



September 2018 Year 65 #9

# Wheel Tracks



This is  
Len & Jeanne  
Pallotta's  
1966  
Stingray Corvette.

Their son Greg  
is show  
behind the wheel.

Read the 52 year  
"Corvette Family Story"  
on Page 6.

The Official Monthly Publication of the Vermont Automobile Enthusiasts





FROM OUR  
PRESIDENT,  
DAVID  
STONE

Hi All,

WOW, what a 61st show!

I think we made a successful transition to the new location in Waterbury. The co-chairs are still putting the numbers together, but judging from the cars and spectator parking, I think we will be pleased with the outcome. The VAE needed a smooth transition this year to carry us forward. We have a few minor hiccups and logistical issues to resolve, but nothing we can't fix.

Like many members, I questioned the participants and vendors to get a feel on the overall quality of the show. A large number of participants had positive feedback, some offered up great ideas for next year. The negative comments can all be addressed and resolved without much change. All in all, the 61st show was fantastic, members should be proud of what they have accomplished.

**THANK YOU**, to the Waterbury Committee, and co-chairs, Bob and Duane, for their hours of hard work and dedication. Without their commitment, many details would have been overlooked and our success compromised. I would also like to thank the other volunteers and coordinators behind the scenes: Tom, Hal, Chuck, Jessica, Gael, Laurel, and many others. Everyone helped to iron out the details, making this a successful event.

Clean up on Sunday afternoon and Monday morning was as impressive as set up. The VAE army of volunteers rolled through Farr's Field removing any evidence that we were there.

Again, I, Bob and Duane can not thank the members and volunteers enough for your support and involvement. It took many hands to pull off an event like this, and Waterbury's commitment was great to see.

All of this sets a positive tone for the 62nd show.

**FANTASTIC JOB EVERYONE**



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 2011 Wendell Noble  
 2012 Dave Sander  
 2013 Jim Sears  
 2014 Robert Lalancette  
 2015 Robert Lalancette  
 2016 Dan Noyes  
 2017 Dave Stone  
 2018 Dave Stone

FROM YOUR  
 EDITOR...  
 GARY FISKE



From this, one week before our Vermont Antique & Classic Car Meet in Waterbury.

To this, seven days later.

A VAE Success



And you are viewing only a small part of Farr's Field.

Any Way You Look At It!!!



Membership  
 Only \$30

\$50 for 2 years

Wheel Tracks  
 Monthly deadline to  
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 5th of each month

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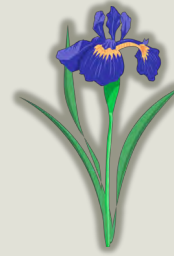
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 is a monthly  
 newsletter published  
 in print and  
 electronically for the  
 public, and for the  
 VAE membership.  
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## "THE SOFTER SIDE"

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

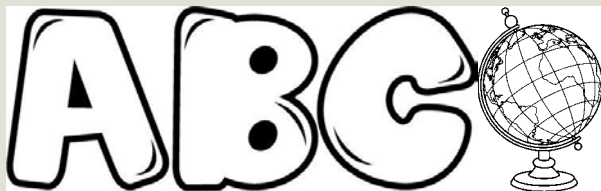
### A Drop in the Bucket List from Mary



About a year ago during a visit with our daughter, Martha in Colorado, she guided us on a trip to the Grand Canyon. On the way back she commented, "Mom we should go on another trip". Where would you like to go? I suspect that she was thinking along the lines of a bucket list. I rather reluctantly responded the first place that came to mind "Uh, Alaska", maybe because it starts with an A. I think I also suggested Hawaii.

Being of the digital social media generation, she immediately was on her smart phone and started the arrangements. Therefore, for a couple of weeks in June this year, we were in Alaska, landing in Fairbanks where we were met by our tour guide and bus driver, who were awesome with information about flora, fauna and wild life.

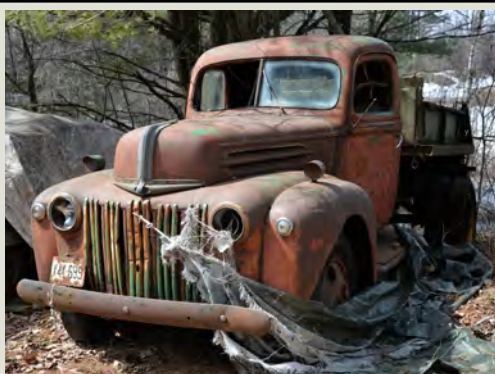
In Fairbanks we had an up close view of the oil pipeline, that runs from Prudhoe Bay to Valdez. We also had a paddle boat cruise on the Chena river where we were able to visit an authentic Athabaskan village and see a lady working her sled dogs. We took a tour bus to Denali National Park, a beautiful ride. While touring through the park, we were privileged to see plenty of moose, Dahl sheep, fox, hares and a mother grizzly bear with her two cubs.



