

Wheel Tracks



A beauty of a
1908 Model 10 Buick
Owned by
Sandy & Tom Pierce

More on page 6





FROM OUR PRESIDENT,
DAVID STONE

Hi All,

As Stowe number 60 wraps up we can reflect on the past shows and be proud of our organizers and volunteers. Spectator parking was full Saturday and pretty impressive on Friday afternoon. Fantastic weather and a robust show field helped out a lot. The final numbers are still being tallied and we can expect them to be very good. Members got the word out about the move to Waterbury next year, a majority welcomed the move, after their questions and concerns were answered and fears erased. I think the success of this years show will help us launch the inaugural Waterbury event and make number 61 fantastic too.



Happy 60th Birthday, VAE

Did you take part in the parade this year? I saw the best sign EVER!! Mounted prominently on a pole, a mile into the ride, a parade admirer took the time to make a sign thanking the VAE organizers for "years of memories". It was great to see the support from the locals, we will be missed no doubt. The parade was enjoyed by the community for 60 years. Spectators of all ages could be seen along the parade route. It was an event that they had planned for, pop up tents, folding chairs, coolers, even business owners out front waving. Parade participants acknowledged the send off with honks, sirens and waves of their own. I hope they pack up their folding chairs and move eight miles south to Waterbury to continue to enjoy our rolling history. We will have to let them know the details of next years parade, every child should hear an Aoooga horn.

The VAE has a lot of work ahead. We have less than 12 months to transition this Stowe platform to Waterbury. We will need help with new sponsors, logistics, town coordination, and the moving of physical items. Any ideas on new marketing strategies, to help increase exposure to the hobbyist wouldn't hurt. If you have any experience or recommendations in these areas, please let it be known. Let's use the success of this years show catapult energy into a fantastic 61.

90wt smells so good.

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FROM YOUR EDITOR... GARY FISKE

Wheel Tracks
Monthly deadline
The 10th

Membership
Only \$30
\$50 for 2 years

There will be no October Wheel Tracks
The editor is going on vacation....again.

Yup....sorry, but there is a car show in Hershey, Pennsylvania calling me. Bill Erskine has offered a space next door to him and I plan to sleep in my truck-bed-tent at night and roam the vendors during the day. I have been there before but never sleeping in a tent, that will be....huh...novel.

Nichols Field was cleaned up after the show yesterday....for the last time. I have not heard the numbers but from what I understand, the show was a record-maker. Reports from a number of members tell about never seeing so many folks along the parade route. The weather turned out to be fantastic, the show cars were beautiful and the vendors had a treasure for everyone, I even had a few minutes and purchased some items I have needed for years. These pictures do not do justice but I hope you get the idea of how the 3-day show turned out.

We even had a 60th birthday cake served up by Waterbury RW officials



Karen Nevin (left) and
Alyss Johnson (right).



"Waterbury
In
2018"



We have lost another VAE member, Alvin O. Ward died on July 20th, 2017. He was born April 4th, 1923.



Al Ward was a good friend to all of us and a great guy. I was in high school and driving an old car ('27 Chevy Landau Brougham) when I attracted Al's attention. I put him onto a 1927? Reo Wolverine and he became "Wolverine Ward". After that, HE found the old cars...lots of them. He also became Alfie, possibly because of the pop song "What's It All About, Alfie?". He joined the VAE and what a great addition he was. Rising to President, he was largely responsible for our long-time Essex Car Show and was the last person to successfully negotiate with the Stowe Area Association. He got them to actually give us cash money. Alfie also had body shop skills. As a professional body shop man, he worked for Pontiac-Cadillac and Dodge-Plymouth dealerships prior to his GE career. He '2 tone painted' my '27 Chevy, to top standards and snuck our American LaFrance speedster into the shop for a quick weekend primer. And then there were license plates. He found them everywhere. He must have turned up at least four VT Register plates, Vermont's first from 1905-06. I completed my own collection with his help. Our hobby includes a lot of great people like Alfie Ward, and it's painful to lose them. **We remember you, Alfie.** Gael Boardman

Wheel Tracks is a monthly newsletter published in print and electronically for the public, and for the VAE membership, a 501c3 a Not-for-profit Inc.

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"THE SOFTER SIDE"

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

Walk a mile in my shoes/ Everyone has a story from Nancy

Having worked in medicine for 50 years, I have had many opportunities to listen to patient's stories concerning their health, family, friends, the town, the State and the Federal government. Some have a lot of incite and some not so much, but we listen and many times I am so taken back by what I am hearing. Some of the stories are just horror stories, others are sweet, loving things that have happened to them, but later you realize that for the most part almost every story helped form this person. I must say that sometimes you say to yourself, 'how did they get this far?'. Where I am trying to head is to not form a judgement on a person from how they act or talk or what you hear about them. We have no idea that the lady who cut in line with not a glance or apology, has just gotten a report of a serious health problem or the rude person who cuts you off and steals your parking space has just been laid off from their job. There are a million reasons why people do or say what they do, rough day, rough morning, bad report card, forgot your wallet, left late, break down and on and on and on.

I have been talking about the negative but you do run into some positive people. The negative occasions you remember, and these are where I would like you to give them a break. I was reminded of this when a group got together recently and while passing through a certain village, remembered the time they were having lunch and this "mad woman" came in the establishment 'spitting fire', obviously something they had never seen before or since. I would gather they would not want to see this again! I would have loved to have been there, to hear all the reasons they could give, why this poor distressed woman finally seemed to be on the edge or maybe a little over.

