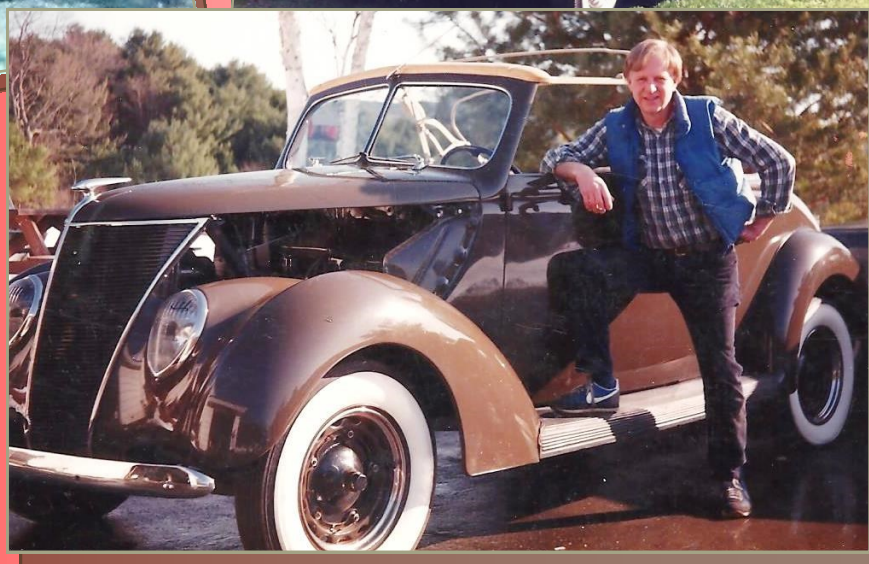
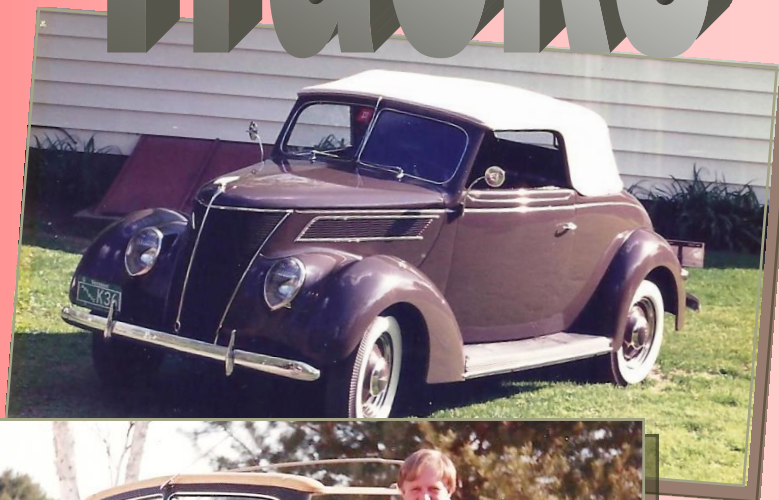


Wheel Tracks



**Remembering Bill Turner
And His 1937 Fords
Read more on page 6....**

The Official Monthly Publication of "Vermont Automobile Enthusiasts" by "The Vermont Antique Automobile Society"

**2]... Events.... "What's Next" & Where's the
Web-page for Members Only....?**

**3]... From Our President, Jim Sears &
VAAS Chair Wendell Noble.**

4]... Betty Corliss's 1928 Vacation!

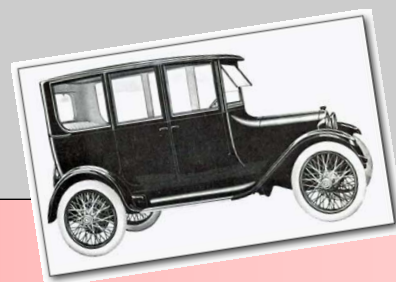
7]... Marnita's October Zucchini Dish

**9]... We hear from Chris and Dell
And some good gossip!**

10]... JOHN VETTER'S "ROSIE RECON"

11]... Richard McIay's 'Instrument Landing'!

**13]... "Race day at
Stowe 2013"**



A possible likeness to Betty Corliss's 'Old Dodge Vacation Sedan'

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The Vermont Antique Automobile Society is a tax free 501c3 organization dedicated to the preservation, protection, promotion and appreciation of automotive history and technology.

Wheel Tracks is a monthly newsletter published in print and electronically for the public, and for the VAE/VAAS membership.

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

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

Membership
Only \$30

EVENTS.... WHAT'S NEXT ?

October



October 5th...Saturday. Gypson Tour hosted by Bill Sander. Meet at the Sander garage in Jeffersonville off Rt. 108 (200 Edwards Rd) at 9:30 AM for coffee. Tour begins at 10AM and ends at Zorros for lunch at 12:30PM (order from the menu). Business meeting at 2PM



October 21st...Monday 1:30 PM
VAAS Board Meeting at Dick Wheatley's office in Essex. All are welcome to attend.

October 9 to 12....All Roads Lead to Hershey! The AACFA Fall Meet.



October 27th...Sunday noon.
Appreciation Dinner at the Commodore Inn in Stowe. Invitations will be mailed with details.

November



November 2nd....Saturday.
Annual Meeting at VTC.
Details page 10.

December



December 8th Sunday 1PM.
Holiday Party at JP's Restaurant
River Road (Route 117) Essex Junction.
Bring your Yankee Swap item for exchange after you have lunch.

Want to read the latest treasurer's report or the minutes from one of our meetings?
Or....an archived report or minutes?

Go to the Member Only page on our website...vtauto.org
and type in your user-name and password.
Don't know the user-name and password?
Ask John Lavalley, Jim Sears or Gary Fiske



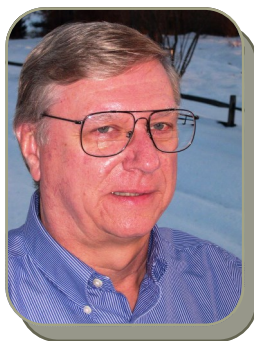
A former VAE member dies.....

Roelof "Ruie" A. DuBois, 92, died Sept. 10, 2013, in the Mayo Healthcare facility in Northfield,

Vermont. He was one of the early members of the Vermont Automobile Enthusiasts, and entered his cars for competition and participated in local parades. VAE member Gael Boardman remembers grand times when "Ruie" would host the many club gatherings at his place. Ruie loved car racing and was instrumental in starting the Dog River Speedway on the Dog River Fairgrounds in Northfield around 1948 and later had a hand in beginning Thunder Road Raceway in Barre.



