

Wheel Tracks

STOWE SHOW VENDORS...HERE ARE FOUR OF THE 250 WHO BROUGHT THEIR WARES TO THIS YEAR'S SHOW.

WHAT MAKES THEM SO SPECIAL? THEY HAVE BEEN COMING TO OUR SHOW FOR NEARLY 40 YEARS.

READ A LITTLE ABOUT THEM ON PAGE 6



Chuck Haynes (Right) and son Paul



Walter Rodiman



Denise Labrecque



Davey Nadeau's son Bryan & G-son Davey II

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

2]... Event....What's Next"

3]...God Bless our Volunteers

And a little larger Sunshine Report

4]...Mary says it all for our Stowe Show Event

And Marnita's Zucchini Muffins

5]...Humor is the spice of life

and Gene Fodor's '1919 Did You Know'

6]...Some of our Great Vendors

Sharing their lives over the many years of coming to Stowe

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by expert Anthony Cook of Shaftsbury, VT

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Officer Jones....

"The answer to this last question will determine whether you are drunk or not. Was Mickey Mouse a cat or a dog?"

Mission Statement:

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 and VAAS membership in ten states and two Canadian provinces.

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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EVENTS... WHAT'S NEXT ?

August

Aug 25... 10am- 4pm The 7th Annual French Heritage Day & Car Show. Vergennes, VT.

www.frenchheritageday.com

Info: 802-388-7951

Aug. 25th- Sept. 3rd...Champlain Valley Fair in Essex Jct, VT www.cvexpo.org

Aug. 25th... 9AM-5PM Alburgh's First Car Show, Alburgh, VT. Fun & Prizes. Contact Dale Costelo 802-796-3333

September

Sept. 5th...7:30 The VAE will present "Early Travel on VT Roads" to the Milton Historical Society, School St.,Milton.

Sept 15...September's VAE monthly meet. The meet will be a NY state tour with a stop at Champlain Valley Transportation Museum. Complete details...Page 13

Sept 16... 9am-4pm "Better L8 Than Never Car Show" at the Bristol Rec Field, Bristol, VT . Info - 802-388-7951

www.bristolharvestfest.com

Sept. 23...Rain date Sept 30th..9AM-4PM The 4th Woodstock British Car Show Woodstock, NY

www.WoodstockBritishCarShow.com

Sept. 28,29,30...Hemmings Motor News Presents the 6th Annual New England Concours d'Elegance. Now held in Saratoga Springs, NY. www.hemmings.com/events/concours

Sept. 30th...9AM-3PM. Granville Area Chamber of Commerce 26th Autumn Leaves Car Show at the Elementary School, Granville, NY. www.granvillechamber.com

October

October 6th...VAE monthly meet & Anne Gypson Tour. Details later

Oct 9-19... The VAE China Trip Contact Chris Barbieri 802-223-3104 or cgeeb99@gmail.com.

November

November 3rd. The VAE/ VAAS Annual Meeting. Details later.

December

December 2nd. The VAE monthly meet and Holiday Party. Details later

Membership Recruiting..

Chris Barbieri, Carol Lavallee

Hal Boardman, Rick Hamilton

Nominating.. **Conception Conti,**

Gary Olney, Bob Guinn

Transition Bylaws.. **Andy Barnett, Fred**

Cook, Doris Bailey,

Chris Barbieri

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Lloyd Davis, Vice Chairman

Jan Sander, Secretary

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From The President

David Sander

As I write this column, I am looking forward to resting comfortably in my own bed. It is good to be back home. I spent the last few nights at Nichols field, working at the Stowe Show. Friday brought rain. Not a passing shower, but one of the hardest downpours I've ever witnessed. Like clockwork, people put contingency plans in place and did what needed to be done. The roads in the campground were repaired and made passable again. Saturday morning things looked better, and the grey sky was slowly giving way to sunshine. Things were looking up. Then it was time for the parade and the rain came back. I'm not sure how we do it, but we certainly can attract the rain.

Fortunately, the rain took a break during our street dance on Main Street. This was another huge success. People were having a great time, and the village of Stowe looked really nice with our vintage cars parked along both sides of the street.

Saturday night brought a return of the rain. Sunday morning the field was wet again, presenting a new set of problems. Our crew was busy moving the traffic to dry parts of the field, and pulling stuck vehicles out of the mud. The sun came back out and the weather was beautiful throughout the day.

I put in a lot of volunteer time and worked hard at the show, but I did not work nearly as hard as many other people. I saw people who were still working when I went to bed, and they were already up and working again when I got up in the morning. Some people have spent well over a week on the field, putting in 14 plus hour days. It is this hard work and dedication to the VAE that makes this show a success.

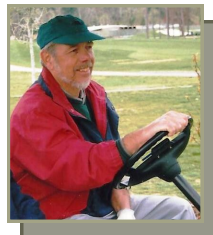
FROM YOUR EDITOR Gary Fiske

I agree completely with David's comments above. Just one look at the set of photos on page 16 and you know long hours of work are involved. Besides the work during the 12 months leading up to the show there are at least 10 days of set-up. Then the three days of the show and at least another day or two of putting things away until next year. **God Bless Volunteers! One of my favorite show jobs** the past three years is directing parade traffic on Main Street in Stowe. I was able to see every car and hear every engine...all 478 of them this year, as they went by. This year, as David said, there was rain sprinkles (not rain) but just before the lead car got to Main Street the sprinkles stopped. Looking up the Mountain Road as the cars approached Main Street I could see car after car pulling their convertible tops down and the crowds cheering. A number of drivers in their first parade told me they could hardly believe the huge number of folks along the 8 mile route...all waving and shouting enthusiastically. Word from the 2012 show organizers....we had some rain but we also had a huge success.

I also understand that out of the 100 Vermont Strong plates that we purchased for resale, there are only 15 left.

Which leaves something else that needs to be pointed out. There is a VAE person we don't normally hear much about. This person has led the 'Car Registration' at the Stowe Show for many years and I have had calls recently to be sure she is mentioned for her great work. I am told, one of the smoothest operations at Nichols Field is because of the work of **Laurel Barbieri**..Thank You Laurel.

I hope you enjoy this September Wheel Tracks, as always, it was fun to put together. Also, as always, the people I have worked with and the new folks I have met are interesting and inspirational. One of the many benefits of this editor job that I have.



Sunshine Report



One of our Softer Side editors, **Nancy Olney** was hospitalized with a blood infection while visiting their son Kelton in Montana. She is home and doing well now.

Jim Cary is recuperating at home after shoulder surgery.

