year. This award would also allow his dad to keep going to the Stowe Show. This continued participation was right and fitting given that *Kenny* put everything on "hold" his whole life when the Stowe Show happened. As his wife, I recall going to Stowe with him while we were dating, later pushing his children around the grounds in their carriages, having our son and nephew show their cars with us, selling cars in the car corral, and walking for hours and hours through the flea market. He was such a follower of this particular show, that he was horrified when his daughter forgot and planned her wedding on the same weekend. His response was, "How could you possibly do this on Stowe weekend?" He faithfully attended every year for 47 years (even the year our daughter was married, but not on Saturday that year).

As a family, we are proud to have *Kenny* still able to attend the Stowe Car Meet, but in a different way. We hope winners of this trophy will remember *Kenny's* love of antique cars in general, and enjoy this little replica in particular.

The 2010 Winners are: **Bill and Carole Mandigo** of Stowe, Vermont? Their truck is a bright red 1949 Chevrolet 3600 Fire Truck.



Vermont Automobile Enthusiasts

Treasurer's Report - September 15, 2010

MONEY MARKET - balance August 12, 2010	\$ 55,517.50	
add: August interest income		39.52
Transfer from checking account		60,000.00
Balance September 15, 2010		115,557.02
GENERAL CHECKING - balance August 12, 2010	\$ 17,330.58	
Deposits		
Stowe Show		
Car registrations		8,153.00
Flea market		4,941.00
Car Corral		4,990.00
Courtesy tent		3,344.00
Spectator gate		63,793.00
Fire Department		3,000.00
Return of gate change		8,530.00
Sale of 50th Anniv books		50.00
Member dues		420.00
Total receipts		97,221.00
Disbursements		
5022 Petty cash - gate change		8,530.00
5023 Joe Paradis - awards		1,595.00
5024 Aaron Walker - security		256.00
5025 Donald Murphy, Jr. - security		256.00
5026 David Sander - reimb. for supplies		43.85
5027 Jessica Bean - registration expense		354.00
5028 Meghan Eisenhardt - registration expense		318.00
5029 Kathryn Nichols - site rental		1,500.00
5030 Steve Pierson - water		250.00
5031 Stowe Snowmobile Club - trash pickup		2,300.00
5032 Jerry Salvas - trailer parking		200.00
5033 Peak Entertainment - use of speakers		100.00
5034 John Nichols - showers		250.00
5035 John Nichols - ice & dumping		66.75
5036 32nd Masonic Learning Ctr Scottish Rite - gate & parking		5,500.00
5037 Radio North Group - radio rental		240.00
5038 East Coast Printers - shirts & hats		2,884.40
5039 Radio North Group - bal. on radio rental		14.40
5040 Paul Percy - trailer storage		400.00
5041 Stowe Police Dept. - police services		4,197.00
5042 UPS Store - copies & signs		125.07
5043 Kathryn Nichols - rent override		4,069.00
5044 Wendy Nelson - reimb. phone & internet		27.37
5045 Robert Chase - reimb. for expenses		640.14
5046 Robert Chase - reimb. for cell phone		202.49
5047 LP Tech, Inc. - equipment repair		73.70
5048 Jourdan's Electrical - electrical work on site		1,100.00
5049 Hartigan - toilets		3,855.20
5050 Heather Maclay - registration expense		450.00
5051 Marnita Leach - reimb for food costs		110.69
5052 Duane Leach - reimb. for field expenses		197.37
5053 Randy Cary - reimb. for supplies		74.23
5054 World Publications - advertising		225.00
5055 Salvas Paving, Inc. - site work		1,872.25

Continued on Page 20 ...

... Treasurer's Report continued from page 19

5056 L. Brown & Sons Printing, Inc. - Sept. WT	435.80
5057 Eastern Etching & Mfg - awards	1,311.54
5058 Casella Waste Mgt., Inc. - trash removal	1,072.09
5059 Old Autos Publications - advertising	307.80
5060 Vermont Signs & Graphics - member stickers	397.50
5061 Wallace Tapia, CPA - final prof. services 501(C)(3) applic.	1,600.00
5062 Chris Barbieri - reimb. for advertising pd. & reg. exp.	509.43
5063 The Times Argus - advertising	288.00
5064 Radio Vermont WDEV - advertising	300.00
5065 Radio VT Classics, LLC - advertising	300.00
5066 Vermont Country WLVB - advertising	240.00
5067 WVMT - advertising	500.00
5068 Nassau Broadcasting - advertising	1,020.00
transfer to money market account	60,000.00
Total disbursements	<u>110,560.07</u>
Balance - September 15, 2010	<u>3,991.51</u>
Total all accounts	<u>\$119,548.53</u>

Stowe Show Recap

	2010	compared to 2009
Stowe in	\$ 122,868	\$ 108,013
Stowe out	<u>53,834</u>	<u>45,001</u>
Stowe net (so far)	<u>\$ 69,034</u>	<u>\$ 63,012</u>
(some 2010 advertising, utility and other bills yet to come in or to be paid)		

