

February 2022 VAE Year 69

# Wheel Tracks

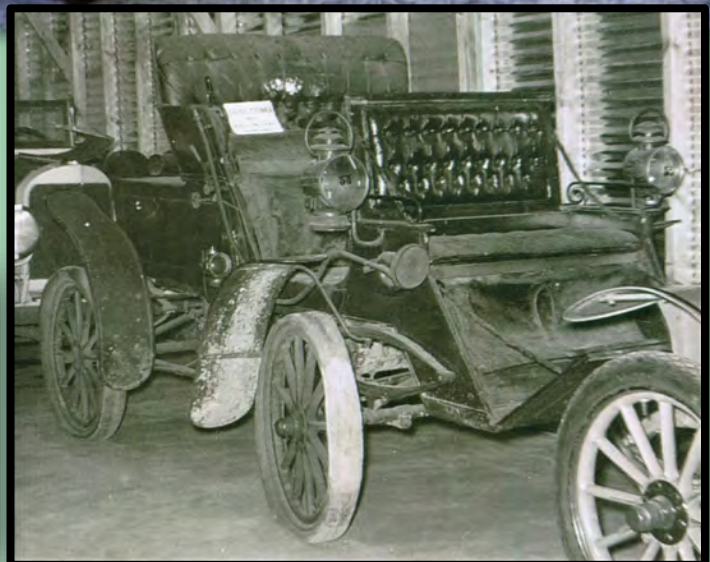


Bill Cooke and Sarah Moon's 1903 Grout is pictured right, sleeping in a New Hampshire garage in the 1940s

Above, is the completely restored Grout, a Model J Drop-front Roadster, of today.

Bill and Sarah was presented the 2021 VAE President's Restoration Award for this beautiful steam car.

You can read more on page 11



The Official Monthly Publication of the Vermont Automobile Enthusiasts





## 1918 Peerless Slogan

"Dual Personality in a Motor Car"

A factory in a small town in Europe burn to the ground; they made condoms.

The mayor told his secretary to order 10,000 units from a town in Texas ASAP.

He told her to request size ten inches long and two inches wide.

A week later the complete order arrived and on the invoice the requested size was reprinted with a red stamp on the paper stating.....  
"SMALL"

\*\*\*\*\*

At the cocktail party, one woman said to another, 'Aren't you wearing your wedding ring on the wrong finger?'

The other replied, 'Yes, I am, I married the wrong man.'

\*\*\*\*\*

At a party, a young wife admonished her husband, "That is the 4th time you have gone back for more dessert. Aren't you embarrassed?"

"No", he said, "I just tell them its for you."

\*\*\*\*\*

I did not realize how bad a driver I was until my GPS voice said,  
"In 400 feet, make a slight right, stop, and let me out."

\*\*\*\*\*

The most effective way to remember your wife's birthday is to forget it once.

\*\*\*\*\*

There is a new, very easy, IRS form for 2021. It only has 4 lines.

1. What was your income for the year?
2. What were your expenses?
3. How much do you have left?
4. Send it in.



## VAE Gossip

The mystery has been solved...we think. Since the closing of the transportation museum in Plattsburg, we all wanted o know what happened to Steve Danna's 1912 Kissel Speedster. Steve, and his Kissel's history, goes back many years in the VAE.



For months, we heard the Kissel was in Florida, parked in Steve's livingroom. Many of us, then, headed for our own living rooms with our tape measures, we had never thought of that idea!

Steve passed away a few years ago and we found the Kissel never made it to Florida. It just disappeared!

Then one day our editor received a call from a gent in Brookline, VT. He was a non-member, but loved to read Wheel Tracks at his local library each month. He offered to ask about Steve's Kissel as he lived across the street from Steve's sister. We later received word the gent believed Steve's nephew now owned the car, but he was not 100% sure.

Our editor is now getting 'up-there' and he can not remember who told him, but the latest news was Steve's Kissel was sold at a Bonham auction. A little research led to their auction last October in Connecticut, where a 1912 Kissel Kar Model D-11 was sold for \$78,400. Here is the picture they used to advertise it:



Is it really Steve's car? If it is, where is its new home?

