

Wheel Tracks



"Cadet" is its name and Buick is its brand!

Brian Warren loves Buicks..... Read more about Cadet on page six.



Hi All,

**FROM OUR PRESIDENT,
DAVID STONE**

July 4th has come and gone and I hope everybody had the opportunity to spend time with family and friends enjoying BBQ, parades or fireworks. Well here we are, half way through summer, a little soggy and greener than normal. Enjoying the old cars has been a challenge, hopefully this damp weather will lead to a fantastic August.

For anyone who missed the Shelburne show in June, shame on you. We had a very good turn out and the weather/setting was ideal. **THANK YOU MEMBERS AND VOLUNTEERS** for making this happen. We have been tossing around ideas on how to bring this show along, better advertising or a possible date away from Fathers day and graduation. I think attendance and display vehicles would increase. We will need to explore these options and work with the museum on this, I know they have limited flexibility because of exhibit openings and other scheduled events, but what a great venue.

Back in Februarys Wheel Tracks I talked about Part "B", you the member, the blood and bones of our organization. My intent was to grow involvement in the VAE. I look around at all the vast automotive knowledge, history and commitment we have, there has to be something to share. I implore newer members to involve themselves, the club is here for you to enjoy. We are always looking for individuals to be a liaison for local tech programs at high schools. Bring in your car or truck to show the kids how a non-synchro transmission or the difference in spark advance works. We take this for granted but the 16-18 year old kid doesn't know. Do you have a neighbors' kid interested in antique vehicles?.....possible mentor situation here. Take a child for a ride or like my friend Jack does, let them jump behind the wheel and watch the grin. Share the stories, you might find some interested ears.

This moves me onto Stowe's 60th, Many hands make light work..... **enough said here, we need your help.** Come and enjoy a unique camaraderie!! Don't be shy, introduce yourself, "How can I help?". Especially for setup and tear down after.

Our organization faces many challenges, we must remain in touch with our values, goals and mission through discussion and constant evaluation. Member feed back is important to this process. What would you like to participate in, to keep it fun.

Enjoy the show,

Dave

Did you sign up a new member? I did.



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FROM YOUR EDITOR... GARY FISKE

Wheel Tracks
Monthly deadline
The 10th

Membership
Only \$30
\$50 for 2 years

Do you remember this guy pictured on the right? Yup, he is the Wheel Tracks editor who showed me the ropes when I took over his job six and a half years ago.

Gene Fodor took on the Wheel Tracks editor job publishing his first edition in January of 2008, his last was 36 issues later when he published the

December Wheel Tracks in 2010. I have never met her but before Gene, Ellen Emerson was our editor for five years starting in January of 2003. This little column is about Gene Fodor but as I went through old issues of Wheel Tracks, to find the above information, I read many of Ellen's articles, she did a heck of a good job. Would someone be willing to step up and send Wheel Tracks a bit of a write-up on Ellen, I would like to get to know her?

Back to Gene... the reason I have been thinking about him lately is that I have just learned that he and Brenda have moved permanently to Florida, and I know he is still a VAE member so I hope I have not made many typos.....GENE! I found he was a "details stickler" when he was introducing me to the job. If I was reading the 'vibes' correctly, I think he had some doubts about my editor abilities, as did I. I also think 'giving up his baby' (Wheel Tracks) was difficult. I don't know how many of you know this, but his "day-job" was in aviation. Gene flew for Air North, out of Burlington in the Twin Otters, and became the manager for Montair for a period of time. He then flew for Valley Air, as chief pilot in Barons and Navajo air crafts. He was also a designated FAA examiner and a flight instructor.



I can't remember who took this picture (left) of Gene and Brenda driving their MG (Eliot) across the new Champlain bridge in Addison but I have always liked it. I am going to end this with a huge **Thank You Gene** for the guidance you gave me when I started, (I know it took patience...on your part) and for all the past work you have done for **The Vermont Automobile Enthusiasts**.



Here is your last Wheel Tracks article about meeting "Eliot", your 1953 MGTD

Eliot came to live with us in December of 1998. Son Mike and his wife Kasia were in VT looking for a home and I accompanied them on their rounds with the realtor. We arrived home late afternoon and were sitting around the table talking about the houses they had seen. Brenda said something like, —here he is!. I looked up not knowing what she was talking about and then she and Mike started to whisper. That was even more curious, as my hearing was worse at that time, I could not hear the clamor and clang of chains, etc. outside. Mike finally said "come on out". As it was winter we all got our coats on and out we went. There in the driveway was Eliot! I was impressed and said, —WOW what a beauty, do you want me to store it here for you until you get your new home? No!, he answers, it's yours!! WHAT??!!, says I.

As you can see Gene, from Mary Noble's "Cat in the Woodpile" and Ernie Clerihew's " My Story" this month, Wheel Tracks is doing great. Mary, Ernie and all the other contributors make this publication very special. Wheel Tracks is Sixty-four years old and still going strong.

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.

"How to be a member"
**Go to vtauto.org
**Click "Join VAE"
**Print form,
fill it out and mail it with your \$\$ to our secretary

Contact Us At
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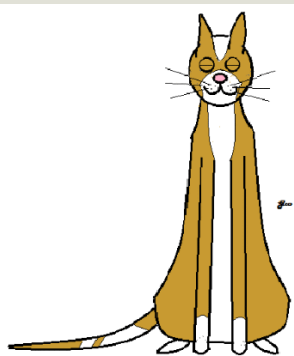




“THE SOFTER SIDE”

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

CATS IN THE WOOD PILE from Mary



If you are reading this and are not a “cat person” do not bother to continue. But, if you tolerate them and even love them, read on.