She had lived this event for weeks, made meals, and chased grandchildren and was left behind because someone else was late and she had to 'fix it' and then catch up in an area she wasn't familiar with and maybe, just maybe she had the wrong instructions, but don't think she hasn't thought a million times if 'he' said it, she must be wrong. So, if you were there, cut her a break and forget it. Remember the other times when she is the only woman to show up and smiles and acts like she is enjoying herself. If you weren't there, let that little lady cut in front and just smile and realize she probably must get that milk home to her loving children. Of course I am also open to the fact, the little lady can spot a sucker when she sees one!

In closing, if I were that 'witchy' woman which I want you to know for sure that I'm not or wasn't, of course I wasn't even there, was I? If I was, you'd remember, wouldn't you? Oh! Just walk a mile in my shoes!!





WORDS

Vis a Vis

The term means face to face and refers to the seating arrangement in the passenger compartment.



The US Navy today announced that it has released a senior Al Qaeda terrorist after questioning him extensively for 27 days while being held onboard a US carrier in the Arabian Sea.

In a humanitarian gesture, the terrorist was given \$50 US and a white 1962 Ford Fairlane upon being released from custody.

There was a farewell photo....



In 2003 the US Navy initiates it's new "Terrorist Catch and Release Program"

The man approached the very beautiful woman in the large supermarket and asked, "You know, I've lost my wife here in the supermarket. Can you talk to me for a couple of minutes?" "Why?" "Because every time I talk to a beautiful woman my wife appears out of nowhere."

A woman announces to her friend that she is getting married for the fourth time. "How wonderful! But I hope you don't mind me asking what happened to your first husband?" "He ate poisonous mushrooms and died." "Oh, how tragic! What about your second husband?" "He ate poisonous mushrooms too and died." "Oh, how terrible! I'm almost afraid to ask you about your third husband." "He died of a broken neck."

"A broken neck?" "He wouldn't eat the mushrooms."

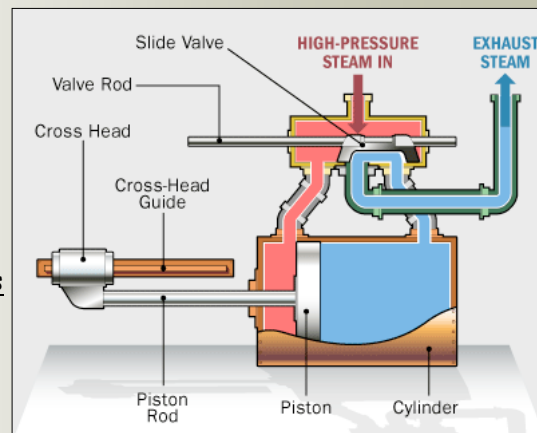


Wheel Tracks Academy

A Steam Engine 101 Class

Steam engines were the first engine type to see widespread use. They were first invented by Thomas Newcomen in 1705, and James Watt (who we remember each time we talk about "60 watt" light bulbs) made big improvements to steam engines in 1769

The picture to the right shows the major components in a steam engine. The most important part to understand, is that the engine is "**double-acting**"....that is to say a valve allows the high-pressure steam to act alternately on both faces of the piston.....AND every time the piston cycles.



You already know how a normal internal combustion engine

works, right? Remember, intake-combustion-power-exhaust? In other words a single cylinder internal combustion engine has to cycle four times in order to get one power stroke. The single cylinder steam engine in the picture above has a power stroke every time which basically makes it equivalent to a four cylinder internal combustion engine.

The high-pressure steam for the engine comes from a "boiler". We all know that water boils at 212 degrees F, creating steam, but there is "wet steam" and there is "dry steam" and the "drier" the steam, the more energy. "Wet steam" contains many droplets of water, so to create dryer steam, much high temperatures are needed, in some steam cars temperatures as high as 700 degrees are used. Of course, the hotter the steam the more sophisticated the engines needed to be, to handle the higher pressures. Hotter steam created more engine efficiency but cost more to build. Some steam cars like the White would take the leftover steam from one cylinder and use it to power a second cylinder before exiting the steam from the engine.

Some steam cars use condensers that catch the used steam from the engine so the water can be recovered thus extending the vehicle travel range. Many of the early steam cars do not use condensers and sometimes huge clouds of steam follow the vehicle. Major accidents have happened when someone decides to drive through a steam cloud that contained a steam car.





The Buick Model 10 Specs.....Valve-in-head 4 cylinder engine, cast iron block, 165 cu. in., brake HP=22.5, S.A.E. HP= 34.2. Mechanical valve lifters, Schebler carburetor, W.B. 88 inches, tires are 30X3 inches. It has a planetary transmission, 2 forward, 1 reverse, cone clutch & shaft drive. The top was an option that cost \$10.00. The new price was \$900.00 and Buick produced 4002 Model 10s. The Model 10 was the most popular Buick in 1908. *Information from "Standard Catalog of American Cars 1805-1942"*

From Tom Pierce.....My 1908 Buick

For six months I kept noticing an ad for a 1908 Buick in *Old Cars Weekly*. The ad was only a phone number with no photo, so I looked up the Buick and thought it might be a great project, for someone who did not know much about Brass era cars. The car was still available when I called, so Sandy and I went to see it. It was located in Brockport, New York at the original dealership, that had sold it in 1908 (in those days, the dealer's name is written in brass and attached to the car, as shown in the photo above....**by Whiting**). It was red and cute and shoved into a back corner of their garage. We wanted to see if it would start but water went right through the radiator and there was only an old rusty can for the gas tank.