Hmmmm....Vaallee Intellisting

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#### FROM OUR PRESIDENT, GARY FISKE

From your "new" Prez....

**Good Morning All.**

Our VAE is beginning 2022 a little like the start of 2021, with cancellations. Our number one concern is keeping our members safe from Covid, but right behind that needs to be "keeping our beloved club safe".

I am referring mainly to the activity that allows our club to exist financially and is our club's central identity, plus it is a lot of fun. That is the August "Vermont Antique & Classic Car Meet".

Beside our normal show activity, there is one added task for the 2022 show. We need your help. **Tom McHugh** has been at the helm of our show's flea market for many years. He has done an unbelievable job and now would like to retire. We owe this to Tom. We need to take over his job and allow him to step back and see what he has built. He will be a hard act to follow. I wonder if we might break his job into 4 or 5 pieces, someone does the registrations, someone else lays the field out... etc.? **Thank you, Tom McHugh, for your many years of dedication and hard work.**

Many car clubs have declined over the years, or simply faded away. This can not be said for the VAE. Our club's membership has increased each of the past fourteen years. I know we could do better, but I believe we are doing pretty darn well.

Thanks, *Gary*



In trying to give newer members a perspective on the beginnings of the VAE, I plan to periodically give snippets of early Wheel Tracks. Two months ago in Ken's Corner I had Ken Sr.'s hopes for Wheel Tracks. Volume II Number 1 (March 1954) featured the first of two segments on the history of Vermont's own car: The Wasp, by Keith Marvin. Other items were activities year to date, a book review, classifieds, Jottings about members, and a notice not to answer an ad listed from someone in New Haven, VT!

One Jotting was particularly interesting. VAE member Bruce Cray was spotted in downtown Burlington in his 1939 French Delage.

And, to wrap up, I found the following newspaper clipping in some of my dad's VAE papers.

*A point of View: Only two cars were entered in an automobile race held in Moscow—an American and a Russian car. The American won easily. The next day, without mentioning how many cars competed, Pravda reported: "The Soviet car placed second while the American auto came in next to last."*

Long live the VAE...*Ken Gypson*

#### Membership Only \$30

**\$50 for 2 years**

**Wheel Tracks**  
Monthly deadline to  
the editor is the  
5th of each month

#### "How to be a member"

\*Go to [vtauto.org](http://vtauto.org)  
\*Click "Join VAE"  
\*Print form, fill it  
out and mail it with  
your \$\$ to our  
secretary

If you want your  
latest  
Wheel Tracks  
earlier.... go to  
[vtauto.org](http://vtauto.org) then to our  
Member Only Page.

The new issue can  
usually be found  
there, around the 25th  
of the month.

#### Wheel Tracks

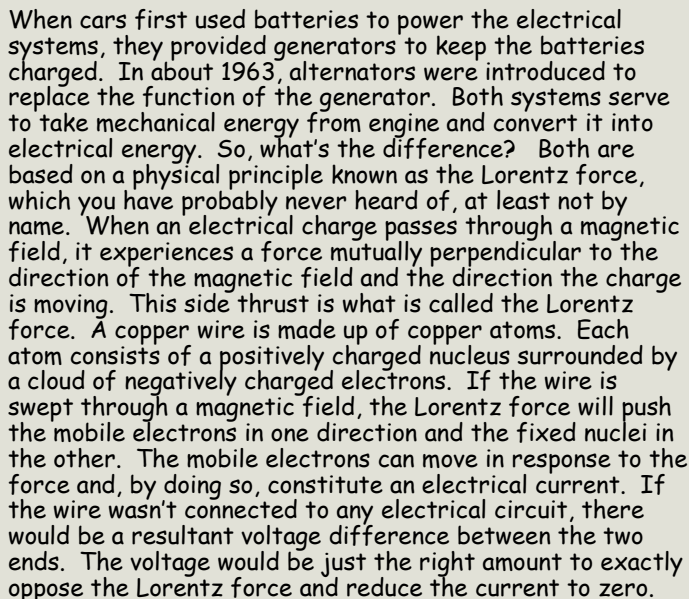
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newsletter published  
in print and  
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### From Wendell Noble



