

September 2019 Year 66 #9

Wheel Tracks



Gael & Judy
Boardman's

1929
2-Door
2- passenger
Chevy
Roadster

More on page 7



The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR PRESIDENT, JAN SANDER

Wow! It's September already! Where did the summer go? I swear July has to be the shortest month of the year,

second only to August. Forget February; it's longer than either July or August. All too soon, we will be putting our cars into winter storage, and envying those antique car owners who either live or winter in warmer states with their cars. Summer driving memories will have to carry us through another loong Vermont winter.

One of my all-time favorite summer car memories, is of a Plymouth Owners annual meet in the Detroit, Michigan area in 1998, which we attended with our 1947 Plymouth. There was a rally from the host-hotel to the Henry Ford Museum. In the middle of the rally, we encountered a road closed/detour sign due to a paving project. That messed up the rally, so the organizers quickly put an alternative route together. Within an hour of alerting everyone to the change, the original route was re-opened. That really messed things up! So thankful that wasn't a rally that I planned. But the best was yet to come!

There were various activities planned each day. We had to choose which ones we wanted to do and sign up in advance for them. One choice included a guided tour of the Conner Avenue Assembly Plant. That was where the Prowler and the Viper were assembled. The Conner Avenue Plant was the only Chrysler Corporation plant that worked an 8-hour, single shift per day, 5-day week. The employees there had to apply to work there and were selected from many applicants. Nothing on the line was automated. Each car was assembled individually and pushed down the line. The workers explained each step of the assembly. They told us that many owners who had ordered their cars actually came to the factory to meet them and to pick up their cars in person. The day before, a couple brought them a specially made cake to celebrate picking up their car. The rest of the day consisted of a tour of the Chrysler Proving Grounds with a catered lunch followed by a tour of corporate headquarters. The



Conner Avenue Assembly Plant tour was the draw for us. We figured that we could put up with the other tours, as the Conner Avenue Assembly Plant visit would more than compensate, for what sounded like interesting, but not so exciting other

stuff.

It turned out that we were VERY wrong. This turned out to be one really amazing day! When we arrived at the Proving Grounds, we were divided into groups that would rotate through several venues, we were told the rules for the visit, and we had to sign the usual disclaimer documents. First up was the test oval where we could drive Prowlers around the track. Bill and I each got to drive one. That was my first real life experience in a Prowler.

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FROM YOUR
 EDITOR...
 GARY FISKE



I am "sneaking" away from the show field today. That is, the show field in Waterbury where this coming Friday will launch our 62nd Antique & Classic Car meet. I use the word, sneak, because of how hard all the volunteers work the 7 to 9 days before the show starts (and the 3 show days), I feel like I am letting them down somehow.

Some of the crew moved on the field last Friday and brought all the trailers and golf carts out of storage, to the field. Duane Leach and Bob Chase began their master-piece 10-day sympathy that day, after 12 months of

planning and it will end next Monday when everything is then put back away, for another year.

But wait!two days before that....9-days before the show, Tom McHugh moved onto the field and started setting up the vendor areas. Joanna Conti, Hal Boardman, Gary Olney, Gary Dean and Tom began their 5-day task of laying out the vendor field and parking area.

The old say, "if it were not for the person beside me, the task would be too big", rings loud and clear. And, the sence of accomplishment when we all see the 3-day show in full bloom, is fantastic.

Later on, in the year, it is custom to have a dinner gathering of all the volunteers who helped and you would not believe the number, even though, many could not attend.

Thank you Thank you....to all.

A message from Ken Gypson in the passing of Gael Boardman.

Dear Gael,
 I can't believe you are gone. My dad has been gone since 2004. Even though I will be 70 this month and am a dad and a granddad myself, you filled that void which Ken Gypson, Sr used to fill. You were also a close connection that Nancy and I had upstate Vermont. Thank you for giving me a job as a mechanic at European Auto in 1973, to this just married, returning Vietnam era veteran while Nancy finished up at UVM.
 I'm sure you've done well in God's eyes and of the very first VAE'ers from the early 50's. I'm sure you will be welcomed by both. May God bless and may you rest in peace. You will be dearly missed.

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Wheel Tracks
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"The Softer Side"

A Column Shared by Anne Pierce (Left), Judy Boardman (Center) & Nancy Olney (Right)

Don't put off.....from Judy

The phrase "Don't put off 'til tomorrow what you can do today" keeps going through my head lately.