For several months this winter I was feeding two feral cats, one female and one male. The male decided that inside the house would be better than outside, so we took him off to the vet for a checkup and sex “adjustment”. Henry became our second inside cat. He and our first cat were not exactly copacetic, but adjusted, mostly.

In the middle of May we went to Colorado for our grandson’s high school graduation and then for a visit to the Grand Canyon with our daughter. When we returned home, we discovered that the female cat had delivered five kittens, all of whom were living in our wood shed in and among the stacked furnace wood. Of course they were all cute - three calico, one gray, and one black. Who was the Dad??? No idea at all. In the last week of June, our daughter, grandson and his girlfriend came for their annual visit, to be in the Milton July fourth parade and to ride in a classic car. Meanwhile, it was becoming apparent that we could not keep all of these kittens and Mommy Cat. How do you get five kittens that you can’t even catch, into adoptive homes? Our daughter-in-law demonstrated the wonders of social media to us by putting their pictures on Face Book. The word was out to the world that we had these amazing possible pets to give away. About this time, our grandson and his friend had to return to Colorado, then our daughter’s significant other arrived with his two children and we all tried to catch the kittens as we now had people clamoring for them. We managed to catch three with only a little patience, deception and speed, and handed them over to some very happy people. One lady even decided she wanted two. Next we needed to catch the last two and Mommy cat. Finally after much effort, we caught the last two kittens. Who would have thought that a cute little kitten could be so vicious? Wendell’s hand is healing and nobody has shown symptoms of cat scratch fever yet. A lady wanted the little terror so badly, she drove three hours from New Hampshire to get it.



Now we “just” had to catch the mother, so we put out a Have-a-Heart trap, put food in it and hoped for the best. The first night we caught a raccoon which our daughter insisted we release. The second night we caught the same raccoon again. Wendell says it died of cardiac arrest, all very sudden and unexpected. The third night we caught a very large Tom cat that we have never seen before. He was the wildest thing I have ever seen, bounced off the garage walls and made a break for it. That might solve the mystery of who the father is. At one point, I thought I had trapped the mother in our garage, but she managed to slide under the garage door and get away again. We are still trying. So, our saga is not over - we still need to catch Mommy cat and take her to the Humane Society - may have her spayed first, but it may be too late. Ah, CATS!!!! I’ve gotta lov’em!!





WORDS

Opera Coupe Automobile

A two door hardtop with a small folding passenger seat, for easy access to the rear seat.



A family took their frail, elderly mother to a nursing home and left her, hoping she would be well cared for. The next morning, the nurses bathed her, fed her a tasty breakfast, and set her in a chair at a window overlooking a lovely flower garden.

She seemed okay, but after a while she slowly started to tilt sideways in her chair. Two attentive nurses immediately rushed up to catch her and straighten her up.

Again she seemed okay, but after a while she slowly started to tilt over to her other side. The nurses rushed back and once more brought her back upright. This went on all morning. Later, the family arrived to see how the old woman was adjusting to her new home.

"So Ma, how is it here? Are they treating you all right?"

"It's pretty nice," she replied. "Except they won't let me fart."

A scientist tells a pharmacist, "Give me some prepared tablets of acetylsalicylic acid."
"Do you mean aspirin?" asked the pharmacist

The scientist slaps his forehead. "That's it! I can never remember the name."

Q: Why did the fat turkey cross the road

A: to get hit by my car.

Q: Why did the forgetful chicken cross the road?

A: To get to the other side...er, no....to go shopping...no, not that either...dam it.



Wheel Tracks Academy

Why is a condenser used in an engine ignition system?

Some facts for you first.....



This, on the left, is the electronic symbol for the condenser pictured on the right.

In electronics, the term 'condenser' is not used, instead, it is called a capacitor. They both do the same thing.



Looking at the condenser symbol, you can see the left half is not connected to the right half. In the 'condenser' picture, the left half of the symbol would be the 'end of the wire'. The right half is the case of the condenser.

The condenser is 'wired-up' in your ignition system so the case is attached to the engine block which is called 'ground'. Here is the symbol for ground....



The end of the wire on your condenser is attached to the 'hot leg' of your points....the part of the points that 'move' back and forth.

Something you already know is that your battery produces 12 or 6 volts of 'direct current' and not 'alternating' current like you have in your house....right? Your battery is attached to your coil and basically your ignition points act as a switch and turns your coil on and off. The coil takes in, say, 6 volts and makes that huge spark that happens at your spark plug to ignite the gas mixture in your cylinders. *That spark can be anywhere from 10,000 volts to 60,000 volts.*

The only problem here is the speed this is all happening. The engine in your old car might be going 2000 RPMs as you are going down the road. Can you picture the number of times those points open and close as you speed along? Now another fact for you with electric current... Direct current, like your battery puts out, is a 'constant' current, it just stays the same all the time. If you could turn your battery on and off real fast you can make alternating current. **This is what your points are doing and 'yes', alternating current is being produced....and 'no' this is not a good thing.** Alternating current will burn your points up and take away the power of your spark plug spark.

So, here comes your condenser to save the day....I mean your points. The condenser will hold back your battery current but will pass that pesky alternating current to ground....just like magic!

Read ****Bad Condenser??**** in Gossip to test for one.



Cadet, our 1955 Buick Special.

The name comes from the cadet blue metallic paint applied, by GM 60+ years ago and the fact that the Special was the entry level Buick, at that time. Not sure why I settled on Buicks other than the fact the old advertising campaigns indicated they were **"Just Better"**. I think I had my sights on a 30's or 40's Buick, but found most needed much more work than I was willing to do or closer to the truth, capable of doing. I'm happy I decided on the 55' because I think the styling is very iconic of a relatively happy time in America history and although lacking power steering, power brakes, and seat belts, I consider the car a reliable modern car.

Cadet joined our family in April of 2012 after surfing a copy of the publication "Uncle Hennerly's" out of Maine. The on-line pictures of the car looked great and deserved a closer look. After seeing the car and a short test drive, I was hooked and made a deal on the spot. I returned 2 weeks later with Vermont plates in hand, checked the fluids, kicked the tires, and began the 200 mile drive home. For the first 10 miles, I was all smiles. But after stopping for gas and a snack, the car would not restart. It was ready to start and wanted to, but the new operator (me) didn't know how to engage the starter switch. Turns out those clever engineers at Buick had incorporated the starter switch into the accelerator pedal. It's been fun watching others fall into the same trap since.

Cadet originally came from Glenn Buick in New Kensington, Pennsylvania. After going through paperwork that came with the car, I estimate I'm the 5th owner. The first owner was a banker from Sharon, Pennsylvania and the car still has a draw string bank deposit bag from Sharon Savings and Loan in the trunk that contains assorted old wrenches. I think the 2nd owner had kept the car the longest (29 years) and put very few miles on it. The 3rd owner was an auto broker and took no interest in the car other than it being inventory. The 4th owner is an over the road truck driver and after purchase, brought the car to Maine. After owning it for 5 years, he could never find time to drive it, so he let me buy it and bring it to Vermont. At this time the odometer reads 29,850 miles. An oil change sticker on the door jamb indicates 21,033 miles had been logged by 1968.



Since I've owned the car, I've rebuilt the carburetor, combination fuel pump / vacuum pump, replaced the water pump, heater hoses (all 23feet), all flexible break lines, both front break cylinders, and front shocks. With the exception of an attempt at restoring the engine bay by one of the previous owners and touch up on the rest of the cars exterior, it's all original paint. Even though primer is showing in many places, there is no plan to repaint the car. The cars interior is original as well. The car drives very well and with the 264 cu. in. nail-head V8, Cadet has no problem cruising at interstate speeds (and beyond).

Last July (2016), our family took Cadet back to Pennsylvania (Allentown especially), for the Buick Club of America's nation car meet.



The annual week-long event was the BCA's 50th anniversary and was held at an amazing venue. Italian jewelry and luxury goods designer Nicola Bulgari hosted the event at his complex in Allentown. A converted 21 acre drive-in theater complete with a test track and still functional movie screen. Mr. Bulgari has enjoyed a fascination with American automobiles since he was a small child growing up in Italy. He recognized the design and engineering of American cars to be far superior to anything else on the road at the time. Between his Italian and Allentown addresses, he houses over 210 antique automobiles. Although all beautiful to my eye, he considers them to be daily drives and all are registered and driven often. One hanger sized building on his compound, housed nearly 40 Buicks ranging from the early 1920's to the 1990's, but lacked a 1955? Through Mr. Bulgari's generosity, he has been able to secure funds to help sustain the "America on Wheels" transportation museum in Allentown. While on the PA. trip, the 90° days were challenging for me behind the wheel (Dana and Jason had A/C in the Reatta), but the Cadet took the city traffic in stride.

The car is certainly a keeper and although it won't chirp the ties and the paint has lost most of its shine, we'll let the stately Cadet gracefully fade into old age as it puts smiles on the young and brings tears to the old as it passes by.



The Roadside Diner



Edi Fiske

Best Ever Carrot Cake

1 1/2 cup corn oil
 1 3/4 cups granulated sugar
 3 eggs
 2 cups flour
 2 tsp baking soda
 1/2 tsp salt

3 tsps cinnamon
 1 tsp ground cloves
 2 cups grated carrots
 1 cup chopped walnuts
 1 (8 oz) can crushed pineapple
 3/4 cups coconut

Beat together oil, sugar and eggs until combined, in a bowl sift flour, baking soda, salt, cinnamon and cloves. Add to egg mixture, mixing well. Drain pineapple well. Add carrots, walnuts and pineapple to mixture. Pour into greased 9 or 10 inch cake pan. Bake at 350 degrees for 1 hour. Cool.

★ ★ The VAE August 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 August 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
 Battery cables,
 boxes & pads



Lot 8-2
 2- 32 oz. Marvel Mys.
 oil plus windshield
 and lock deicer



Lot 8-3
 3 gals.
 Pressure Washer
 cleaner



Lot 8-4
 11qts. Valvoline
 Synthetic
 10W30



Lot 8-5
 All new Windshield wipers.
 Mostly Bosch 16' to 21"
 Bid for all 53 wipers



Lot 8-6
 17 Qts.
 ATF oil



Lot 8-7
 8 Qts. 10W30
 Mobil-1 motor oil



Lot 8-8
 7 qts. Full Synthetic
 0W40 Mobil-1
 Full synthetic



Lot 8-9
 15 qts. Castrol
 5W30
 Full Synthetic



Lot 8-10
 15 Qts. Quaker State
 10W30



More Questions About Oil

From the Editor....

