

October 2019 Year 66 #10

# Wheel Tracks



## A Saturday Journey...

"We are going to Hong Cong  
and then to the zoo."  
A ride in an old friend!

Ken Cota's '17 Studebaker is  
still in service at  
102 years old!

More on page 7



The Official Monthly Publication of the Vermont Automobile Enthusiasts



**FROM OUR PRESIDENT,  
JAN SANDER**

**Our second Waterbury show was another VAE success.**

The weather basically cooperated, and there was a great turnout of spectators

to view the wonderfully diverse assortment of cars on the field. This was the first time that we have featured tractors, and a sizeable number showed up. There was a large race car display too. I saw many cars from the 50's and the 60's that caught my interest. There was a 1956 Chevy 2 door, 210 sedan that looked very close to the first car that I drove.



One of the most fun things about being VAE president is that the president gets to choose the car that they like best for the President's Award. I chose a gorgeous pale yellow 1959 Plymouth Belvedere convertible, pictured above, which is owned by **Jack and Diane Fleury** from Malone, NY. In talking with Jack, I learned that he brought this car home in boxes. He brought the engine and transmission home in the back of his truck. Everything else was carefully labeled and packed in separate boxes. He said assembling the car was like working on a giant puzzle. All the pieces were there, they just needed to be put together. Needless to say, he did an excellent job! This Plymouth is a real beauty!

The Waterbury show is the main funding source for our Vermont Technical College scholarships and the Golden Wrench Awards. In addition, it helps to fund our VAE activities. When you stop to think about it, VAE does a lot - we put out a first-class newsletter which has won many awards, we hold a variety of monthly meetings in interesting venues, and we produce two well attended and popular car shows every year at Shelburne and Waterbury. There is a dedicated core of VAE members that make all of this happen. Unfortunately, this core group is getting older, and they are less able to do everything that they once did. In order to continue to do all of the things that we do as a club, we are going to have to recruit some new volunteers, who can take on some of the duties involved, with putting on an outstanding car show each year in Waterbury. We could also use some help in other areas as well. We will be coming to the club, and to individual members, to ask people to take on some specific tasks that help keep the VAE, the very successful club that it is.

We have a large club of many individuals who have many talents and abilities among us. I'm sure that we can continue to put on our very successful shows and carry on with our club activities with just a little help from a few more of our members. I hope that some of our membership will take on a specific job or two in order to lighten the load, some of our members have been shouldering for quite some time now. As the old Shaker saying goes - Many hands make for light work.

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- 1953 Ken Gypson
- 1954 Rod Rice
- 1955 Rod Rice
- 1956 Walter Jones
- 1957 Walter Jones
- 1958 Lloyd Davis
- 1959 James Mc Glaflin  
Dale Lake
- 1960 Bob Jones
- 1961 Charles Arnholm
- 1962 Robert Slade
- 1963 Don Brown
- 1964 Richard Evans
- 1965 Willis Spaulding
- 1966 Wesley Pope
- 1967 Bill Young
- 1968 Leo Laferriere
- 1969 Adrian West
- 1970 Chuck Haynes
- 1971 Lloyd Davis
- 1972 Wayne Martin
- 1973 Larry Johnson
- 1974 Tom McHugh
- 1975 Rod Dolliver
- 1976 Bob Gioria
- 1977 Alden Chapman
- 1978 Richard Turner
- 1979 Genevieve Morgan
- 1980 Al Ward
- 1981 Russ Snow
- 1982 John F. Gray
- 1983 Mike Hayden
- 1984 Bob Groves
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- 1999 Joe Paradis
- 2000 Mary Mazur
- 2001 Fred Cook
- 2002 James Willett
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- 2006 Bob Chase
- 2007 Andy Barnett
- 2008 Nancy Willett
- 2009 Gene Fodor
- 2010 Don Rayta
- 2011 Wendell Noble
- 2012 Dave Sander
- 2013 Jim Sears
- 2014 Robert Lalancette
- 2015 Dan Noyes
- 2016 Dan Noyes
- 2017 Dave Stone
- 2018 Dave Stone
- 2019 Jan Sander

**FROM YOUR  
EDITOR...  
GARY FISKE**



**Wendell Noble and I visited an old friend today. She is 102 years old, still wearing her old coat and drives like royalty. We met her for the first time in 2013 at a Greensboro Bend yard sale.** The "she" is a 1917 Studebaker touring car, that has been in the possession of three VAE members over the last 24 years, and "she" seems to be doing very well. It was a great visit and I even got to drive her. That is why I use the word royalty. Even showing her age some, the 3000 pound car practically floated down the road. You should have been there to hear the 6 cylinder engine fire up, it was a sweet sound. I hope you enjoy the Wheel Tracks feature for October.