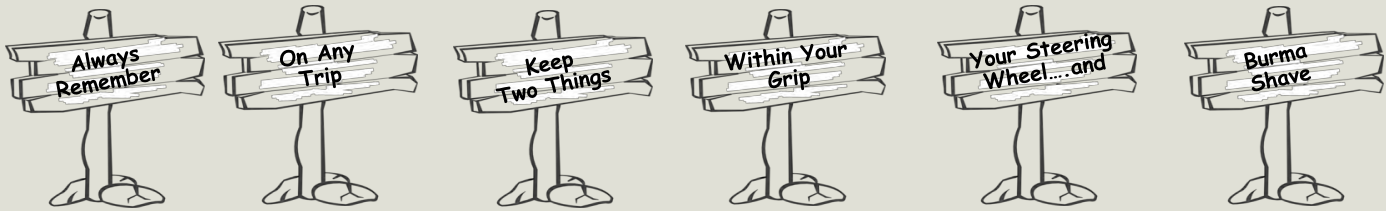
We then took a train (first class with vista cruise type car and great dining car service) to Anchorage and then on to Seward by bus. In Seward we cruised the fjord to see sea otters, orca whales, humpback whales and a close up of a calving glacier (not an animal but a hunk of ice). The weather was beautiful and the only wildlife we didn't see were mosquitos.

I would strongly encourage a trip to Alaska. I do think you would want to have a good guide, and would recommend Trafalgar. With twenty-two hours of daylight, seeing the sights is a given.

Our daughter is now suggesting that our next tour be Africa. That starts with A also, but I'm not so keen on that. Maybe too much wildlife.



These three lonely vehicles were found in the NEK this last Spring. The middle is a Buick, the other two Fords.



## WORDS

**Nail Head:** 1950s-60s Buick V8.

**Phone Booth:** A 28 or 29 Model 'A' closed cab pickup engine.



A child asked his father, "How were people born?" So his father said, "Adam and Eve made babies, then their babies became adults and made babies, and so on." The child then went to his mother, asked her the same question and she told him, "We were monkeys then we evolved to become like we are now."

The child ran back to his father and said, "You lied to me!" His father replied, "No, your mom was talking about her side of the family."

\*\*\*\*\*

Teacher: "If I gave you 2 cats and another 2 cats and another 2, how many would you have?"

Johnny: "Seven."

Teacher: "No, listen carefully... If I gave you two cats, and another two cats and another two, how many would you have?"

Johnny: "Seven."

Teacher: "Let me put it to you differently. If I gave you two apples, and another two apples and another two, how many would you have?"

Johnny: "Six."

Teacher: "Good. Now if I gave you two cats, and another two cats and another two, how many would you have?"

Johnny: "Seven!"

Teacher: "Johnny, where in the heck do you get seven from?!"

Johnny: "Because I've already got a freaking cat!"

\*\*\*\*\*

In a Catholic school cafeteria, a nun places a note in front of a pile of apples, "Only take one. God is watching." Further down the line is a pile of cookies. A little boy makes his own note, "Take all you want. God is watching the apples."



## Wheel Tracks Academy

### Grease Monkey Physics 101

from Wendell Noble

The purpose of our Golden Wrench Award program is to encourage students in the automotive technology programs to develop an understanding of basic physics and math. That's a real challenge if students are conditioned to believe that physics is beyond their grasp. Perhaps that could be overcome a bit, if they discover that some of the simple mechanisms they see and work with every day, are examples of physics that they already understand. An example of that is the gearing mechanism in a three-speed sliding gear transmission, the "standard" transmission up until the early '30s. I've taken an extra gear box that is identical to the one in my '30 Chrysler and removed the top so all the gears are visible. We've been to three auto tech centers with it so far.

To engage the students as well as the gears, they are encouraged to stick their fingers in there, move the gears around to see how it works. A student is then asked to put it into 2nd gear. Students are then asked to suggest ways to determine the gear ratio in 2nd gear. One student will suggest counting the number of teeth on the gears. This is easily done using a diagram of the gear configuration that I've provided ( $31 \div 17 = 1.82$ ). Hopefully, with some prompting, another will suggest counting the number of turns of the input shaft to produce ten turns of the output shaft ( $18.2 \div 10 = 1.82$ ). There is a third way to determine the gear ratio that's less obvious but fundamental to the function of the transmission. It usually takes a lot of clues and fishing for an answer before a student will mention the magic word torque. It helps to have a couple of torque wrenches conspicuously laying on the table in plain sight. With one torque wrench on the input shaft, a student applies 20 ft. lbs. of torque while another reads the torque from the other torque wrench on the output shaft ( $36.4 \div 20 = 1.82$ ).