FROM THE PRESIDENT... JIM SEARS



It has been a busy month since the Stowe Show. We had great weather for the most part. Met many new and old friends, and had fun.

We started with our meet at Wake Robin and tour to the Inn at Shelburne Farms. The residents, members, and friends had a great time. The Barber Shop Quartet and ice cream social are always a big hit. Thank you to our hosts at Wake Robin and the Inn at Shelburne Farms.

Next, many members participated in Automobiles at Knight Point again this year. It was very well attended despite being postponed from July. I saw many people taking advantage of the deals being offered at the flea market. One youngster (with the help of his Dad) had acquired several toy vehicles he was very proud of. (See photo)



Adventuring to southeast Vermont this past weekend for the Taftsville Bridge reopening saw several members' vehicles from the area. I estimateed there were around twenty member vehicles in the parade with over thirty vehicles participating. The Woodstock and Quechee area has many tourist attractions, one being the Billing's Farm Museum; I think we should plan a return trip to explore the area more.

Today Wendell, Charlie, David, Cereta, and I went to the Burlington Senior center to give rides and reminisce with seniors from Burlington, Winooski, and the surrounding area. While the weather was less than perfect, about 20 people enjoyed a tour thru the New North End. After the tours we moved inside for a lasagna lunch with root beer floats for dessert. Charlie setup a slide show of old cars to the delight of all.

Thank you to members and friends, for participating in these events. It was greatly appreciated by many. I hope you enjoyed these activities as much as I did.

Restoration award.....

To all members; have you completed restoring one of your vehicles this year or will before the end of the year? Let me know as soon as possible so I can include you as a candidate for the 2013 Restoration award.

See you on the Anne Gypson Tour, Jim

YOUR EDITOR... GARY FISKE

Did you hear the weather report the other night where they displayed the present peak color foliage areas on a map? I am writing this on September 11th and not October 11th but mother nature doesn't seem to care. Next week the farmers will cut their corn and the following day it will start snowing....just kidding of course, but winter is creeping closer. We need to enjoy these Fall days to their fullest with our old cars.



A Super Treat can be found on page 4, Betty Corliss is our guest Softer Sider this month. In printing Betty's story of their "1928 Family Vacation" I reread it 3 or 4 times; the last reading was just as much a joy as my first. Thank You Betty for letting us spend some time with you and your family.

Enjoy October's Wheel Tracks, a lot of really good folks have allowed us to publish their writings and life experiences.

VAAS LISTENING POST from Wendell Noble, VAAS Chairman

I've just returned from our annual visit to Wake Robin and feel I've had an experience that's very relevant to the VAAS mission. Of course we were warmly welcomed, entertained and serenaded. For our part, we provided the residents with a joyful ride in our antique cars. In return, we got the joy of knowing that we and our cars were enthusiastically appreciated. What a wonderful feeling to know that we have brought so much joy to our friends. With all that, I think I came away with something even greater. I was able to take advantage of the opportunity to talk to some intelligent, articulate people who have, frankly, seen a lot more water go over the dam than I have. We talked about things technical, philosophical and historical. A ride in an old car certainly brings forth memories and stories of times as old as our cars. These folks are a great resource for us to exploit for their sake, our sake and the sake of posterity. One example is included in this month's Wheel Tracks. It's an account related to me by Wake Robin resident Betty Corliss about a car trip she took with her family in 1928. Can't you just imagine how many other such stories are left to be told? Shouldn't we be searching them out? Isn't that what we should be all about?





"THE SOFTER SIDE"

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



A FAMILY VACATION by guest Softer Sider, Betty Corliss

It was now 1928; and our family had never all been away together. In fact, Dad had not been away from the ranch since he came there from St. Albans with a carload of Vermont Jerseys in 1910. My Mother's family worked for the railroad and always had vacations. Dad finally agreed to make arrangements to be away from the Ranch and it was decided to go to Colorado. Mrs. Coe, of the family that ran the general store, contacted her father, Mr. Shoemaker, who lived in Denver and he agreed to arrange a trip from Denver up onto the mountains and rented a cabin for us. We packed suitcases (no trunks, of course, in our old Dodge sedan) and stuffed them into racks on one side of the car. Inside we had a small case of eggs and a box filled with a double boiler, frying pan, and box of oatmeal. Our little sister, age 4, sat between the parents in the front seat and the other four of us sat in the back seat with our feet on top of the boxes on the floor.

The first day we got only as far as the Colorado border, a distance of 200 miles. It rained, making the gravel highway slippery. The roads always had ditches on each side for drainage, for often rains were heavy. We called that kind cloud bursts. On this day, every so often there would be a car in the ditch and we would have to stop to help them get back on the road. We stopped at the first group of cabins (the name for motels then) that we came to. Mother went in first and quickly pulled back the bedding to make sure there were no bedbugs! In the morning we had our oatmeal and fried eggs before we resumed our journey. The route was through the eastern flat land of Colorado and we noticed large fields of lettuce. Dad was curious and stopped to investigate - and ended up buying a small crate, which had to be crowded in with the other paraphernalia on the floor of the back seat!



Betty Corliss

It was late afternoon when we drove into Denver. At one point we came to a long line of cars in our lane. Dad just pulled over and drove up to the head of the line and went through. Mr. Shoemaker put us up for the night in sort of a loft in the building where he lived. We probably had another oatmeal and eggs breakfast before we started for the mountains; Mr. Shoemaker squeezed in with us in the back seat. We got back on the highway we had come in on, and Mr. Shoemaker pointed out that there was a red traffic light ahead, and we were supposed to stop! This was the first time we had ever seen such a thing and, of course, we realized what had accounted for the long line of stopped cars when we came into Denver!

We soon got on to Long Mountain and were amazed at the narrow, winding road. Sometimes when meeting an approaching car, one would have to back up to a wider space. It was pretty scary. We arrived at the cabin safely, overwhelmed with the scenery, the like of which we had never seen before. The next day we explored the surrounding area, making snowballs when we found patches of snow. As we anticipated leaving for Denver, Mother announced that she would not go down in the car. "How will you get home?" Dad asked. Mother, coming from a railroad-oriented family said "There must be a train!" Needless to say she joined us for the trip down which we made safely. At one point when Dad remarked about the view, Mother told him "We'll look at the scenery, you watch the road".