In a generator, the magnetic field is produced by a set of stationary electromagnet coils positioned in circular fashion around a rotating component called a rotor. The rotor also has coils of wire that pass through the magnetic field to generate a voltage. These coils producing the voltage constitute what is known as the armature. Since there are many coil windings in series, the total voltage across a coil is proportional to the number of windings in the coil. Each armature coil is connected to a pair of contacts on one end of the rotor shaft on a section known as the commutator. There are a number of coils on the rotor and each one is connected to its own pair of contacts on the commutator. All of the current coming out of the generator has to come out through these rotating contacts. Electrical connection to the outside world must be made through a pair of stationary conductors that make momentary contact as the commutator sections slide by. That's a pretty demanding job. They must be conductive enough to carry the current with very little resistance and be slippery enough to let the commutator slide by with a minimum of wear. They are called brushes and are generally made of graphite. They do wear out over time and have to be replaced. Because the brushes are in a fixed position, they are always in contact with that particular winding which is in the same position relative to the magnetic field at a particular time. Thus, the brushes always see a voltage of the same polarity and therefore the output voltage is DC, just what we need to charge a battery.

is configured differently. In an alternator, the magnetic field is created by electromagnets on the rotor shaft and the armature coil windings that develop the output voltage are stationary and positioned in a circular fashion in the case around the rotor. There are some significant practical advantages to this arrangement. Since the high current that is generated as output is created in stationary windings, that current can be brought out directly without the necessity of passing through brushes as sliding contacts that will wear out. Electrically conducting contact must be made to the electromagnet windings on the rotor shaft. This is done through two "slip rings" with sliding contacts. They carry very little current and are continuous smooth rings with no gaps so there is very little wear.

The heaviest part of either a generator or an alternator is the heavily wound windings of the armature. In a generator, these heavy windings are on the moving rotor so they limit the speed of rotation which is lower than in an alternator. The output of an alternator is inherently AC. The availability of semiconductor diodes makes it easy to rectify this to DC before it is routed to the battery. A diode is a circuit element which allows current to flow in one direction only. All of these features favor the alternator over the generator; lighter weight, higher output and greater reliability. There is one drawback however. The electro-magnet windings of the alternator require a supply of DC current to function. Since the alternator output is AC, the only source of DC current is the battery. If the battery is dead the alternator can't function to recharge it.

Alternators have been commonplace in cars long enough that many of them now qualify as antiques. A lot of our fellow old car friends may wonder what a generator is, since they have never seen one. They probably wouldn't have any idea what the third brush is for, let alone know to adjust it. That bit of lore is left to the real old-timers.

[illegible]



## *"The Softer Side"*

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

.....from Nancy

### THE NEW YEAR

Here we are in a new year, 2022, and I fast. It seems like only a couple of how we were going to say 2001. Would twenty-01? And now it is



am left wondering how I got here so years ago I was talking to Gary about it be two-thousand and one or twenty – twenty-two. Amazing!

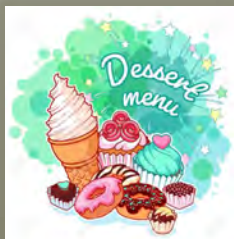
And now is the time some people are making or have already made a resolution for the coming year, taking stock of oneself and deciding what we should work on or, in a lot of cases, "work off"! I personally have made a few over the years of the "work off" kind but always seemed to start very motivated, and then think I could do it tomorrow or next week and, as it turned out, had the thought that it would be a good one for next year!

I really admire those that can plan and stick to it, but guess I am not one of those. I have a friend (from childhood) that plans her eating and exercising every day and never veers away. While on one hand I think doing this is admirable, but my thought is that you will miss something wonderful in your quest to be perfect. We took her to a fabulous restaurant once, and we could tell it was almost painful for her to decide what she could eat. She chose eggs benedict with meat and hollandaise sauce on the side (both left untouched), and she let



Gary order her dessert and take it home. Gary was happy, two desserts!

But have to say, "To each his own." But also will add that is why she looks like a toothpick and I look like a bush!