Dave, would you please keep this oil discussion going?

Questions..... Should we use synthetic in our old cars? What about the question of single-weight oil vs multi-weight oils in our old cars, which is best and why? You have mentioned the moisture collecting in our car's oil pans, especially during winter storage, should oil types come into the conversation here? What about this whole question of 600 weight in our old differentials? What should we use and is 600 weight really 600 weight? Thanks Dave.

Gary, good questions.

The question of synthetic oil in our old cars is a good one. Like any selection of engine oil, it comes down to the application.

The quality of engine oils has improved dramatically since our antique cars were manufactured. The multi-viscosity high detergent oils available today are vastly superior to the oils available when these cars were new. Not that many years ago, engines were full of sludge and varnish from engine oil deposits. Cars needed to have the engines flushed with flushing oil during an oil change.

The additives and detergents in engine oils still break down, requiring oil changes. This happens more quickly under "severe" driving conditions. Older, carbureted vehicles with open crank case ventilation require more frequent oil changes. The fuel mixture of carbureted engines is not as well controlled as the fuel mixture of modern computerized fuel injected engines. Unburned fuel in carbureted engines and early fuel injected engines will dissolve in to the engine oil. Modern engines have sealed crankcases. Older cars have open crankcase ventilation, leaving an opportunity for dust and dirt to migrate in to the engine oil. Because of these reasons, oil needs to be changed more frequently in these older engines than it does in modern engines.

I have had a number of people tell me they will not use synthetic oil, because they think it will leak out. If your engine already leaks oil, this is true. Synthetic oil will not cause new leaks in an engine. If the engine has sound seals and gaskets, synthetic will not leak any more than conventional oil.



Don't Drip & Drive



Fix That Leak!

Synthetic oil is superior to conventional oil for lubricating and cooling the moving parts of the engine.

If the vehicle has a fairly new engine I would be more inclined to use synthetic oil. The parts and machining cost to rebuild an engine can quickly pass \$5,000. Synthetic oil is a relatively inexpensive way to protect this investment.

Some vehicles, like air cooled Volkswagens, were designed to use straight weight oil. I have been told multi viscosity oils can foam up in these engines, and only straight weight oils should be used. I use straight 30 weight synthetic engine oil in my John Deere Tractor.

Moisture will condense in the crank case as a byproduct of combustion. This moisture will remain there until it evaporates away due to engine heat. The engine needs to be run for a while fully warmed up for this to happen. If the car is not driven much, it makes sense to change the oil before

putting the car away for winter storage.

There are many factors to consider when choosing an engine oil. The type of driving, number of miles driven in a driving season, the condition of the engine, oil consumption of the engine and cost of the engine oil should all be considered.

Ultimately, it is up to you to decide if the extra protection of synthetic engine oil is worth the extra cost.

Next month I will talk about gear oils.

Editor's notes.... Watch the monthly VAE auction, you will find some great oil deals. Much of the time the price is half or less what you would pay at the store and the items are high quality, new products.



****Bad Condenser??**** How can you figure out if you have a bad condenser in your old car? One way that could work is to take your distributor cap and rotor off so you can see your points. Turn your ignition switch on and have someone push your starter button while you are watching the points. If you see good sized sparks coming from the points, your condenser is probably bad. Little-tiny sparks are OK. Another easy way when your engine is running crappy is to put in a new condenser, they are real cheap to buy. If your engine, then, runs better....you had a bad condenser.... 😊



An answer was found for what this contraption on the left is. It is the band assembly for a 1907 or '08 Reo planetary transmission. Bill Erskine had a transmission that was missing the bands and now his is complete. Gary Olney had this, it was left over from his father's auto collection (I thought he had picked it up in Oklahoma). Once Gary found that Bill could use the bands he simply gave it to Bill. That is how the VAE works much of the time.

Did you read Judy Boardman's "Softer Side" column last month? I was lucky enough to have attended the gathering and it was a doozy! The weather was fantastic and the work that Judy and Gael... and others, go through to have the event must be a big effort. Everyone brings a dish so we get a chance to taste many of people's favorite recipes. I have to say there was one dish that I made a couple of trips to....until it was empty. That was **Fred Cooks** lemon squares....They are unbelievably scrumptious

This from Gary Irish about the 1910 Model R Ford that was on page 11 last month...."The picture appears to be a Model T, as it has a windshield, left hand drive, splash aprons, no visible water pump, etc., etc. And of course Model R's were not made in 1910 (various references I have seen say they were made from April, 1907 to either October, 1907 or May, 1909). Thank you Gary, I need to "brush up", don't I?



Paul Baresel writes..."The horse drawn snow rollers were produced in Limington, Maine where I was involved in our Historical Society. We had a good size snow roller on display. Essentially, the snow roller was used to compact snow so that it would provide a compacted path for sleighs and easier pulling it for the horse. A route had to be planned because there are no brakes on the snow roller. The team of horses controlled the travel of the snow roller. Also, the horse had to have been shod with a modified horse shoe for pulling up a hill and slowly (hopefully) down a hill. The amount of drivers and team number depended up the overall size of the roller.