After leaving Mr. Shoemaker off in Denver, we made a side trip but were advised not to try Pike's Peak in our old Dodge. We found a park with charcoal cookers. Dad bought some ham and eggs which Mother fried in the skillet and of course we had lettuce too. The trip home across Colorado flats was extremely hot, and the patches on the inner tubes kept melting off, resulting in flats. After many repair stops, we finally got to Garden City, KS and bought replacements. We also decided to keep on driving through the night for the rest of the way home. Mother and I took turns sitting next to Dad to make sure he didn't doze. It was daybreak before we arrived home. John and Catharine were sleeping soundly, so the rest of us rushed into the house and our beds. They had their own stories to tell about when they woke up, such as eating berries off the back porch vine.

We were so impressed with our "vacation" that very soon thereafter, I went to Dad's typewriter and wrote a long account with carbon copies for the family back east.



Patience Of A Grandpa

Submitted by Paul Kinney

A woman in a supermarket is following a grandfather and his badly behaved 3-year-old grandson. It's obvious to her that he has his hands full with the child screaming for candy in

the candy aisle, cookies in the cookie aisle and for fruit, cereal and soda in the other aisles.

Meanwhile, Grandpa is working his way around, saying in a controlled voice,

"Easy William, we won't be long . . . easy, boy." Another outburst and she hears the grandpa calmly say: "It's okay, William, just a couple more minutes and we'll be out of here. Hang in there, boy." At the checkout, the little terror is throwing items out of the cart and Grandpa says again in a controlled voice, "William, William, relax buddy, don't get upset. We'll be home in five minutes, stay cool, William."

Very impressed, the woman goes outside where the grandfather is loading his groceries and the boy into the car. She says to the elderly man, "It's none of my business, but you were amazing in there. I don't know how you did it. That whole time you kept your composure, and no matter how loud and disruptive he got, you just calmly kept saying 'things would be okay.'"

William is very lucky to have you as his grandpa."

"Thanks," said the grandpa, "but I'm William. The little shit's name is Kevin."



**what kind of tea is that??
i don't know. i found it at my
grandson's room!**



WORDS YOU DON'T HEAR ANYMORE.

From Gene Fodor

Put a dish towel over the cake so the flies won't get on it.

Quit jumping on the floor! I have a cake in the oven and you are going to make it fall if you don't quit!

Let me know when the Fuller Brush man comes by, I need to get a few things from him.

You boys stay close by, the car may not start and I will need you to help push it off.

There's a dollar in my purse, get 5 gallons of gas when you go to town.

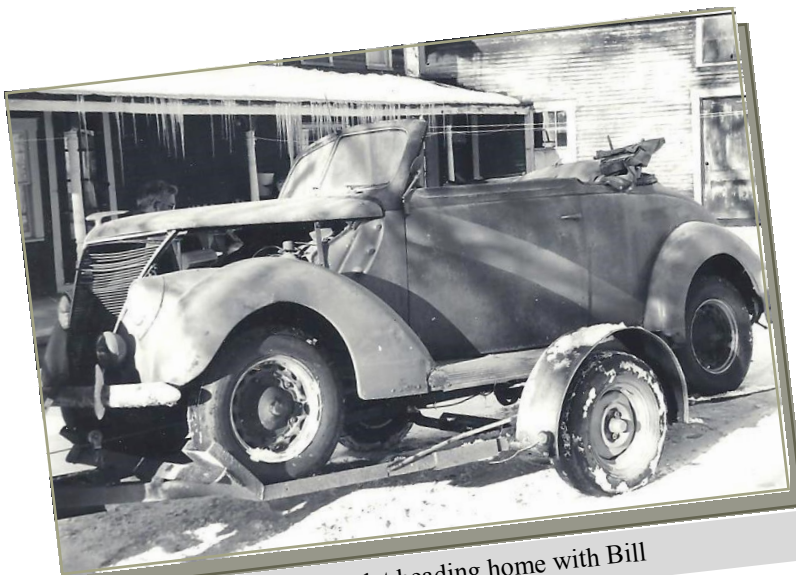
Open the back door and see if we can get a breeze through here, it is getting hot.

You can walk to the store; it won't hurt you to get some exercise.

Sit closer to the radio; don't turn it up so loud.

If you pull that stunt again, I am going to wear you out!

Don't lose that button; I won't be able to sew it back on.



The Cabriolet heading home with Bill

Remembering Bill Turner And His 1937 Fords

Bill had been looking for some time for a 37 Ford like he had in High school and one day in the mid 70s his friend Don Adams found this Ford Cabriolet in a barn on Dairy Hill in South Royalton, Vermont. Bill purchased the vehicle from Joe Dow for \$1.00 and the promise to someday give him a ride in it. Joe had used the car for racing and had added the flashy red racing stripe.

When Bill purchased the car it was missing many parts, including the engine. He found a flathead V-8 and began to restore the Cabriolet. He was a machinist by trade and a wood worker (by hobby) so many of the tasks in fabricating the parts he needed came natural for him. Some 15 years later, in 1990, his body-off restoration was completed. The upholstery was

done by LeBaron Bonney from Amesbury, Mass. The paint was done by Phil Gates of Royalton, the engine, transmission and all mechanicals were rebuilt by Bill.

Bill went on to show his car and return home with 1st and 2nd place ribbons in the two years after completing the restoration. He pass away in 1992. The car has since been maintained by his widow, Marge Turner, of East Bethel with necessary maintenance being done by close friend, Ken Best. Bill and Marge, his wife of 62 years, had been VAE members since the 70s and Marge has continued her membership since loosing Bill. Bill's brother Richard was 2nd Vice-president in 1976. Bill even had plans to fly one day when he purchased his own plane in 1990 but never got to pursue his dream.

Years earlier, a short time after Bill got out of the military he worked for **Ted Green Ford dealership** in Stockbridge and continued a close relationship with them over the years. When the dealership celebrated it's 100th anniversary this summer general manager **Joanne Green Mills** wanted Bill's Ford Cabriolet to be part of the celebration. It was a great day for Marge and their beloved 37 Ford.