So am I making a New Year's resolution? Not really, but I will try to be kinder, happier, smile more, and not always passing on dessert might just be the answer.

**HAPPY NEW YEAR!**

Following along with Nancy's "Softer Side," Buzz Stone contributed these witticisms:

An office worker decided it was time to lose some weight. He took his diet seriously, even changing his driving route to avoid his favorite bakery. One morning, however, he arrived at work carrying in a gigantic coffee cake. "I accidentally drove by the bakery this morning," he said, "and there in the window were a bunch of goodies. I prayed, 'Lord, if you want me to have one of those coffee cakes, let me find a parking space right in front of the bakery.'" "Sure enough," he continued, "the eighth time around the block, there it was!"

My parents made New Year's resolutions like volunteering and donating money to charities. I've decided to make my own coffee once a week!





## "My First Car" Stories

I am hunting for "First Car" Stories.  
Can I have yours?  
Call me...802-878-2536 or email...charlieandmarion@comcast.net.  
Thanks, Charlie Thompson



### My 1st Car From Nancy Gypson

Despite the recent trend of writing stories about second cars, my first car was memorable to me. I never had a car in high school (gasp!). Borrowing my mother's car whenever possible worked for me. I never much cared about cars (well, unless it was a '65 Mustang).

In 1971, during my sophomore year at UVM, I came home on a break and found, to my dismay, that my mom had proudly purchased a 1964 Ford Galaxie 500 4-door hardtop for me for \$25 and had it towed to our driveway. Do you think she was tired of me taking her car? I paid her back but didn't really want the car. It was in rough shape and was "sunburned" all over.



Ken came to visit and you would have thought it was Christmas morning! He was thrilled with the car and the amazing purchase price and wanted us to register

it right away (sigh) so we could have a reliable car when we got married. Well, we did, and I have to say that it was a good, extremely reliable car. For those of you who like a bit of technical detail in your reading material (ZZZZZ), Ken says we went into the first winter with bald tires and we bought recap sand snow tires. They are no longer legal. The Galaxie got us through many a Burlington blizzard where we lived during my senior year at UVM as well as many weekend trips to Ken's family in New York and mine in Connecticut. We ended up driving it for four or five years. I can't remember what happened to it. My guess would be that Ken traded it for some other piece of junk. Oops, I mean another reliable piece of transportation.

I have come to like and appreciate cars, and I love old pickup trucks. Some might say that one could have too many. I would never say that, of course. However, if a '64 Ford Galaxie with dull and peeling grey paint were to come down the road, I just might get a little misty-eyed. Then again, maybe not!

Next up.....

## Coming VAE Events for 2022

From Mike Felix



February—Our Memorabilia Gathering has been rescheduled to February 12, 11am to 2pm, St. Andrews Parish Hall, 109 South Main Street, Waterbury. If we need to reschedule this event again, we will schedule a date in March. Please bring a dish for our traditional Potluck Lunch. Also, plan to bring something from "your collection" that you will have fun showing your friends: an odd wheel or crazy carburetor that might have been used in the old days, anything you would like to show us. Let's see who can create the most "table visits" or the quietest room when you have the floor! Several tables will be set up for our "Education Fund Sale." The club will have hats, T-shirts, books and dash plaques from earlier car shows for sale. If you have anything you would like to donate, you are welcome to bring them.

March and beyond....We are working on additional events, COVID permitting. Two we can mention briefly: one for a picnic at a lake in June and the second for a gathering on the Burlington waterfront in September. We will also be scheduling a cruise and other events once the weather breaks. Stay tuned.

Watch for John Lavalley's email messages for VAE news, updates, cancellations, reminders, and the latest planned events.  
Our website is [VTAUTO.ORG](http://VTAUTO.ORG)



## "Remember When".... with Chris Barbieri



"Stop Getting Lost - Save miles and minutes"! No, it's not a sales pitch for the latest automotive GPS technology but rather what preceded it. Automobile compasses were fairly popular before GPS came on the scene. They didn't give you a vocal turn by turn to your destination, but they did point you in the right direction.