VAE member Richard Tomlinson Sr. of Milton/Eden Vermont died on July 31, 2012. Please accept our sorrow for your loss.

A note....

My name is **Gail Blanchard**. I wanted you to know that my partner of 20 years, **John Howard** (of Westminster, MA.) passed away this past May. The Stowe Show was the event we looked forward to all year and John loved judging also!!

Our friend **George Fiske** died recently, he and Barbara brought their cars up often too.

Christina has also sent a **get-well card** to **Tom and Bonnie Willis**.

Complete details on Page 13

Champlain Valley Transportation Museum VAE Monthly Meeting September 15th 2012



Come join us for a tour of the Champlain Valley Transportation Museum and the New York side of the Champlain Valley. Along the way we will probably find some interesting places to stop and browse. Also there is always a chance we might find a garage to poke around. Hope you can make it.



THE SOFTER SIDE

A Column Shared & Written by Marnita Leach (The Cookey),
Mary Noble (Left) & Nancy Olney (Right)



ACCOLADEs TO STOWE SHOW ORGANIZERS

By Mary Noble

When I met our dedicated Wheel Tracks editor, Gary "Scoop" Fiske, at the Stowe Show, he reminded me that it is "my" month. Uh oh, I'm in Stowe, the computer at home in Milton, ideas, nil. As the show went on, RAIN and shine, I decided that what better topic than to tout the organizers of this event. To most folks, this is a great show that "just happens" in mid August and is greatly enjoyed by casual spectators as well as rabid car enthusiasts. What is probably not generally realized is that it is the culmination of a full year of monthly meetings by the show committee to plan, organize, arrange, and try to anticipate whatever may or may not come up. These organizers have many years of experience to draw upon and are a totally awesome and dedicated group. Then during the week of the show's opening, the field has to be set up, signs put up, packets prepared, get media coverage, food prepared for workers, sound system setup, parking area ropes and signs for show cars and the public, car corral setup, flea market setup, a plan for weather changes, places for visitors to sit and rest, golf carts ready, contacting and confirming the Stowe Fire Department, EMT and police presence, port-a-pot folks, trash pickup (what a great job they do), constantly being available to solve whatever problems arise on the spot - all that and more! Then comes the inglorious task of taking down and packing up everything, maybe getting a little break, before starting plans for next year's show. Whew!!! There just are not enough good things that can be said for Bob Chase and Duane Leach's leadership, but I've tried, lest they think no one is aware of all they do, as they, literally, run from one situation to another. We realize that whatever the weather brings, or what problems arise, the Show will go on and will be spectacular. Thank you from the softer side! Marnita, you are awesome as well!!!



FROM THE 'COOKIE' AT THE STOWE SHOW

BY MARNITA LEACH



"Hello Gary, I am getting my recipe to you early because we will be in Stowe for 10 days and no computer. I just made these for Stowe.... Duane says they are great !!"
From Gary....I had some also and yes, they are great. Remember Marnita's 'Party Chicken' recipe from last October? Well, she served it to the volunteers at the show this year , Wow, what a treat !

ZUCCHINI MUFFINS

- 3 cups grated fresh zucchini
- 2/3 cups melted butter
- 1 1/3 cups sugar
- 2 eggs beaten
- 2 teaspoons vanilla
- 2 teaspoons baking soda
- 3 cups flour
- 2 teaspoons cinnamon
- 1/2 teaspoon nutmeg
- 1 cup walnuts or cranberries optional

Mix sugar, eggs and vanilla and stir in zucchini. Then mix in dry ingredients. Pour into greased muffin tin and bake at 350 degrees for 25 to 30 min. or until a tooth pick comes out clean



From Bill Billado

A new teacher was trying to make use of her psychology courses. She started her class by saying, 'Everyone who thinks they're stupid, stand up!' After a few seconds, Little Larry stood up. The teacher said, 'Do you think you're stupid, Larry?' 'No, ma'am, but I hate to see you standing there all by yourself!'

Larry's class was on a field trip to their local police station where they saw pictures tacked to a bulletin board of the 10 most wanted criminals. Larry pointed to a picture and asked if it really was the photo of a wanted person. 'Yes,' said the policeman. 'The detectives want very badly to capture him.' Larry asked, "Why didn't you keep him when you took his picture?"

The math teacher saw that Larry wasn't paying attention in class. She called on him and said, 'Larry! What are 2 and 4 and 28 and 44?' Larry quickly replied, 'NBC, FOX, ESPN and the Cartoon Network!'

Larry watched, fascinated, as his mother smoothed cold cream on her face. 'Why do you do that, mommy?' he asked. 'To make myself beautiful,' said his mother, who then began removing the cream with a tissue. 'What's the matter, asked Larry 'Giving up?'



Husband down in isle 2!

A husband and wife are shopping in their local supermarket. The husband picks up a case of Budweiser and puts it in their cart. "What do you think you're doing?" asks the wife.

"They're on sale, only \$10 for 24 cans" he replies. "Put them back, we can't afford them" demands the wife, and so they carry on shopping. A few aisles further along the woman picks up a \$20 jar of face cream and puts it in the basket. "What do you think you're doing?" asks the husband. "It's my face cream. It makes me look beautiful," replies the wife. Her husband retorts: "So does 24 cans of Budweiser and it's half the price." He never knew what hit him.

Did you Know 1919

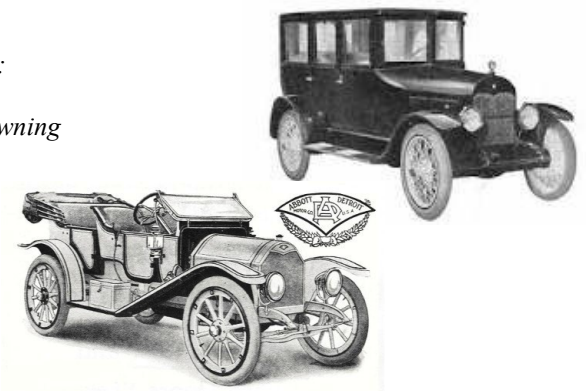
By Gene Fodor

- ... that production that year was 1,651,625 cars and 224,731 trucks and busses.
- ... about 90% of all cars produced in 1919 were open – convertibles, and 10 years later 90% were sedans
- ... a flat rate charge system for repairs was being tried out
- ... C.H. Willis, who pioneered the use of alloy steels left Ford
- ... Ford produced 750,000 cars, more that 1/3 of the industry's output for the year
- ... General Motors Acceptance Corp (GMAC) was formed
- ... Ralph De Palma driving a Packard set a new speed record at 149.8 mph
- ... Studebaker discontinued carriage production to concentrate on motor cars
- ... G.A. Schacht perfected the "two-range" transmission (providing a range of gear selections for both off-road and on-road driving)
- ... Howard Wilson driving a Peugeot, won the Indy 500 averaging 87.95 mph
- ... Henry Ford bought out the minority stock holders and Edsel Ford became President of Ford
- ... General Motors bought an interest in the Fisher Body Co. and Nash bought an interest in the Seaman Body Corp.
- ... indirect lighting on dashboard instruments appeared on some cars
- ... 26 new marques were introduced – none remain.