We bought it and they transported it to our garage. I figured I could get the parts I needed from JC Whitney or NAPA. Boy was I in for a surprise! Over the next few years I took the car apart, glass blasted and numbered parts and primed them. John Layport built the radiator to exact Buick specs. The engine was rebuilt in Glens Falls. I took out the seats and found pieces of the original red leather upholstery and had the seats recovered in Waterbury by Patti and Phil Tomeny in the correct color. I had it painted the original Buick white by a friend and pinstriped by another. Sandy and I found running board covers and other parts at Chickasha and tires in Tennessee.



Tom & Sandy Pierce

After about five years the car was back together and running. I was so proud of it and still am. Its fun to show because its so cute and stands out among all the big cars and the black cars and the newer cars. People love to talk about it and the Buicks in their family, and are always interested to know more about its history and car history in general. My jaws are happily tired from talking about my horseless carriage after a show.

Editor's notes..... A few days before the car show in Stowe a few of us heard how the Buick had not run for a while and that Tom wanted to take the Model 10 to the show. So, five of us piled into a pickup and headed south to Rochester to give Tom a hand....four enthusiastic theoretical mechanics and one real 100% mechanic (he is sitting on the running board in the picture to the left).

While "theories" were flying through Tom's garage the real mechanic cleaned the buzz coil connections and made sure the plugs had a healthy spark. The carburetor was found to be loaded with a quarter inch of gunk, so that got cleaned out. Next, some gas was poured into the empty gas tank under the driver's seat and a fresh battery was hooked up to make the buzz coils do their "buzz" sound.

All that was left was to turn the crank while the "theorists" advised the "cranker" where to place his thumb..... and the little Buick came to life. We did find the cone clutch was stuck but with some jockeying, we were able to get it loose.

We hope you saw the Model 10 Buick at the show in Stowe, it is a beauty!



From the left... Gary Fiske, back...Gael Boardman, running board...Dennis Dodd, Tom Pierce, Gary Olney, Wendell Noble



The Roadside Diner

Zucchini Relish



Edi Fiske

10 cups ground zucchini
(leave seeds in)
4 cups chopped onions
2 red or green peppers
2 cups of vinegar

6 cups of sugar
1 T. dry mustard
2 tsp. celery seed
1 T. corn starch
1 T. nutmeg

Sprinkle salt over ground zucchini and onions; let stand over night. Drain; rinse and drain again. Add all other ingredients. Stir and cook slowly until clear, about 30 minutes. Put in hot jars. Makes about 6 pints.

★ ★ The VAE September Email Auction

Below you will find items identified by lot numbers.

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

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

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

The winning bidders for last month can be found on page 9, "The Gossip Page"



Lot 8-1
Misc. Box
A guess value of
over \$35.00



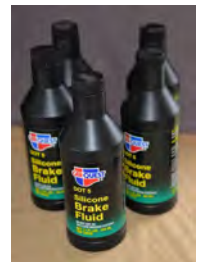
Lot 8-2
5 radiator treatment,
4-lead substitute,
3 engine lubes & 4
motor flush



Lot 8-3
8 qts.
Of heavy gear oil



Lot 8-4
One Gal. plus three-
12oz cans of Dot 3
brake fluid



Lot 8-5
55 ozs
Of Dot 5 brake fluid



Lot 8-6
15 Qts.
10W33 oil



Lot 8-7
17-12oz. Cans Dot 4
Brake fluid +++



Lot 8-8
15 qts.
10W30 oil



Lot 8-9
12 qts. 15W40
Oil plus 1 gal of diesel
fuel conditioner



Lot 8-10
11 Qts.
20W50 oil



My 65' MGB by Laura Vargo

My 65' MGB story started in 83', when I was 15 years old and was looking for my first car in anticipation of my 16 birthday. My limited funds available meant that I was looking for a deal and I would have to borrow the money to get it. My father has always been a fan of auctions and decided that our best bet was to go that route to get the most bang for the buck. We attended a Cruze Auto Auction in Springfield, MA and came home with the B for a price of \$1,500.00. My father spotted me the money at the auction, then co-signed a loan so I could pay him back. I had the better half of a year to get the car ready for my July birthday and did so by primarily washing and sitting in it. I drove the car summers only and found a winter beater every fall that would usually not quite make it through mud season. Upon graduation from high school in 86', we stiff hitched the B to Melbourne Florida where I attended Florida Institute of Technology and was able to drive year round. Over those 6 years of use I put a transmission, clutch, fuel pump and gas into the car. The mechanic in Fla., who put the fuel pump in, explained to me that the reason the car wanted to shoot off the road, to the right if you let go of the wheel, was due to the dire need for some king pins and other front end work. The estimate was way more than I could afford and I decided to drive my motorcycle to school and used that to get me through the last year.