\*\*\*\*\*

**There will be no Wheel Tracks in November.** In the past, I have taken October off, but with the change in our printing deadline and my wanting to head to Hershey, I would like to free up October. Like you know, October is when the November Wheel Tracks is put together. So, thank you for your understanding.

\*\*\*\*\*

I am going to put this in a separate box and color the background differently...and what the heck...I am going to change the font also.

Why?

Maybe I will get someone's attention!

And why am I trying to get someone's attention? I am still having trouble accepting the decrease from 16 pages to 12, for Wheel Tracks. It sure is much easier for me, but then I see all the possibilities. I am going to try an experiment this month on page 8. I am going to have a mini-feature of a member of our VAE club. We feature our cars but in most cases, we skip the most important, our VAE members.

If, I can get someones interest in doing this, then we might be on our way back to something more than 12 pages. Wouldn't that be great?

In my dream-world, someone would say..."Hey, I wouldn't mind giving that a try, it might be fun!" Then, we would do a 2nd trial (together) in December and start 2020 with a new Wheel Tracks column. I will be waiting at my email button.

We have heard that **Fred Cook** has been transferred to Mayo Health in Northfield. We hope you are doing well Fred, we miss you. Fred can get your card or letter if you send it to 55 Cityside Drive, #19 Montpelier, VT 05602.

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Monthly deadline to  
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The new issue can  
usually be found  
there, around the 25th  
of the month

**Wheel Tracks**  
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## "The Softer Side"

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

### WHAT'S ON MY MIND (THE PART I HAVE LEFT) from Nancy

#### DUES ARE DUE

Are you an active member;  
 The kind that would be missed;  
 Or are you just contented  
 That your name is on the list?  
 Do you attend the meetings  
 And mingle with the flock;  
 Or do you stay at home  
 And criticize and knock?  
 Do you take an active part  
 To help the work along;  
 Or are you satisfied to be  
 The kind that just belong?  
 There's quite a program scheduled  
 Which I'm sure you've heard about,  
 And we'll appreciate it if you, too,  
 Will come and help us out.  
 So, come to the meetings often,  
 And help with hand and heart.  
 Don't be just a member  
 But take an active part.  
 Think this one over, Brother;  
 You know right from wrong.  
 Are you an active member  
 Or do YOU just belong?



*Reprinted from 'SPLASH PAN' winter issue 1961-62. Published by Profile Automobile League-P.A.L., The New Hampshire counterpart to the VAE.*

I was under the impression that clubs, churches, actually any group relying on volunteers were having problems getting their member's help with the projects, or starting new programs, was a fairly new problem. As you can see from the poem above, it was also a problem in 1960.

Of course, it was renewed in my mind before and after this last Waterbury event. I had no idea what needed to be done (which I have no excuse for except having a blind eye) because it always got done (and done extremely well, I might add) with little or no thanks to me.

It is a concern for those of us not getting any younger. I can think of several things we enjoyed over the years, that no longer are going on, because of lack of help. One was the summer baked bean suppers in Brownsville, Vermont. Every Saturday night in July and August we would go and wait in line for a wonderful meal of baked beans (3 kinds), potato salad, coleslaw, homemade rolls and pickles. All served family style with a choice of pie at the end. I was introduced to this when I met Gary in 1970. We looked forward to this for several years. Gary's grandmother worked the suppers and most of that age group did a good share of the work. When these dear ladies and gentlemen could no longer do this, the suppers were cut back to just the month of July and now, I think, they have it just one Saturday in July. The point here is that the love of the suppers didn't disappear - the workers did!

So, I would ask the VAE membership to be thinking of what you can do, to help make this organization, the kind of club that we are proud to hand down to our children and grandchildren and try to instill in them, a reason to 'pick up the torch' and carry it well into the future.

Remember: **MANY HANDS MAKE LIGHT WORK!**

And by the way, P.A.L. apparently had 'disappearing workers', because it's just a shadow of its former self - if it exists at all.