The Ford line of cars was updated in 1937 with one major change — the introduction of an entry-level 136 CID (2.2 L) V8 in addition to the popular 221 CID (3.6 L) flathead V8. The model was a refresh of its predecessor, the Model 48 (itself based on the Model 40A), and was the company's main product. It was redesigned more thoroughly in 1941. At the start of production, it cost \$850.

The 1937 Ford featured a more rounded look with fine horizontal bars in the convex front and hood-side grilles. The front grille was V-shaped, rather than following the fenders into a pentagon shape, as on the 1936 model. Faired-in headlights were a major modernization found on both the Standard and DeLuxe trim versions, though much of the rest of the design was shared between Ford's two lines. A larger water pump was used to help aid in cooling. 'Slantback' sedans gained a rear trunk door, though space was limited, and 'Trunkback' versions continued gaining sales. The station wagon had seating for eight passengers. A 4 door "convertible sedan" with roll up windows was offered in small numbers in the DeLuxe series.

Rob Dorman, Bill's brother-in-law, recalled an incident that was rather heartbreaking. Bill had the car in the garage shortly after the restoration was complete and the florescent light fell down damaging the hood and front fenders. Bill just quietly went about redoing the damage making no big deal of the situation.



Joanne Mills left and Marge
At the 100th Anniversary

From life long friend Don Adams.....

Bill was a genius when it came to building something with his hands. He was also a night-hawk and continued working in his shop long after we all went home to bed. I remember when five of us would go to the drive-in theater up in Barre in his 37 Ford back when we were in high school. Two of us would be in the front seat and three (hiding) in the closed rumble seat.

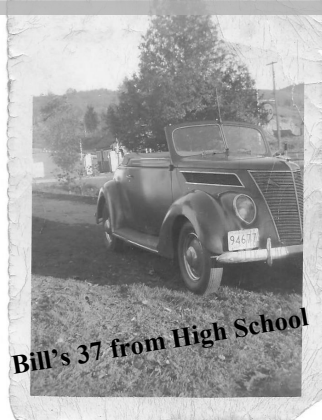
It sure was tight in there!

Close friend Ken Best recalled these times.....

"Bill always took good care of his Cabriolet but said he made it to drive. He meant it because he drove it on dirty hill roads and out in the rain and thought nothing of it".

"When Bill needed wheels for the restoration he traveled for miles chasing down leads. He ended up with 18 of them....folks were asked him if he was going to make a ten-wheeled truck".

*Bill named his Ford **Shehasta**...because she had to have this and she needed that....*



Bill's 37 from High School



FROM THE 'COOKIE' AT THE STOWE SHOW

BY MARNITA LEACH

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



CREAMY ZUCCHINI CASSEROLE

6 TABLESPOONS BUTTER

1 SMALL ONION, DICED

3 MEDIUM ZUCCHINI, CUT INTO 1/4 IN THICK SLICES

2 MEDIUM CARROTS, PEELED AND SHREDDED

1 CAN [10 3/4 OZ.] CREAM OF CHICKEN SOUP

1/2 CUP SOUR CREAM

1 BAG [8 OZ.] HERB SEASONED STUFFING MIX

I DOUBLE THIS IF I HAVE A BIG GROUP

PREHEAT OVEN TO 350. GREASE 13X9X2 INCH GLASS BAKING DISH. IN A 12 INCH SKILLET, MELT BUTTER OVER MED HEAT, ADD IN ONION AND COOK UNTIL TENDER BUT NOT BROWNED, STIRRING OCCASIONALLY. ADD IN ZUCCHINI AND CARROTS, COOK UNTIL ZUCCHINI IS TENDER ABOUT 8 MIN. REMOVE FROM HEAT STIR IN UNDILUTED CREAM OF CHICKEN SOUP AND SOUR CREAM UNTIL EVENLY MIXED. SPRINKLE HALF OF STUFFING MIX IN BAKING DISH, SPOON ZUCCHINI MIXTURE ON TOP OF STUFFING, THEN USE THE REMAINING STUFFING MIX ON TOP OF ZUCCHINI MIXTURE SPREAD EVENLY. BAKE FOR 25 TO 30 MIN. UNTIL HOT AND BUBBLY.

ANNUAL MEETINGS OF THE VT AUTOMOBILE ENTHUSIASTS & VT ANTIQUE AUTOMOBILE SOCIETY

Saturday, November 2, 2013 @ Vermont Technical College, Randolph, Vermont in Judd Hall.

Time: Arrive at New Auto Technology facility in Catamount Commercial Park 11:00AM for a tour with Ethan Johnson.

Depart Auto Tech facility at 11:50 am, and proceed to Judd Hall.

Follow Signs! Luncheon and Business Meeting venue: Judd Hall

NOTE: Member/guest cost of the buffet will be an estimated \$12.00 p/p, with the remaining balance paid out of VAE funds as in the past.

Arrive Judd Hall from Auto Tech Facility: 12 Noon - 12:10P:

Luncheon Registration.

Buffet Luncheon Seating: 12:30P

Welcoming Remarks: VTC President Dr. Philip A. Conroy, Jr. or his representative.

Presentation: 2013 - 2014 Scholarship Check to Financial Aid Director Catherine McCullough or her representative.

Response: Ethan Johnson - Automotive Technology

Business Meetings: 1:15P

Approve Minutes: 2011 VAE and VAAS Annual Meetings

Approve VAE./VAAS annual budgets for Calendar Year 2014

Set VAE Dues for 2014

VAE/VAAS Nominating Committee Reports: Hear and take action on the reports as required under Bylaws.

Plan next regular VAE meeting: Time and place

Adjourn: Estimated 3:15P (or earlier) Door Prize Drawing



Important.....Please make your reservations before 5PM Tuesday, October 22 so the food serve people can plan for us. Family guests (spouse and small children) may be included provided they are covered by your total reservation number. Names will be needed. Please note any diet restrictions.

Call or email Jim Sears..... phone number: 802-598-1663
email address: packard-su8@netscape.net



My \$.02 On Engine Oil

Recently, I had to replace the head gaskets on my Subaru Outback. The car had 205,000 miles on it. Outside of replacing the spark plugs, I have not done anything to the engine.

When I took the engine out, I was expecting to find the engine to be tired after going so many miles. I was surprised to find no wear on the engine. The valves were not worn. The cylinders still had the hone marks on the walls. There was no sludge or varnish to be found anywhere. If I did not know the car, I could have been convinced that the engine had very few miles on it.