Crash  
Box  
Mangle

Thus, we understand the mechanics of the "crash box" transmission, as it has been referred to, by all of us, who have learned to double clutch while shifting to avoid the harsh embarrassing sound of grinding gears. Classical mechanics is one of the primary branches of physics. We also can't help but learn something about the reality of measurement error. We have absorbed the first lesson of "grease monkey physics." I hope

curiosity will lead students to learn more.

There is so much more to be learned, and it's right in front of our eyes.



*Continued from the front page....*

*This is part of the Corvette story written by Len Pallotto in 2005 for Wheel Tracks....*

### **"Our Corvette"**

My interest in Corvettes probably started back in 1954 when some friends and I attended the General Motors Motorama Show in Boston where the highlight of the show, for me, was the fairly new Chevrolet Corvette display. However, it would be 21 years later that I would become the owner, of one of these cars.



One day a family friend, told us that a relative of his, was going to sell his 1966 Corvette convertible and asked if we might be interested. The next thing I know, the car is in our drive, with instructions to drive it a few days. This we did and after looking the car over and considering the condition of the paint and body and how badly it seemed to handle, we sent the car back and with a definite **no** answer.

During the time I had the car, I had rolled the driver door window down several times, the last time, the thing failed, I ended up replacing the entire assembly inside the door. (I guess you could say this was the start of the restoration of this car, though I didn't even own it yet.) About a week later, we were on our way to the airport in Burlington, to catch a plane to Disney World with the kids. As we turned off Williston Road, parked in the lot of the gas station on the corner, was this same Corvette with a For Sale sign on it. I don't know what sort of chemistry took place, (I think I actually felt sorry for the car, it looked like it never had any TLC) but when we arrived at the airport, I found myself in the phone booth calling the owner and telling him we would take the Corvette.

When we returned, the long road to this year started. My first project was to get the handling, to a point, where I could at the very least, keep the car in my lane of the road. Someone had put wide Craggar alloy wheels and tires on the car, which was a misfit. I replaced them with OEM wheels and tires with original wheel covers and spinners. Wow, what a difference! Little did I know this was to be the beginning of my continuing Corvette education.

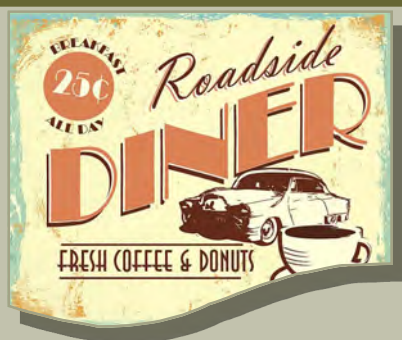
I very soon learned that mid-year Corvettes have a parking brake system that was unique to them at the time. Although this design is used on many GM models currently, back then they were not compatible with Vermont weather and when they fail, the procedure in the service manual didn't really help. When I finally was to the inside where the working parts resided, I couldn't believe what I found; it was one solid mass of corrosion. Thankfully, I learned of a supplier who produced these parts in stainless steel. Great, the parking brake now works but the jubilation was short lived, as I found more problems, and all went down hill from there. As I drove the car, it seemed that every couple of weeks I would have to bleed the brakes. This led to research and learning, because of the design, using solid mounted calipers with constant contact pads to rotor, plus corrosion caused by moisture absorbed alcohol based brake fluid, pumps air into the system. This required a complete disassembly of all four calipers and master cylinder, which I did, and sent them to a vender to be sleeved with stainless steel. One more problem solved, but the list continued. Over the next few years I replaced ball joints, springs, shocks, stabilizer links, all front and rear rubber bushings, rotor and pads.



Since the very beginning the engine ran smoothly, but smoked moderately, however, eventually I detected a slight noise in the lower end. Before things got worse, I pulled the engine and transmission. It took a year to complete engine and transmission overhaul. A new radiator and rebuilding the wiper/washer, the carburetor, the distributor and the fuel pump was also done at this time.

During this one-year period, the inspection sticker had expired, so the day we completed the project, I made an appointment for an inspection. On the way a trooper stopped me for the expired sticker and gave me a ticket. It took a while but an assistant D.A. later dropped the charge.

*Continued on page 10*



## The Roadside Diner

### Caesar Chicken Wrap



Edi Fiske

1/2 cup creamy Caesar salad dressing  
1/2 cup grated Parmesan cheese, divided  
1 tsp. lemon juice  
1 garlic clove, minced  
1/4 tsp. pepper  
1 pkg. (8 oz.) cream cheese, softened

3 cups shredded romaine  
1/2 cup diced sweet red pepper  
1 can (2 1/4 oz.) sliced ripe olives, (drained)  
5 flour tortillas (10 inch)  
1 3/4 cups cubed cooked chicken

In a small bowl, combine the salad dressing, 1/4 cup Parmesan cheese, lemon juice, garlic and pepper.  
In a 2nd. small bowl, beat cream cheese until smooth. Add half of the salad dressing mixture and mix well; set aside.

In a large bowl, combine the romaine, red pepper and olives. Add the remaining salad dressing mixture, toss to coat.  
Spread about 1/4 cup cream cheese mixture over each tortilla. Top with the romaine mixture and chicken; sprinkle with remaining Parmesan cheese. Roll up; cut in half.



Duane Leach (left)  
& Bob Chase

### Our Vermont Antique & Classic Car Meet Co-Chairs, Duane Leach & Bob Chase

From Gael Boardman..... "There have been many VAE members who have chaired our August car show over its 61 years. In fact, back in the beginning, it was the job of the current VAE president each year. The job of chairing the August show has grown immensely and these two highly capable men deserve a huge VAE thank you from us."

Les Skinner..... "Bob Chase and Duane Leach are great leaders. They lead by example in working with the one to two hundred volunteers and last weekend's car show was a great success. We could never ask for better."

Wendell Noble.... "Every machine has a couple of essential gears. For the car show they are Duane and Bob. The rest of us are just cogs."

Gary Fiske..... "The low-key, quiet leadership just radiates from these two gentlemen, making the whole project fun and exciting. I know there are sleepless nights for you both. Thank you Duane and Bob."





### Automotive Paints

*This month's question comes from Wendell Nobel:*

*Dave, I would love to read a little dissertation on automotive paints. I recall a day when GM cars were all painted with acrylic lacquer and Fords were acrylic enamel. Now we have polyurethane base coat with clear coat, single stage urethane and even some water based stuff. What is an antique car guy to make of it all? Should we use what was on the car when new or get up to date? Will environmental laws make the question moot?*

Let me first briefly explain the history of automotive paints. The early autos were painted with the same paint people had been painting carriages with for years. There was no "automotive" paint. Not paint in the traditional sense we think of when we talk about paint today. Early paint was basically linseed oil and a binder, with pigment, or crude shellac. This paint was applied with a brush and took a long time to dry. These paints were not very durable, often literally falling off the metal in a year or two. These finishes offered very little U/V protection and broke down quickly.

The biggest challenge with producing the Model T Ford and other early cars was the time and space needed to paint cars. The parts were laid out on the floor and took days to dry. This bottle neck in the production was a huge problem.

**Nitrocellulose Lacquer paint** was developed to alleviate the time/space problem. Nitrocellulose Lacquer paint is made from the nitration of cellulose plants (boiling down plant fibers and mixing with nitric acid). This is also how celluloid film was made. The solvents evaporate from the paint, leaving a glossy durable paint finish. These paints need to be "rubbed out" to produce a shine. This paint does not "cure" and will return to a liquid state when solvents are applied. A popular early nitrocellulose lacquer paint was DuPont "Duco" paint.

Nitrocellulose Lacquer dominated the automotive paint market from the early 1920s well in to the 1950's when it was displaced by Acrylic Lacquer, a synthetic polymer acrylic resin based lacquer. Acrylic Lacquer dried quickly, however, still needed to be buffed to a high gloss.



**Enamel paints used enamel resins.** This type of paint takes much longer to dry than lacquer and actually dries in two steps. First, the enamel reducer evaporates and the paint becomes solid. Next, the resin oxidizes when it reacts to the air. This is why the new finish cannot be waxed for 30 days after application. The enamel paints dry to a hard, glossy finish and do not need the rubbing out as lacquer needs. The drying of enamel paints could be accelerated by the use of a baking oven.

Enamel paints required the need for clean spray booths. The paint took so much longer to dry than lacquer paints; the finish was much more susceptible to damage from debris before it dried.

Lacquer and enamel paints were much more durable than the paint they replaced, but still offered minimal protection against U/V light and corrosion.

Lacquer and enamel paints are very unstable, and begin a color shift almost

immediately. This fact makes them very hard to color match. People go to great lengths to match original colors. Unfortunately, the reality is the "original" color was so unstable there really is no true original color. Two cars painted the same color at the same time would not match each other after a few years time.

**Today's urethane paints offer much more protection** than the lacquer and enamel paints they replaced. Urethane paint cures in three steps: evaporation of the reducer, oxidation of the resin and an irreversible chemical reaction between the resin and the isocyanate catalyst. Urethane paints began to be widely used in the late 1980s.