Photo Captions:

1919 Cleveland

1919 Abbot-Downing



Abbott-Detroit The Up-To-The-Minute Car

Early accident photo sent in by Charlie Thompson...

Passersby try to figure out how this car ended up nose-down in a trench in Boston 's West End . A glance at the rough, dirt-covered road provides a clue



© Leslie Jones Boston Public Library

Four Veteran Stowe Show Vendors



It was Chuck Haynes' birthday on the 10th of August, the first day of the 2012 Stowe Car Show. It was also his 37th time coming to the Stowe Show to sell his wares. Chuck, pictured on the right, has been a long time VAE member and was president in 1970. He has seen many changes in our club and has helped guide the VAE to the great club that we are today. Chuck's son, Paul (on the left) has plans to carry on when his dad decides to slow down.

Chuck specializes in Ford parts and has a 5000 sq. foot warehouse in Montpelier. He sells mainly on Ebay where he renews his listings every Friday, his Ebay handle is vtcarnut.

A car delivery in 1966 started him on his Ford journey. While working for a dealership in Haverhill, NH the owner sold a Model A to a customer in Chicago. The buyer wanted it 'driven' to Chicago to be sure the seller was telling the truth about the car and Chuck was chosen to make the 1000 mile drive. While driving through Detroit he decided to stop at the Ford plant with his Model A to see if he could get a fifty-cent tour. This led to a job offer and employment at Ford Motor Company. The big city and big business did not mix well with Chuck's country background and he soon returned to New England where he was involved in many other adventures in his 68 years. **Some of us might remember an auto parts store by the name of Daltons on Hoyt Street in St. Albans.** The store opened in 1922 and closed in 2005....Chuck purchased the inventory and spent 14 months moving it all to his warehouse. Can you imagine visiting Chuck's warehouse?



Walt Rodiman (left) became a Stowe Show vendor in 1976. A retired Air Force gent and a dealership parts man is most likely what led Walt into his vendor journey. In years past, Walt has spent his summer traveling to as many as 16 car shows. He claims the Stowe Car Show is one of the best. When asked why, he points to the people passing by and says "look at the big crowd and there are no fights...everyone is happy". Walt has 6 spaces and makes three trips from Piermont, NH to fill them before the show...and full they are. It didn't take long to discover that Walt 'knows his parts and his cars' as customers had all kinds of questions for him. **It also didn't take long to find that Walt is as honest as they come.** Customers would have a part in their hands ready to purchase and Walt would be telling them they would be wasting their money by buying the item because it would not fit on their car. Walt has two sons, Michael and Wayne. We all hope his Stowe vendor tradition will continue another 36 years.

When asked if he could do something better than the sober expression when his picture was taken he replied if we want him to smile we should wave a one hundred dollar bill in front of him. We all had a big laugh. Good luck to you Walter Rodiman.



Our next feature vendor is Denise Labrecque from Lyndonville, Vermont. This might be the last Stowe Car Show for Denise unless her son Richard decides to continue. Denise and her husband Rene started coming to our show many years ago and sometimes covered 20 others in one summer. Denise lost Rene seven years ago and thinks this might be her last year. She has continued these last seven years by loading her car with only what treasures she can lift and with a little help from her vendor neighbors, she has stayed in business. In fact her Stowe Show neighbors have become such good friends over the years they insist that she spend the nights with them. The only comment from them when asked was how great of a lady Denise is. We hope to see you next year Denise....you can't quit now!



Davey Nadeau has never missed a Stowe Car Show and 2012 was no exception. Mr. Nadeau had been there to set up their booth but was not there on Saturday, he had driven home to Surry, NH to tend his two dogs. **His son Bryan and grandson Davey II was holding the fort.** This was the five-year-old's second time at the show and he knew the ropes. A customer asked if they had a certain item and dad Bryan didn't have a chance. Davey II yelled "I'll get it dad...I'll get it" and all dad could do was stand and watch. People would walk by the booth and yell to ask Davey how he was doing and he of course would run out to greet them. Dad said he knew everyone around. Davey II was all business until a little blond girl his age walked by with her parents. When she asked if she could have one of the display balloons a new race began, the little blond girl got 100% of his attention. **Brian has been helping his dad Davey for many years** and says the Stowe Show is one of their best. He said other shows charge much more and very few allow them to stay the night on the grounds. He said they had done very well so far into the weekend. Brian's business when there are no vendor shows is restoring cars for resale. **One last Davey II story....** During the interview dad Bryan started laughing and pointed out one of his son's ways to start a conversation with strangers. He had just gone up to some passersby and asked if they had seen his father. They of course were ready to help when he points toward Bryan then asked how they were doing.

Nichol & Chrome Plating by Anthony Cook

An email from Anthony on June 27th.....Hello Gary, Earlier in the year you called me with interest in writing an article in Wheel Tracks about my business, Classic Metal Restorations.

I opened Classic Metal Restorations and began plating in the summer of 2008, just before the national financial meltdown began. Over the past four years my shop has struggled and has found its place in the plating industry. Vintage automotive nickel and pre-war automotive chrome has become my focus. Today I except far less post-war pot metal than I use to. Pre-war pot metal pieces are less temperamental and tend to plate better. An ever increasing percentage of my work is with Vintage Nickel. The nickel area is very interesting because you had a very large number of small startup automobile companies. Many of these car makers, the average person today has never heard of. Just in the past 6 months I have nickel plated parts for Winton, Gray, Seagrave and Federal Vehicles. I could be plating parts for a Model T one day and a Rolls Royce silver ghost the next.

Work has been slow coming in lately; this has given me a chance to work on some of my own parts collection. Example: These headlights (pictured) are made by C.M. Hall Lamp Co. of Detroit, Michigan, (Model 199). In 1913 and 1914 Hudson used these lights but other car companies used the Model 199 as well. **If any of your readers know more about C.M. Hall Lamp Co. and Model 199 headlights in this picture I would like to know, write me....**

cookactc@peoplepc.com 802-733-5421. My plating tanks are 37 gallons. I can plate parts up to 4 feet in length. I triple chrome plate all chrome plated parts. Triple chrome plate means a layer of Copper + Nickel+ Chrome. If you would like to see the plating line and more of my work check out the business website at www.cmchromeplating.com (use the yahoo search engine). Every year I rent out a vendor space at the Manchester, Bennington, Rutland and Stowe VT, Antique and classic car shows. Come to the shows, check out my work firsthand and pickup a card. Bring your parts and I will give you an estimate.



Thanks Anthony, These are some questions I have gotten from VAE members.....

Question: I have some pieces that need chrome plating but I need to do some repairs. Can plating be done if I use fillers and rosins in my repairs before I send the pieces to you?

Answer: Any repairs to a piece should be made with a metal filler for plating conductivity to occur. Silver solder, brazing, welding is fine. (No lead filler)

Question: How much prep work can I do, to say a headlight so I can keep the job affordable, before I pass it on to you?

Answer: Almost half the cost is in pre-plate prep-work. The more you can do the better.

Question: Can you give me a basic 1 through 10 step process that you go through when you get a piece in for chroming?

Answer: There are more than ten steps to most pieces. Here are Fourteen.

- 1) Remove the old plate. 2) Welding or brazing if needed. 3) Grinding, sanding, tapping out digs and dents.**
- 4) Resurfacing base metal 60 grit then 120 grit and 220 final grit sanding. 5) (Pot-metal) is buffed to a fine shine.**
- 6) Copper plate 1 hr. then sand. 7) Copper plate and sand again as needed. 8) Buff copper. 9) Degrease.**
- 10) Copper plate 10 to 20 minutes (Good bonding to nickel). 11) Nickel plate 1hr. 12 Sand imperfections if needed, buff nickel.**
- 13 Degrease. 14) Chrome plate.**

Question: How much buffing and polishing should I do to pieces that have been re-chromed?

Answer: Do not buff chrome, buffing can remove chrome. A non abrasive hand polish is fine.

Question: I don't understand why I would nickel plate something instead of chrome plate. Can you explain?

Answer: For originality, early plate was nickel. (Nickel era 1912 to 1927) around 1928 companies began plating chrome over nickel. Many interior parts remained nickel throughout the thirties.

How can I tell if I have something that is Nickel or chrome?

Question: I am in the business and I have a problem telling the difference sometime. I can tell you that Nickel has a yellow hew to it and chrome has a blue hew.

Question: I know you have to see the piece before you can give any estimate of cost for chroming but could you give me an idea of cost at least so I can explain to my wife why I want to load my things into the car and travel the 150 miles to your shop? For example, what would be the average cost of re-chroming a 1930 Model A type headlight?

Answer: \$180 to \$280 per headlight depending on condition. If the piece is stainless then buff the stainless rather than plate it.

Wow Anthony, You can tell that chroming is a mystery to most of us. I hope to see you at the Stowe Show and thank you, we have learned something today.

Gary



Dave's Garage by Dave Sander

This column is a Q & A column with you asking me questions and after researching the answer I will reply.

Any questions 'automotive' is fare game, I might not know the answer but hopefully I will find someone who does know.

Please send all inquiries to dasander@aol.com or 32 Turkey Hill Road, Richmond VT 05477

Ethanol does it, again!

Several weeks ago I was mowing the lawn with my trusty 1978 Sears lawn tractor, when the engine suddenly sputtered and quit. I also smelled gas. A quick look under the hood revealed a split fuel hose. I replaced the hose, but noticed the leaking hose actually rotted out from the inside out. Another Ethanol problem. I was toying with the idea of writing an article about the fuel system in older cars and how to avoid problems with Ethanol.

My recent experience with the Stowe Car Show has a few Ethanol stories. Saturday morning a few people walked up to me and told me that my Volkswagen smelled of gasoline. A quick inspection revealed that there was gas leaking from the rubber hose that goes from the metal pipe in the floor pan to the engine. The leaking gasoline had actually caused the paint on the frame to bubble up and peel down to bare metal. When I restored this car in '94, I had the floor pan painted with DuPont Imron urethane paint. At the time, it was considered to be just about the toughest, most resilient industrial paint on the market. I am quite upset that my beautiful floor pan now has paint bubbling up and falling off.

After a quick trip to a friendly and helpful flea market vendor, I crawled under the car to replace the hose. At the lowest part of the hose, the rubber was actually dry rotted away. Obviously, the cloth braided Volkswagen fuel hose is not Ethanol compatible. Later in the day I was trying to help a model T owner start his car. His carburetor was leaking gasoline. The float bowl gaskets were not Ethanol compatible, and neither was his float valve. The valve was sticking closed, then open. **So**

now what do we do? Modern fuel line is made out of neoprene, and is Ethanol compatible. I prefer to use fuel injection hose. It costs more, but lasts longer. Make sure when you order a carb kit or a fuel pump you buy a newer kit that is Ethanol compatible. I knew about carburetor gaskets not being ethanol compatible, but I was unaware of the problem with the needle and seat float valves. The old brass ones are ok, but the valves made with plastic and rubber parts may not be.

Gas tanks and metal fuel lines are probably ok, but a lot of the gas tank sealers sold until quite recently are not Ethanol compatible. Another problem is zinc parts. Apparently, zinc can be corroded by Ethanol.

Ethanol gas is a great solvent, and will remove gum, varnish and crud in the fuel system. This will plug up lines and filters. It is also a good idea to check filters more often.

Lastly, keep this stuff away from all paint work. It is also a great paint remover.

A message on July 18th from Gene Fodor:

Yesterday was the Model T display in the city of Rutland in 95 degree weather of the 6 day T Meet in that town. A total of 235 cars were in attendance with their owners and guests overflowing the host Motel, the Holiday Inn and filling other nearby motels to near capacity. The Merchant's Row streets were closed off to allow the display with many lookers.

As we headed home to the Islands, we encountered the storm that knocked out stoplights, closed businesses and darkened homes in

Shelburne. The temperature plummeted from 95 to 68!



Photos:
left – Major repairs taking place at the hotel.
Top right – a 1926 T getting ready for the tour
Bottom right - a modified T for the racing circuit



An Uneventfull Journey by Pev Peake

As promised, this is the remainder of Pevy's story. The first two paragraphs are in the August issue of Wheel Tracks. Pevy wrote this for our first Wheel Track in May 1953.