There has been great discussions recently about the reduction of zinc in modern engine oil due to the zinc harming the catalyst in catalytic converters, and how this was detrimental to older, flat tappet camshafts and lifters.

I was surprised to find that my Subaru does not have roller camshafts, but rather the older style flat tappet camshafts. The car also has a "shim and bucket" style valve lash adjustment. To adjust the valve clearance, shims are added or removed to achieve the proper clearance. After 205,000 miles I gave the valves (all 32 of them) and camshafts (all 4 of them) a close examination. I could find no evidence of any wear, and all was within tolerance. I had everything checked at the machine shop when the heads were planned, and they confirmed that all was as it should be. I did replace the valve guide seals while it was all apart.

So, with an engine in such good condition, why did I have to replace the head gaskets? Well, the heads were both warped and had to be planed .007". Why were the heads warped? I don't know. I asked at the machine shop and I was told the Subaru heads just warp. The good news is this was the first H6 engine they have ever worked on. For comparison, they said that they planed a record 26 four-cylinder heads in just one day.

This car has always had Mobil 1 engine oil, and it has only been changed every 10-15 thousand miles. This confirms what I have suspected for years. Modern synthetic engine oil is remarkable, and proven to prevent engine wear. I have been working on engines for over thirty years. I have been inside engines that looked like BBQ grills, I've seen thick sludge, and I've seen thick brown varnish throughout engines. I have yet to see any evidence of this type of contamination, or significant wear on engines using quality synthetic oil. Modern engine oil has come a long, long way and today's synthetic oil is nothing short of remarkable.



Dear Wheel Tracks,

My son and I help John Vetter with his military vehicles. We drive up from Maryland every year as the highlight of our summer. (well, except for the 12 hour drive and traffic in NJ, NY CT and MA.)

I attached a photo of my son and I as we were dressed for the parade using the GPA floating Jeep in reference to Indiana Jones and the previous years with me doing Patton in Rogers Command Car. We also had Mike depicting Odd Ball from the movie Kelly's Heroes in the tank. The parade spectators have been very receptive so we plan to do more of the same.

I have more photos posted on my group facebook page **Eastern Shore Honor Flight Greeters**. Our group sets up and greets (at the National WWII Memorial) the many bus loads of WWII and Korean veterans that have been flown in to DC from around the country. It is a great volunteer experience. www.honorflight.org.

As always, the Stowe Show is the best. We are looking forward to next year. George Patton will ensure more good weather :)

Regards, John Liszewski



Pictured here is Rick Lalancette, Bob's brother, with his recently purchased Saab Sonet with just 28K miles on it. Asked if he will be joining the VAE, he stated he didn't think he would fit in with the "big American Iron". Lets hope Bob shows him our roster....he will 'fit' very nicely!

A few Photos from Chris & Dell At the Annual Claremont Senior Car Show...



Remember the Wheel Tracks Gossip item about the two gents who took 42 days in 1930 to drive a Model A from Los Angeles California to New York City....**in Reverse?** Well there is a little more to the story, thanks to a tidbit from Malcolm Young. The gents did a little modification to the model A, otherwise Malcolm said it would have taken a lot more than 42 days. They tinkered with the rear-end a bit so reverse had 3 speeds and forward had only one. It sounds complicated but I am told you only have to remove the two axles and replace them backwards....you know...the left in the right and right in the left. Things were simple back then! I am now waiting to find how they dealt with sore necks. I don't think Aleve tablets were around then.

The verdict is in..... I asked for stories and even story ideas in last month's Wheel Tracks, when I heard through the grapevine that I have too many **antique cars** in the newsletter and not enough **classic cars**. The grapevine was wrong, there was no such message because there was only 'quiet' from my request out there in WheelTracksville. So I have decided, from this day forward, this newsletter will speak only of vehicles 80 years old or older.

Ohhh, that got you to sit up!! I am only joking but it was fun. I have a real nice story coming in about a member's Barracuda and a possible promise on a 60 Impala. I can't wait.

There was a little response from the "boundary overstepping" column in the "FROM YOUR EDITOR..." last month. The editor said he was going to leave town for a week or two until things cooled down (he was just joking). One reader invited him to stay a little longer but did not explain why.

The time is approaching when you might see a small color change on our **Mobile Museum**. A member told the VAE Gossip that an Oliver Green waist-band will be added to the school-bus yellow. That should really spiff it up and give us a unique look as we drive around Vermont. A VAE member was giving route directions to the Mobile Museum driver when they headed home from the Stowe Show last month. The driver was muttering something about the Ho Chi Minh Trail when they hit a huge bump and a display case glass went flying. Luckily the glass didn't break when it hit the floor.....but did later on when the route-directions guy stepped on it.

The Knight Point Car Show produced a pleasant surprise as I wandered around taking car pictures. I rounded a corner and saw a green 65 Austin Healey 3000 Mk III that looked very much like the one I bought while living in San Francisco in the 60s and sold here in Vermont in the 70s. Man...was there some 'flash-backs' when I found it was, in fact, my old Healey. It was my 'daily driver' for many years. I sold it to

Mike Lussier (pictured right) thirty six years ago and he still has it. Seeing the car again after all that time was really great but I am not sure about seeing that grin on his face... do you see what I mean?





JOHN VETTER'S "ROSIE RECON"

Ford production during WWII encompassed quite an inventory of products, ranging from B-24 bombers and tank engines to four wheel drive trucks and Willys style Jeeps. What caught my attention years ago was their six wheel drive armored reconnaissance car. Referring to a 14,000 lb eight foot wide vehicle as a "car" was the Army's idea, but it made the whole project sound more manageable. The 1945 model M20, serial number 3405, of the 3680 produced was resting in a surplus yard in Tennessee and got an almost free ride up North, taking advantage of equipment swapping between dealers. Here it sat for many years in the back of my shop until the commitment could be made to do a full restoration job. The intervening time provided opportunity to accumulate an inventory of NOS parts often dug out from the bowels of many of the

now no longer seen surplus yards. This step is necessary as any inquiry at NAPA will yield the usual blank stare.

