

Wheel Tracks



Allen Begnoche's brother originally bought this 1970 Volvo 1800E in Vermont in 2005 and it has been shipped back and forth several times from Mesa, Arizona. The Volvo now resides in South Burlington with its current owners, Allen and Erin Begnoche. See page 6 for more.

David Sander - Chairman
802-434-8418 dasander@aol.com
Jason Warren - President
802-477-2430 jw790245@gmail.com
Judy Boardman—1st Vice
802-899-2260
judyboardman@gmail.com
Don Pierce - Treasurer 802-879-3087
dpiercelighting@yahoo.com
Charlie Thompson - Recording Secretary 802-878-2536
charlieandmarion@comcast.net
Wendell Noble—Term ends 1/2027
802-893-2232
wnoble@myfairpoint.net
Eric Osgood - Term ends 1/2027
802-635-2138
eric.osgood@outlook.com
Ernie Clerihew - Term ends 1/2027
802-483-6871
britishjalopies@aol.com

Please pay dues to:

Christina McCaffrey, Member Secretary, 89 Ledge Road, Burlington, VT 05401-4140
VAEmembership@gmail.com
 Or marleyparis@aol.com
To pay online, go to vtauto.org and click on "Renew Membership."

Education/Outreach Committee:

Ed Hilbert— Chair
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Wendell Noble—Secretary
Gary Olney
Nancy Olney
John Malinowski
Gary Fiske
Don Pierce
Charlie Thompson

Wheel Tracks Editors

Anne Pierce, 802-879-3087
forthecordinvermont@gmail.com
 Colchester, Vermont

&

Nancy & Ken Gypson, 518-423-7565
kengypson@yahoo.com
nancygypson@yahoo.com
 Poestenkill, New York

The Vermont Antique and Classic Car Meet Chairperson:

Bob Chase 802-253-4579
rcwv@stoweaccess.com

Justin Perdue-Webmaster

David Hillman- Welcome Committee

John Lavalley- Communications

Wheel Tracks Printer-Catamount Color, Essex, VT

Vermont Automobile Enthusiasts Website...

vtauto.org

**FROM OUR PRESIDENT,
JASON WARREN**



Hello friends,

In case you weren't at the Christmas lunch, I just wanted to let everyone know that I will be continuing my presidency for another year.

That being said, it's very important that we really pull together as a team to help prepare for our upcoming August Car Show. I am very thankful for all Bob and Duane have done over the years to get us ready for our show, but now they need a much-deserved break.

Bob will still be helping on the paperwork end, but anyone who wants to take up a task for the show, please let me know! Physical labor is the biggest thing needed, especially for setting up and closing down.

The show is fast approaching and we need to be ahead of the game! I hope that everyone had a great holiday and a Happy New Year! I look forward to all the club has to offer in 2026.

Thank you!

Jason



About Us

We at Vermont Automobile Enthusiasts preserve the history and the vehicles of our automotive past. Since our beginning in 1953, our central mission has been to educate, and to enjoy our old vehicles and our wonderful membership.

We are a 501c3 not-for-profit Inc. Membership is \$35 per year or \$60 for 2 years. Become a member by clicking on "Join VAE" on our website, fill out the form and mail it with \$5 to our secretary. Or, pay online by clicking on "Renew Membership."

Wheel Track's monthly deadline to the editors is the 5th of each month.

Contact us at...
vaeinfo@gmail.com

Our website is...
vtauto.org

TERRY HOOK'S ALL-ABSORBING PAINFUL TALE OF WOE:

My Austin-Healey Sprite had a bad year. The inspection sticker was due in April, and between one thing and another it was already late May when I brought it in. (One year I completely forgot and I was stopped - Me: "Was due in May? Oops! It's July." Officer: "Was due in May LAST YEAR.") Anyway, I finally got it in the shop and it failed. The guy who inspects my classic cars is very good. He tells me in detail what I have to do, and what I should do, and what I could do. The last few times he'd reminded me that I needed to top off the oil-filled shock absorbers, but this time even that didn't do the trick as it all leaked out before I got there. New shocks, he said, or darken my door no longer!



Should I get new or rebuilt lever arm shocks, or swing for the fences and replace with modern piston shocks? The internet of course had lots of opinions, but as I am not looking to pretend to some form of virginity for the car, I opted to go for the conversion kit.

More internet research identified two separate vendors for the rear and the front, so accordingly I ordered them. By the way, they weren't cheap - and it's now July. The summer was passing fast.

(Continued on back page)

Please scan this QR Code for New Membership and Membership Renewal.

Please scan this QR Code to donate to the Vermont Automobile Enthusiasts.



Next up.....

2026 CALENDAR OF EVENTS



And always open to all members & guests!

***LATE FEBRUARY:** SHOP TOUR @ ROTHSPED, 335 Westford-Milton Rd., Milton, VT. Watch your email for details. Coordinator: Judy Boardman

***MARCH:** AMERICAN PRECISION MUSEUM TOUR, 196 Main St., Windsor, VT. Coordinators: Wendell Noble & Fred Gonet

***APRIL:** FORT ETHAN ALLEN DRIVING TOUR, Colchester, VT. Coordinator: Charlie Thompson

***MAY:** GARAGE TOURS in Williston, VT. Coordinators: Bill Erskine & Steve Hornibrook

****NEW* MAY 23: SPRING RALLY 2026.** Saturday, 8:30 AM SHARP! Middlebury, VT. Please see back cover for details. Coordinator: Dave Stone. 802-598-2842.

MAY – OCTOBER: CAR MEET-UP at Island Ice Cream. 21 Commerce St., Williston, VT. 6 p.m. 2nd Tuesday of each month. Coordinator: Charlie Thompson

JUNE 27: JEFFERSONVILLE CAR SHOW. Saturday, 9 AM-2 PM. Cambridge Elementary School soccer fields, 1886 School Street, Jeffersonville, VT. Coordinator: Jason Warren—802-477-2430.

JUNE 27: NOT QUITE INDEPENDENCE DAY PARADE—WATERBURY, Waterbury, VT. Saturday, 3 PM. Coordinator: Don Pierce - 802-229-8606

JULY 17-18: BOB BAHRE CAR COLLECTION. Founder's Day Celebration. Friday-Saturday. Overnight tour to Paris, Maine. More info to follow. Coordinator: Eric Osgood

JULY 31 - AUGUST 2: Friday—Sunday. 42nd GRANBY INTERNATIONAL CAR SHOW, Daniel Johnson Park, 230 rue Drummond, Granby, QC, Canada. For more info, go to www.vadg.ca

AUGUST 7-9: THE 68th VERMONT ANTIQUE AND CLASSIC CAR MEET. August 7, 8 & 9, 2026. Farr Field, 1901 US Route 2, Waterbury, VT. Coordinator: Bob Chase ****NEED VOLUNTEERS****

***SEPTEMBER: COLCHESTER LIBRARY CAR MEET,** Colchester, VT. Come on out and show your cars! Coordinator: Charlie Thompson

OCTOBER: GYPSON TOUR. Saturday, 10 AM. Coordinator: Ed Hilbert

NOVEMBER: ANNUAL MEETING. Coordinator: Judy Boardman

DECEMBER: HOLIDAY PARTY. Coordinators: Charlie & