

September 2023 VAE Year 70

Wheel Tracks



Jim Shover Always Wanted a Show Pickup.
He Found This One in a Field in 1973.

More on page 11



Fred's Shop Tools...

Band Saw.....A large power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that easily fit into the trash can after you cut on the inside of the line instead of the outside edge.



During one flight, the air hostess asked the passenger if he wanted to have lunch. 'What are my choices?' asked the passenger. 'Yes or no.'

With the rise of self-driving vehicles, it is also a matter of time before there is a country song where the guy's truck leaves him.

My girlfriend left a note on my brand new Porsche.

It said, "This is not working!" I got nervous. I started the car and it is working fine.

My friend texted me, "What are you doing now?" I replied, "Probably failing my driving test."

Marriage is when a man and woman become one. The trouble starts when they try to decide which one.

Love is one long sweet dream, and marriage is the alarm clock.

Why are husbands like lawnmowers? They're hard to get started, emit foul odors and don't work half the time!

Marriage is full of surprises, but it's mostly just asking each other, "Do you have to do that right now?"

This & That

From gcf

<https://www.youtube.com/watch?v=2LsVXPDUaCo>
<https://www.youtube.com/watch?v=3zXkvQnVmuo>

Have you ever heard of an **inertia starter**? I had not until I was told about the WWII P-26 fighter plane having one. There is a crank a person uses to rotate a heavy flywheel until the revolutions are quite high. Then the pilot simply presses a clutch control and the inertia from the speeding flywheel turns the engine over.



Then, guess what? I found there were vehicles that also used these starters, like the **1943 Federal 606 truck**.

I have two addresses above, in red, if you would like to watch these vehicles get started using inertia starters.

I have also just learned about another technique used in the 'old days', and that was clearing fouled spark plugs while in operation. The first I heard of it was also from a military WWII fighter plane that a friend was in while the pilot 'cleared the plugs'. There was a control on the dash that could change the spark on the plugs. The pilot would turn off one of the dual ignition circuits and work the adjustment while the engine would belch and buck until the plugs would clear and the engine would run smoothly again. He would do this only at altitude and knowing the second system could be switched back on, in case there was trouble.

Antique auto restorer, **Fred Gonet**, told me there was a device on a 1905 Locomobile that also cleared fouled plugs.

It was simply a brass chain the driver would switch on. The voltage that would normally travel to the two plugs would be forced to travel down the chain, thus creating varied gaps from the links and making the spark plug cough and belch until the plug would clear itself all the while driving down the highway.



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FROM OUR PRESIDENT, MIKE FELIX



Hello VAEers,

A big thanks to all of you from all of us to those who volunteered to help at the Vermont Antique and Classic Car Meet and a big thanks to all those who make the various Cars and Coffee events and other VAE events possible.

One of the President's tasks each year is to select the best restored car or truck finished in that particular year. This year is no exception. Please send me photos of your completed project or nominate a project completed by someone else. The trophy will be awarded at the first VAE meeting of 2024.

Get out there and enjoy your collectible vehicle or go out and participate in a VAE event.

Mike



Taking a break this month from Wheel Tracks history, I need to relate to you another really fantastic club I'm involved in. The Franklin Club, in which Gary Fiske and Lloyd Davis are also members, just had their 69th annual Trek at Union College in Schenectady. Their usual venue, which was Cazenovia College, closed their doors this past year.

These folks are real dyed-in-the-wool car people. Down in count this year because of the new location, they had only about 50 Franklins. About half were trailered with the rest being driven. The longest distance a Franklin was driven that I was able to ascertain was from Minnesota! Many were driven from New Jersey, Massachusetts, Connecticut and Long Island. Members from California and Florida were also present.

They love to drive their cars! They toured to the Old Rhinebeck, NY Aerodrome, Secret Caverns in Cobleskill, NY, and several other 25 to 60 mile tours around the capital district of NY. The entire trek goes from Saturday to Saturday! The icing on the cake for me was that this was Nancy's and my first trek and the people were almost as friendly as you folks in the VAE.



Long live the VAE...Ken

Membership

Only \$35
\$60 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
*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 then to our
Member Only Page.

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

Wheel Tracks

is a monthly
newsletter published
in print and
electronically for the
public, and for the
VAE membership.
The VAE is a 501c3
a not-for-profit Inc.