The front right tire was worn down to threads on the outer half and the king pins didn't get any better after stiff hitching the car back to Vermont after graduation in 90'. Lacking money and having student loan debt, I decided to park the B in my parents barn and get a year round car to get me through till I could afford to fix the "fun car". The Volvo 240DL wagon was the first in a long line of B replacement cars over the course of the next 26 years. During those years I worked, had a daughter, got married, had two sons, and the B got buried by "stuff" in the barn, so completely you could just see bits and pieces poking out. As fate would have it, one of my sons likes to tinker and thought the MG was worth unearthing and fixing up. At the same time his sister was looking for a senior project to complete her high school requirements. She said that it needed to be something she knew little about, but had an interest in learning. She definitely knew nothing about working on cars and didn't really know what she was getting into, but decided to get the B back on the road, that is if I financed the restoration. That's where it all started, pulling the car out of its cocoon on July 9th, 2016. My son was a little miffed that he wasn't going to be able to do the work, but Aiyanna eventually found that some help would be a good thing and relaxed her "I have to do it all with no help" stance. The car was pressure washed and pulled into a shed on my property normally occupied by my tractor. The next step was to find a mentor for A.J. to work with, senior project rules dictate that the mentor cannot be family. That's a great rule and one that probably saved her from not graduating. I have moderate mechanical skills at best and get easily frustrated when trying to "teach". My first instructions were to pour some Marvel oil down each plug hole, to which my daughter replied, "well, where is the twisty thingy to take those things out?". After googling "MG people in VT", Aiyanna found the name of our savior and mentor, David Sander. This saint of a man is the chairman of The New England MG"T" Register, Ltd., President of the VT Auto Enthusiast Club, and willing to give his time freely to a stranger who is interested in fixing a B, in need of a lot of help. In late September Dave came up and met the car, we were there, too. By December we had gotten new tires on the car so it would roll and we got it into it's garage, a 10x20 tent with a pallet/plywood floor. After Christmas, Dave began a series of weekly visits on Thursday afternoons and the part buying frenzy began. By ground hogs day I was whipping out my Moss Motors customer number so fast it was catching the customer service reps by surprise.



Dad, Jerry & A.J. (Aiyanna)

We have made a lot of progress and are on the cusp of starting the car for the first time. It currently has all new brakes, radiator, oil cooler, king pins, fuel pump, steering wheel, turn signal switch, slave cylinder, points, condenser, voltage regulator, rotor, tires, water pump, thermostat and housing, door handle, rebuilt master cylinders for the clutch and brakes, also many hours of loving attention. The car is smiling and so am I thinking of my kids driving my first car. Coming soon.....

Editor's note.... The running engine has the sweetest sound you could ever hear!





Do you get the news magazine "The Economist"? The latest issue called the internal combustion engine "Roadkill". I just finished the short "Wheel Tracks Academy" on page 5 and read about the demise of the automobile steam engine. The Economist writers are saying electric vehicles, by 2025, will make up 14% of global car sales and they went on to describe our world in 2050. The cost for batteries, per kilowatt-hour in 2010 was \$1000.00 and has come down today to \$130.00. The big restriction with electric cars, has been the range of its batteries before a recharge is needed and to-days lithium-ion batteries in the Model S Tesla will allow a range of 620 miles....wow! They tell about the huge advantage for countries that can mine lithium and cobalt and other rare-earth elements that electric motors need. They also write about the big oil producing countries that will be left holding all those huge oil reserves that are needed no longer. Let's see...by 2050, I will be 105 years old and restoring my fourth Franklin that I got from Gary Olney's that will be a very interesting year.



Speaking of Gary Olney, I had a surprise the other day at Derby Line. Mike and Susie Erslund of Oklahoma were visiting the Olneys with their 1905 White steam car and my wife, Sharon, and I were invited for a small gathering. Sharon had arranged to buy an old gas pump from Gary (as a wedding anniversary gift) and the presentation was a complete surprise. It has been common knowledge that Gary Olney never sells anything and later I learned the advice Sharon was given, by another VAE member, to get Gary to sell. She was told to just use a small feminine voice and bat her eyes a little. For the past four days now, I have been practicing in the bathroom mirror, but I am not quite there yet.



In the past, Wheel Tracks has published pictures of a VAE tradition of pushing old cars around. Here is one, of a club group pushing Tom and Sandy Pierce's '08 Buick onto a trailer. The car ran fine but no-one figured, they had the skill to stop the car in time, if they drove it on. BTW, that is Gary Olney and the Pierce's dog watching us work.

The Stowe Reporter's weekly newspaper had a very nice story about our last car show in Stowe. Their online version was even greater with many photos, taken by Kristen Braley, Gordon Miller and others. The sadness is certainly expressed of our leaving Stowe after 60 years, a long and interesting history. Like all things...much is not permanent and we have huge plans for another 60 years, just down the road from Stowe.

Roy Martin, how can you be so smart? Roy told me, quite a while back, the secret to curing this disease we have when it comes to collecting old cars. **"Just go out in the Spring and buy an old car and that cures you for the rest of the year"...**he said. Well, this past Spring I didn't

and I thought I could get through 2017 without the pox finding me. It did find me, I have been drinking a lot of water and I am just now feeling much better after a two week stint of the shivers. This time it turned out differently, the car was sold before I could act. It was the most beautiful 1931 Franklin coupe you have ever seen, just ask Lloyd Davis.

Here is the results of the August VAE Auction.... There was no bid on item 8-4

John Fricke won: Lot 8-8 at \$14.03. **Don Rayta** won: Lot 8-5 at \$26.01, Lot 8-3 at \$12.31, Lot 8-10 at \$15.41, Lot 8-6 at \$7.58.

Seth Bean won: Lot 8-9 at \$30.22 and **Gael Boardman** won: 8-1 at \$8.40, 8-2 at \$11.60, 8-7 at \$21.00.

I am not sure this will come out right but I need to say it.

For many years, before I took over as editor and for a while after I began, Wheel Tracks always published a **Sunshine Report** listing club members who were ill. I was scolded by a few, a number of times for publishing such personal information and I understood completely where these folks were coming from...and I agreed with them.

So now, you will find very few Sunshine Reports in Wheel Tracks, a VAE tradition that went back many years. I feel I made the correct decision but I also feel I have abandoned our members when they might need us. I also have to add, being in my position, I know of many members dealing with some very heavy-duty illnesses. We still send get-well cards from the club, but is this enough?

Could I here what you have to say about this? I would like your input. GCF



We had a terrible problem with leaks at this year's Antique and Classic Car Meet in Stowe.



Much worry went into our most secret work in setting up our world class car show. We watched as leaks were transmitted world-wide via John Lavallee. Officials at the Meet suspected there were cameras taking pictures from the bushes and after many hours of investigating, our security force found the culprit....but we need help in identifying the person from the fuzzy picture at the bottom of this page.

The picture below, we believe, is the devious culprit pretending to relax from his running board while secretly snapping pictures of our confidential field set-up work.



Fashion Show 2017 At the VAE Stowe Antique & Classic Car Meet

There were 5 entries in our Fashion Show at our final Stowe show. John Vetter and other members of the Green Mountain Military Vehicles Club presented a very unique 1942 Amphibian Jeep. John never ceases to surprise us with his vehicles. This is the first vehicle capable of floating that the Fashion Show has seen! Two young girls, Lexi and Madison Reutershan were dressed in outfits to match their dad's 1970 Plum Crazy Dodge Charger 500.



Linda & Bill Lillie

Winners this year were, in **First Place** - Linda and Bill Lillie with their 1936 Ford Phaeton.

Second Place - Bill Hoffman, Judy Moffat, and two friends with their 1924 Model T Ford Touring Car.

Third Place - Robert and Carol Everett and their granddaughter, Shelby Thorman with their 1956 Chevrolet 210.

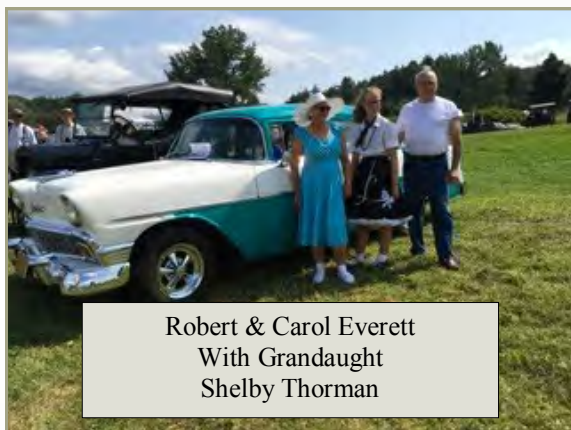
We had it all from colorful parasols to ward off the bright sunshine, Army fatigues, a poodle skirt, purple '70's dresses, to typical Sunday best of the 1930's!

Everyone had a fun time as our entrants proudly presented their vehicles and the clothing styles of eras gone by. Stowe Mercantile donated the gift certificate prizes.

Green Mountain Military Vehicles Club, thank you, Maybe next year at Farr Field.



Bill Hoffman, Judy Moffat
And Friends



Robert & Carol Everett
With Grandaught
Shelby Thorman



An excerpt from a letter to Old Cars Weekly from retired California Highway Patrol officer, Jim M. Lamb.



I was a CHP station in Newhall, just north of Los Angeles, in 1967 when we received a 1967 olds Delmont as our new patrol car. It came with a 425 cid engine. Until then we had mostly Dodges, great for our high desert and mountainous work with their bullet-proof engine and 727 TorqueFlite transmission. There was a lot of high speed work on I-5 in the Antelope Valley in those days and when our brakes started to fade at 110-120 mph we often simply shifted into 2nd to slow down and the TorqueFlite did its job fine. The first time we used the Oldsmobile transmission to slow down from 110mph the tranny exploded, scattering parts along a quarter mile of the freeway. From then on we were not allowed to down-shift the olds at a greater speed than 65mph.

We also patrolled Newhall where a shift never required us going faster than 25-30 mph.

The Dodges did fine transitioning between the two environments but the Olds would carbon-up badly. When we took the Olds back out on I-5 we would have to floor it in 1st. gear for a mile or more to blow the carbon out. We also could not run the Olds faster than 85mph or the AC compressor would fragment.

I also lost the right rear axle after a high speed chase, the view of smoke in my right rear mirror allow me to pull the car safely to the curb before the loosing the axle completely. The Olds could out accelerate the Dodge to 110mph but then the Dodge would pass heading for 140 mph or more with very fine handling. Hey, I love "Old Cars Weekly", keep up the good work! JML

Coming VAE Event for 2017

September 9th..., 10AM to 11AM'ish..... A Saturday visit at Eco Solutions across from Queen City Steel on Interval Rd, Burlington. Eco Solutions is the former "Final Solutions" of Milton...an auto body prep wonderland.

October 14th... The Sunday Gypson Tour in Enosburg. More info will follow.

November 5th..., 1 to 3 PM.... Our Sunday VAE Annual Meeting at the Holy Family Parish Hall in Essex Jct.

December.... The VAE Holiday Party. More details will follow.

To the editor,

In "My Story", I erroneously stated that the hospital that Melanie and I were taken to after the Model T accident was in "nearby Nashua", NH. I always have confused those two southern NH towns - we were of course taken to the Keene, NH Medical Center, much closer to the western side of the state where the accident happened. **Thanks, Ernie Clerihew**

To the editor,

Just a note from the small group of VAErs that attended the Hemmings ride-in as guests of Ken Gypson. Thank you Ken and friend David for the tours. And thank you Nancy for the great refreshments on Saturday morning.

Hal Boardman



To the editor,

Thank you, Charlie Thompson, once again for putting the Colchester Library Show together. We were very glad to have you and the other members of the VAE here again this year. There was a great range and quantity of cars, and the weather cooperated better than we could have hoped. Please pass on our thanks to everyone who came out from the club! We'll be excited to have



y'all again next summer! **Take care, Josh at the Burnham Library, Colchester, VT**

To the Editor, I guess this is sort of a complaint letter, but let me assure you that it is not about the Wheel Tracks, as you are doing a great job with that, and I appreciate all the work!