Some photos displayed several men on the roller. The men helped to guide the horses no different than pulling a wagon. The snow roller wood was made of oak and ash several inches thick and weighed quite a bit depending on the roller's size. You do not slip in front of a moving snow roller to pick up a dropped glove."

There were a few comments about this early gas station (left) near North Troy. One person said he believes it still stands just south of the village. Another said there was "high-test" gasoline, back in the day.



I count 100 traffic cones, pictured right, with VAE logos and numbered. Wheel Tracks was notified the cones were donated by a VAE member (unknown) for use at our new show field in Waterbury and at Stowe this year. Thank you unknown person, they will be treasured.



Winning bidders, by lot #, for the July VAE Auction....7-1...Don Rayta, \$17.05, 7-2...Duane Leach, \$21.97, 7-3...Duane Leach,\$5.87, 7-4...Nick Nadeau, \$9.79, 7-5...No bid, 7-6...Nick Nadeau, \$25.51, 7-7...Duane Leach, \$7.97, 7-8...No Bid, 7-9...No Bid, 7-10...Nick Nadeau, \$7.77.

I met our mysterious webmaster during the Shelburne Car Show. It turns out Justine Perdue is "for real" and also a pretty neat dude. There have been attempts to meet with him, but we have always been going in other directions, plus working on-line and using the phone has worked fine for us. I have received some good reviews on our new website, as far as I am concerned, he is doing a great job for us.

Two pages on our website have been intentionally left 'undone' because I have some GRAND ideas for them. They will take some time and require a lot of work. I would like to see EVERY ONE of our member cars listed on these pages. If there is a picture and/or a 'story' then it will be included. If the car has been featured in Wheel Tracks, then there is a note so you can go find the story. Big Idea, Huh? Sure could use some help....hint...hint.

Wheel Tracks Classified Over-run

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....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@ gamil.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



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.... 1923 Lexington Minute-man Roadster. This is a RARE and UNUSUAL automobile in very good condition. It is very drivable and reliable. Powerful 6 cylinder engine. 100% complete. \$28,000 Info: gbureau@videotron.ca



For Sale...1927 Nash Advanced Six Roadster De Luxe. The car is 98% complete but needs a full restoration. A nice project car. **\$9, 900.** gbureau@videotron.ca

Letter to the Editor...from John Emerson:

Thank you and much appreciation, to the VAE leaders who invest so much time and energy in creating some wonderful events for club members and for the public. I recently spent much of three days at the Shelburne Museum show, and did some volunteering. So I got to see up close the excellent work and the leadership of show co-chairs Ernie Clerihew and Don Perdue. They were ably assisted by many committed club members, including (not limited to) President Dan Noyes, Wendell Noble, Mary Noble, Gael Boardman, Gary Fiske, Judy Boardman, Bill Mraz, and others. After Friday's debacle, it was a GREAT show. Congratulations to all.

A week later I participated in the parade at Waterbury. The VAE part of the gathering was organized by Duane Leach, Gary Fiske and Wendell Noble. It too was a success, and it's clear that the citizens of the area, who turned out in droves, LOVED the 18 old cars. And the sun came out and smiled on the cars as we were all cleaning after early morning downpours. Kudos and thank you to all!



Wheel Tracks has been informed of some slight changes in Vermont law for our old cars. We hope this is not confusing since we do not have the capability of a "line drawn through a word" that means the word has been dropped from the law. In this case Wheel Tracks has *italics and put in bold* each word that has been taken out of the law. Each new word that has been added is underlined.

**** Exhibition Vehicles ****

Pages 7 & 8 and can be found at

<http://legislature.vermont.gov/assets/Documents/2018/Docs/ACTS/ACT071/ACT071%20As%20Enacted.pdf>

Sec. 8. 23 V.S.A. § 373 is amended to read:

§ 373. EXHIBITION VEHICLES; YEAR OF MANUFACTURE PLATES

The annual fee for the registration of a motor vehicle which is maintained *solely* for use in exhibitions, club activities, parades, and other functions of public interest and which is not used for the general daily transportation of passengers or property on any highway, *except to attend such functions*, shall be \$21.00, in lieu of fees otherwise provided by law.

Permitted use shall include:

- (1) use in exhibitions, club activities, parades, and other functions of public interest; and
- (2) occasional transportation of passengers or property not more than one day per week.

Editor Question...does the law require old cars to be inspected?



Our 14th Annual Collaboration with the Shelburne Museum

This year we held the **Shelburne Museum Classic Auto Festival** on Father's Day weekend which had the show run a week later than in previous years. This change of dates reflected one of this year's dual themes, honoring remembrances of the Cars of Our Fathers as a tribute to our Dads and the many other remembrances of special cars and the family members we associate with them. We shared photos and stories of VAE Members' and Show Registrants' family cars. It sure was interesting to hear some of the very special memories people were willing to share when they stopped by our Information Tent during the three days of the show.



Bill Cooke with his 1912 Stanley.

Our second theme this year was to honor the 50th Anniversary of the Chevrolet Camaro. The response to our open invitation to all 1992 and earlier Camaro owners was very satisfying. Many of our members reached out, to owners of some very fine examples of the first three generations of Camaros, which resulted in a nice turnout of 22 Camaro registrations, as well as the special display of three brand new Camaros that **Shearer Chevrolet** brought to the show. Many thanks to all of the Camaro folks who brought their cars, their camaraderie, and sense of enjoying two great car show days on the Saturday and Sunday of the show weekend.