Wheel Tracks Academy



It All Has To Do With Swords

By Wendell Noble

The earliest makers of automobiles with steering wheels seemed uncertain where to put them, other than in front of the driver. The issue then is, where is the most advantageous place for the driver to sit in order to see the road and avoid obstacles. The notion that it was best to focus on oncoming traffic is one that predates motor vehicles. The present is rooted in the past. In fact, this dates back to when the main means of transportation was walking. In medieval times, the more assertive individuals carried swords. Since most people are right-handed, their sword scabbards were protruding on the left. Not wanting to bang into each other's scabbards, they walked on the left side of the path. Old habits don't die easily so, thanks to the samurai in Japan and knights in England, traffic has kept to the left side of the road.

In the American colonies another convenience factor came to rule the road. When freight moved by wagons pulled by a team of horses, the teamsters didn't necessarily drive from a seat on the wagon but rode one of the horses instead. Mounting a horse has always been done on the left side. This, again, had something to do with sword scabbards being on the left when an armed rider climbs on. To this day, horses have not forgotten about it. All this meant that the horse the teamster rode had to be on the left. To do his job of driving the team and watching so that his wagon wheels didn't hit the wheels of an oncoming wagon, his wagon had to travel on the right side of the road. Americans thus became accustomed to traveling on the right side of the road. I've wondered if that might have been one more contributor to the revolutionary war. Colonists might have gotten cranky about bumping into redcoats on the wrong side of the road. There weren't many one-way streets in Boston back then.

Which Side Of The Road Do You Drive On?

Countries by left and right-hand traffic in 2020

● Right-hand traffic ● Left-hand traffic



France, one has to wonder how long the Brits can hold out against the pressure to switch. Don't hold your breath. After all, they are British and it's a tradition. God save the king and left-hand driving.

So it is today. For the Americas and most of Europe, traffic keeps to the right. In the British Commonwealth, Japan and some other Asian countries, it keeps to the left. This difference becomes awkward as the world gets smaller and traffic flows across borders. By 1924 right-hand side driving had been uniformly adopted in Canada as in the United States. The western provinces, New Brunswick, Nova Scotia and Prince Edward Island were the last to switch. Newfoundland didn't become part of Canada until 1949 after switching in 1947. There are a couple of islands just off the coast of Newfoundland and accessible by ferry, St Pierre and Miquelon, that are part of France. I assume that they too drive on the right. I recall when Sweden made the switch in 1967. They did it by shutting down the roads to all nonessential traffic on one day while traffic signs and markers were changed and the rest of the Swedes stayed home, ate smorgasbord and anticipated the chaos that was likely ahead. With traffic now flowing freely through the "chunnel" between the UK and



"The Softer Side"

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

.....from Judy

I've been thinking about my early memories of the VAE. Gael and I weren't married -- just dating -- when on occasion we would go to the VAE meetings at the Lincoln Inn in Essex Junction. I remember Pev Peake being there, because by then he was a good friend of Gael's. Probably most of the others are gone now with the exception of Lloyd Davis. There was always a collection of old cars in the car park, a number of them being someone's daily transportation.

Fast forward a few years to the summer of 1960. We hadn't been married but a few weeks and living in St. Albans when a good friend, Mahlon Teachout, stopped by. The next thing I know, Gael and Mahlon had left to look at a fire truck in St. Albans somewhere. Little did I know then that that would be happening with regularity in the coming years. I guess I could have called myself an old car widow. Well, the two of them bought this fire truck, an American LaFrance fire truck, and proceeded to take it to Mahlon's father's shop in Colchester. They spent many hours there doing something or other, but within a matter of weeks, the fire truck became a speedster with just a seat, gas tank, and right-hand drive steering wheel, four wheels, etc.

It eventually came back to St. Albans, and we had a great time driving it around. Was it registered? Probably not, but I don't remember. That was so many years ago when license plates got moved from one vehicle to another. I'm sitting here looking at a picture of it. Quite a thing. We took it to the Stowe Show in 1960 and that was my first memory of the Stowe Show. No trailering this beast. We drove it. What fun! Then, at one car meet at the fairgrounds in Essex that the VAE held there for a while, the track was open to folks to try out their old cars. Gael and Mahlon did just that and ended up tearing the track up, so they were asked to leave.

The next year we moved to Underhill, along with a 1934 Chevrolet Sedan (Edward), Gael's Willys Knight, a 1927 Federal Truck, and the speedster. Eventually the speedster ended up in Barre, and then I don't know what happened to it, but I have photos of it along with the registered number plaque and some great memories -- memories of the speedster and the early days of the VAE.