## Dave's Garage by Dave Sander



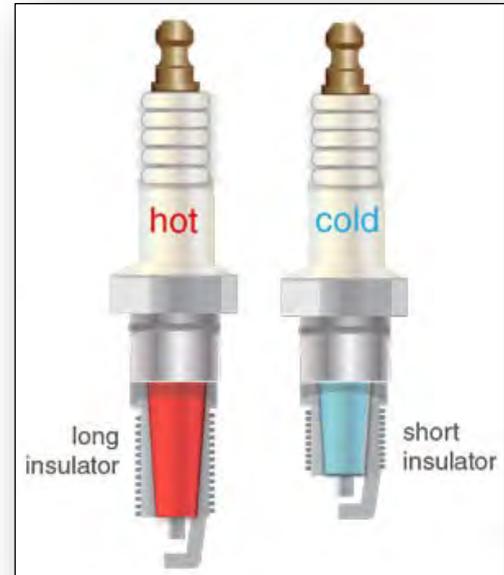
Guest mechanic this month...  
Hot Spark Plugs Vs Cold Spark Plugs

In modern, computer-controlled cars, ignitions are reliable to the point where you rarely consider that they might fail. You have coil-on plugs, also called stick coils, snapped onto the tops of spark plugs, with not even a plug wire between them. The stick coils and plugs are typically hidden inside the engine under a plastic cover that looks like the top of a Shop-Vac. There's no distributor, because the functions of advancing the spark with increasing engine rpm and distributing it to each cylinder are performed electronically, with everything controlled by the car's electronic control unit, or ECU.

This is not the case in classic, antique and brass era cars, unless they have been changed-over to electronic ignitions. If, however, you do have the original ignition, a lot can be learned about the running of your engine.

A hotter plug does what it says, it runs hotter. This will not give any more power and neither will a too cold plug. Because the spark plug resides in the combustion chamber, it's influenced by what happens there. It serves a dual purpose; not only is it responsible for initiating the combustion event, but it gladly tells the tale of how the chemical to mechanical energy exchange process took place. If all is well, the plug is clean, but if something is not correct, it will leave its mark for the trained eye to diagnose. In many ways, the spark plug could be looked at as one of the first forensic investigators. You can work out whether you need a hotter or colder plug by looking at the current ones. If the current plug is too hot then the tip may be melted or deformed. If the plug is too cold then you may have excessive build up (which can also be caused by burning oil or a rich air-fuel mixture).

If you can be "tuned in" to your plugs, you will be able to read problems in your old car before it leaves you by the road. Cleaning with steel wool is better than nothing. Using a spark plug sand blaster gives the best cleaning although you can damage the porcelain insulator and cause the spark to "go to ground" somewhere besides the end electrode, it's proper destination.



Encrusted black carbon is a sign of problems. The causes of this condition may be a cold type of plug, which is proper if you are using the car for long road trips. If all you are doing is driving the car off and on a trailer or around the block and back, change to a hot plug.

Excessive oil reaching the combustion chamber, especially at slow or idling speeds, is also a frequent contributor. A hot plug temporarily may solve the problem, but excessive oil is a sign of other problems, as in bad rings or pistons.

If some of the plugs are clean and others have dry sooty lamp black deposits, the sooty plugs are getting too much gasoline, and can be corrected with carburetor adjustments. If a leaner mix is used, and the engine runs irregularly or misfires, go back to original setting and consider a hotter plug.

Incorrect gaps also contribute to fouling, and is attributed to too narrow a gap. Check the gap and published specs on your car and re-gap all plugs.

HEAT RANGE CROSS REFERENCE CHART					
	NGK	DENSO	PULSTAR	CHAMPION	BOSCH
HOTTER ↑	2	9		18,19	10
	4	14	1	14,16	9
	5	16	1	11,12	8
	6	20	1	9,10	6,7
	7	22	1	7,8	5
	8	24	2	6,61,63	4
	9	27	2	4,59	3
	9.5	29		57	
	10	31		55	2
	10.5	32		53	
	11	34			
	11.5	35			
↓ COLDER	12	37			

The spark plug tip temperature must remain between 930°F to 1560°F, regardless of the type of engine the plug is fitted in.