Dan Noyes speaking at 2017 SMCAF Awards Ceremony.

There were a number of special opportunities for spectators and entrants to see and learn more about automotive history. Friday afternoon Pierce Reid, who operates an antique Rolls Royce restoration

business in Stowe, presented his fact filled and fascinating talk on the transition from horse drawn carriage design, to early automotive design using the Museum's outstanding carriage collection housed in the **Horseshoe Barn**, to illustrate specific design elements and applications. We arranged with the Museum to show **Ken Burn's** video documentary of Horatio's Drive, America's First Road Trip, on all three days of the show. The DVD tells the riveting story of how in 1903, Dr. Horatio Jackson of Burlington, VT. became the first person to drive a car across North America. Quite a feat back then, when there were less than 160 miles of paved roads on his entire route. **Bill Erskine** returned to the Shelburne Museum Train Station once again this year with his 1910 (in the crate) Sears car. That's the way they came back then. Bill demonstrated how the car was uncrated, assembled, and how the proud new owner would have started it, familiarized himself with the basics of driving such a primitive vehicle in order to drive it home from whatever train depot they collected it at. In addition to the historic vehicle activities, **Dave Welch and Dave Carpenter** returned again this year to share their perennial favorite collection of stationary engines. These all purpose single cylinder engines were displayed in an appropriate setting adjacent to the Museum's Blacksmith Shop, demonstrating how these devices were utilized for all manner of chores from pumping water, to grinding grain, and operating machinery before we had electricity to run the ubiquitous small electric motors in such common use today.

We also had the **Mercedes Club** register and attended as a club this year. They set up with their own tent on the lower lawns of the Museum Campus and related that they really enjoyed the special ambience of being on the Museum's quite wonderful grounds. We look forward to their joining us again next year. While mentioning the special ambience of being able to show our cars at the Shelburne Museum, Ernie and I both want to thank the Museum on behalf of VAE for the wonderful job they did hosting this year's Classic Auto Festival. Our special thanks to **Chip Stulen**, Director of Preservation and Landscape, and the many additional museum staff and volunteers who made it possible to successfully present this year's event.

Continued on page 12



UVM AERO's "Cleanspeed 3.0"

Pictured is Jack Zimmerman of Mansfield, Mass. Fellow UVM mechanical Engineering student, Moritz Thali, was also there to demonstrate The Aero Club's creation.



Coming VAE Event for 2017

August 11, 12 & 13.....The Antique & Classic Car Meet at Nichols Field in Stowe. Its our 60th, come and have a great time!

August 27th..... 11AM to 2PM.

A Sunday Garage Tour in Hyde Park at Stanley Steamer owner Bill Cooke's Home. This will be a "steamer 101" class for most of us. Bring a bag lunch, the club will supply drinks. Drive your old cars to 2092 Cleveland Corners Road and enjoy the gathering.

September 9th..., 10AM to 11AM'ish..... A Saturday visit at Eco Solutions across from Queen City Steel on Intervale 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

Cont. from page 11

Our 14th Annual Collaboration with the Shelburne Museum

At 5 PM on Saturday we convened the seven cars selected to receive awards this year. On that picture perfect early summer afternoon, the selected vehicles were invited to line up facing the porch of the Pizzagalli Center. It was an interesting array ranging from a very special 1909 Cadillac Tourer (more about this one later), to a really sharp looking 1969 Camaro. **Ernie Clerihew** and Museum Director, **Tom Denenberg**, announced the winners and presented the awards. Following the presentation of the Award for the Oldest Car in the Show to **Dana & Malcolm McNair** for bringing their 1909 Cadillac, Ernie asked Dana to share a bit of their special story about driving their Cadillac across the country, in 2009 to commemorate the transcontinental



drive by **Alice Ramsey** who was the first woman to traverse our country by car in 1909 in her Maxwell, Model 30. Dana entertainingly related several delightful insights about her 2009 road trip, including the fact that the engine in their 1909 Cadillac is original, not rebuilt, and that a friend of theirs accompanied them in a 1915 Model T. But most amusing was her telling about how they had written to the Cadillac Motor Division, to let them know about their planned trip and had made it clear they were not requesting any support, but just wanted Cadillac to know what they planned and why. Cadillac responded saying that should they need any service or parts during their journey, to stop by any dealership along the way. Dana poised in recounting that response and said they were tempted to just drop in at a dealership to see what would happen. Thanks Dana & Malcolm, we sure hope you will join us again next year for the 15th Shelburne Museum Classic Auto Festival! Following the Awards Ceremony, we all enjoyed the very welcoming reception for Show Registrants and guests hosted by the Museum in the Pizzagalli Center

This year's awards include:

Oldest Camaro: George Salg with his 1967 Camaro built in October 1966. We discovered this only after a bright lad (**Raymond Shortsleeves**) with a Smart Phone researched some information about early Camaro VINs supplied by a representative of Shearer Chevrolet.

Most Original Camaro: Bill Erskine with his 1967 Camaro barn find.

Farthest Driven Camaro: Gerald and Anna Parenteau with their 1969 Camaro driven from Westmore.

Oldest Car: Dana and Malcolm McNair with their 1909 Cadillac "30".

Farthest Driven: Ken Taplin with his 1959 Porsche 356A driven from Blue Hill, Maine.