I joined the VAE some 40 YRS or so ago, I think Alden Chapman and his brother in law signed for me to join. I joined because I thought maybe the club would have some influence with the legislature on old cars, obviously it has not.

In the last Wheel Tracks there was an article about changes for the exhibition vehicles, I assume that meant for antique plates also. Right now as you know, they are \$23.00 and legally, I guess you can't even go to get gas!

Our Vt law is no inspection for antique cars older than 1940, everything newer has to be inspected every year and restricted to when you can drive them!

Now, I don't know what other states require for inspection on antique plates, but our neighbor, NH law is NO inspection for antiques that are 60 YRS old and those that are not 60 YRS old, only every 2 YRS, and no restrictions I when you can drive them!

I don't see why we could not be similar, but of course they are more concerned with pot smoking, windmills and electric cars!

Other than my service time, I have lived in Vt all my life but sometimes wonder why!

So that's my bitch, and I am sticking to it! **Dave Dow**

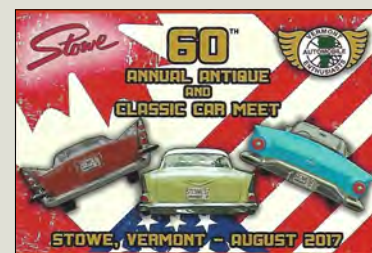
Communication to John Lavalley from Ken Gypson.....

Would you be so kind as to send one last blast out for Stowe dash plaques for the display I am putting together for this years show? I am missing only 57, 58, 59 and 60. Even if someone could inform me if there were plaques for those years. Many thanks....Ken.

Reply from Bill Billado.....

I attended the 1959 and 1960 Stowe shows and I can guarantee that there were no plaques available. As I recall, there were only about a dozen cars at each event. These were very informal get-togethers for the early VAE gang. I remember that **Gael Boardman and Mahlon Teachout** showed up in an American-LaFrance fire truck that once served the St. Albans Fire Dept. I was in a 1927 Buick that came out of the Lake Bomoseen museum owned by **Olive and Zeba Smith** and **Jim McLaughlin** was there in his huge Knox touring car which also saw service in a fire department. There was no judging at those early meets. I hope this helps you out Ken.....Bill.

Editor's notes..... I was told by Ken Gypson that he did, in fact, put a complete set of show dash plaque together and gave the collection to the VAE. And yes, there were years missing where plaques were not used, just like Bill said. On the right is a picture of this year's Dash Plaque.





My Story

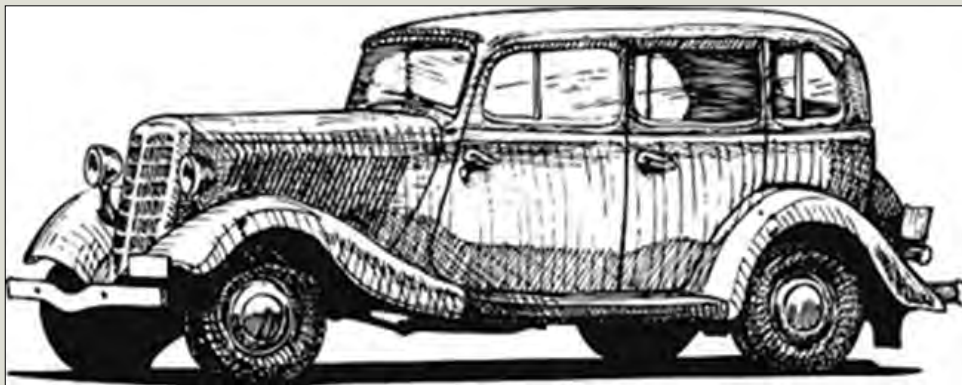
From Gary Fiske

I don't ever remember my grandfather, Vernie Benjamin, ever bragging. His brothers could not help themselves, even the size of a mosquito bite would start a debate on whose was larger. Not Vernie (I called him Vernie and he called me Joe), he hardly ever talked about himself. The few of his early adventure that I know about, I learned from his friends, when he was not around. When I would ask him later if the stories were true, he would never say.

Many of my adventures from age 5 or 6 through my teen years, were with Vernie. Coon hunting at midnight while his 15 cows were waiting for their evening milking, the rabbit hunt with his new beagle to see if the dog was a "righty" or a "lefty", the winter trip into Canada to visit a friend while slowly following a snow roller..... those adventure cannot be topped.

During another trip into Canada in the spring we followed a man walking along the road herding a few sheep ahead of him. As the flock approached farm driveways, we watched as other sheep from those farms, would join until the flock grew to 50 sheep from maybe 10 or 15 farms. The man was being paid to take them for the summer to fatten them up while feeding I cemeteries and hilly meadows. The animals had no markings and Vernie told me the far-fetched story of how each sheep at the end of summer would remember their homes and would simply turn into their driveways when they came back. Of course I doubted this until Vernie and I followed the flock on the same road in the Fall and sure enough, with no couching, every animal turned and left the flock when their driveway came alone. We spent most of the morning that Spring slowly driving behind that flock of sheep and did it again in the Fall... I was maybe 7 years old and having the time of my life.

Vernie had a hunting accident when he was young and lost his right arm just above the wrist. That "stub" and his powerful left hand allowed him to do anything a "normal" person could do...again, we never talked about what happened or any stories of being without it. He mostly wore bib-overalls and was uncomfortable among strangers. He never belly-laughed but had a great shoulder shacking closed mouth chuckle, the closed-mouth part was probably because of the pipe he always had in his mouth. On a really good chuckle, his pipe would go up-side down and tobacco sparks would fly downward. That is when the 7-year old would go into action stomping out the ambers. On another adventure, one dark night he gave me the job of leading us out of the woods after a coon hunt, I failed terribly. I am not sure where we were but he quietly followed until I gave up and he led the rest of the way. He taught me to keep track of where North was and I got fairly good when I had the lead in later hunts. I am uncomfortable today when I loose track of North.