If the tip temperature is lower than 930°F, the insulator area surrounding the center electrode will not be hot enough to burn off carbon and combustion chamber deposits. These accumulated deposits can result in spark plug fouling, leading to misfire.

If the tip temperature is higher than 1560°F, the spark plug will overheat which may cause the ceramic around the center electrode to blister and the electrodes to melt. This may lead to pre-ignition/detonation and expensive engine damage.

In identical spark plug types, the difference from one heat range to the next is the ability to remove or add approximately 150°F to 200°F in the combustion chamber.



Used To be....

God and the Neighbors are watching, so behave.



I got another letter from this lawyer today. It said "Final Notice". Good that he will not bother me anymore.

\*\*\*\*\*

One company owner asks another: "Tell me, Bill, how come your employees are always on time in the mornings?"

Bill replies: "Easy. 30 employees and 20 parking spaces."

\*\*\*\*\*

Woman to her husband while at it: "Please say dirty things to me!"

Man: "Bath, Kitchen, Living room..."

\*\*\*\*\*

Q: Why doesn't our democratic society permit a man to have 2 wives?

A: Because our laws protect us against cruel and unusual punishment.

\*\*\*\*\*

A 60 year old millionaire is getting married and throws a big wedding reception.

His friends are quite jealous and in a quiet moment one of them asks him how did he land such a hot 23 year old beauty?

"Simple," grins the millionaire, "I faked my age."

His friends are really amazed and ask him how much he said.

"Well", he replied. "I said I was 87!"

\*\*\*\*\*

My husband and I had very happy twenty years. After that we met.



# Wheel Tracks Academy

## The Power of Critical Thinking

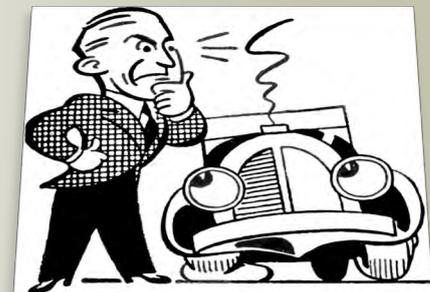
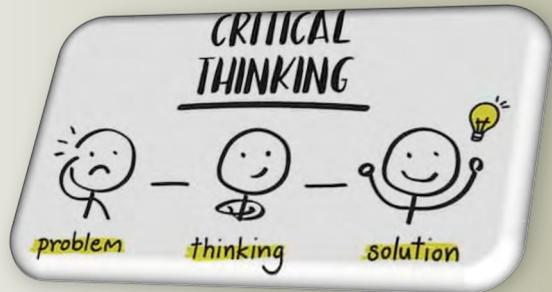
From Wendell Noble

**Our lives are full of problems to solve.** Some are easily and quickly dispensed with. Others we may never have the satisfaction of knowing if we really solved or not. How we approach a problem does a lot to determine where in that spectrum we end up. The only really effective approach is what is known as critical thinking. You can find different forms of the definition of critical thinking, but they all contain terms like objective analysis, rational, unbiased and self-corrective.

### Keeping an old car running provides great opportunities to use this discipline.

You will usually get prompt feedback when you are off-course. When the old buggy acts up, you collect all the observations and facts about the problem that you can. For example, the engine won't start but it was running fine when I shut it off, there is plenty of gas in the tank and it turns over fine. You hypothesize what could cause these symptoms. Maybe there's an ignition problem. This then prompts you to collect more observations to test the hypothesis. Is there spark? Does the rotor turn? Your hypothesis may be wrong or just need some adjustment. Every time you correct the hypothesis, you are learning something of value. You'll learn more from being wrong than from being right. Allow for the fact that some of what you know may be wrong. Don't fall in love with your own ideas. The problem may not be what you want it to be. In the end, it is what it is and you can't fix it until you objectively identify the problem. Putting in a new coil or condenser gets you nowhere if the problem is actually a chewed-up timing gear.

**A car is a machine.** We should understand how it works and learn from it when it doesn't work. You use your understanding of the machine to logically work back from the symptoms to the cause. It may not be easy, but it's the only certain way to get there. Critical thinking can apply to anything. If you want a clear-headed objective view of something, talk to a good auto mechanic.





From front page.....