Base/clear paints offer even more protection. The color coat is completely buried under a protective clear coat. The clear coat provides the gloss in the paint.

Modern catalyzed urethane primers and paints offer a finish that can easily last the life of the car. I have found bare metal painted with epoxy primer and top coated with urethane paint offered very effective protection against corrosion.

So, what is an old car person to do? (Turn to page 11 to read the rest of Dave's Garage)







This picture taken by Dave Stone, (left), depicts the very beginning of the first day of setting Farr Field up for the show. As you found out last weekend, things got better. That is Wendell Noble on John Farr's 90 HP Kubota.....maybe going to lunch at some nice restaurant in Waterbury???

Late-night electrical work, (right)... VAE member and our treasurer is also a professional electrician. He is seen here, working to get our electrons to go in the correct direction for our August car show in Waterbury.

You might find the photo below with the dotted frame a little dark but can you guess what it might be?

VAEer, John Sandvil, uses it when he is on the road with his motorcycle. One end of the tube is an air hose fitting for a tire valve. He removes a spark plug and turns in the other end to blow up a tire. Why didn't they do this in the old days when many car manufacturers added the expense of an engine driven air pump?



Did you see the huge "bear" carving that welcomed you to Farr's Field? The picture to the right does not do justice to the craft-work that is involved. Wheel Tracks needs to collect more history about this beautiful field. John Farr told a little about the field being part of the family farm until the interstate went through in the 1960s.

The farm was cut in two by the highway but still operational until the dynamite ledge blasting began. It seems some of the ledge that blew into the air, landed on the dairy barn making it a complete loss. The cows were moved to a second barn owned by the family, but soon after, the dairy farm ended operation. As mentioned, there is much more history that would be very interesting.

I have some of my winter wood piled and ready for the snow-time. I was lazy a few years ago and instead of getting my butt into the woods and cutting it myself, I buy the seven cords from a long time friend...my goodness have we been friends for 56 years! I like to bother Dick about the crazy noise in the woods when he is there cutting wood for his sugar house and firewood that he sells. He and wood-peckers are fighting over the punky stuff, the wood-peckers for that last worm and Dick for those 3 BTUs that are left in the chunk. "Its better than burning snow balls" is his reply....and who can argue. Dick is the most stubborn, hard-headed person I know. I have to fight constantly to not be like him.

Notice....notice....notice, There will be NO October Wheel Tracks. The Editor is going to Hong Kong and then to the zoo.



From page 6...

### "Our Corvette"

One thing that always bothered me about this car was that the electric clock never worked. So one day I took it apart and found the manufacturer's name. To my surprise, I was able to purchase parts (at a car show). I had the face silk-screened and reinstalled it. This was great, but it made the rest of the dash look terrible. You guessed it, out came the main dash, matter of fact, out came the whole interior, seats, carpet, belts... everything. This was the point where we decided that we could not reinstall a new interior unless we had the body repaired and painted. Since I didn't really have a place to do the work or the paint and my own body was now needing some restoration of it's own, we had no choice but to have this done by an outside source. While this was being done I totally restored the seats and recovered them. In 1966 some of the options available were seat headrests and shoulder belts. These were available through Corvette restoration parts suppliers so I added these two features.



While my car was being worked on, we found the frame was very weak in some key areas, so the decision was made to remove the body and restore the frame. Again, the parts were available through suppliers. We completed this phase of the restoration in mid May of this year (2004), as you can see, this was an on going project from day one. However, we did, on occasion, have periods when we could drive and enjoy the car. Even when the car was off the road being worked on, we still attended Corvette shows to search for parts and network with other Corvette people to learn and exchange information. In spite of all the pitfalls, it's been a great ride. Many thanks to my wonderful wife Jeanne, the kids Wendy and Greg, and a lot of other people, who all have either bought parts or pawed through many boxes of used parts at car shows. Thanks for just being there when I needed you for support on this project. Right now, there are left over parts still in each of our bedrooms.

#### Editor's notes....

Ray Tomlinson was president in 2004 and presented the Pallotta's with the "President's Restoration Award" that year.

That engine that was rebuilt had the factory engine pressure gauge on the dash that was fed by a tiny plastic tube from the engine. In 1984, when Greg and his date were in high school, in formal dress on their way to an event, that tiny tube burst. The engine ceased after losing its oil. A replacement 350 Chevy engine was found and installed. The car's proper engine is a 327 and about 12 years ago, Leonard and Greg found the engine that belonged in the Corvette. It will be going into the shop soon to make the swap.

Thank you Leonard for your story. This teaches all of us who have an old car that needs "tweaking", to have patience..... and fun, for that short time that we are in that old car's life. Your story is why the Vermont Automobile Enthusiasts have been around since 1953 with a very bright future. Old vehicles keeps us all young.





From page 8...



## Automotive Paints at Dave's Garage

So, what is an old car person to do?

Nitrocellulose Lacquer is almost impossible to find today. It also cracks easily, and will return to a liquid when exposed to solvents. Lacquer requires sanding and buffing to get a good gloss. Enamel paints are harder to paint, do not have stable color pigments, and oxidize quickly.

**An authentic restoration would require the use of the original type of paint.** Modern urethane paints do not have the same gloss and color hue; however, they are much more stable. Enamel paints are still available, although somewhat hard to get. Given the time and expense involved in a proper paint job, you have to

consider the service life of the paint. Do you want to paint it again in 10 or 15 years?

Modern urethane paints are very forgiving to paint, and last a long time. Modern urethane finishes have a fantastic shine, and require minimal maintenance.

If you want to exactly duplicate an original car, you may want to consider a period correct paint. If you want the best shine, great corrosion protection and minimal maintenance you probably want a modern catalyzed urethane paint. I guess it is ultimately up to the user to decide which way to go.

Just to complicate things, there are new paints being used now which are replacing urethane paints. Waterborne paints are now on the market. Waterborne paints do not have the Volatile Organic Compound exposure of urethane paints. Use of waterborne paint, is being mandated slowly, due to environmental concerns.



## A Discovered Machine Shop

**I needed new kingpins and the hunt for a machine shop led to Granby, Quebec.**

A number of calls to shops here in Vermont led to dead-ends. Mainly because a kingpin needs to be hardened, and shops here, "did not do that". I could have the work done, but would then have to take the kingpins someplace, for heat-treatment. I have two neighbors who have known about the Gagne shop in Granby for years, so I made the one hour trip North to ask 20-questions.

**The shop has 40 people working there** and has just recently added a second shift. Along with the work I had done they do everything from CAD drawings to gear making. In fact, I have an old transmission that likes to slide out of second gear,

I might now have a way to fix that gear. Another VAEer is waiting for a Gagne quote to make a gear for his 1908 Ford.

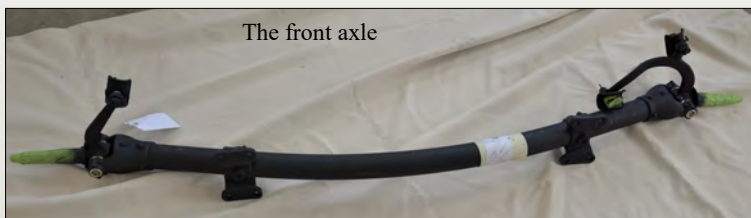
My front axle and spindles were built to use oil for lubrication with oil cups on the top of each kingpin. The kingpins have a channel built in, that holds strips of felt, that wicks oil from a small reservoir on the bottom. Many old vehicles, with oil lubrication systems like this, were switched to using grease with zerk fittings. The felts prevented the grease from reaching all areas that need lubrication. In my case the top bushings were in fairly good shape but the lowers were worn by 20 to 30 thousandths.

**So**, the shop made new kingpins and bronze bushings for me. They pressed out the old bushings and pressed in the new ones. Shim washers were also made so there is a nice tight fit. The shop's hourly rate is \$50.00/hr. U.S. and my cost was \$550.00. I am fairly certain the work is good and after asking a couple of VAEers with more experience, they thought the amount I paid was very fair. I know of one person who recently paid \$1000.00 for doing something similar on his tractor and the kingpins came off the shelf.

Emailing is best if you have questions, Gary Fiske



A small part of the Gagne shop.



The front axle





## The Golden Wrench Award Program

For a number of years now the Essex Rotary Club has presented the VAE with a donation for our Golden Wrench Award Program. Pictured here is Heidi Brosseau (right) giving the VAE a \$500 check to David Stone, our president and Education/Outreach committee secretary, Wendell Noble (left).

The VAE is in its seventh year and because of organizations like the Essex Rotary and our VAE volunteers good work, we have been able to award ninety nine junior career center students. We have proven beyond any doubt, our recognition of these students have a big impact in their future and we are very proud of this education program.