What a Way to Fight a Fire



The American LaFrance 900 Series Pumper — outstanding the world over in pumper/hose cars for the fire service. You get proven design in your 900 Series Pumper in all NFPA ratings.

An all welded frame equipped with big duals and heavy duty springs is the platform of this Pumper. For power and performance you can select a gasoline engine from 262 to 336 HP — or an economical Diesel with horsepower ranges of 265 to 350 — to suit the driving conditions in your area.

Cab-ahead-of-engine design permits ease of handling and better control... first introduced to the fire service by American LaFrance. And you can specify either an open or closed cab.

The "guts" of this Pumper is its famous Twin Flow Pump, designed and built exclusively by American LaFrance. Available in sizes 750 through 1500 GPM, these pumps are two-stage, parallel-series centri-

fugal type. The pump controls are all located on one Pump Control Panel, allowing easy, one-man operation.

To back up the Twin Flow, 900 Series Pumps are equipped with a water tank, hoses, ladders, weather-proof compartments and emergency equipment to meet any situation.

THE STANDARD OF EXCELLENCE best describes everything American LaFrance designs and manufactures for the fire service. Look for it when you need fire fighting equipment — it's the mark of Quality and Extra Value.

AMERICAN LAFRANCE

Elmira, New York

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For More Facts Circle 109 on Reply Card

January 1967 | 25



Do you recognize this car?? Or its owner?? The photograph was taken in the summer of 2011 (give or take) at a retirement residence in Chittenden County. Also featured is the electrifying barbershop quartet High Voltage (L to R - Greg Morrill, our very own Don Pierce, Eric Oberg & Charlie Church). If you can answer the above questions, reach out to Editor Anne Pierce and she'll publish the answers in the next Wheel Tracks.

Here's some pics of "before" our 66th Annual Vermont Antique & Class Car Meet! L to R circling the field: Don Pierce is working on the electrical, the Information and Registration area is set up, Duane Chase is numbering the show car field, "all is quiet," the Tech Tent is getting put together, fair food awaits, and the registration packets are ready.



"Remember When?" with Chris Barbieri

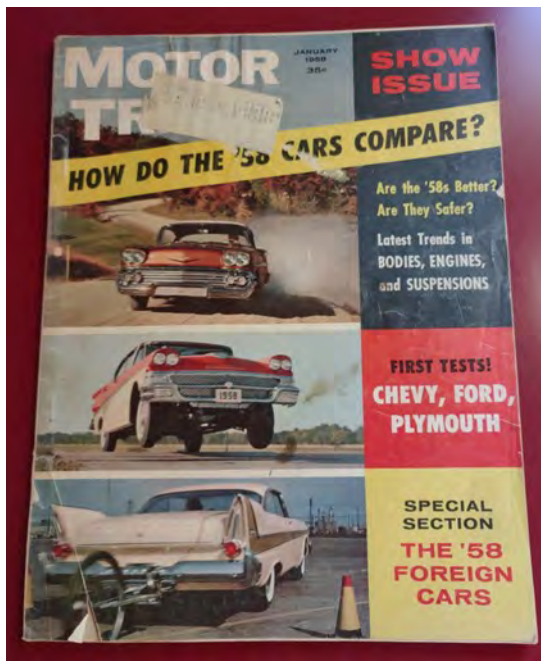


The 1950s, especially the late exciting new-vehicle offerings for The horsepower race was varieties were mandatory, and dealer showrooms.

All this was a huge opportunity Trend and Motor Life, for tests, technical details, engine

While "cleaning up" the garage 1958 issue of Motor Trend, at magazine. Over the next few front to back and then back to was a read in itself. The tests of Chevy, Ford and engines, and suspensions; and and build quality.

The '58 issue is loaded with cars and classic cars. Two Russian SIL-III 7-passenger sedan, and similar to US station wagons in



'50s, had to be one of the most the Big 3 and the independents. blossoming, tailfins in numerous tri-color cars were to be found in

for the car magazines. Motor example, were flush with road horsepower, and much more.

recently, I unearthed a January the time my favorite car evenings, I read my new find cover. The Contents page alone highlights included lengthy road Plymouth; trends in bodies, articles about automobile safety

car info, even sections on foreign cars were pictured: one, an the other, a Moskvitsch 410 styling.