**This 1917 Studebaker Touring** was the feature car in the March 2013 Wheel Tracks. Gene Towne of Milton had purchased the car from Dave Maunsell in Greensboro that January. You can still find the Wheel Tracks issue on our website if you would like to re-read the article. Dave, Gene, Wendell Noble, Gael Boardman and Gary Fiske were involved in getting the Studebaker to it's new home that day.

You can see why this visit with the old car was a bit of a reunion. We have lost two of the folks who shared that day. Gene died in 2013 and we lost Gael just a few weeks ago.

The Studebaker, however, is still going strong....and isn't that exactly the way it should be? We all worry about what will happen to our old cars as time passes, maybe this old car is telling us NOT TO WORRY, just enjoy them today and they will take care of the future.

Another VAEer by the name of Pevy Peake and Dave had traveled to Michigan in 1995 to see the Studebaker and ended up bringing it home to Vermont. Gael and Dave did some engine work on the car and it traveled much of the Northeast Kingdom the next eighteen years. Gene was able to enjoy the car for just a short time, when he sold it to Ken, where it got a new cone clutch, a new windshield and a tune-up with some shiny new spark plugs. It is now, happily, traveling the Champlain Islands.



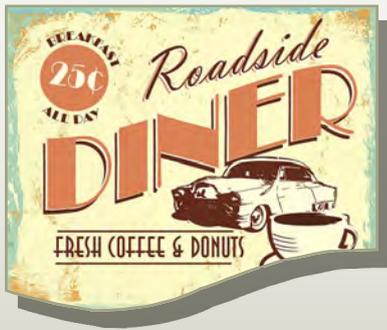
**This 3000 pound Studebaker** is one of only 39,686 cars the company made that year, according to the U.S. Automobile Production Figures manual. Commercial production had decreased drastically because of the war, the U.S. government had, by that time, taken over more than 85% of the South Bend factory. By Fall of 1918, all commercial production had seized, and 100% of the factory production was for the war effort. Ken Cota's Studebaker is a survivor of only a few from 1917. There were only about 18,000 cars produced in the next, making 1918 Studebakers even more difficult to find.

**Studebaker's main business** before 1908 was farm wagons and other related horse drawn equipment. Then a car company by the name of EMF began production in '09 and Studebaker bought stock. Within four years they owned the EMF automobile company. For many years, the company continued their business in horse drawn equipment while building automobile the same time. In fact, in 1914, they accepted an order that was said to be the largest ever placed. WW1 had begun and Briton contracted Studebaker to deliver 3000 wagons, 20,000 sets of harnesses and 60,000 saddles. The order was completed and shipped out four weeks early. While this order was being filled, Studebaker also built and shipped 475 automobiles to Russia for the war effort. **If only Ken Cota's Studebaker could tell us about it history.....**



**These Locomobile 'Cousins' spent the Waterbury show together.**

Many years ago, these two vehicles were purchased by Gael & Judy Boardman, the 1918 on the left and the 1908 by Fred and BJ Gonet on the right. We just lost Gael and this might be the last time these cousins will be together.



# The Roadside Diner

## Hot Mulled Cider



Edi Fiske

- \*8 cups apple cider or apple Juice
- \*1/2 cup packed brown sugar
- \*A dash of ground nutmeg
- \*6 cinnamon sticks

- \*1 tsp whole allspice
- \*1 tsp whole cloves
- \*8 thin orange wedges or slices

In a large sauce pan combine apple cider or juice, brown sugar, and nutmeg. For spice bag, place cinnamon, allspice, and the one tsp cloves in cheese cloth and tie, add to cider mixture. Bring to boiling. Reduce heat, cover and simmer for 10 minutes. Remove spice bag and discard. Serve cider in mugs with a clove-studded orange wedge in each. Makes 8 (8 ounce) servings.

## Isabelle & Clark Wright

...have been the Burma Shave editors for Wheel Tracks a long time now, one of the little items in the monthly publication that always gets comments. They are one of those quiet, happy, couples in the VAE. Their 27th wedding anniversary is just around the corner.

It seems Clark has been around the VAE forever. There are not many old-car stories, in the early days, that do not include him. He says one of the reasons he had been a part of many trips to haul some "treasure-on-wheel" back home, might have been because of the 3/4-ton Jeep pickup he had. He also said he loved the company he was with. He first joined the VAE when he was 17 or 18 years old, which makes that the mid fifties. His first car was a 1950 Chevy that he bought from his brother Allen. Clark says the car was very reliable as long as Allen was driving it but he could not drive it a mile without some problem leaving him stranded.