(The story continues on page 10)

The next three days were spent in changing tires so we would have tires with good sidewalls and not more than two layers of fabric showing. I put three of the best spares on the back---they had no more than five or ten blowout patches each. I cleaned all the mustard and oatmeal out of the radiator and soldered it. I cross-filed my bearing caps, bought new transmission linings, put on a muffler, put bulbs in the lamps, repainted the hood (it had been scorched when we used it as a fire damper on a picnic), patched the side curtains and last but not least, thoroughly greased and oiled the mechanical parts. (It's funny---I found more places to lubricate once I cleaned off the road grime of twenty-nine years than I thought a "T" had.) I bought a good battery for three dollars. (I had heard the motor authorities "down country" were very strict. Besides we might want to use the electric warning signal or the lights.)

The morning we left I loaded in the necessary repair paraphernalia for a trip of this distance. The following is a partial list: 4 gallons of "heavy duty" motor oil, 1 two-gallon can of gas, 3 large-size tube repair kits, 1 vulcanizer, 60 assorted sizes of blowout patches, 2 jacks, flares, extra front spring, shackles, center bolt and clips, chain falls, two pistons and connecting rods.

Wheel Tracks

Page Four

AN UNEVENTFULL JOURNEY

(Continued from page Three)

1 set of valves, a tire pump, an extra timer (NFW Day), extra spark plugs, 1 set of pre-adjusted coils, 1 headlight lens and reflector, 1 tow rope. After loading this and our luggage into the machine we found we had only a minimum amount of room for ourselves.

We left Bristol around 2:00 o'clock in the afternoon and started for Middlebury fourteen miles away. We were very smug because we left on time---but not for long. About four miles out of Bristol the motor commenced to miss and labor and threw off large quantities of smoke, causing me serious concern. I pulled to the side of the road to ascertain what was causing the trouble. I took out one of the plugs that was misfiring and, lo and behold, it was wet, and with oil too. I at once fell to my knees and turned the top pet-cock of the oil check. Oil gushed out and kept coming---good new oil that I had paid hard money for. I then asked my roommate, who had checked the oil for me, "What happen?" He said he hadn't known where to check it but had put in five quarts to be on the safe side. In a few well-chosen words I let him know what I thought of his ancestors' mechanical ability. There was nothing to do but let the excess oil drain out. I thought to myself, "Boy, this trip is going to be one to write home about."

After we had repaired this minor trouble we continued on our way. It was getting along in the latter part of the afternoon. The car was running beautifully with plenty of power to spare. We arrived in Rutland around six, stopped for a cup of coffee, then continued on our way. I started to smell something that was hot opposite the fairgrounds but gave it no thought until the radiator started emitting a hiss followed by steam. We again pulled to the

side of the road. Broken fan belt. I hadn't brought an extra one. We refilled the radiator at a nearby station after finding they had no flat belts for Ford cars. We kept driving and boiling until we reached Wallingford where we purchased a modern V-belt, turned it inside out and put it on. It would not stretch far enough to go over the water pump pulley so we ran it without the water pump. We drove further and it kept boiling. We finally found out why, too. The V-belt was very thick, causing it to rub on the faverse side of the water pump, making it run backwards and pumping all the water out the overflow of the radiator. We pulled, pushed, stretched, and used language that wasn't fit for the barn, and we finally came out the victors.

We drove to Bennington, thence to Williamstown. There we stopped and cleaned out between the cores of the radiator which were plugged tight with flying ants.

About 1:30 in the morning we were headed into Danbury, Conn., when a siren sounded and up pulled a state policeman. He asked for my license and registration, which I supplied meekly. He then told us why he had stopped us. It seems that there were a lot of hot-rods on the roads of Connecticut that were unsafe to drive, and he thought we were one. He said he was quite surprised to see that it was a Model T, and more surprised to see where it was from. He asked where we were going and we told him---Reading, Pa. He laughed and asked if we were serious and then seemed to sober when we said we were. Good nights were said and we both drove off making remarks about peculiar minions of the law who thought we wouldn't make it.

(Continued on page Five)



VAE Gossip
By GCF

There was once a VAE member in Milton, lets call him the buyer, who had his heart set on purchasing a 1917 Studebaker from a VAE member over in the NE Kingdom...way, lets call him the seller. Well, the seller has changed his mind because the car has become part of the family over the years and everyone believes eventually the seller will sell. Now....lets talk about providence... It was not long ago the 'buyer' referred to above had an item that another VAE member wanted to buy. And lets also make clear this 'buyer' loves to dicker. I understand this 'other VAE member' had to spend nearly 10 years of dickering before a deal was struck. Isn't there a providence saying that is appropriate at this point?



This is another news item where I can spill a few beans but not all. The pic says it....any guesses?

Our proofreader, Edi Fiske had her very first Stowe Show experience. She and my sister Pat are still going on about what they witnessed at the show on Saturday. They even got to be in the parade when

Mary and Wendell Nobel offered to give them a ride in the 29 Plymouth Roadster. **The car has been in Mary's life for many years** with it being passed down to her from her parents. Saturday was her first time riding in the 'rumble seat.

The 'SECRET' world of the Plymouth continues on.... The Plymouth folks would like you to think they have the perfect car and nothing ever goes wrong, at least that is what they like to say when non-Plymouth folks are in ear-shot. These photos were taken in the woods of Ontario earlier this summer by 'spy camera'.



Above...a slight Ontario tailpipe modification before it changes nationality and to the left..... **"Oh Darn, My Plymouth won't start"**

AN UNEVENTFULL JOURNEY (continued from Page Four)

About five in the morning we arrived at the Merritt Parkway. We were just about a mile on the parkway when it began to drizzle. It worsened so we pulled off the road, brought out the curtains and put them on. We continued on our way. As we got to the toll station before entering Westchester County, New York, the hand windshield wiper blade fell off onto the hood and bounced onto the running board. I stopped and held up traffic for a while until I retrieved it and put it back on--- this time with a nail instead of twine.

Approximately one hour and fifty cents of tolls we crossed the George Washington Bridge--- another fifty cents. We now were in New Jersey. We stopped for fuel. (I cannot say gas for we were using a fifty-fifty percentage of oil and gas.) At the station we got out and stretched our tired legs, and out of nowhere people materialized asking us where we came from, where we were going, did we think we would make it, and just plain WHY? After giving interviews to the many we continued along our way.