In the '50s and '60s, the Airguide Auto Compass was one of the most popular brands available for compass buyers. It was a product of the Airguide Instrument

Co. located in Chicago. If you were in the market for a car compass, it was hard to resist an Airguide. It boasted a Super-power Alnico V Magnet, and aircraft-type compensators assured dependable performance under all driving conditions. Airguide Compass buyers were offered in three choices: non-illuminated, or illuminated via battery, or direct wired. They even came in 5 colors.

The Airguide Instrument Co. is no more. It was highly successful until the early '70s when foreign competition finally forced the company into bankruptcy. It was purchased by a series of companies until 2000 when the Airguide Instrument Co. was no more.

You might occasionally spot an auto compass at car shows, on a cruise, or maybe even at a flea market. If you do, the chances are that it's an Airguide Auto Compass. Today's GPS systems are mostly reliable and accurate. But they just don't live up to the fun of cruising in your vintage wheels and letting an Airguide be your guide!

Remember when?



"Pleasures of Reading an Auto Magazine"

Here's a humorous non-auto topic:

How many hot dogs come in a pack? If you've been grilling lately, you'll know that hot dogs come 10 to a pack—a nice, even number. Why 10? Because hot dogs are sold by the pound, and standard-sized hot dogs sold in stores weigh 1.6 ounces, so of course 10 is the perfect number for a package. This started in 1940 and remains so today.



How many hot dog buns are in a standard package? When it comes to buns, it's not weight that comes into play, but baking pans. According to the National Hot Dog Sausage Council, "Sandwich rolls, or hot dog buns, most often come eight to the pack because the buns are baked in clusters of four in pans designed to hold eight rolls." Yep, there's even a council for hot dogs!

So why ten hot dogs and eight buns? Stay tuned right here to find out.



## VAE Trivia from Don Tenerowicz



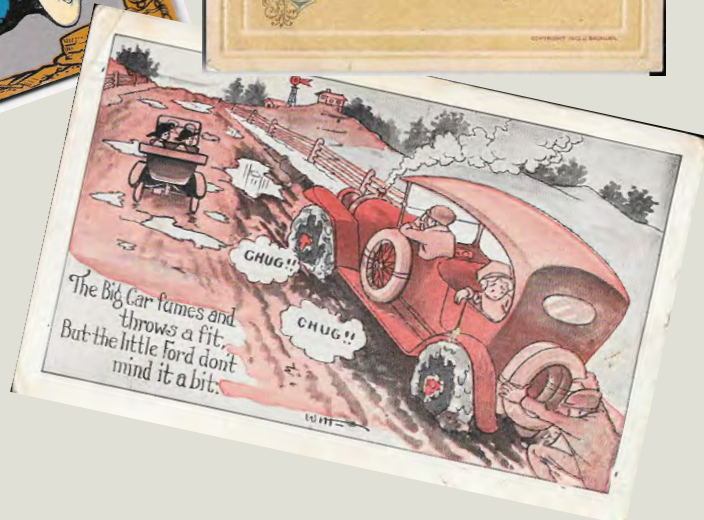
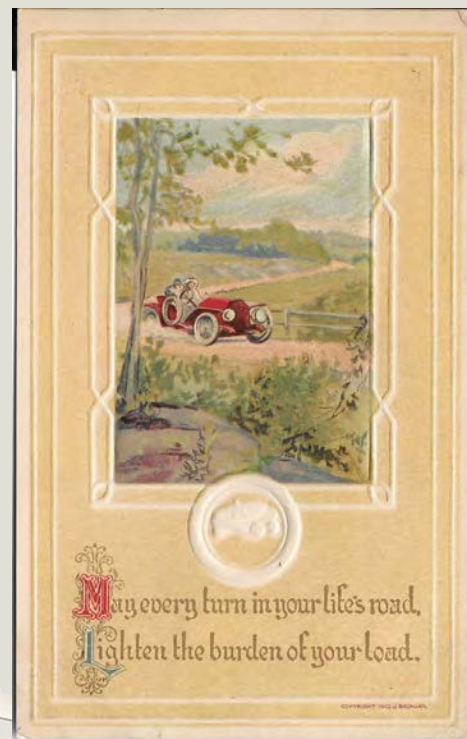
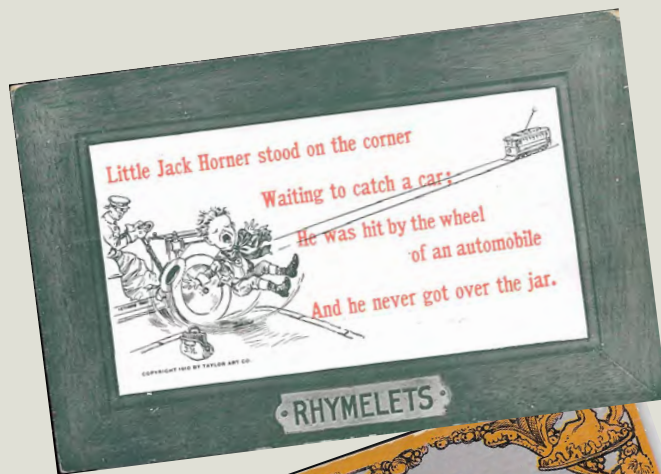
Good Day,