Gael and I talked about becoming plus members of the 251 Club for years. We joined in the early 60's, so it's been over fifty years. Well, this summer we were going to do it. Fred Gonet got the Locomobile in good running order last summer, Brian Aros (a new VAE member) gave Gael two new knees and we were going to tour this summer. Well, it was not to be. I could do it by myself, but I don't want to do it alone, and I couldn't use the Locomobile because I haven't a clue about how to drive the thing and it's way too big for me....out of the question. Who would I go with if I went "modern".

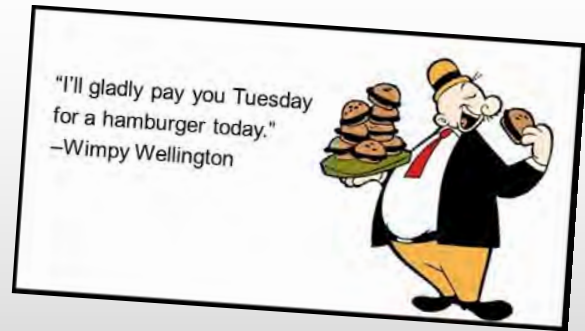
Chainsaws! I've been thinking about getting a small battery operated chainsaw to trim some branches that I run into when mowing the lawn. Gael would always tell me he would do it the next time he had his chainsaw out (which is ancient and weighs a ton). It never was done. Well, a few weeks ago, I bought a small battery operated chainsaw and finally cut down those branches, that I kept hitting my head and ripping my shirt on when mowing the lawn.

As always, we had a little water in the cellar a few weeks ago and I sucked it up with our ancient shop vac. I finally got all the water gone, then went and bought a new, small, shop vac. Wow, is it nice.

One thing I'm not going to do today is to drive the VW Thing. It's needed some attention for a few years and taking a closer look at it the other day, I think I'll find somebody to do some work on it, work that should have been done a few years ago but we put it off. The kids and I drove the Thing off and on for a number of years, and we all have good stories to tell (the day I hit a bear) that I'm just hearing about now, so it's a keeper. It's just beat up enough that I don't have to worry about dents and scratches. My kind of car.

There are definitely some things that shouldn't be put off...that trip to the dentist office, the annual visit to the doctor for a physical, changing the oil in the car and getting a new inspection sticker for the cars. That one, the inspections, could cover a whole Softer Side article. Mowing the lawn before the grass gets so high it clogs the mower. Sharpening the blade on the brush cutter before you start cutting. I'm sure you can think of a few things to add to the list.

So, the next time you wake up during the night and think of things that need to be done, get up the next morning and do them, please....don't put off....well, you know what I am talking about.



Northwest Technical Center at BFA in St. Albans helped Green Mountain Harley of Essex Junction create this years "Battle of the Kings" competition. They are calling their creation (right) "The Joker" and the chopped Harley has made it to the finalist competition level with 17 other Harleys that have come from 20 countries.

Green Mountain Harley chose NWTC because of their excellent reputation, thanks to instructors **Adam Vincelette** and **Colin Capsey**. Their Automotive Technology Program is one of the best in Vermont.





The Franklin O-335 air-cooled aircraft engines were six-cylinder, horizontally-opposed displacing 335 cu in with a power output of around 225HP.

When the Franklin auto company went bankrupt in 1933, two of Franklin's employees purchased the rights to the engine and continued to use the name Franklin. The engines were used in trucks and as stationary units, until WWII began and then went into

Do you remember the TV series Mash?
Did you know those helicopters that flew in wounded soldiers were Bell 47s units....and the engines they used were **Franklin engines?**

production for use in over 15 U.S aircraft and helicopters.



The Tucker Engine

Republic Aviation Inc. purchased the Franklin engine rights in 1945 and produced the Franklin engines for light amphibious aircraft. This company was short-lived with the war ending that year.

In 1947, the Tucker Car Corporation purchased the engine rights, where the 50 cars that Tucker produced, were powered by Franklin engines. The home of the Tucker Car Club is now at the AACA Museum in Hershey, PA. Tucker reworked the engine from air-cooled to water-cooled and many examples can be seen on the museum floor today.