It was about 9:00 o'clock in the morning by now. Traffic was rather heavy but we kept to our side of the road and, except for an occasional "Get a horse!" from a passing motorist, nothing disturbed us until we got to the N.J.-Penn. line at Phillipsburg. There was a very steep hill with a toll bridge at the bottom. We came barreling over the top of the hill. The road just seemed to drop from beneath us. I started gingerly to apply the brakes by pumping them. As our speed increased, I increased my pressure

on the brake pedal, until finally I was practically standing on it and bracing myself on the steering wheel. The old puny began to shimmy occasionally, accompanied by a grinding and wrenching noise. Still we continued to pick up speed. In a last ditch effort to bring things under control, I firmly placed my foot across all three pedals. We careened over to the side of the road and slid to a halt. I immediately made the brilliant remark, "I guess I kinda forgot to adjust the brakes correctly." We repaired the slight oversight with an occasional reference by my roommate to the sanity record of my family. I took it like a man, though, and said nothing.

We finally reached Reading with no other mishap except a blowout in Easton, Pa., when I picked up a sliver of steel from street car rails while trying to race a trolley.

The city of Reading was beautiful to see and, what is better than that, I still had fifteen dollars in my pocket. We figured out our time and mileage and we had averaged around eleven miles an hour.

In summing up the trip down I might say that a good time was had by all.

-VAE-

HEY, HOW ABOUT A PUSH, MISTER ?

With this first number of WHEEL TRACKS, your editor sends out also a call for help. Yes, if this little bulletin is going to achieve its purpose in helping our club to grow and to live up to our expectations, everybody will have to help. We need stories about your automobile hobbies, histories of your favorite car, advice, comments, letters. Help!



From "The Week" magazine.....

An elderly Nebraska car enthusiast is selling his huge fleet of antique cars so he can free up enough time to find a wife. Former drywall worker Jerry Andreasen, 74, says he spent so much time and energy acquiring and restoring his 90 classic cars that he "never had time for anything else" and has "never been on a date." Andreasen's plan now is to sell the cars and "look for a wife, and I don't care if she has half a dozen kids."

Here are five of the 150 beautiful trophies that Joe and Judy Paradis build for the Stowe Show.

They have done this work since 1982. All are made of Vermont Maple and this year some were even made from the wood of a Model A Ford. Joe said many



hours of their summer are spent sanding and staining to be ready for the show in August. They have decided this year will be their last and will be passing most of the work on to someone else for next year. Thank You to both of you.



1927

2012



Jericho, VT....Clark's Truck Center had their 85th Anniversary on July 30th 2012. The huge celebration was to mark their many years in the business of selling and servicing International Trucks in New England. We found some of the most modern tools and techniques used in this Route 15 facility. The VAE was invited to share the celebration and as you can see, we accepted! The barbeque chicken was great, the 'truck talk' is always fun and the mysterious world of the truck driver...well, you had to be there.



Did you ever wonder how they did this?

All Internationals...
Randy Clark's 65 fire truck,
Tim Clark's 69 & 68 Scout,
Rick & Jane Hamilton's
1950 PU and last, Jim
Cary's 1928 Truck



An original
1928 Franklin Sedan
Owned by
David & Nancy Hagberg

Here, David is being
interviewed by Gael
Boardman while his
Franklin is being featured
at the Show.

David & Nancy drove their
Franklin from home in
Sterling, Mass.



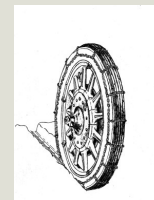
Treasurer's Report - August 7, 2012		Dick Wheatley - Treasurer	
Vermont Automobile Enthusiasts, Inc.			
MONEY MARKET - July 11, 2012	\$ 108,888.35		
add: July interest income		37.00	
Balance August 7, 2012			108,925.35
GENERAL CHECKING - July 11, 2012	\$ 14,529.57		
Deposits -			
Sale of 50th Anniv. Books		25.00	
Stowe Crafters		150.00	
Stowe car registrations		4,900.00	
Stowe flea market registrations		4,200.00	
Stowe sponsors		400.00	
Sale of Vermont Strong license plates		900.00	
Total receipts		10,575.00	
Disbursements -			
5309 Commodores Inn - Stowe meeting room		200.00	
5310 Hanover Insurance - Liab. & Umbrella insurance		930.00	
5311 Winooski Press, LLC - Stowe printing		551.20	
5312 Marie MaClay - Stowe postage		128.00	
5313 Gene Fodor - Knight Point & Stowe exp.		53.37	
5314 Gordon Stamp Service - Stowe awards		75.76	
5315 Postmaster - stamps		44.00	
5316 Joe Paradis - Stowe awards		2,140.00	
5317 L. Brown & Sons, Printing - Stowe printing		115.70	
5318 Mamita Leach - Stowe supplies advance		500.00	
5319 Duane Leach - reimb. for Stowe expenses		452.62	
5320 East Coast Printers - Stowe shirts & hats		4,372.00	
		9,562.65	
Balance - August 7, 2012			15,541.92
Total VAE accounts			\$ 124,467.27
Vermont Antique Automobile Society, Inc.			
MONEY MARKET ACCOUNT - July 11, 2012	17,533.01		
add: July interest income		3.09	
Balance - August 7, 2012			\$ 17,536.10
CHECKING ACCOUNT - July 11, 2012	\$ 2,600.40		
add: Advertising revenue		30.00	
Balance - August 7, 2012			2,630.40
Total VAAS accounts			\$ 20,166.50
Restricted Funds	Scholarship Fund	Long-range Fund	
Balance - August 7, 2012	\$ 4,315	\$ 1,100	

***** VAE / VAAS Notice *****

The nomination committees of the VAE and the VAAS have filled their nomination slates.
Members will vote at the annual meeting on November 3rd. They are as follows:

<p>VAE Nominating Committee: Conception Conti Gary Olney Bob Guinn Charlie Thompson</p>	<p>There are three nominations for the two open VAE Director positions: Outgoing: Tom McHugh & Les Skinner Nominations: Les Skinner, Gene Fodor & Don Rayta</p>
<p>The nominations: Chair.....David Sander President... Jim Sears 1st Vice.....Bob Lalancette 2nd Vice.....Dan Noyes Treasure.....Dick Wheatley</p>	<p>VAAS Nomination Committee: Doris Bailey Jim Sears Gary Fiske</p> <p>Outgoing: Lloyd Davis & Leo Laferriere Nominations: Wendell Noble & Charlie Thompson</p>

Minutes of the July Stowe Committee Meeting



The Stowe Planning Committee met on Wednesday, July 18, 2012, at the Commodores Inn in Stowe.
The meeting was called to order at 7:00 p.m. by chairman Bob Chase.