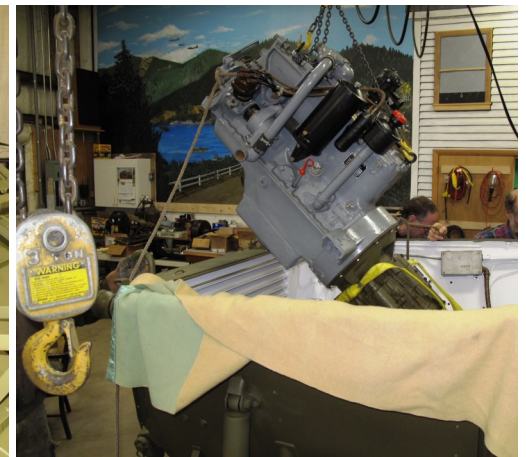
Construction of the vehicle was based on a tank hull layout with armored plates forming the "unibody", the engine mounted at the rear, and the three axles bolted to the hull. The sides and interior were then given sheet metal fenders, storage boxes, dash features, and control linkages. All these parts needed to be carefully removed, as some were quite tired, to begin the sand blasting of the hull. With the availability of digital cameras, a full set of shots of the original layout is an amazing help when it all has to go back together. **Steve Davoll** from Barre brought up his big CAT powered blaster and ran through the 2000 lbs of grit I had dragged home from Tractor Supply. Power sanding and primer coats then stabilized the metal to allow the mechanical work to begin.

A lesson from military vehicle restoration is to not expect the usual. Certainly hydraulic brakes, but here with 12 wheel cylinders, and a hydrovac booster located fifteen feet from the master cylinder, bleeding becomes problematic. Add in a hydraulic clutch, sure no problem other than the great distance and differences in elevation, but finally for kickers a hydraulic throttle. Yup, a slave cylinder mounted on the carburetor.

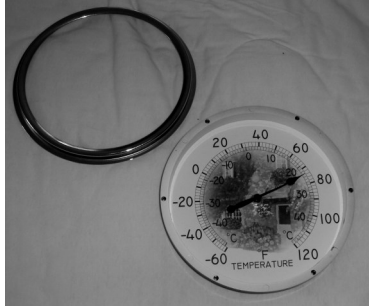
Power for the Greyhound (British named as with the Sherman tank) comes from a Hercules JXD 6 cylinder flat head. I had squirreled away a used stroked version of this engine, the JXLD with 340 cubic inches, and hence a little more power. The block and crank went to Dean at **Vermont Engines in Williston**, for his usual good work on the bores and journals. Then my old friend **Jim Mandigo**, from Moscow Mills, directed the fitting and assembly of the engine. An important step in vehicles with hull configurations is the test running of engines on a stand before installation. Access is quite restricted and even the simplest adjustments get quite awkward. A basic wooden stand, with radiator, has served many engines and allows for full temperature run up and subsequent valve and timing adjustments. While painting military vehicles might seem as simple as the old Ford saw of "you can have any color you want as long as it is black", it is not the case. There really are various shades and glosses of Olive Drab that are associated with different time periods, resulting in long arguments among collectors as to authenticity. In this case the painting challenge was the tight confined spaces within the hull itself. Supplied air was the answer, and a good moon suit outfit donned by **Mike Karasinski**, from Barton, resulted in a gloss white for the drivers and engine compartment (for visibility), and a solid flat OD for the fighting compartment and exterior.

The wenches are bigger, the tires are heavy (bolt together combat run flat rims), but the moment of truth is the same as with any restoration. That first run out the door under its own power is not to be beaten. Lots of adjustments, remember the hydraulics, little parts that looked fine and were not, all resulted in delays until the 350 pound engine covers could be installed. Driving around is great sport; co-driver and spotter to your right (you are down in the hull), traffic coordinator with a strong voice in the rear, and a new shifting pattern for the stick shift as the transmission sits backwards driving forward to the transfer case and then backwards again to the two rear axles.

The high point for the restoration was to get the rig to Stowe for the 2012 show. I had told **Bob Chase** that we had something new just ready for the road! Transport is a truck story for another time but getting the basic vehicle ready for showing brought my friend **John Liszewski** up from Maryland to work his magic with canvas and gear. We all successfully entered the fashion show with the "car" and enjoyed rides up to the local gas station, and naturally the big parade through town. Military vehicle restoration is great fun, building patience and character, while filling in the "missing years" in production when telling the story of the evolution of the automobile.

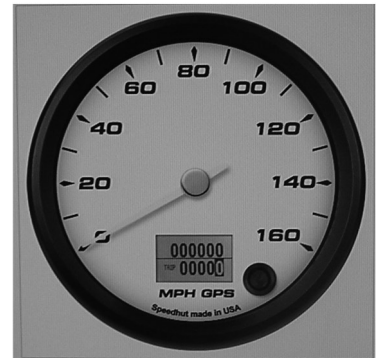


Richard McLay's 1965 Rover P5 was the Wheel Tracks feature back in May of this year and he has just completed some of the "instrument rebuilds" in his car. Here are a few of his creative works....

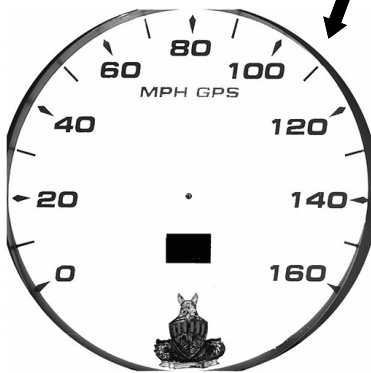


Seven inch diameter garden instrument from Lowes (left) was modified by machining the galvanized body and having Vermont Plating in Rutland pickle the resulting ring and chrome plate it.

The SPEEDHUT GPS-driven speedometer (pictured right) a 160 mph racing instrument, was 3 3/8 inches in diameter. It provided the works. GPS speedometers are generally more accurate than mechanical instruments.

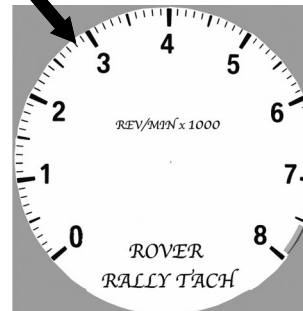


Below left, I started with a PHOTOSHOP drawing 7.05 inches in diameter. VERMONT TROPHY took the drawing and made the brushed aluminum speedometer. HYDRO PRECISION, with help from HAZELETT, cut the odometer slot and drilled the 0.2 inch diameter hole for the shaft.