My attention was drawn to the MT Sell and Swap section. Three examples for sale were a '35 Lafayette 3 window coupe in excellent original condition, jet black for \$350; also listed was a '29 Graham-Paige 6 cyl. 4-dr. sedan with twin side mounts and wire wheels for only \$190. My favorite is a "'48 Lincoln Continental with good V-12 engine. Exc. Body, Immac. Interior. Two owners, \$1,500 firm; will take acceptable classic antique or sports car in trade."

There must be more 1950s Motor Trend magazines in the garage.....

Remember When ?



"The Pleasures of Reading an Auto Magazine"

Trivia from Don Tenerowicz

A recent Motor Trend e-mail recaps the experience of running an EV battery to full discharge. Advance system warning on the condition of the battery and consequences for the EV owner were provided, the suggestions were intentionally ignored. Comments such as: "If you do not have the range to reach a charger, pull over while you still have some battery left. Running an EV until its completely dead will only make the day worse and the recovery take longer."
*** **

Modern technology is adding another alternative to the Route Guidance/Mapping Options currently

available with Navigation Systems such as fastest route, avoid tolls, eco-friendly, repeat previous route, travel predetermined stops, etc. The University of British Columbia has designed an algorithm capable of analyzing real-time traffic data to determine which routes offer the least risk of accidents and road hazards. "This research is the first to use real-time crash risk data to provide navigation directions and give you the safest possible route. On average, the study area's safest options used a little over half of the same roads determined for the quickest routes," offering a personal choice between safety and mobility.

An expanded option will be for cyclists who might face the least desirable traffic and road conditions.

With EV range anxiety a comparison is the 32,000 fast chargers currently across the US as compared to over 100,000 gas stations with multiple pumps, last counted in 2017. A National Renewable Energy Laboratory estimates there will be a need for approx. 182,000 fast chargers in the US by 2030 to support the 30-42 million (statistical level of confidence for the numbers appear to be low) predicted EVs.

2023 CALENDAR OF EVENTS

SEPTEMBER 9: Gypson Tour in the Champlain Islands with lunch at North Hero House. Coordinator: Mike Felix. Watch for more info in John Lavallee's emails.

SEPTEMBER 16: Colchester Library Car Show, Colchester, VT. 10 AM to 2 PM. Coffee & donuts provided by library. Coordinator: Charlie Thompson. ALL MEMBERS WELCOME.

OCTOBER: VAE gathering in Bristol. Coordinator: Ed Hilbert. More later.

NOVEMBER: VAE Annual Meeting. Coordinator: Dave Sander. More later.

DECEMBER 2: VAE Annual Holiday Gathering. Elks Club in Barre. 11 AM arrival with lunch at Noon. A gift exchange will be held after lunch. Participation in gift exchange is voluntary. Coordinator: Charlie Thompson.

ONGOING MONTHLY MEETINGS

EDUCATION & CHARITABLE OUTREACH COMMITTEE MEETINGS: Generally the 3rd Saturday of each month in Williston at 10 AM, 338 Commerce Street. Chairman: Ed Hilbert.

THE VT ANTIQUE & CLASSIC CAR MEET COMMITTEE MEETINGS: 3rd Wednesday of each month at 7 PM at Revitalizing Waterbury, 46 So. Main Street, Waterbury. Co-chairmen: Duane Leach & Bob Chase.

CARS & COFFEE

CARS & COFFEE VERMONT: Beginning in May. Third Saturday of each month at University Mall, Dorset Street, South Burlington. 7 AM—9 AM. Coordinator: John Malinowski
<http://carscoffeevermont.com>

WAITSFIELD CARS & COFFEE: Beginning in May. First Sunday of each month at Vee's Flowers, 4036 Main Street, Waitsfield. 9 AM—12 PM.

Watch for John Lavallee's email messages for VAE news, reminders, and the latest planned events. Our website is VTAUTO.ORG.

WELCOME NEW MEMBERS:

RICHARD DUMONT of Williston, VT
MARK SMITH of Charlotte, VT
WILLIAM EVERETT of Essex Jct., VT



The Roadside Diner

Ham and Cheddar Quiche

1—9" pie shell
1 cup diced ham
4 ounces shredded sharp cheddar cheese
1 teaspoon dried minced onion
2 eggs
1 cup half and half
1/4 teaspoon salt and 1/8 teaspoon pepper



Nancy Gypson

Preheat oven to 400 degrees. Bake pie shell 5 minutes covered with foil followed by 5 minutes without foil. Place ham and shredded cheese in pie shell. Beat minced onion, eggs, half and half, salt and pepper with wire whisk. Pour over ham and cheese. Bake 40 minutes or until knife inserted near center comes out clean. Cool 10 minutes before cutting. Substitute broccoli or mushrooms for the ham if desired.