1. Stowe Fire Department: A representative from the Stowe Fire Department reported to the committee on plans for the food concession. He stated that the menu will be the same as previously but prices will increase slightly due to increased costs. They hope to add homemade donuts and cookies. The John Deere tractor dealer will provide a Gator for a mobile drinking water facility.

The Stowe rescue representative reported that they will try to improve their visibility on the field with a more prominent flag. He asked that 911 be used for any emergency and that callers should give their on-field location.

2. Souvenir Sales: Julie Greenia inquired about any additional sales items such as license plates, aprons and kid's hats. She will contact Andy Barnett about this.

3. Registration: Heather Maclay reported that there are 347 preregistered cars, exclusive of military vehicles. (6 have been received on line. Cards are to be mailed tomorrow. Tom McHugh reported 425 Flea Market registrations with receipts of \$17,200. Chris Barbieri reported that Stowe Area Association envelopes are ready to mail

4.

Sponsorship: Bob Chase reported sponsorship receipts of \$6,150 compared to a goal of \$6,000.

5. Publicity: Chris Barbieri reported that WDEV will broadcast from the field and parade which has an approximate value of \$4,000. We pay them \$900. WCAX will be on the field Friday and do a live interview Friday night. Chris needs information on special events for this purpose. Fred Cook also mentioned the need for material for the special issue of the Morrisville Transcript.

6. Awards: Since Richard Pignatello has moved away we need a replacement awards chairman. Bob Lalancette volunteered to step in.

7. Parking: Randy Cary reported that everything is in place, although reaffirming is needed for some of their requirements. Three bags of calcium chloride are needed per day for gate 3, a "porta-pot" is needed near gate 4, and a list of flea market vendors would be helpful at gate 1.

8. Committee Chairs:

- Tom McHugh needs help with the Flea Market on Friday, Saturday and Sunday.
- Hal Boardman is still looking for a quilter for the crafters tent.
- Randy Cary noted that some disabled spectators may need transportation from the parking lot to the field.
- Gael Boardman said that the stationary engine people will be there Sunday and guarantee 6 engines.
- Gene Fodor reported that WCAX will provide as much free advertising as they can. University Mall display is scheduled for this weekend.

- Bill Sander asked for help with the parade.

10. Field Set-Up: Duane Leach said he is all set, with work to start on the field on Thursday. Brian Warren has volunteered to organize the valve cover races for next year.

11. Marnita's Pre-show Party: They will provide a turkey dinner on Wed. before show.

12. Other Business: Joanne Conti suggested that the show critique and the first committee meeting be combined eg. have the September meeting on the third Wednesday night with food. There was broad agreement to do this.

Jim Sears announced that we have "I am Vermont Strong" plates to sell.

John Mahnker said that he would be available to announce at the parade reviewing stand and during the awards presentation. He also requested some improvements to the awards positioning to improve visibility.

The meeting was adjourned at 8:55.

Respectfully submitted: Wendell Noble, Acting Secretary



Champlain Valley Transportation Museum VAE Monthly Meeting September 15th 2012

Come join us for a tour of the Champlain Valley Transportation Museum and the New York side of the Champlain valley. Along the way we will probably find some interesting places to stop and browse. Also there is always a chance we might find a garage to poke around. Hope you can make it.

Again we will collect food items for the local food shelf.

Please register for the meet by September 11th with Dick or Jim. So we will have enough food and tickets for all.

8:30 AM.....Arrive at the home of Gene and Brenda Fodor, 174 Landon Rd. South Hero. Gene will be making us some of his delicious egg breakfast sandwiches followed by our business meeting. Beverages will be provided.

10:00 AM.....Leave for the Grand Isle Ferry.

11:00 AMArrive at the museum for our tour.

Noon.....Leave the museum for a lunch stop. After lunch we will tour to Essex NY to take that ferry back to Vermont.

Ferry RatesCar and Driver \$9.50 Passenger \$3.75 or 65+ \$3.20 one way

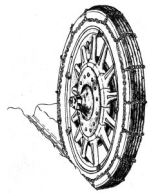
If we have 10 cars we can buy a book of tickets which would bring the price down to about \$19 for Car, Driver and Passenger, round trip.

Due to changing cost of fuel the rates are subject to change.

Museum Fee\$4 per person

Questions? Contact Dick Wheatley 802-879-9455 rwheatcpa@aol.com
or Jim Sears 802-598-1663 Packardsu8@netscap.net

Minutes of the VAAS Board of Directors Meeting June 25, 2012



Present: Gael Boardman, Andy Barnett and Lloyd Davis. Also Clark Wright, Gary Fiske and Wendell Noble.

The meeting was called to order at 1:30 in the conference room of the Williston Public Library by chairman Gael Boardman.

A motion was made by Lloyd Davis and seconded Andy Barnett to accept the secretary's and treasurer's reports. Motion passed.

Gael reported that the update from Wally Tapia on tax status was not yet available but would be relayed through Dick Wheatley. He also reported that he had spoken to several people at the Shelburne Museum who felt that conditions looked favorable for future involvement with them. He will contact Tom Denenburg to let him know we wish to present a check to the museum and try to identify a suitable event at which to make the presentation.

Gary Fiske asked the board to name a person to pick up responsibility for coordination of the technical center award program. He noted that it should be done before it is time to send out letters notifying all 16 technical centers of the program. Gary also asked that a person be chosen to continue the program that was initiated a year ago to solicit potential new members from Stowe show participants mailing list.

Gael requested that individual members provide inputs to Chris Barbieri on VAAS role and activities for use in media interviews prior to the Stowe show.

Gary Fiske suggested having a monthly "good works" item on the VAE/VAAS home page. He will work out necessary details with Rachel.

Wheel Tracks: it was decided to feature the "Canadian Connection" of the Stowe show in the next (August) issue. Gael will provide the necessary historical background. Recognition of the Granby car show will also be included and members are encouraged to attend and enter cars. Gary reported that Wheel Tracks costs are now \$1,000/mo. , up from \$700/mo. Due to color printing and increased circulation.

Mobile Museum: Gael made note of a New Jersey car club with similar status and goals to the VAAS. They use the concept of a "Mobile Museum" which is constituted by displaying cars at various events and venues. A motion was made by Andy and seconded by Lloyd and passed to generate a formal proposal at the next board meeting for a mobile museum or temporary rental space for a mini museum.

The next meeting will be held on July 23 at 1:30 at Dick Wheatley's office if possible.

Respectfully submitted: Wendell Noble, acting secretary.