One memorable story in an early Wheel Tracks was when

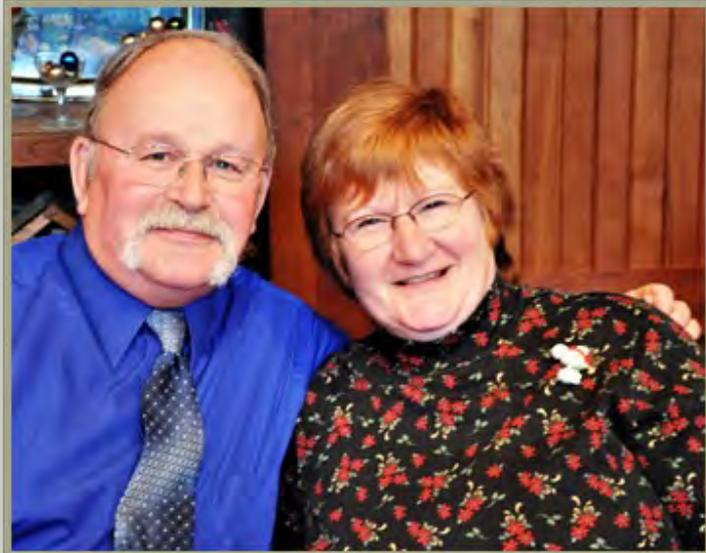
one of Clark's buddies had spent the day in a barn getting a "really" old (antique) car to run, he had purchased it and wanted to drive it home. On his way home with the spitting and sputtering car, the friend pulled into Clark's workplace to show him his prize. Later, Clark's boss later asked him if he would ask his friends not to stop "with those old junk cars" any longer. Some folks just don't understand.....

He was born and brought up on a registered Jersey dairy farm in Underhill, Vermont and went to high school in Essex, graduating in 1956. The trade school at St Johnsbury academy was next, where he studied as a machinist. Then on the Pratt & Whitney in Connecticut as an apprentice. He learned he really enjoyed repairing machinery, that standing at a lathe for six hours to make one part, was not his cup of tea. So, he took the experience that he acquired and followed his first love working as a mechanic most of his career. Some of us have a hobby that includes an old car, or two. Clark has a stationary engine hobby where he has a few more than one or two! His home shop is an envy that many of us would love at our home.

Isabelle was born and brought up in the Rochester, New York area and went on to college graduating with three degrees in teaching. Her career brought her to Vermont and 15 years of teaching and another 26 years in administration at several companies. We all know that Clark likes to "think" things over a bit before he acts, but ten years seems a little long.... Yes, that is what it took for Clark to ask Isabelle out. Then there was "where" Clark asked her to join him.....to a tractor pull! Evidently, he knew what he was doing because it was not long before he proposed, and they were married.

*( I am sorry Clark, but I could not resist my above wording, I hope you will still speak to me....Gary)*

Clark and Isabelle had known one another during the years before they married because they both went to the same church in Milton.





**Gary, If you check out the Sept 5 issue of Old Cars**, there is a nice article about a 1908 Locomobile, specifically Fred Gonet's. I called Fred to congratulate him on it and he was totally unaware of it. We figure he must have been interviewed about it at Waterbury without realizing he was being interviewed. Either the writer has a fantastic memory or he had a concealed tape recorder. Anyway, it is a nice well researched piece. Wendell

**Gael (Boardman) Willys Knight Coupe** has headed off to its new home in Alabama with **Tammy Thompson**, its new owner. We hated to see it leave Vermont, but Judy said she was very pleased to have Tammy have the car. This brings Tammy's collection to five cars, this WK Coupe, her '27 Willys Knight Sedan, her '31 Willys Roadster (formerly Gary Olney's), her '28 Whippet and her '59 Austin Healey "frog eyed" Sprite. There will likely be some news or stories about these cars as time goes along.

**Dave Stone was asking** if anyone was interested in a great deal on a 1927 4-door Pearce Arrow sedan. It is not his but he can tell you where it is along with a few more details. Give him a call if you are interested.