Chairmen's Award: Bill and Sarah Cooke with their 1912 Stanley.

Director's Award: Jack Chase with his 1946 ½ ton Chevrolet Pickup.

Article submitted by Don Perdue for Ernest Clerihew & Don Perdue, Co-chairmen 2017 SMCAF



My Story

From Ernie Clerihew



Driving a pre-WW I car in the 21st century is an interesting proposition. In some way, every drive can be described as an unforgettable experience, hopefully as an adventure. My story has to do with such a drive. It ended well owing to alertness and good luck. It could easily have been otherwise.

I drive, among other vehicles, a 1914 Ford. This car is "roadworthy" in a primitive sort of way. It has a 20 HP engine which gives the driver, as the 1914 Model T Instruction Book states, "more speed at your command than you can safely use on the average roads or even on the best roads save under exceptional conditions..." Remember, this was 1914. The service brake consists of a band and drum arrangement in the transmission, working on the rear wheels only.

Fortunately, I do not drive my car above about 40mph so the brakes are fair, at least. It has to be crank-started by hand, but fortunately the car has a 4.5 to 1 compression ratio. It has acetylene headlights, but at speeds of 40 mph or less, they are bright enough, especially if you know the road you're on. I try not to drive after dark anyway, but if I do, I avoid moonless nights. I've given the above description so you can get the idea of the lack of sophistication of this machine. It is just my style.



To keep this car in the above-mentioned roadworthy condition, I seem to be frequently buying parts. My favorite supplier is Lang's Old Car Parts, a Model T specialist in Massachusetts, about 100 miles from Pittsford where I live. If one purchases a large enough dollar amount of parts from Lang's, one gets invited to an appreciation lunch and short tour around scenic north central Massachusetts where Lang's is located, usually sometime in May. So, back in 2010, my wife Melanie and I drove our Model T to Winchendon, Mass. for such a celebration. We got there in about 3 hours, pretty good time for 100 miles in a Model T on secondary roads.

For those who have not logged any distance in a slow-moving vehicle, here are a few things you should do to enjoy, or at least endure, the journey:

- * We all know that speed kills, so never, never drive on an Interstate highway or any road with a speed limit above 50 mph.
- * Always try to drive on a highway with a wide, clean shoulder. You will probably have to use it.
- * Put an orange reflective slow-moving vehicle triangle on the back of the car.
- * A flashing red bicycle tail light is also a good idea.
- * Remember to use proper hand signals when signaling (and hope these signals are understood by the other drivers in your vicinity!).
- * Have a reliable navigator/co-pilot with you who can help you keep track of the vehicles coming up behind. They most likely will want to go faster than you.

The current Vermont Driver's manual states: "When driving a slow moving vehicle causes traffic delays, it may pull over to the side of the road, if and when it is possible and safe to do so, in order to let others go by safely." The English used in this sentence is improper, but you get it. In older editions of the Driver's Manual, it was stated more clearly: "On all roads, except the Interstate, trucks and other vehicles which travel slowly should stay as close as possible to the right side of the road." This is simply a matter of courtesy. So, while it is important for an old car pilot to know what is ahead, it is vital also for him or her to know what's going on behind and beside them.

So back to the trip. We finished up at Lang's at about 3 PM and headed back north to Vermont on Rt.12, through the town of Walpole, New Hampshire. The road here is 2 lanes with decent shoulders. There were a few cars gathering behind us, so we pulled over and traveled slowly in the shoulder so that the group of cars could pass us. A side road was coming up. In my driver's side rear view mirror, I noticed an SUV was coming up, a bit too close for comfort, to the left side of the Model T.

Continued on page 14

From John Malinowski.....

Cars Coffee Vermont is off to a fantastic start this year. 80+ cars in May, 70+ in June attended over the 7AM to 9AM event. Plenty of chatter on multiple Facebook pages before and after each gathering, including a video posted on Youtube giving an overview of the cars in attendance. The event has grown since last year as well as the diversity, welcoming all Vermont Auto Enthusiasts. Come join us! Hard to believe, only three events left - Aug 19, Sept 16, Oct 21 7AM to 9AM at University Mall, South Burlington. Visit us on the web at carscoffevermont.com or Facebook - Cars and Coffee of Vermont

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"



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

My Story from Ernie Clerihew..... continued from page 13

In a few seconds, we were neck and neck and before I knew it, the SUV (without using turn signals) made a slow right turn a bit in front of me, making contact with my left front fender and left side running board. What to do? I instinctively swung the steering wheel to the right and the SUV "guided" us around the corner, the left side of the Model T, hard up against the right side of the SUV as we both went around, coming to a stop on the side road about 75 feet from the intersection with Rt. 12. Melanie, in the passenger seat, was thrown to the left, over my lap and her head touched the right side window of the SUV - not hard enough to do any permanent damage to her head or the glass, but enough to shake her up. I maintained a tight grip on the steering wheel, as I watched the left front wheel, spindle and all, roll away from the car and thought, "I guess this car won't be in this year's Memorial Day Parade".