The brushed aluminum tachometer face (right) was also made by Vermont Trophy in Colchester.

The tachometer retro conversion was a bit more difficult than the speedometer. The BMW tach is shown on the right. It is a digital instrument and is driven from the vehicle computer, the DME. The works of the BMW tach had to be removed carefully, remaining linked through a cable to the DME. The instrument was



attached to the back face of the retro tachometer. Ralph Humburg, the BMW specialist in Colchester, advised me "If you try to tap into the computer, you'll fry the DME chip." So I took that advice and let the professionals do their jobs with the original equipment.

I got the speedometer face back from Hazeletts and the machinist. They didn't cut the odometer slot correctly but if I enlarge it I think it will work. I look at the odometer slot on my FORD ESCAPE and I see it's off-center! The printing on the face is another problem. Part of the black ring defining the outer circle of the face was not cut off. It's partially my fault because the PHOTOSHOP drawing wasn't exactly a circle. I don't know what sort of material that Vermont Trophy uses to print the letters; all I know is that even acetone doesn't take it off. I don't want to grind it because the face is brushed aluminum and the edge will be altered.

Editor's note... I am sure Richard would answer any additional questions we might have. You can find his phone number in our roster. Wheel Tracks might be able to show a picture of the rover's dash when Richard has completed his project.

Think a gallon of gas is expensive?

Evian water 9 oz \$1.49..\$21.19 per gallon! \$21.19 for WATER and the buyers don't even know the source
(Evian spelled backwards is Naive.)

Ever wonder why printers are so cheap?
Printer ink is \$5,200 a gal. (five thousand two hundred dollars)



Just Rolling Along!



Vermont Antique Automobile Society Annual Meeting Minutes, November 3, 2012



The 2012 Annual Meeting of the Vermont Antique Automobile Society was held at Vermont Technical College on Saturday, November 3, 2012. The meeting was called to order by President Gael Boardman at 1:40 PM.

1. Gael began the meeting by thanking the VAAS Board members Andy Barnett, Bob Chase, Lloyd Davis, Leo Laferriere, Jan Sander and Dick Wheatley, and non Board members Jim Sears, Wendell Noble and Gary Fiske for their attendance at VAAS meetings and their work for the group during the past year. He cited the success of Wheel Tracks and the VAE Web Site. Gael thanked Gene Fodor, John LaVallee and Gary Fiske for making success possible.
2. Tech Center Awards and MAC Tools: Gary Fiske gave this report. There are 16 Technical Centers in Vermont, 15 of which have Auto Tech programs. We have VAE members who have volunteered to be representatives for every center except Bennington. We are still looking for a representative there. A plaque and a set of tools will be presented to a junior who is chosen from each center. After discussion with VTC, it was decided to give the awards to juniors as this is the best time to get students thinking about attending a technical college and getting the required math and science courses they will need for admission. MAC Tools will give us a discount on the tools purchased for these awards. They will also extend a discount to VAE members for tool purchases over \$100 not including electric or power tools.
3. Vermont Roads Presentations: Charlie Thompson reported on the presentations that he and Wendell Noble have given for local historical groups. This is a part of our outreach and education program.
4. Long Range Fund and Mobile Museum: Gael explained that \$5,000 had been voted for the Long Range Fund last year. There is also \$5,000 budgeted for this year. He explained how the concept of a mobile museum could be a means by which our club could have a museum until we can work out an arrangement with an existing museum. Champlain College has offered to assist us to develop a classroom curriculum that could be used in this mobile museum. He and Jim Sears have recently purchased a 1996 Blue Bird bus with a Cummins diesel engine. This vehicle would serve the purpose of the mobile museum and it could also be used as office space at Stowe. This will be discussed during the VAE Annual Meeting which will follow directly after the VAAS meeting.
5. Report of the Nominating Committee: Leo Laferriere and Lloyd Davis are retiring from the VAAS Board this year as their terms are up. The Nominating Committee has recommended Wendell Noble and Charlie Thompson for these positions. Gael made a motion to accept the Nominating Committee's recommendations. The membership approved this motion.
6. Treasurer's Report: Dick Wheatley distributed copies of the Treasurer's Report. See attached. Gary Fiske spoke to the increased costs for Wheel Tracks. 280 copies are mailed to members, and 204 free copies are also mailed. Of the free copies, 170 go to in-state public libraries and 30 go to museums such as The Shelburne Museum, The Lake Champlain Transportation Museum in Plattsburgh, The American Precision Museum in Windsor, the Technical Centers, Hemmings Motor News, Old Cars Weekly and in-state car clubs. Last month, printing and mailing costs were \$1,174.
Chris Barbieri asked if there are ways to offset the cost of Wheel Tracks. Do we know if the libraries are using their copies? Gary replied that there has been positive feedback from some of the libraries. We could offset costs by selling more advertising. To do this we need to be more aggressive than we have been. We don't currently have anyone to do this. We need a volunteer to take this on this task on.
Don Rayta asked if someone has looked into what the Postal rates will be after the coming rate increase. Gary said that the increase will be 3 cents. Gary also said that we will see an increase of another 3 or 4 cents to put tabs on each copy so that they will go through the Post Office sorting machines.
Christina McCaffrey (Membership Secretary) mentioned that we have at least one new member as a result of copies sent to libraries. She said others had expressed an interest in buying ads.
Gene Fodor asked in the event that the Wheel Tracks budget was voted down, was there a contingency budget? Will there be changes? The answer was yes, there would be changes. There would be fewer pages, thus it would be smaller, there would be no more free copies sent out and on line subscriptions would be encouraged rather than paper copies.
Marion Thompson asked if changing to a bi-monthly publication had been considered. Gary said that was another thing to consider. He does not want to see Wheel Tracks go backwards. Once again, Gary appealed for another person to help with the publication. He would like have a Co Editor who could do some of the work, possibly 20%. David Sander pointed out the current By Laws call for a monthly publication. Clark Wright said that when he was Wheel Tracks Editor, it was a quarterly publication. He made the suggestion of a bimonthly publication with a newsletter in the off months.

Continued on page 13





Continued from page 12



There was a discussion about the Web Site. This past year (2011) there were 23,000 visits with 416,000 hits going to pages within the web site. In the first six months of 2012, there have been 30,000 visits with 450,000 hits.