My name is Paul Baresel, and I am submitting a short letter and post cards for the newsletter.



My interest in antique automobile post cards started with early automobile newspaper and trade book advertisements. The advertisements are great historic artwork, but the post cards have more meaning for me. The cards represent the "temper of their time" in which the author and/or artist can express their feelings about automobiles. Many of them are funny and accept the notion of a new contraption, gizmo, gigger, widget, or any other terms to define a new mechanical idea.

There are those who did not like the automobile, and some politely called them a nuisance, or worse. The automobile was new and not accepted by everyone. After all, the cars belched smoke, smelled of oil, were faster than a speeding horse, and that blasted toot-toot horn. The car disrupted the silence of country life. My goal is to share them and see how much the cars were accepted as a change in transportation.



Paul is from Braxton, Maine.





# The Roadside Diner

## Rustic Italian Tortellini Soup



Nancy Gypson

1 pound ground turkey  
1 medium onion, chopped  
6 cloves of garlic, minced  
2 cans (14.5 ounces) reduced sodium chicken broth  
1 3/4 cup water (or additional broth)  
1 can (15 ounce) petite diced tomatoes  
9-10 ounces cheese tortellini  
5 ounces fresh spinach, stems removed  
3/4 teaspoon dried basil  
1/4 teaspoon pepper  
Dash red pepper flakes  
1/4 cup shredded parmesan cheese

In large pot, cook turkey and onion until turkey is no longer pink. Add garlic, cook 2 minutes. Add broth, water and tomatoes and bring to a boil. Add tortellini, cook until tender. Add remaining ingredients and simmer for 30 minutes.

## KEN'S CORNER: PLASTIC STOCK CARS

As a follow up to last month's article about State Line Speedway in North Bennington, it seems only natural to write about those little 1/43rd scale plastic stock cars that I always pestered my dad to buy for me. Like most kids my age back then (I'm pushing 73 now) I could hardly wait to hit the souvenir stand to buy 2, 3, or maybe 4 of those brightly colored jalopy stock cars. I had dozens of them painted up and numbered to replicate the cars of my favorite drivers. They remained 25 cents for their first 2 of 3 incarnations. These first 2 incarnations covered almost four decades.

These little racers were first produced in Chicago around 1948 by Johnson Plastics Corp. They were sold at tracks and 5 & 10 cent stores throughout the Midwest. These early cars were molded in shiny plastic with mask-painted or stenciled numbers and details on the hoods and fenders. They were also marketed as "A Real Hot Rod" in model kit form. There were a grand total of three steps in the directions.

In 1953, Al and Jean Otto of New Jersey bought the molds. They were running the souvenir stands at Old Bridge and Flemington Speedways. It was Al Otto that had the molds engraved with raised numbers. There were only four numbers all the years they were produced: 49, 67, 85 and 23. Even though they sold for 25 cents, their wholesale price was 11.5 cents.

Al Otto died in the late 70's and his wife, Jean, sold the molds in the 80's to the Kuhl family of Flemington, NJ. By now the molds were worn, rusty and pitted. The Kuhls had to use dull polystyrene to hide the many flaws. They were made like this into the 90's.