After everything came to a stop, we assessed the situation. We both seemed OK, but when the EMTs arrived they advised that we both go to the hospital in nearby Nashua to be checked out. The woman driving the SUV came around to tell us that she was sorry that she had hit us. "Why didn't you see us?", I asked. She replied that she did see us, but she thought she could make it to the intersection before we did!!! I don't recall my response to that other than wordless amazement. While waiting for the EMTs to do some paper work, I answered some questions for the police personnel who were filing an accident report. Their questions were funny, considering what we were driving. Q: "How fast were you going?" A: "I don't know. The car has no speedometer". Q: "Were you wearing your seat belt?" A: "There were no seat belts in 1914". Before we left the scene for the hospital, a tow truck from Bellows Falls showed up and took the car to a garage there. It's hard to drive a Model T on 3 wheels. At the hospital, Melanie and I were checked over and released. We got a rental car from Enterprise and they met us at the hospital.

After our insurance companies hashed things out, we recovered enough compensation to replace or repair what was broken or bent on the car and restore it back to its original touring car configuration. Most of these parts were available, in fact, from Lang's! You will notice in the photo, the car appears to be a pickup truck, a conversion commonly done "back in the day". Now we can carry 4 passengers and a driver.

Accidents will always happen, but by keeping your speed down and doing your best to avoid harsh contact with other vehicles, you're more apt to live to tell about it. Be careful out there. Keep looking around you. Keep on traveling!



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.... Two Touring boxed game card sets. Issued by Parker Brothers. Great graphics. One from 1920s - \$20 and one from 1950s - \$15.
Service Manual, 1978 Chrysler, Dodge & Plymouth. Two big volumes in very clean condition - \$35
1940's - 1955 Chrysler products 6 volt generator and starter in good condition. \$25 for the pair.
Over 200 brand new Bowles boxed oil filters. Covers 1930's through 1950's engine applications. Take the lot for free !
Wheaties promotional 1953 Vermont license plate, very nice condition. \$10.
1944 Vermont license plate, good condition \$15
 Chris Barbieri 802-223-3104

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

Wanted.... the following years Stowe dash plaques:57,58,59,60,61,63,68,70,72,74,76,93,04,06,08,2010,2011,2012 Will buy outright or trade for other Stowe yrs, Essex and or Shelburne Plaques.

For Sale.... Dads Solar Midget race car. Very original car w/ full race V8-60 w/ trailer. Dad ran many years in Atlantic Coast Old Timers. Asking \$13,000. Ken Gypson text or call 518 423 7565 kengypson@yahoo.com,

For Sale... Welding set with O and A tanks, gauges, weld and cutting torches, hose, and 2 wheeled cart. \$200. Also a "B" tank set with regulator, hose, torch. \$75. Call Dave at 802-985-5201.

For Sale.... Extras from my '68 Eldorado, new, never used.
 2 new air leveler shocks and a new front rotor.
 I remember them being expensive but I will take best offer over \$60.00. Brian Schafer 315-764-1665



For Sale.... Right and left tail light assembly and one complete instrument panel for a 1958 Mercedes 300D 4-door sedan.
 Also, many engine parts for a 5 cylinder MG TD. All in very good condition.
 Hank Baer 802-272-6933

August Bumper Sticker...

Eat Well, stay fit,
 die anyway

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



For Sale.... AFTER 50 YEARS, ITS TIME TO CLEAN OUT THE BARN! CHECK OUT VEHICLES FOR SALE AT: <https://sites.google.com/view/vermontearlyauto/home> Bill Fagan

Many nice items For Sale...



Sparkplug Whistle \$25



Pair 1917 VT plates..\$60



Pair door edge mirrors...\$50



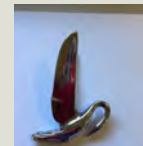
49-50 Packard hood



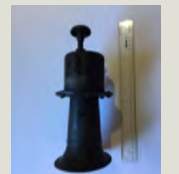
Elec. Bull horn...\$45



Chromed Rear view Mirror 1920's \$135



Packard Hood mascot 1949-1950 new chrome \$ 35



Klaxon #3 rear-push horn \$120

Shipping will be added to all items. Contact Bryce Howells at 802-228-8047 or brycehowells@mac.com

For Sale....1941 Master Deluxe Busines Coupe. No rust, not from New England. New floor and rockers. Painted this year, numbers correct and Twin Carburetors. Engine is leak free (new seals) smoke free and very strong running. New rear springs exhaust and interior. Converted to 12 volts. A cruiser not a hot rod. \$22,000, negotiable) original parts included. Call Mike Lussier at 802-782-9522 or crafmen2@gmail.com



Wanted.... 1932 Reo Flying Cloud Steering box. It is made by Ross and this type had a roller pin that fits into the worm gear instead of a solid pin. I understand Stutz, Duesenberg, Studebakers, Hupmobile and Henney also used Ross boxes. My '33 Franklin Olympic uses them also and I need parts. Thanks, Gary Fiske 802-933-7780 or gafiske@gmail.com

More Classifieds
On Page 10



VERMONT AUTOMOBILE ENTHUSIASTS
Please Send Dues or Address Changes to:
Christina McCaffrey
89 Ledge Road
Burlington, VT 05401-4140
christina.mccaffrey@vtmednet.org



Bill Erskine's 1967 "original"
Chevrolet Camaro Super Sport
Chosen "Most Original" at the '17 Shelburne Show

August 2017



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Eighteen Old VAE Vehicles Getting Familiar with Waterbury, Vermont

The VAE presented "itself" to great reviews in the Waterbury Rotary's "Not Quite Independence Day Parade" on the 24th of June. Our future looks great with the Waterbury's "Open Arms" attitude....it will be very exciting.