In 1961, the Tucker family sold the engine rights to a company called Aero Industries and from there to the "Government of Poland" in 1975. The Polish engine manufacturer is today called "**Franklin Aircraft Engines**" and are manufactured in Grudziadz city in Poland.

Dave's Garage by Dave Sander

A guest this month.....
A Franklin Automobile Enthusiasts



FROM OUR PRESIDENT,
JAN SANDER

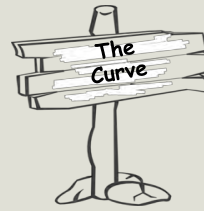
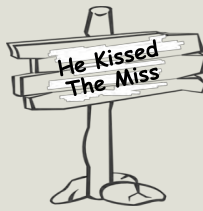
From page 2.....

Then we moved to the Off-Road course. Here we were handed the keys to a Jeep Wrangler. A guy from Chrysler was in the back seat. The course was incredible!!! We started off and Bill was driving cautiously. A high school Driver's Ed teacher would have approved. Well, the dude in the back seat didn't approve. He asked what was wrong, why was Bill being so damn cautious. Bill replied that he didn't want to damage the vehicle. The guy's response was not to worry about the vehicle, he had designed the course himself and he wanted to see what the Wrangler could do. To heck with caution, beat the heck out of it, let's see what it will do, he said. Well, actually, he used another word instead of heck.

Next up was the testing track. This is a series of lanes, of pavement, designed to mimic real life driving conditions. There was a stretch of pot holes that makes the worst roads around here look civilized. There were different types of road surfaces which included some incredibly smooth stretches, too. We had our choice of vehicles. Choices ranged from conventional looking sedans, pick-ups, and convertibles to some radical looking concept vehicles. There were colors that didn't appear in the dealer's catalogs. These cars and trucks were prototypes that they were testing out. None of the vehicles had odometers. All were going to be crushed when Chrysler was finished with them. None could ever be sold. One particularly mod looking truck really caught my eye. When I questioned why the trucks I drove were automatic rather than standard, the rep told me that they were trying to appeal to women drivers and that women drivers don't like to drive standard. He seemed surprised when I told him that I was one woman who preferred standard.

After the proving grounds, the tour of corporate headquarters was rather ho-hum standard issue but interesting. Those rules that we had to agree to in writing? They were quite simple, no photography, no burning rubber, obey standard rules of the road, don't give away corporate secrets. I witnessed a woman burn rubber in a really mod pick-up. She was immediately pulled over and was on a path to being ejected from the event. She pleaded with the guy and claimed that it was not on purpose. He let her off with a stern warning. She drove very cautiously after that.

So, that was our big adventure to the Chrysler Corporation. My only regret? I have no pictures to prove that we really did all this incredibly cool stuff. **BTW**, a few years later, we purchased a 2001 Chrysler Prowler- Mulholland Edition. It is badged as a Chrysler because the Plymouth line was dropped by Chrysler Corporation on June 29, 2001, so the 2001 and 2002 Prowlers were badged as Chryslers.



Words...

Cone Clutch.....

The cone clutch uses two conical cone-shaped surfaces to transmit torque by friction.



"What are these pennies doing in my soup?" the restaurant patron demanded, motioning for the waiter to come over to his table.

The waiter walked over and whispered, "You said you would stop eating here if there wasn't some change in the food."

A worldwide survey was conducted by the UN. The only question asked was: "Would you please give your honest opinion about solutions to the food shortage in the rest of the world?" The survey was a huge failure. In Africa they didn't know what "food" meant. In Eastern Europe they didn't know what "honest" meant. In Western Europe they didn't know what "shortage" meant. In China they didn't know what "opinion" meant. In the Middle East they didn't know what "solution" meant. In South America they didn't know what "please" meant. And in the USA they didn't know what "the rest of the world" meant.

An elderly couple are in church. The wife leans over and whispers to her husband, "I just let out a long, silent fart. What should I do?" The husband replies, "First off, replace the batteries in your hearing aid!"

Wife: "In my dream, I saw you in a jewelry store and you bought me a diamond ring."

Husband: "I had the same dream and I saw your dad paying the bill."

Q: If you have 13 apples in one hand and 10 oranges in the other, what do you have?

A: Big hands.



Wheel Tracks Academy

Con-fuse-ion

From Wendell Noble

VAE member **Paul Baresel** was kind enough to contribute this interesting description of his frustrating experience with a fusing device in his 1941 Buick. It would seem to be an insidious alternative to a simple fuse but I bet there is some wisdom to this madness. Have any other readers encountered this device?

Paul writes:

I enjoyed the "Cut it out" article by Wendell Noble and wrote to him asking if I could put a different swing on electrical fuses. Many of us understand that a fuse, is a safety device designed to self-destruct, when there is a current overload in an electrical system. It removes the current from an electrical system and saves the circuit. Not all electrical systems have fuses. An early electrical system may have what is known as a vibrating circuit.

The vibrating circuit is essentially a set of contact points similar to what would be found in a generator cut out. The points are normally closed until there is an increase in current causing the points to heat up and open, causing generator circuit not to charge. The points close again once the circuit cools. The vibrator is used to operate the accessory electrical systems such as headlights, tail lights, dome lights, directional lights, up to the instrument panel lights as in my 1941 Buick Special.



The down side to the vibrating circuit is that it does not fully stop the current. The current still flows, but not in a steady manner. The vibrating points open and close rapidly creating dim head lights, tail lights, etc. One would hear the vibrating noise and feel it in the switch. Now the fun begins.

One must trouble shoot every circuit off of the vibrating circuit to find the short. It is time consuming. The second issue with the vibrating circuit is that the points do get dirty after half a century, or so, sitting in a vehicle. My switch actually broke and it took me some time to find an original replacement switch and this was the start of a learning curve about vibrating switches. I plan to install inline fuses to help trouble shoot each circuit on my 1941 Buick this winter. The fuse will help to trouble shoot the accessory electrical system.

A good suggestion is to add in-line fuses to each circuit on your own car if you have one of these vibrating circuits.

From front page.....

Gael & Judy Boardman's 1929 Chevrolet Roadster

- ◆ We know from the bill of sale, in 1999 Gael purchased the roadster from F.E.Rambo of Saginaw, Michigan.
- ◆ We believe, Steve Dana with his truck and trailer, joined Gael and brought the Chevy home to Vermont.
- ◆ We know, there was something else that Judy was suppose to remember, but she does not remember what is was.
- ◆ We also know, from the picture below, that is in the "VAE 50th Anniversary Book", that the car was "on the road" and operating. He was 'touring' with his two granddaughters.
- ◆ We know, at some point, there was some engine work done and that Gael was ribbed by many VAEers with "When do you think you will get that Chevy running again Gael". His response was usually close to..." All I have to do is tow it down the road a bit to break-in the engine and it will be ready".



Gael died a few weeks ago and left these un-answered questions and thousands more. Just focusing on the Chevy, can any of you help with the car's history? The car is now running, thanks to Fred Gonet and Wendell Noble's recent work.

The bill of sale has lead to an obituary of Frederick Earl Rambo passing in 2008 in Saginaw, Michigan. Mr. Rambo left his wife and three sons, so there might be some roadster history found there, with some research.

Wheel Tracks has Saginaw obit.

What work was done to the engine? How long did Gael drive the car before starting the engine work? Why did he choose to purchase a Chevy roadster?

Wheel Tracks has called and

talked to or left messages to many VAE "old-timers" and the car remains a mystery.

This is what we know about the Chevrolet Corporation's 1929 model automobile. From the "Standard Catalog of American Cars".....

The 29 model Chevy had a more rectangle radiator shell with an up-right "bow-tie" logo at the top. There were fewer vertical louvers on the hood side panels and placed toward the rear. For the first year, there were one-piece full crown fenders and bullet-type head lamps. The rumbleseat sport roadster was a mid-year addition to the line. Which makes Gael's roadster, with a huge trunk, an early 1929 model. 27,988 2-passenger roadsters were built that year.

The engine is an overhead cam inline six with a cast iron block. Brake HP is 46 @2600RPM. There are three main bearings, solid valve lifters and a Carter one-barrel carburetor. The Chassis' WB is 107 inches.

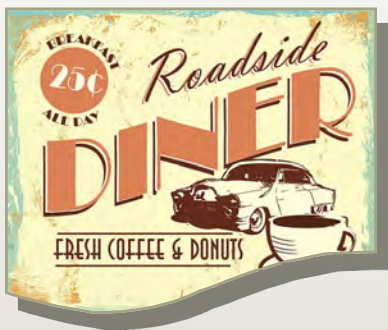
There is a manual transmission, straight cut gear with 3F/1R. A single plate dry disc clutch, with 4-wheel mechanical brakes. All '29s had disc wheels.

Options...front bumper, rear bumper, Single or dual sidemounts, sidemount covers or a rear mount cover. A trunk rack, a steamer-type trunk, a heater and an outside rear view mirror. Also available options, a cigar lighter, runningboard step plates, wire spoke wheels, wind wings and a hood mascot.

Total production in 1929 was 1,328,605 which includes 73,918 made in Canada. Advertised as "A Six for the price of a Four". MPG approximately 19



Hey Gael...
Why are the
hub-caps on
the driver's
side different
than the other side?



The Roadside Diner

Choose country-style ribs, loin back ribs, or spare ribs for this barbecue recipe
Smoked Mustard-Glazed Ribs



Edi Fiske

4 lbs pork country-style ribs or 6 lbs pork loin back ribs or spare ribs
2 tbs sugar
1 tsp salt
1 tsp paprika
1 tsp ground turmeric Hickory chips

1/2 cup packed brown sugar
1/3 cup vinegar
1/4 cup prepared mustard
1/4 cup chopped onion
2 cloves garlic, minced
1/2 tsp celery seed
1 small onion, thinly sliced

Thoroughly rub the ribs with a mixture of sugar, salt, paprika, and turmeric. Cover, refrigerate ribs for 4 hours, About an hour before cooking time, soak hickory chips in enough water to cover, drain well.

In a covered grill place slow coals on both sides of drip pan. Sprinkle coals with dampened hickory chips. Place ribs, bone side down, on grille, lower grill hood. Grill ribs over slow coals about 30 minutes. Turn meat and grill about 25 to 30 minutes more. Sprinkle coals with dampened hickory chips every 20 minutes.

Meanwhile, in a small sauce pan combine brown sugar, vinegar, prepared mustard, chopped onion, garlic, and celery seed. Bring mixture to boiling, stirring until sugar is dissolved. Brush mixture on both sides of ribs, grill uncovered, 10 to 15 minutes more, or till ribs are done. Heat any remaining sauce. Transfer ribs to a warm platter. Top ribs with sliced onion and additional sauce. **Makes 6 servings.**



Bill Billado's 1931 Buick is making progress, in fact, quoting Bill, "it is very, very close to finished"...

This is what he wrote for Wheel Tracks in June 2011:

This is not another "barn find" story, it is a story about a basket case found next to a barn! It is about a 1931 Buick that was purchased by Tom McHugh in the early 1970's from Dale Lake in Ripton, VT. It was so fragile that it was necessary to tie the rotted wood body to the chassis with rope before setting out on the trip north on the back roads (fewer cops) to Burlington. The car made it all the way to Charlotte (just north of Mt. Philo) when the web of rope called it quits. All hell had broken loose with 4 doors and the rest of the body panels spilling out all over the road. The crew consisting of myself, Tom, Tom's brother Joe, Clark Wright and Kip Matthews managed to re-load the pieces haphazardly back on to the chassis and we then re-tied the whole mess. We decided at that juncture to take the car to my place in Shelburne (without wife's approval). The chassis was dragged into the woods and the body pieces were transported to Tom's place. The car then did a Rip Van Winkle number until many years later. Tom awakened it by asking if I wanted to assume ownership. Pursuant to some daydreaming, I foolishly said yes. Never should have done that! Thereafter, a very long and challenging restoration process began and I'm still a long way from completion. This model 31-91 sedan is being brought back to life as a dual-cowl phaeton, using the original body with necessary alterations. This same job was undertaken by General Motors at the Buick plant in Port Elizabeth, South Africa in 1930. The two cars are virtually identical, with the main difference being that the GM car was based on the 6 cylinder engine and mine is based on the new 8 cylinder straight eight. Both cars were inspired by the Cadillac V-16 Sport Phaeton.

Editor's notes....The total Buick production in 1931 was 138,965 according to 'Standard Catalog of American Cars'. Of that total, there were only 7853 model 91 Buicks. Mr Edward Strong was Buick's president and the "Shafer 8" raced in the Indianapolis 500 that year using Buick's 272-cid engine with an average speed of 105.103MPH. They placed 12th in the race.