**Our Vermont career centers.....**

Burlington Technical Center ...Burlington  
 Central Vermont Technical Ctr. ....Barre  
 Cold Hollow Career Center ....Enosburg Falls  
 Center for Technology ....Essex  
 Green Mtn Tech. & Career Ctr.....Hyde Park  
 Hartford Career & Tech. Ctr. ....White River  
 Lyndon Institute ....Lyndon Center  
 North Country Career Ctr. ....Newport

Northwest Technical Center .....St. Albans  
 Patricia Hannaford Career Ctr. ....Middlebury  
 Randolph Technical Center ...Randolph  
 River Bend Career & Tech Ctr. ....Bradford  
 St. Johnsbury Academy .....St. Johnsbury  
 Stafford Technical Center ....Rutland  
 SW VT Career Dev. Center .....Bennington  
 Windham Regional Career Ctr. ....Brattleboro

We also have a wonderful connection with Vermont Technical College and have assisted many students in their college journey.

**Thank you Heidi Brosseau and the Essex Rotary Club for helping these students find their future.**



**Brett Bourgeois** is pictured here with a VAE Harley Davidson golf cart that three students in his Automotive Technology program restored last winter.

The cart is one of two the club decided to retain after replacing its fleet with newer carts.

The Harley was a workhorse this last weekend among its younger brothers and did a great job.

Thank You

**Tyler Martin  
 Gavin McGinnis  
 Alec Gauthier**



## "Little Things" that happened at "Our Car Show in Waterbury".



Tom & Sandy Pierce

### Dear 'Wheel Tracks,

Tom and I took his car (1908 Buick) to Fred Gonet for repairs and when we went to pick it up it was running perfectly. Fred had checked and fixed everything. As he drove it into the trailer there was a bang and we all were startled. It was the fan and Fred had no way to fix it and we were all disgusted. When we arrived home, Tom took the fan apart, and found that it was actually the bracket holding the fan to the engine that broke. So he began an online search for the bracket because he really wanted to bring the car to the Waterbury show in two weeks. He had no luck online so he called Bill Erskine (my hero) to inquire as to who could make a bracket. To make a long story short, Bill said to bring it up



to him, he fixed it and even drove to our house to install it. What a guy! It works just fine and we were able to come to the show, **Thanks to Bill!**



The shower to the left is a creation of co-chair, Duane Leach, for our Vermont Antique & Classic Car Meet that took place this last weekend in Waterbury. It is built on skids for easy transport and has an on-demand propane water heater. It even has a 'fishy' shower curtain! Wheel Tracks found the most curious part of the creation was the inside locking latch...pictured right.



Wheel Tracks found that highly respected (retired) Army Colonel, is Keith Bean, who was the source of this creation to the left. Keith is son of Carrroll Bean and brother of car show workers Marnita and Seth Bean. In fact, if it was not for that family, our August car show would be in lots of trouble getting off the ground. Seth's wife, Jessica, is our key registration person, and their children, all do the heavy lifting to put the show on the road. Keith is visiting for a few weeks from his home in Bend, Oregon.

Wheel Tracks has never seen a unique trick like this one. Keith must have spent some time on the project to surprise his brother. There was only one hic-up, he made a mistake.....this was not Seth's truck! The truck belongs to show field owner John Farr, and the last thing our club wants to do is upset John Farr, and not be able to use his fantastic 40 acre field for the next 61 years.

When the mistake was found there was a rush to the truck to remove Keith's 'creation', but John Farr's friends would not allow it. Luckily, John got a kick out of it and had a good laugh also.



Show Co-chair, Duane Leach, finished a project late one day while he and many volunteers were setting up Farr's Field for the car show. When returning to the staff tent, he noticed the majority of the golf cart fleet, was missing along with most of the volunteers.

Getting some clues from a bystander, he drove his cart to a wooded area along the Winooski River and found this path pictured here on the left. Pictured on the right, is where he found his crew...basking in the cool river, trying to beat the 90 degree weather.





### Cars & Coffee Vermont is back for 2018!

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

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

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

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

## Coming VAE Events for 2018

**September 29, Saturday** - The VAE Meeting will be held at Dick Mazza's garage which is located right next door to Dick Mazza's General Store at 777 West Lakeshore Drive, Colchester, VT. There is a driveway on the righthand side of the store which leads to a large house with an attached garage set back from the store. We will gather at 11:00 AM.

**If you have an interest in muscle cars, Corvettes, and 1950's memorabilia, you will not want to miss this one!** Dick has an amazing collection of cars and memorabilia. I am absolutely sure that everyone will find something to spark their interest. We will have our lunch in a re-creation of a typical 1950's diner. The club will supply water, coffee, and soda. Please bring your lunch and possibly a chair. Dick's store sells premade sandwiches, and out of this world delicious homemade pies, if you want to purchase your sandwich and some dessert before the meeting.