In 2002, Bob Wagner and Jim Remaley purchased the dies and refurbished them. They first filled in the numbers and produced a large batch as the first were, with the masked

details and numbers. Then they engraved the original numbers back in.

They also made a mold/die to make two door flatbacks. The mold broke after 40 cars. Bob and Jim also made some flatbacks and humpbacks in pot metal with roll bars, gas tanks and seats. They even found an original "kit" box on eBay and have reproduced the "kits". Sounds like a happy continuation, right? Nope! Big brother has put the nail in the coffin of many race tracks and these little coupes. The styrene that works in these molds is now illegal in the U.S. They eventually found a plastic that worked. In 2013, the molds were sold to Paul Weisell from PA.

These little gems show up frequently at flea markets, garage sales and toy shows for the paltry sum of \$5-\$15 each. The least desirable examples are the ones from the rusty molds. These are quickly identified by their dull and rough finish. Don't tell Nancy that I have about 130 of them. (Well, I guess that cat's out of the bag.)



Stenciled car original, Pink car 2nd issue Blue car 3rd issue, Orange car plastic flatback, Gray car metal humpback, Yellow & orange coupes painted as actual cars & model box.

# Wheel Tracks Classifieds



Free to all Enthusiasts

**Wanted....** A friend is looking for good quality, older drill press and mill for metal work. Bench tops or small floor stand-type would be great. Please contact Gary Fiske at 802-933-7780 or gafiske@gmail.com

**For Sale....**1937 Ford Commercial radiator, \$50. NOS water pump for flat head, casting numbers 813A-8504-D, 9836-1, \$30.

Bob Gondar  
ar.bob1943@gmail.com  
802-467-3292



**For Sale....**Sales brochures for most American and some foreign makes, both pre-war and MANY post-war makes and models. Send e-mail with your interests, and I'll respond with availability and price.

John Emerson, 802-388-7826  
jemerson@middlebury.edu

**For Sale....**  
MANY old hot rod and Kustom car magazines. Also miscellaneous books and sales literature. Lots of Lincoln items.

Text/call Ken Gypson 518-423-7565 or kengypson@yahoo.com

An important message from Charlie Thomson:

**Scams...** If you encounter a scam or suspected scam, you can report it to the Vermont Attorney General's office at the following website. The website also alerts us to the scams that are being encountered in VT.

<https://ago.vermont.gov/cap/stopping-scams/>

## February Bumper Sticker...

**Mr. Rogers did not adequately prepare me for the people in my neighborhood.**

**For Sale.....**Complete & original (early) 1922 Model T touring body. Also have Model T running chassis plus heads, axels, frames and many other parts.

Call Denis Dodd 802-827-3271

**Wanted.....** Would you please send me your VAE Roster updates for 2022. Also, if we do not have your email address, you are missing out on John Lavalley's last minute event news and announcements. Please email or mail this information to me. Thanks, Christina McCaffrey  
VAEmembership@gmail.com  
89 Ledge Rd, Burlington, VT 05401-4140

**Wanted...** 1777-1791 Republic of Vermont license plate. If you have one you would be willing to part with contact Jim.



**Free...**Miscellaneous dash plaques

packardsu8@netscape.net OR text 802-598-1663

**Wanted....** Choke cover and spring for 1952 to 1956 Cadillac with Carter 4-barrel carburetor. Part number is Carter #170 ac 241s.

John Emerson  
802-388-7826, jemerson@middlebury.edu

**For Sale.....** 1936/7 Packard body and mechanical parts, plus some hard to find items.

1932 Cadillac intake manifold, original radio with dynamotor, lady mascot, original manual, generator, starter.

1937 Packard block with insides, pan, head and flywheel.

Several leather covered seats ( need recovering) for 1920's or 1930's for \$10 to \$25 each depending on condition.

1928 LaSalle radiator \$200.

1936 Packard 120 hood, rear fenders, bumpers, grill, dash parts, etc.

Inquire Roy Martin  
802-862-6374 or roymart@comcast.net



From front page.....