KEN'S CORNER: EXCUSES, EXCUSES

Accident reports do not always make good or funny reading. Listed below are twelve honest to goodness excuses given by drivers that have been recorded in police records and insurance reports. A reliable source indicates that the last of these excuses was offered to authorities by a chap in Enosburg Falls, Vermont. Enjoy!

"Coming home I drove into the wrong house and collided with a tree I don't have."

"The other car collided with mine without warning of its intentions."

"I had been shopping for plants all day and was on my way home. As I reached an intersection, a hedge sprang up, obscuring my vision and I did not see the other car."

"I was on my way to the doctor with rear end trouble when my universal joint gave way, causing me to have an accident."

"As I approached the intersection, a sign suddenly appeared in a place where no stop sign ever appeared before. I was unable to stop in time to avoid the accident."

"I was sure the old fellow would never make it to the other side of the road when I struck him."

"I saw a slow-moving, sad-faced old gentleman as he bounced off the roof of my car."

"The indirect cause of the accident was a little guy in a small car with a big mouth."

"A pedestrian hit me and went under my car."

"I don't know who was to blame for the accident. I wasn't looking."

"The guy was all over the road. I had to swerve a number of times before I hit him."

"I know I was going fast. I was trying to get the snow off my windshield so I could see where I was going."



Wheel Tracks Classifieds

Free to all Enthusiasts



**September
Bumper Sticker...**

**When I was a kid I
wanted to be older.
This crap is not what I
expected.**

FOR SALE....1967 Chevrolet 3/4 ton, 2-wheel drive, 283, 3-speed, 8-foot Fleetside. 1971 Chevrolet 1/2 ton, 2-wheel drive, 350, 3-speed, short bed-side. Philip Allan, Piermont, NH 603-850-9299 or philipallan528@yahoo.com

FOR SALE...Car collection: Ford Model A Roadster, '36 Ford Roadster, '40 Woody wagon, '56 T-bird, '62 T-bird and a '72 Mercedes. Call Ella, 207-729-3553

FOR SALE.... NOS rear fenders for a '28/'29 Model A Sedan. Nothing like the awful after market stuff. Near perfect condition, \$200 each. Call Wendell Noble 802-893-2232



FOR SALE....16 foot Alumina auto trailer less than a year old. Our planned travels have been cancelled. New price \$8000+. Will sell for \$7000 or best offer. Call Ken at 802-760-0416.



WANTED...A small enclosed trailer. Our club has invested in a new sound system that includes 20 speakers with amplifiers and equipment required to run them. A lot of time and funds have been spent and we now need a good, safe place for storage. Something on the smaller side would be fine. Please call or email me if you have any leads. Gary 802-933-7780 or gafiske@gmail.com



FOR SALE....1949 FORD TUDOR sedan. All original, 49k-miles. Flathead V8. Inspected. \$15,000 Call or text Brian Sargent 802-477-2161

The VAE is TAKING BIDS.... Pair of auto lamps. Not sure of the brand, some call them E&J lamps, some call them Model T lamps. They are complete, no mounts but the bolts and nuts are on the back. Chuck Geary has gifted the lamps to the VAE education fund. Please send your bids to Gary Fiske at gafiske@gmail.com.



FOR SALE..... 1975 Fiat Spider. Comes with hard top, has new soft top installed, New seats installed, About 75,000 miles, Non-starting. \$1500 or best offer. Franklin, 802-285-6652



FOR SALE...Sales brochures for Pre-WWII cars: Buick (1940), Cadillac (1930-42), Chevrolet (1940), Chrysler Royal & Imp (1937-38), Ford (1923, 1928, 1931-42), Lincoln Zephyr (1938), Packard Six & Eight (1935-37), Pierce-Arrow (1937 reprint), Plymouth (1932), Studebaker (early post-war). Send e-mail or call with your interests, and I'll respond with availability and price. John Emerson jemerson@middlebury.edu, 802-388-7826

FOR SALE...Collection of late 1950s – 1970s vintage Marklin HO trains (many of the items in their original boxes). It includes: 6 locomotives, 70 + rolling stock, accessories, 3 Marklin metal buildings (2 door & 3 door locomotive sheds & original Goepfingen station), a remote operated turntable, approx, 225 M track & switch sections, transformers, signals, lighting, color coded bell wire, multiple Marklin catalogues, publications and manuals, 70 issues of Model Railroader mags from 1956 – the mid '60s, plus provenance documentation including original shipping invoices, etc.