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

**November 3 or 4** - Annual Meeting  
Date and location to be announced

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

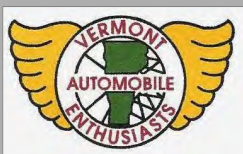


**Notice.... There will be no October Wheel Tracks.**

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

## Welcome New VAE Members

Gene Sargent....Chittenden, Vermont  
David Dube....Winooski, Vermont  
James Lewis....St. Albans, Vermont  
David & Nancy HagBerg....Sterling, Massachusetts  
John Mott....Barre, Vermont  
Aron Vaught....Barre, Vermont  
Paul Irons....Berlin, Vermont  
Adam Vincelette....Alburgh, Vermont  
Fred Hellmuth....Pittsford, Vermont  
Morris R. Palmer....N. Ferrisburg, Vermont  
Michael Bard....Waterbury Center, Vermont  
Dick Sirola....Colchester, Vermont  
Paul Scheckel....East Calais, Vermont  
John & Lisa Mazza....Westford, Vermont  
Douglas & Betsy Wolmer....Hartland, Vermont  
Kenneth Vikse....Woodstock, Vermont  
Jim Austin....Lebanon, New Hampshire  
Kenneth & Rachel Fredette....West Rutland, Vermont





# Wheel Tracks Classified

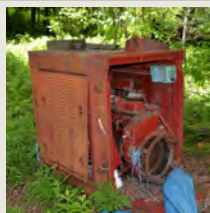
**For Sale.....** 1929 Chevrolet. \$13,000US  
Feel free to make an offer before we advertise it worldwide. Car is 100% complete and solid. As far as I know, engine needs a good tune-up. Car is in the Montreal area. Gilbert Bureau  
gbureau@videotron.ca

Hi, I met you VAEers at Rainbow Sweets today and you said you would place a classified ad for me. Here it is:

**Wanted.....**roadster from 50's or 60's. Looking for Austin Healey, Jaguar, Morgan, Alfa, or Porsche, any condition considered.  
Contact Dan, at 802-426-3806 Thanks, and happy motoring!



**For Sale....** 1942 Pontiac Metropolitan. #5 condition, complete. Tom Maclay  
802-426-3265



**For Sale...** Commercial engine/generator minus the generator. Call for more information. Tim Maclay  
802-454-7853

**For Sale...** 1930 CAR FRAME GOOD FOR A STREET ROD.\$50:00. HAVE SEVERAL FRONT FENDERS 1929/1930. \$25.00 EACH  
MARVIN BALL 802-425-3529



## September Bumper Sticker...

**"Vegetarian"**

Old Indian word  
for  
'Lousy Hunter'

**For Sale....** 2 Vermont chauffeurs badges. One from 1915 shaped somewhat oval....\$25.00  
The 2nd from 1923 and rectangle shaped and also a Vermont badge...\$35.00.  
Call Gael Boardman...802-899-2260

**For Sale....** 1991 Chevy 2500 with 120k miles for sale, \$3,000

Great hauling truck with classic looks for sale. 6.0L V8 engine, 8' bed, and extended cab. Wired for both bumper and gooseneck/fifth when hauling, and has done both over the years. Also wired with trailer brakes controller in the cab. Extremely dependable, no-nonsense, just a great truck that loves its job. It could easily be a hauling truck for many more years with the right TLC.

New transmission in spring 2017, new tires spring 2015 (only driven a few hundred miles since then), much-loved for its entire life. Currently needs some exhaust system work to get back on the road – nothing complicated, and can definitely be done by someone with basic mechanical knowledge. Located in Barre. Contact Amanda Gustin, amanda.gustin@gmail.com, 978-604-0194.



**Do you need a VAE name tag?**

**Contact Christina**

christina.mccaffrey@vtmednet.org  
\*\*\*\*\*

**How about a VAE banner for your car?**

**Call Wendell Noble to order one. 802-893-2232**

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



Left, Wheel Tracks did not get the gentleman's name on the left but we watched him work hard, all day...on his feet, directing traffic for our August car show. Thank you sir.



Some folks have a need to burn rubber....

Right, this very kind lady (again, no name, sorry) noticed Wheel Tracks was having trouble getting parade cars to display their ID number. She jumped into action with her help.....  
We know now, why folks did not respond!





**VERMONT AUTOMOBILE ENTHUSIASTS**

Please Send Dues or Address Changes to:

**Christina McCaffrey**

**89 Ledge Road**

**Burlington, VT 05401-4140**

*christina.mccaffrey@vtmednet.org*



3rd place pre-war winner in our  
VT Waterbury show.  
John Gallenger's 1925 Franklin Touring.



**September 2018**

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



Scenes from the "2018 Vermont Antique & Classic Car Meet". On the left, the staff shower, an original creation from Fairfax, Vermont. On the right, the works of a highly respected, retired, U.S. Army Colonel from Oregon. More details on page 13.