Dick Wheatley, VAE Treasurer

Antique and Classic Meet 2010



40 Membership-Building Ideas for Your Club

By John Gunnell

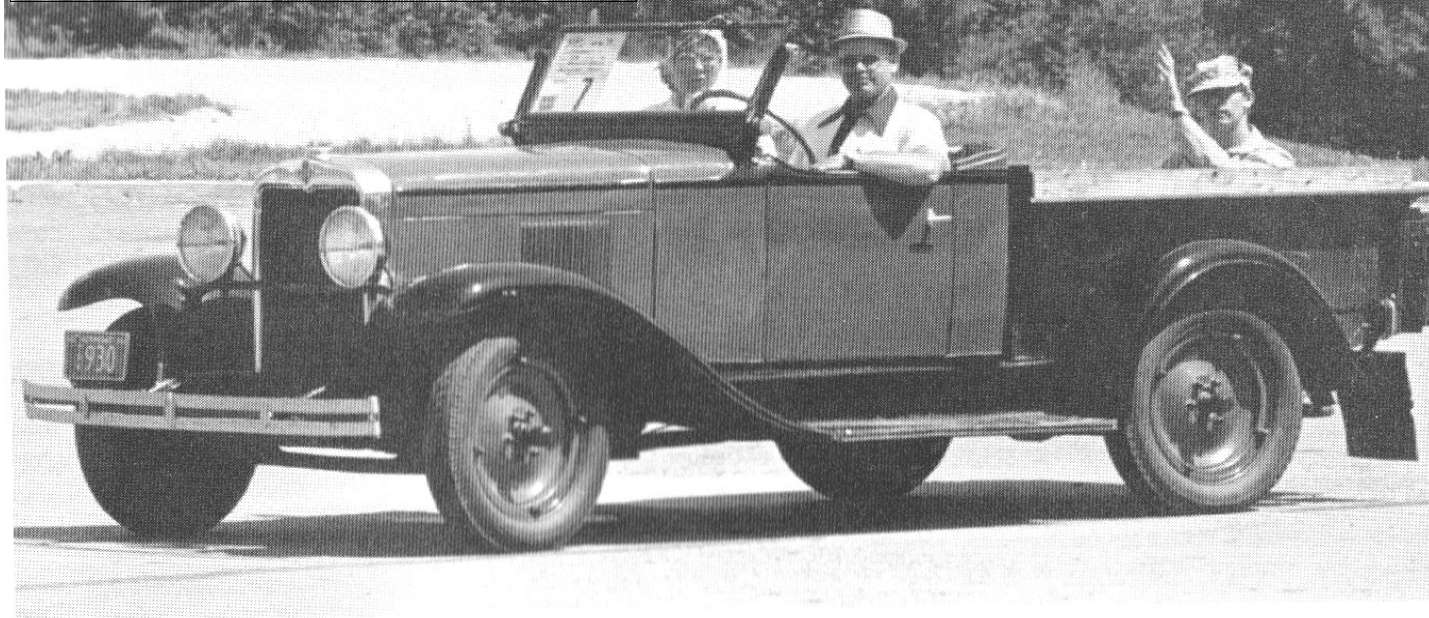
Attracting new members is the lifeblood of a club. No matter how good your club is, you'll be doing well if 60-70 percent of the members renew year to year. Any higher rate of retention is way above average. This means that if you have 100 members today and want a larger membership next year, you have a goal of attracting at least 41 new members just to count on adding *one* person to the membership list. That's a shocker, isn't it?

Listed here are 50 membership-building ideas that have been used effectively by other car clubs. While they won't all apply to your club's situation, we're sure that some can be used to make your group grow.