In addition to the Marklin collection we also have approximately 2 doz. German HO scale buildings with the related catalogues and approx. 60 Wiking HO scale plastic cars, trucks, construction equipment, etc. that may be of interest to anyone interested in buying the collection as a whole. We prefer to sell the entire collection as a unit and have an 10 page itemized inventory available to share with serious inquiries.

Please contact me at don@studioperdue.com to discuss price.

FOR SALE...1961 Lincoln Continental. White with red and white interior and red roof. All original leather and interior (roof fabric replaced 13 years ago), first year of the 4th generation of Lincoln's. Known as the "Kennedy" Lincoln, only 2,800 made. Drives like a dream, inspected, 79k miles, located in Jeffersonville, Vermont. A car for a collector or enthusiast. Asking \$72,000. Email with serious inquiries to corksaver@msn.com.



Continued from front page.....



Jim Shover has family all around him and they are very special to him. However, it does not take long to find another type of family in Jim's life, and we believe if he could add the Shover surname to his Dodge, he would.

Jim's "other" family member is a 1941, half ton, Dodge pickup WC. He found the truck, in a field, at the end of the drag strip in Milton 50 years ago. Jim paid \$25 for the truck and paid someone \$40 to haul it to his home in Burlington. He said the tires still held air, but mother earth was slowly reclaiming it with a tree growing through the frame. The frame was shot along with many other items on the truck, and years were spent collecting what he needed to bring the Dodge back, including the replacement frame.

Jim has "brought" this truck back in very fine fashion. A quick count of trophies over the years was in the neighborhood of 46 and counting. The person who sold the truck to Jim all those years ago was Claude Racine. We wonder how he would react to seeing the Dodge today.

Jim started his mechanical training in the automotive program at Burlington High School for part of his school day, with the other part at his home school at Rice for his academics. After graduation he decided to continue his automotive track at Franklin Institute in Boston. He was amazed at the level of detail that was taught there. He speaks of having to learn the amount of oil flow for each gear of an automatic transmission, as an example. This training lead to a career with the phone companies, New England Tel & Verizon, as a mechanic. You wonder what Jim could teach us shade-tree mechanics.

So what is this Dodge WC all about?

WC might mean something totally different to a non-old-car person who might have traveled Europe a bit. Dodge had another idea. They made over 380,000 truck and called them WCs, VCs and VFs for the military. Another category of the same truck was "job rated" for the civilian market.

These trucks ranged from Jim's Dodge, a 2-wheel drive, 92 HP pickup to the one & a half ton 6X6 vehicles the military needed. All the trucks shared many common parts that could be easily interchanged.

Some say the WC stands for "weapons carrier". Others say the W simply is Dodge code for 1941 and the C for the 1/2 ton rating. Books on the subject are still disagreeing on these designations It might have to do with the confusion of WWII.

The military use for Jim's 2-wheel drive version of the WC Dodge varied. Some had bench seats for carrying troops, and others were simply called a "Carry All". Some were set up as a panel van, while other were used for telephone installation and repair trucks.

The sweep of those fenders, however, lets us know the truck did it with class.



Simple & Efficient



Remember the Garfield in-you-face cartoon? Nothing compares to this Dodge.



Feona Bluck (pictured left) is from London, England and was visiting Enosburg when she stopped by during a Model T gathering. She is still talking about her ride with Dennis Dodd during a 20-mile tour.

She said she has not had such a great time in years. She has an open invitation to visit again.



September 2023

Attention....

The date printed after your name is when your VAE membership ends.



Meals on Wheels programs across the state are in need of volunteers to help deliver meals to older Vermonters in their antique and classic cars.

To raise awareness about the growing need for volunteers they are having a special delivery day to raise awareness on **September 21**, with a rain date of September 22nd. Routes take anywhere from 2 to 3 hours and we guarantee you will get hundreds of smiles for just a couple of miles. For more information please contact Dan Noyes at **802-281-3440** or vascamp23@gmail.com to be connected with your local Meals on Wheels program. Consider bringing a friend. **Thanks, Dan**