**We have another five boxes of interesting magazines for our future library.**

That is right, a club library! The idea, at the moment, is just a small seed of an idea, but it is growing. There might be a closed trailer available and thus....it will be "a mobile library". There might be books and magazines the club wants to keep....thus, "our permanent collection". There might be paper material that we can sell...thus, "a small income to sustain the library". The idea came up with our Education/Outreach Committee a while ago and the idea has not faded away. If some of you would like to be involved, just call someone on the committee to find when we meet next. The times vary with the availability of its members, some of them have day jobs. The five boxes of magazines have come from a member in Connecticut, **Don Tenerowics**. The boxes contain a multi-year collection of Skinned Knuckles. THANK YOU DON!

**A member has given Wheel Tracks a list of 57 use-to-be sayings** that you will be seeing as the months go by. Wheel Tracks has run out of **WORDS** that you have been seeing on page 6 above **Wheel Tracks Academy**. Here is a pre-view...."Number, please?" And...."she started work as a gal-Friday". We will now have some historical sayings to go with our historical vehicles.



It appears this **McCormick tractor** did not sell at this year's car coral in Waterbury. The price was \$4500.00. There was also a **1904 Curved Dash Oldsmobile** for sale for \$60,000. A knowledgeable member told Wheel Tracks the car was totally original and the price was very fair.

We understand there were about a dozen cars sold in the coral this year. Not a bad deal....you register and pay \$30.00. When you sell your car, you keep all of the proceeds. Another great deal at the August **Vermont Antique & Classic Car Meet** is the Flea Market. \$45.00 gets you a 20 square foot space for three days.

### Welcome New VAE Members

- \*\*\*HARRY LAUGHY, FAIRFAX VT. (1955 BUICK RIVIERA)
- \*\*\*JOHN GALLAGHER, MORETOWN VT. (VINTAGE MOTOCROSS BIKES)
- \*\*\*DON CATALANO, SOUTH BURLINGTON VT.
- \*\*\*TIM TOFANI, BURLINGTON VT. (1984 ASC MCCLAREN MUSTANG)
- \*\*\*WARNER & KATHLEEN HODGDON, WATERFORD VT.

# Coming VAE Events for 2019



**October 12th, Saturday .... The Gypson Tour** will be hosted by **Ed, Chris, and Emily Hilbert**.

The starting point will be the Hilbert's home at 40 West Pleasant Street in Bristol.

We can be gathering around 10:30 with the first car leaving around 11:00. When the tour is completed, we can gather again at the Hilbert's home for a BBQ and good conversation. Foliage should be great, so let's have a great turnout.

**November....VAE Annual Meeting. Wendell & Mary Noble** will host the **annual VAE meeting** on Saturday, Nov. 2 at noon in the Holy Family parish hall in Essex Junction. This is the same place as last year. Please let Jan Sander know if you can come so she can make arrangements with the caterer. Lets all get together as 2019 comes to a close.

**December 8th, Sunday 11AM....**

**VAE Holiday party** at the Steak House Restaurant, 1239 Barre / Montpelier Road. Buffet brunch or order from the menu (we recommend the excellent buffet; last time the buffet folks were finished eating before the menu items even got served). Buffet prices are \$14.99 for adults, \$12.99 for seniors, and \$6.99 for children under 12. Bring a wrapped gift (suggested \$10 to \$20 value) if you would like to participate in the exchange. We will not be doing the "Yankee Swap". Please RSVP by November 30 by email to [charlieandmarion@comcast.net](mailto:charlieandmarion@comcast.net), by phone to 802-878-2536 or by phone or text to 802-734-4010. **Charlie and Marion Thompson**

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



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



Evan Tinker of Milton, right, is the 2019 Golden Wrench award winner at the Essex Center for Technology. VAEer, Dave Stone, left, is presenting the award.



Saturday October 19th is the last Cars Coffee Vermont of 2019.

Been a great season with many new faces as well as seeing friendly regulars. Even with rain in the forecast we have had great turnouts, often 80+ cars over the two hours. Plan on attending the largest monthly car gathering in Vermont on the 19th!