Dick asked if there were any other questions about the proposed budget. Gael mentioned that the Gifts portion had been re-arranged to give \$1,000 to the Vermont Disaster Relief Fund. Christina asked what our on-going relationship with Camp Ta-Kum-Ta was. Dick explained that the Board wanted to continue this relationship. Bill Sander asked if there was money included to cover the insurance costs for a mobile museum. Dick replied that the Long Range Fund should cover the expenses for this year. Gene asked if the VAAS would consider a donation to an antique car club of which he is a member in New Jersey. Their museum suffered damage in Hurricane Sandy. Wendell Noble suggested an amount of \$1,000. This was made into a motion which Gary Fiske seconded. After some discussion, the motion was defeated by a vote of 20 opposed to 7 in favor. Les Skinner made a motion to accept the VAAS Budget as presented. Leo Laferriere seconded the motion. The motion passed and the VAAS Budget was accepted by the membership.

7. Other Business: Christina McCaffrey reminded everyone that the VAAS is a tax deductible organization. To illustrate her point, she had a small "money tree" with several \$5 dollar bills clipped onto it.

8. Adjournment: The meeting adjourned at 2:50 PM.

Respectfully submitted: Jan Sander



"Race day at Stowe 2013" from Brian Warren

With the pressures of Sundays judging out of the way, it was time for some fun in the form of valve cover racing. By the time registration and the official weigh-ins were done, a large crowd of young and old had circled the track in anticipation of the inaugural valve cover races at the Stowe show 2013. With a total of 15 entrants (including some Canadian qualifiers), a large variety of valve covers were well represented and included the smallest entrant a 4cyl Renault to the longest, a straight 6 that wore a blistering paint job complete with screaming flames that ran the length of the racer. Many were conservative in nature while others displayed the individual owners more personal touch. From being

clad in several different patterns of duct tape to one reminiscent of something out of a "Mad Max" movie. But the crowd favorite was clearly the "Rat Rod". Haphazardly constructed from the remains of a "Tonka" toy that had seen way too many Vermont winters, it swayed from side to side trying desperately to stay upright on every run it made. It took out our finish line banner (constructed of wood) on its first run and lost its wheels on several occasions. It took 92 races to find our top 3 finishers. Lane 1 was the faster lane on race day, but the computer software did a great job of mixing things up and was even able to pair cars with similar race results against one another providing a greater chance at grabbing a win. After



about an hour of head to head racing, lots of laughs and a couple runs that were too close to call, the computer spit out the winners. The final heat to determine 3rd place was won by Bill leaving Charlie just outside of the winnings in 4th. 2nd place went to Dan and his polished "57 T-Bird" cover and taking top honors was 9 year old, Avery. Avery finished the day with 9 wins and no losses. Based on Avery's celebrating after each successful win, I think his car was being powered by pure enthusiasm. Well that wraps up race day at Stowe 2013. We had a great time and we want to thank everyone for their participation. And if you are feeling a little disappointed you may have missed out on some fun, it's not too late for next year. Start building those valve cover racers now! We'll be back next year with even more racing excitement, thanks to an additional 16 feet of straight-away track we'll be adding. A special thank you to Duane Leach, Seth and Dana Warren for helping to make the event a success.

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It's time to become a member of
The Vermont Automobile enthusiasts.
The driving season is here
It is time to tour.....

Wheel Tracks Classified

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

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

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

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

Tour Banners

For Sale
Sturdy cotton
With ties.
\$20.00



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

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



September Bumper Sticker...

**I'm out of bed and
dressed, what more
do you want?**

"Wheel Tracks Classifieds"

We are told each month how effective they are.

Email or snail-mail.... both will work to
Get them in Wheel Tracks.
Editor contact info on page 2

Order Your VAE Name Tag

Write \$7.00 check to:
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Northfield Falls, VT
05664-0208

"Editor Drive-byes"

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

For Sale... This is a 2009 Aprilla motor-scooter. Purchased new in 2011 for \$5,000, it books for \$3,500. It has a fully automatic transmission, 80 miles to the gallon. It has 1400 miles. I would accept \$3000 for it. vtmcmmorrow@myfairpoint.net



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

For Sale.... 1978 Ford Ranchero Parts car, frame broken but 302 engine & auto-transmission has less than 14,000 miles. Many other good parts. Contact bobbydusablon@gmail.com



For Sale.... 4 tires, Hankook Winter Pike P215/65R17 98T. Mounted on 7" Alloy wheels that fit Acura :CSX , RSX , TSX and Ford 500, Ford Freestyle , and Ford Taurus. \$320.00 for all.

A Toro 828 LX snow thrower with electric start only \$480. In very good shape only used in the winter time!! Contact Bryce Howells at 802-288-8047 12/13



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



For Sale.... 1950 Dodge Meadowbrook. This is a nice driving car that I have had for 13yrs. It is time for a change. Car has one repaint about 8yrs ago. Flat head six with 30k miles. Original interior except for carpet. Asking \$9,500 if interested contact Don Rayta at 802-644-2776. 11/13



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

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

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October 2013



PRSRT STD
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Paul Poltz is the proud owner of this 1967 Dodge Polara. He found it three years ago in St. Paul Minn. And has taken it to many car shows since. It has a 318 engine and only 59K miles. When you see it, check out the sculptured look from the back

Pictured is Malcolm Young and his beloved 1931 Ford Model A Fire Truck

VAE VP Bob Lalancette clicked this picture of Malcolm at the latest VAE outing in Taftsville, Vermont. Malcolm had driven his truck up from Auburn, Mass that day and is proud to inform folks he has no such thing as a trailer...he drives it everywhere. He has owned the Model A pickup since 1988 when it had 41,000 on the odometer.....it has 123,000 miles on it today! He has a 'modern' twelve volt system in the truck and has added seal beam lights, other than that it's a 100% 1931 Model A.



Malcolm has attended many Stowe Shows over the years and has it down to a routine.

He heads out from his home in Auburn at 11PM on Friday night of the Stowe Show and arrives in Stowe around 5AM

Saturday morning.

He drives straight to the donut shop, picks up his breakfast and comes to Nichols field to eat it. The day is spent visiting and browsing and driving in the parade. Immediately after the parade he heads home. When asked when he sleeps, he said before he leaves home and when he gets back. BTW, there is no radio, Malcolm just listens to his Model A and he said he may talk to himself a little.