I can only remember Vernie driving black cars with sweeping fenders and running boards, and he always had them serviced at Arnold Durak's garage in East Franklin. We had to drive the old car back to the garage one time after Mr. Durak had worked on it, popping and snorting all the way. After working on the unhappy car for a while, Mr. Durak, decided he would ride on the fender to adjust the engine while Vernie drove down the road. My job was to keep my head out the window and tell Vernie, Mr. Durak's instructions. I was maybe 7 or 8 years old so I had to almost stand on the front passenger seat to do my job. "A little faster...no not that fast....slow down you old fool if you want me to fix this piece of s..t". We never swore at home but today it was my job to tell Vernie every word. Then Mr. Durak wanted to speed up and, boy!...he used some awful words, but I did my job and when the speed was not high enough, the words got even worse. I had tears in my eyes from hanging my head out the window and I didn't see the curve coming up. Mr. Durak didn't either. I had never seen someone fly through the air that way and land in a muddy ditch.

You would not believe the sparks I had to stomp out from Vernies pipe after we turned around and got back to where Mr. Durak flew into the ditch. After that day, the old car never ran better.

Almost fifty years later I installed cable TV in Mr. Durak's new elder housing apartment. His response, after I told him part of the story was, "Oh, you were that kid?", during a big belly laugh. We had a great talk that day and I learned more Vernie stories...he had passed away many years before that.

The VAE Officer Nominations for 2018....

Board Chair- Dave Stone

President- Jeff McClay

1st. VP- Jan Sander

2nd. VP- Duane Leach

Rec. Sec.- Charlie Thompson

Treasurer- Don Pierce

Board Members- Dan Noyes, Chris Barbieri, Dave Sander

All other current officers to remain the same.

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



Please Update Your VAE Roster Information Today

Drop a note or email

Christina McCaffrey
89 Ledge Road
Burlington, Vermont
05401-4141

VAE Board meeting dates in 2017
at Whitney Hall in Williston
at 7PM.

October 9th
January 8th, 2018

How would you like to see this coming at you....gun pointed at your left ear?

That is John Vetter driving from his cubby below and his Army grunts, above, catching a ride to the next battle.

From five hundred yards away, you could feel something in the ground from what we thought were the tracks hitting the ground. But wait, the tank is not moving! The vibration is coming from the 260 HP, seven cylinder, rotary engine....wow!

This Stewart tank is one of 22,744 built by General Motors in their Cadillac Division during the 2nd World War. They also used twin-Cadillac Series 42 engines to get the 35,000 pound tank around.



The M3 Stuart, is an American light tank. It was used by U.S. and Allied forces until the end of the war. The British service name "Stuart" came from the American Civil War Confederate general J. E. B. Stuart and was used for both the M3 and the derivative M5 Light Tank. In British service, it also had the unofficial nickname of "Honey" after a tank driver remarked "She's a honey". In U.S. the tanks were officially known as "Light Tank M3" and "Light Tank M5".

Stuarts were the first American-crewed tanks in World War II to engage the enemy in tank versus tank combat.



Wheel Tracks Classified

For Sale... Chevrolet truck shop manual, 1954, like new. \$30

Ford 429 with C6, complete, I think its a 1971, \$600

Ford 390 block with internals \$250

Dave (802)598-2842

For Sale... 1954 Chevy 3100 pick-up. 235 engine, restored in #2 condition, new radiator, generator, interior & glass. 72,000 original miles. I am 2nd owner. Recent new paint. Felix Bottenhorn call 802-592-3530



For Sale... 1956 Dodge 4-door station wagon. Rebuilt 315 Super red ram engine and transmission. New brake booster, recent paint to original color, new seat covers, no rust, 56,600 miles. \$14,900. Bob Fuerderer, call 603-352-3005

For Sale... A pair of Ford AA truck (1928/1929 Rear-ends. Worm drive with four Wheels. Doodle bug potential. \$75.00. Marvin Ball 802-425-3529

For Sale....1940 Ford Deluxe, 4-door sedan. Original flathead V-8, maroon color, very nice road & show car.

\$23,500. Don & Marlene Adams, phone 802-763-7222 or adamsrowe58@gmail.com



For Sale....It had body off restoration. It is 3 speed manual transmission. Recent work includes rebuilt carburetor, replacement of points, condenser, head gasket, resurfaced head, coil wire, radiator flushing and cleaning. Change oil and reset points and timing. Has won first place at Essex Junction Model A car meet. Asking \$20,000. Raymonde Mayhew, Phone 878-6749

Wanted.....A front bench seat for a 2-Door Chevrolet. 1955 through 1957 works fine. I want to get my high school ride back on the road after 30 plus years. Jim Derosia, Bakersfield, VT. 802-827-3834

For Sale..... I have been accumulating parts to a **1940 Indian Chief motorcycle** for many years now but need to move on and have decided to sell my collection. I have most of it except the fork and a few other small items. Call me, Ron Dubrey in New York. 518-563-1971

September Bumper Sticker...

I would not say my car is old.

But

It is insured against fire, theft And Vikings

Do you need a VAE name tag?

Contact Christina

christina.mccaffrey@vtmednet.org

How about a VAE banner for your car?

Call Wendell Noble to order one.