**John Malinowski**  
802-622-1026

# 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....**

- \*One tube of water pump grease, \$1.00.
  - \*One Qrt. of 600wt gear oil, \$1.00
  - \*Willis St. Claire mechanical jack, \$100.00
  - \*Simplex jack, 15 ton#217-A, plus other jacks.
  - \*About a 1950 Ford "four speed" transmission with PTO from an Army truck, \$100.00
- Ellie & Marvin Ball 802-425-3529

**Wanted.... A jack for my '29 model A.**  
Travis Cook Call 860-462-1067

**Good Morning Wheel Tracks....**

I am helping a friend find some parts for his 1922 Ford model T. It needs a steering wheel and the nut that holds it in place. Also a spider key and drive pinion short shaft. Any help you can give would be appreciated, thanks. Del Masse, South Burlington. dmasse05446@yahoo.com

**September Bumper Sticker...**

**I don't have A short attention span. I just....**

**Oh look, A squirrel !**

**For Sale....** 1947 Hudson Super 8 sedan, 23K miles. Complete, drives, needs some TLC work. Stored for many years. Price neg.

**For Sale.....** \*1932 Cadillac generator, radio and manifold.

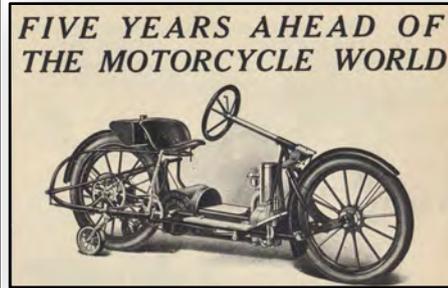
\*1936 Packard Model 120 mechanical and body parts.

\*1937 Packard 120 engine block with insides.

\*1925 Studebaker Light 6 and Special: mechanical and body parts.

\*1932 Buick 57S mechanical and body parts

**Also For Sale.....** Small part time business for an antique car lover who is about to retire and would like extra income. Must be honest, ambitious, and enjoy repairing small items Call Roy Martin 802-862-6374



**1912 ad from Militaire Auto Of Cleveland**

**"The Underslung Militaire"**

*Will revolutionize motorcycles like the typewriter revolutionized writing machines*



**A 1931 Ad in Outdoor Life magazine**

The new Bird Dog's Palace. Carved and tapered to fit the body of your car's running board.

One and two-dogs sizes, \$15.00 & \$17.00 respectively.

A "De Lux" rear model for \$20.00.

Police Dog size also available

**MICHENER'S CHAIN CARBON REMOVER.**

This carbon remover is a small flexible coil chain, made of tough soft wire manufactured especially for this device; is as flexible as a piece of twine and absolutely harmless to the motor.

It is inserted into the cylinder through the spark plug hole, a little kerosene is injected at the same time, then the spark plug is replaced and disconnected from the ignition circuit, the motor is then run about two minutes at a medium rate of speed from power developed by the remaining cylinders. The peculiar construction of this carbon remover when thrown about by the moving piston, loosens the hard dry scale and it is blown out the exhaust. When the cylinder is clean the chain is easily removed by a special hook for the purpose.

\*\*\*

This device saves the expense of tearing down the motor, eliminates disturbing the bearings and adjustments which are difficult to secure again. Does not scratch or nick the cylinders which a sharp edge tool is liable to do in the old "hand-scraping" way.

\*\*\*

Not recommended for horizontal motors, Cadillac or some of the "T" type motors like Maxwell. We have hundreds of testimonials from owners of nearly all kinds of motors.

Let us send you our booklet of testimonials.

\*\*\*

If not sold by your dealer, let us send you one by return mail, postpaid, for 75 CENTS OR THREE FOR \$2. (You can clean two cylinders at the same time with two chains.) Always state kind of motor as chains are made different sizes.

**E. S. MICHENER,**  
800 Washington Street, NEW CASTLE, PA.

**A 1911 ad from E.S. Michener of Pennsylvania.**

You can buy one for \$.75  
Or  
Three for \$2.00

It is a steel chain that can be inserted into the spark plug hole

And

Will remove the carbon build-up in your cylinders while your driving your vehicle.  
**Guaranteed!**

**VERMONT AUTOMOBILE ENTHUSIASTS**

Please Send Dues or Address Changes to:

**Christina McCaffrey**

**89 Ledge Road**

**Burlington, VT 05401-4140**

*christina.mccaffrey@vtmednet.org*



**# 67 appeared at our Waterbury Show this year.  
Owned by Ken Gypson...and racing history!**



**October 2019**

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



**This is the VAE contingent of the  
2019 Essex Labor Day Parade.  
Pierre Pepin's Army jeep, loaded for bear,  
is leading the VAE group.**