Last month, Wheel Tracks asked for help to ID this vehicle. This is what Gary Irish has sent.... "The picture of the Chevy in the August Wheel Tracks appears to be a 1928 National Series AB. Here is a link to more information about it:"

<https://auto.howstuffworks.com/1928-chevrolet-national-series-ab.htm>

This web page on the '28 Chevy, has a lot of good information on the car, including the mention that 785,199 of these cars were built that year. I wonder how many were repossessed when the stock market crashed the next year?

Please help an Ol'guy remember... There was a display of transmissions, starters and headlights in the "Education Tent" at our latest Shelburne Show. A discussion of the headlights was taking place and the subject of having a hard time locating a small acetylene tank, for the headlight that uses the gas, came up. Two people spoke up and offered to give an acetylene plumber's tank to the club for the display. I have forgotten who you are. I only need one, would you call the editor if you were one of those gents at 802-933-7780?



Tom McHugh is the new owner of the VAE bus. The school bus was purchased by the club a number of years ago with a "Mobile Museum" to further our education mission. Since the purchase, we have found a good number of alternate ways, to complete our mission, plus we found we were straining our volunteers list if we were to go forward with our bus plans.

Tom plans to use the bus for his vendor work at the club instead of the smaller trailer that he has used over the years. I noticed a sink and a stove during my bus visit, all he now needs is a table and we could be invited over for a Thanksgiving meal. You have all of a couple of months, Tom, we will bring the booze.

Over 80 kids from the Waterbury Summer Program were bussed to the show field last Friday. The kids are shown here being divided into groups of a dozen or so with 2 chaperons each. The kids energy and curiosity levels were amazing. What was un-real... the way the bus drivers whipped the busses around like little V-dubs! Asked to back into a small area with 3 turns, the drivers, one male and the other a female, along with 40 noisy kids each, polished the task off with no problem.....Un-real!!



Left...Could have fooled Wheel Tracks, but these two gents are not brothers, just neighboring vendors at the Waterbury show. Ed Companion of Colchester, left, has the car parts that you see for sale. Bruce Maxfield is an artist and had many beautiful paintings in his booth across the lane. Wheel Tracks could tell that Bruce was the artist because of the Sir Walter Raleigh twist to his stash..... They had just finished setting up on Friday, we hope they had a great weekend.

Left, John Gallagher of Moretown, Vermont made it back to this year's August show with his 1925 Franklin Touring. Wheel Tracks remembers John driving his new-old car from the VAE car corral a number of years ago. It was an August marriage made by the VAE.



Coming VAE Events for 2019



September.... Wings & Wheels, Highgate Airport. More details will be posted by John Lavallee.

October Gypson Tour. More details later. Ed Hilbert.

November.... VAE Annual Meeting. More details later. Wendell & Mary Noble.

December 8th, Sunday 11AM.... VAE Holiday Meet. Steak House Restaurant. 1239 Barre/Montpelier Road. Charlie & Marion Thompson.

Our Board meeting will be held at Whitney Hill Homestead in Williston
October 8th @ 6PM
"All Are Invited"

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

John, also, sends out regular "Event Emails" to all members

The next Vermont Cars & Coffee is September 21st.
7am to 9am at UMALL in Burlington.

Largest monthly car gathering in Vermont, 80+ cars over the 2 hours. Not a show, instead, a gathering of enthusiasts sharing stories and information about Automobiles. All makes, model years are welcome. Afterword's enjoy breakfast at IHOP, great way to start the weekend.



John Malinowski
802-622-1026



Jacob Howarth, right, of Bellows Falls receives the 2019 Golden Wrench Award from VAEer, **Don Pierce**. Jacob is a student at the Windham Regional Career Center in Brattleboro and his excellent work lead to this award. Congratulations Jacob.

Notice/request.... We are looking for members to take over some jobs for our August Waterbury Show.
Chose the one you would like and call Duane,
802-849-6174

1. Volunteer coordinator .
2. Someone to order merchandise for souvenir tent.
3. Someone to order volunteers



Peter & Sylvie Carragher of Ayer's Cliff, Quebec enjoy the Waterbury show with their 1962 Pontiac.

Wheel Tracks first met Peter last year in Derby Line, where he volunteers at it's "International Library".