Is there anyone into Corvettes?
This 1959 is owned by Bill Sander and was brought to the VAE University Mall Event by Bill's son David. The car created a buzz throughout the two-days. One five-year-old must have circled the Vette a dozen times

It is hard to believe the progress that Chevy made in the six years the car had been in production. This was the era of chrome and four headlights. Base price to purchase this beauty was \$3875 and 9670 customers bought one.

Put your hand up if you can remember a certain TV Show about now.....

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Contact: Christina McCaffrey (Member Secretary)
89 Ledge Road
Burlington, Vermont 05401-4140
Or
Go to vtauto.org
And click onto
"Join VAE"

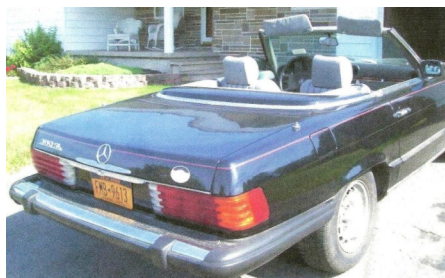
Wheel Tracks Classified

For Sale... Gary, appreciate running my adv. for the Leer cap for the El Camino but the email address should be grandpagny@aol.com....

Also would like to place an adv. for my **1974 Air-stream trailer, model 31 foot Land Yacht**. Solid carriage but needs some work: fridge, heater and water heater...looking for best offer over \$1500.

Thank you, Ed Gradel

11/12



For Sale....1985 Mercedes 380SL Convertible, Black, 2 tops, 123,000 miles, leather, excellent condition inside and out. \$8995.00 OBO

Call Gerald 315-769-2821

11/12



Help those affected by Tropical Storm Irene

Looking for, 'I Am Vermont Strong' license plates for your vehicles or collection, but having trouble finding them? The VAE purchased 100 license plates for your convenience and these are available for purchase at \$25 each.

The affects of the storm were very evident on our June tour around Windsor and Cavendish. Help Vermonters impacted by Tropical Storm Irene with their long term recovery needs by purchasing a 'Vermont Strong' front license plate. Net proceeds from the sale of each plate will be distributed to both the Vermont Disaster Relief Fund and the Vermont Food Bank. <http://vtstrong.vermont.gov/>

The plates are selling faster than expected, so contact Jim Sears packardsu8@netscape.net 802-598-1663 to reserve yours now.

September Bumper Sticker...

**Driver Carries No Cash
HE'S MARRIED**



For Sale...1974 GMC 'Eleganza SE' motorhome. 26 foot, 96,712 miles, 10k on rebuilt 455 Olds engine & trans. New chairs, frig, carpet etc. Runs but not in past 10 yrs. Stored undercover in Essex Jct. \$15,000. Contact Lorenzo Whitcomb @ 802-238-2854 or 14m4w@aol.com

11/12

For Sale... Oil furnace, upright, hot air exit at the bottom, uses a minimum of floor space, great for a garage. Miller Company, model CMF 80-PO, 66,400 BTU with a Wayne burner. Asking \$250. R Martin 802- 862-374 or roymart@comcast.net

12/12

For Sale...1968 P1800 VOLVO - 83,441 original miles, 4 speed standard, dk. green exterior and tan interior, only minor rust on body, extra seats and dash, garaged. Certified appraisal - \$3500 firm...Contact Ray Greenia 802-863-5461.

12/12



For Sale... 1928Ford 2 door sedan. 2 tone beige & black, new tires, excellent upholstery, older body-off restoration. Stored since 1984. \$9000.00.

1983 Oldsmobile Delta 88 4 door Brome sedan. 34,000 original miles, Red with deep red plush upholstery. No dents or scratches, WW tires. \$2800.00. Al Ward, St. Albans, VT 802-524-2466

11/12

For Sale... Red Rose Feed Sign, three colors, clear bright, two bullet holes. 48X30 inches...not tin. \$300.00

Firestone Ground Grip Sign, Shiny bright some nicks. 75X 23inches, not tin. \$900.00.

1937 Near mint Packard 120 technical data manual. 130 pages. \$100.00

Marvin Ball, Ferrisburg, VT

802-425-3529

11/12



For Sale.. 1940 Buick Super. Barn find survivor, Drivable, 4-door sedan, 70,000 miles, new tires. Pretty much the way I bought it. Reason for selling...too many old cars. \$9000.00 might dicker.

Hayden Janes, Richford, VT

802-848-3622 mhj@surfglobal.net

11/12

For sale... Brand new Duralast Brand 6 volt battery. Never used. \$75.00 obo. Rick Reinstein, Colchester, VT 802-363-0605

Email, chevdude51@yahoo.com 11/12

For Sale... Good used connecting rods for late teens to early 30s plus some pistons. Hudson, Packard, Jewett, Willys, Willys Knight, Stearns Knight, Jordan, Winton, Star, Lincoln, Velie, Plymouth, Pontiac, Hupmobile, Nash, Mack, Studebaker, Pierce, LaSalle. \$15.00 each.. cheaper by the dozen. There are 100s unidentified, bring yours and make a match.

Airport/ Railroad Baggage cart. Has VT history, 8X3 foot, Picture on Craigslist. \$400.00.

1949-50 Nash Model 40 front coil springs. Pair of NOS in original unopened box. \$50.00

Trade... I have an Ammco brake disc lathe, I need a brake drum lathe Steve Skinner, Northfield, VT. 802-485-6490

11/12

VERMONT AUTOMOBILE ENTHUSIASTS
Please Send Dues or Address Changes to:
Christina McCaffrey
Membership Secretary
89 Ledge Road
Burlington, VT 05401-4140

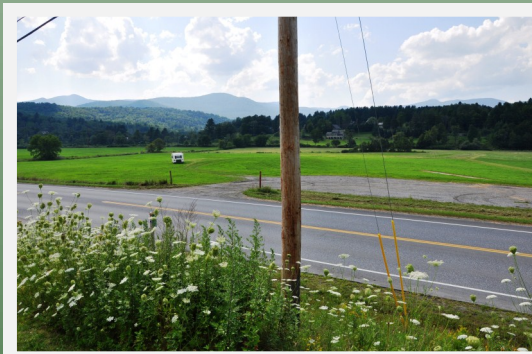


**1995 President
Frank Mazur**

September 2012



THE 2012 STOWE ANTIQUE & CLASSIC CAR SHOW



Above...Nichols Field in Stowe on August 3rd, 2012. Below... Nichols Field 9 days later.
Led by Bob Chase & Duane Leach, hundreds of volunteers
Transformed this field into the largest car show in New England