1. Ask a member from another collector car club to do a talk or a tech session at one of your club meetings. Inform the local newspaper and see if they will place a news item about the speaker. Invite interested community members to attend.
2. Do an "antique car road show." Schedule your next meeting in a different location like a community center, library or bookstore. Ask the meeting place to publicize the special meeting and invite people in the "new" area to attend.
3. Design a colorful new club brochure and distribute it to prospective members. Make sure it contains a fill-in-the-blank membership form.
4. Ask your Chamber of Commerce to list your meetings in their newsletter or on their website.
5. Add an online membership form to your club website.
6. If your club is affiliated with a larger national club, check if they provide audio-visual materials to spice up your next meeting (with a PG rating of course).
7. Have a sign-in book for guests attending your meetings. Later, send each guest a "thank you" card to invite them back to another meeting.
8. Offer to have members pick up guests and drive them to the next meeting.
9. Match up meeting guests with club members who have the same type of cars and have the members tell the guests how the club helps them.
10. Have lots of extra membership applications at every meeting.
11. Plan a club membership-building contest.
12. Have fun meetings! Keep business to a minimum or skip over it sometimes.
13. Send out an advance press release when a meeting is coming up.
14. Hand out club business cards listing meeting date, time, location and phone.
15. The membership secretary should follow up on new-member leads.
16. Offer members a club decal or grille badge to display on their cars.
17. Give members a club logo name badge to be worn whenever possible.
18. Get feedback from guests after meetings and use it to make improvements.
19. If you meet in a public location with a sign or placard out front, ask the facility to promote your club's meetings on it.
20. When traveling, look for collector car clubs in the area you're visiting. Contact the club. See if you can meet with them to see how they attract new members.
21. When attendance drops off, consider a new meeting place. People enjoy a "change of scenery" and a new location may be closer for some members.
22. Leaflet car shows with club brochures. Post one near the restrooms.
23. Provide special recognition for members who sign up new members.
24. Have a formal new-member induction ceremony. It makes them feel more important and it may also impress guests who are thinking of joining the club.
25. If your local high school has a career day, see if the club can have a booth. Collector car clubs can feed a young person's interest in a career in auto repair or sales. Some of the students may be interested in becoming a club member.
26. Does your club meet all summer? It should. Attendance at summer meetings drop, but it's better than stopping and then trying start all over again.
27. Do not cancel a meeting due to poor attendance. A small core group that meets consistently can often turn things around by spreading its enthusiasm.
28. List the best things about your club. These are the "features and benefits" that you should be promoting in your membership brochures.
29. Start your meetings right on time, but end them as early as possible. People will sit still and pay attention for just a certain amount of time and no longer.
30. At dues renewal time, promptly send reminder notices to unpaid members. Tell them it's important to keep their dues current even if they miss a meeting.
31. Encourage club members to wear club hats, shirts and jackets as often as they can both at car events and when out in public. By the same token, make sure club garments have a pleasing design that people will want to wear.
32. Develop a list of potential members who have e-mail. Send them an invitation to join, but don't "spam" them. Limit e-mails to people that you've had contact with and be prepared to remove email addresses from your list if asked to.
33. Award prizes for new members. Use a point system that recognizes high numbers are hard to hit: 1 point for 10 members, 5 points for 25 and 20 points for 50 members. Give nice prizes that a collector car enthusiast would like. –
34. Have "Guest Night" meetings where each member brings a guest.
35. People who had enough interest to join the club once are hot prospects for joining again. Use past-member lists to reach them. In some cases, you may have to show them that things they did not like have been changed.
36. Build morale at every meeting. Recognize members for their efforts or for achieving special goals. Remember, honey attracts more flies than sticky paper.
37. Read your club newsletter from cover to cover. If you were a potential joiner, would the newsletter make you sign up? If not, it probably needs some work.
38. Require members to wear their club name badges at all meetings and provide blank name tags for guests. The names should be in large print.
39. Your meeting place should be convenient, accessible and user friendly.
40. Take comments from guests at the end of the meeting. This may provide an opening to ask the guest to join the club. It may also lead to improvements.

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VERMONT AUTOMOBILE ENTHUSIASTS, INC.
Please Send Dues or Address Changes to:
Mr. Jim Sears, Acting Membership Secretary
2041 Shelburne Falls Rd.
Hinesburg VT 05461-9603



1972 President Wayne Martin with wife Winifred and son Daniel in their
1930 Chevrolet Roadster Delivery Truck Stowe 1975.

October 2009 Issue

Vermont Auto Enthusiasts

MEMBERSHIP APPLICATION OR RENEWAL, \$30.00

PLEASE MAKE ALL CHECKS PAYABLE TO "VERMONT AUTO ENTHUSIASTS" OR "VAE"

VAE MEMBERSHIP **DUES ONLY** (NEW OR RENEWAL) - MAIL THIS FORM OR A COPY TO:
JIM SEARS, MEMBERSHIP SECRETARY, 2041 SHELburne FALLS RD., HINESBURG, VT 05461-9603

NAME:	/
MAILING ADDRESS:	
CITY,	
STATE, PROVINCE ..	
POSTAL OR ZIP CODE	/
PHONE NUMBERS	
EMAIL ADDRESS	
CARS OF INTEREST OR OWNED	
ANTIQUE OR CLASSIC	
VOLUNTEER INTEREST	
OTHER	
WHEELTRACKS ➡	Chose One: <input type="radio"/> e-Delivery <input type="radio"/> S-Mail Delivery Total Enclosed \$

FOR VAE NAME BADGES ONLY - \$7.00 EACH - COMPLETE AND MAIL THE SECTION BELOW FOR NAME BADGES ONLY.
SEND PAYMENT TO "VAE" FOR NAME BADGES ONLY TO: Phyllis Skinner, PO Box 208, Northfield, VT 05664-0208

Name on Badge - Please PRINT or Type _____ Total Enclosed \$ _____
Mail to: _____

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