Wheel Tracks Classifieds

Free to all Enthusiasts



For Sale.... 1968 Karmann Ghia stuff. Complete engine, new fuel tank and muffler, seats, door panels, all glass, steering column etc. Come look at the pile and make an offer. Call Gary @ 802-933-7780 or gafiske@gmail.com

For Sale.... Possible Street Rod frame, a 1930 Ford frame, \$75.00.
Pair of '29 or '30 Ford front fenders, \$30.00ea.
K.W. Master Vibrator (pat#1904) for 1-cyl engine. 4X6 inches with cover missing, \$100.00.
Marvin Ball 802-425-3529

September Bumper Sticker...

**Don't Believe
Everything
You Think**

For Sale.... 2010 Subaru Outback Premium. Manual transmission. Very good condition, well maintained. 111,000 miles. Winter package. Extra wheels with snow tires and transmitters. \$7,700. Call 802-933-6939 or email cjreighley@myfairpoint.net



**This space is empty because you forgot to
send your ad.
Walk around your garage, take some notes and
shoot an ad to Wheel Tracks.
In most cases, there is no charge.**

The VAE has been given some items that you might be interested in owning. To the right came from Ed Ellis, he is calling it a Walker Racine car jack (the name is not on the jack itself). A small donation to our ?VAE education fund and it is yours.



The same goes for all or any of these mostly Cadillac shop manuals pictured left. Curt Koehler's shop manuals cover mostly from 1965 through '69. There are also some Sun tester manuals, a few Hydro-matic transmission manuals, Cady service bulletins and other misc. from the same period.

Again, a small donation to our education fund and you will have some great reference manuals. Just contact the editor, info on page 2. Thank you, Ed and Curt.

Caddy Springs.....

The assembly clamped to the rear axle of Rod Rice's spare Cadillac-turned-wrecker parts car, with an axle diameter of 3". I suppose that can be padded in to grip a smaller diameter axle. These are far from perfect, but they ain't junk. Available for what I paid...free.



For Sale..... 1973 Triumph Spitfire that's been garaged for 30 years. 0 miles on rebuilt motor, transmission, brakes, bearings, clutch cylinders, new top. New European camshaft and distributor, used Pacesetter (I think) header and extra header. Ported and polished heads, balanced valve train, rods and pistons. Many spare parts. The driver side floor pan is rusted out as is most of the exhaust. It needs a windshield. The rest is solid as far as I know. I would entertain any reasonable offer.

For Sale....Corvair supercharger There's a carb and various plumbing included with it. It's just taking up space here, and again I'd accept any reasonable offer. Contact Bruce at pambruce@gmavt.net

For Sale.... Car Collectors Post and Beam 2 1/2 Story 36 x 60 Dream Barn. It comes with 1.5 level acres for VAE meets and an early 1800s Grecian style cape cod house. Located on Rt. 12 in Northfield Falls, Vt. **The Barn has 2160 sq. ft.** of car storage on the first floor. Front 3 bays are heated with a concrete floor. 2nd floor has 1332 sq. ft. of storage for the collectable stuff nobody can live without. **The house has approximately 2000 sq. ft.** of living space. The first floor has 4 rooms and a 3/4 bath. The second floor has 3 bedrooms and a full bath. The 26x20 kitchen has an oak floor. The rest of the house has wide plank floors and interesting log floor joists. The house may be post and beam construction also (Never took it apart to see). It has a full basement and attic for storing even more car parts.

Everything is usable as is but could certainly stand some updating. For tax purposes the town says its worth \$144,000 but I say it can be yours for \$115,000. Give a call, take a look, make an offer. Partial trade with an interesting vehicle considered as well. **Call Les Skinner at 802-485-8150.**

Welcome New VAE Members

*** Bram Starr, Montpelier, Vermont (1962 Imperial & 1962 Cadillac Fleetwood)

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



1954 R-Type
Bentley Touring Sedan
Owned by
Paul and Christina McCaffrey



September 2019

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



Above, a young man is being advised how to climb into race-car number 29. Sorry, but Wheel Tracks did not get the name. To the right, Success!!

VAEer, Nick Nadeau is the director of the rec-department in Waterbury and arranged to have over 80 young people from the Summer Program visit the August show field.

The level of excitement was amazing!