802-893-2232

For Sale.... 1966 Corvair Monza. Honda green, automatic, 2-speed, runs good, new tires. Has one small dent. \$5,000 call Dean Douglass 802-533-2442



For Sale.... 1952 Ford F-1 half-ton pickup nice condition \$13,500, 1967 Harley Davidson FLH Electraglide nice condition \$12,500.

More info and photos at <http://sites.google.com/view/vermontearlyauto/home>

AFTER 50 YEARS, ITS TIME TO CLEAN OUT THE BARN! CHECK OUT VEHICLES FOR SALE Bill Fagan, Call 372-6521

For Sale....Three 19 inch Chevrolet wheels two hub cab. Good buy \$50.00 or make me a offer.

One solid rim tire. It is two in half inches by 31 inches.

Ellie Ball 802-425-3529 or ellieb@gmavt.net

Wanted..... VAE volunteers to help restore our last two Harley Davidson golf carts. We would like to have them completed for our first "Car Meet", next year, at Farr Field in Waterbury.

Two members have agreed to work on one, the cart pictured with the steering wheel, a 1969 model. One will work on the mechanics and the frame while the body will be at the 2nd. member's shop to do the fiberglass and paint work.

A second member-team is needed to work the cart with the tiller steering, it is a 1965 model.

The two teams might have some fun in which cart runs and looks the BEST next August. Just call Duane (849-6174) or Bob (253-4897) for details.



VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



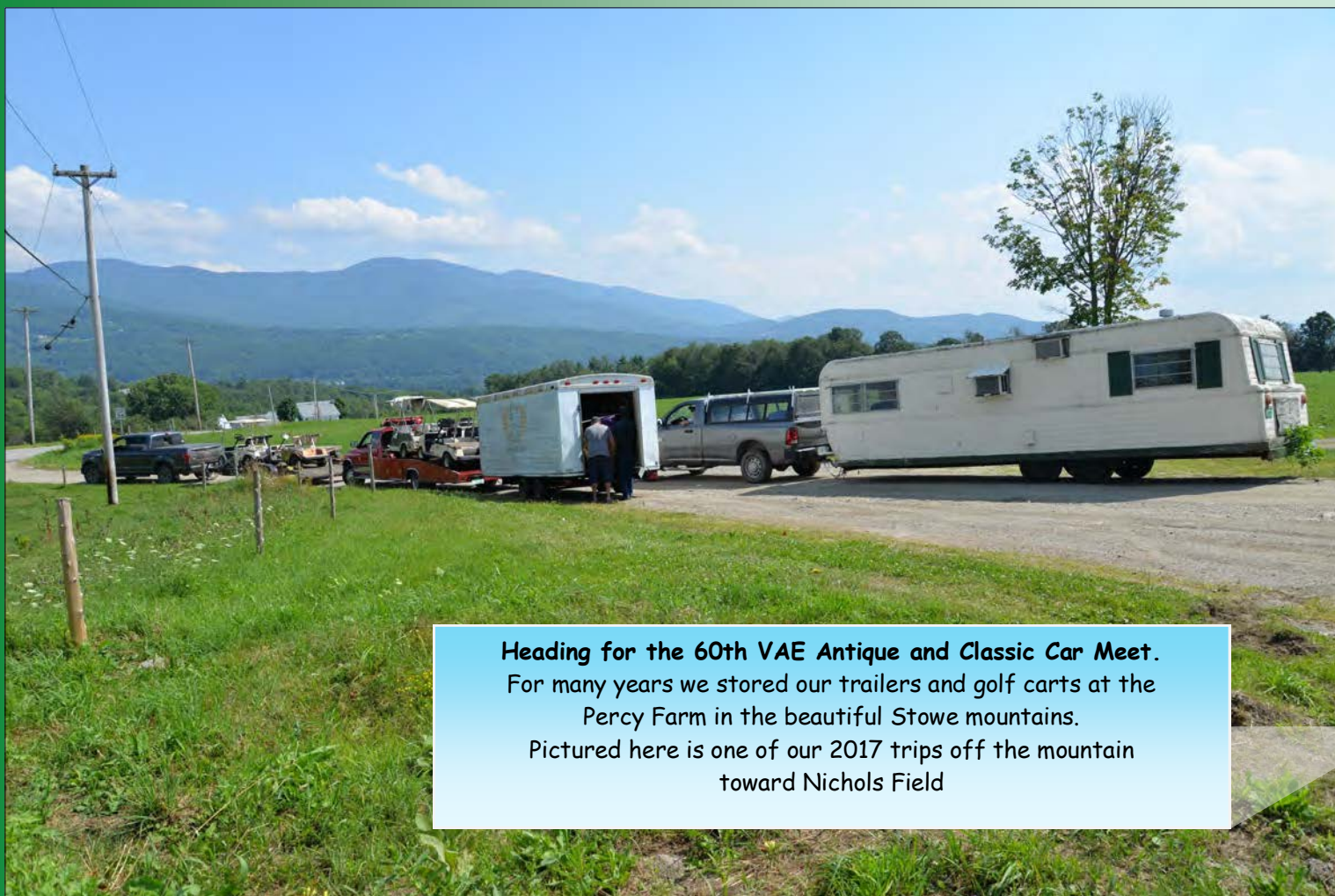
Chris Downs' of Rhode Island and his
1960 Chevrolet Corvette roadster

September 2017



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**Check your
VAE Membership Expire Date
beside your name**



Heading for the 60th VAE Antique and Classic Car Meet.
For many years we stored our trailers and golf carts at the
Percy Farm in the beautiful Stowe mountains.
Pictured here is one of our 2017 trips off the mountain
toward Nichols Field