**Bill Cooke and Sarah Moon has a car  
they call "Tilly".  
The car is a 1903 Grout.**

*The story from Bill and Sarah*

**Tilly, our 1903 model-J drop-front Grout, joined the family in the summer of 1967** in a group-purchase that included an '06 Franklin, a '23 Ford pickup, a '16 Oakland, and a '46 Chevy hauler. The previous owner was **Harry Hopewell**, a real estate developer from New Hampshire. He had purchased the Grout from a family in Maine in 1941, it had been in a wood shed from 1905. The lady of the house had "inherited" it and had a particularly bad day of driving the car, topped off with running over the neighbors cat in the driveway.

Harry stored it in his father's garage for the duration of the war, eventually putting it on display in Glenn Gould's Meredith, NH car museum. Gould was in the process of moving his museum to Wells, ME when Bill's dad, Frank Cooke made the group-purchase. At the time of purchase, Tilly was thought to be the last surviving Grout. However, a Mr. J. Beun had been working at his model J restoration since 1955.

Tilly was running again in 1968, needing only a few mechanical repairs and eventually a paint job. The next 3 decades were pretty sweet. Lots of meets, shows, and a few cameos in local TV. Tilly made 2 ½ London to Brighton runs, 1979-81, and met another Grout in 1981, who also thought they were the sole survivor. The car kept putting away in central Massachusetts with the local car clubs calling her the only running Grout. Then in 2005, a boiler replacement project revealed a sag in the wooden frame that was threatening to break the car in half.

The full restoration was started in 2013. The woodworking was done by Mark Herman in CT. He replaced the frame, and repaired the body panels that could be saved. The wheels were rebuilt at Stutzman's Wheel shop in PA. We did the prep work for the paint on the body, wheels and wooden fenders, which was completed by Randy Beaudoin and Kenny Jacobs in MA.

The boiler and burner were made by Don Bourdon in Woodstock, he also got us in touch with the man who made the copper water tank. The leather is original to the car. All the plumbing and mechanical restoration was done by us. Sarah made the boots for the top and the era inspired costumes for us.

Tilly enjoyed a full debut season in 2021, participating in an annual steam car tour, and 3 large car shows including the V.A.E. Waterbury show and a couple best in pre-war awards.

Mr. Beun's car has made it to Australia and is now active in the car community there. We now know of a dozen Grout cars world wide, and though the company started and ended with internal combustion vehicles, only the steam powered cars survived.



Bill working on the boiler



Sarah sanding the body



**Their first cars were called New Home.** Manufacturing was located in Orange, Massachusetts and the company was led by Carl, Fred and C.B. Grout in partnership with Thomas H. White. William L. Grout, their father, set up the company. The name changed to Grout in 1899 and our information indicates the last Grout Steam car was built in 1905. The company continued building internal combustion Grouts until 1912.

**The internet's "Wikipedia" lists 62 steam car companies, world wide, in the 1800s. That list grows to 77 in the 1890s. Then from 1900 to 1913, there were 171 steam vehicle brands, world wide.**

**1914 to 1939, that list declines to 28 manufacturer's brands and 1940 to 2012 the list goes up a bit to 31. The 2012 steam car was called the Pallandine and produced in Australia.**



## Vermont Auto Enthusiasts Membership Application

Membership fee.....\$30 per yr.....\$50 for 2yrs.

Please make payment payable to:  
VAE Secretary, Christina McCaffery  
89 Ledge Road  
Burlington, VT 05401

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone # \_\_\_\_\_

Email Address \_\_\_\_\_

We collect old vehicles, tractors, old engines, road maps,  
posters, match-box models, tools, gas pumps, antique clothing,  
post cards and more. What do you collect?

Check out our member vehicle list on our web site, (vtauto.org).  
What old vehicles do you have?

An online application can also be found at vtauto.org.



February 2022

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

I hate taking tests...but I really like giving them. This is a test..... GF

Who are these two dudes? What is the year? What year & make is the car?  
**AND**, how the heck did they get that car on the trailer and make it stay there?  
I know a small number of you know these guys, you can not take this test.

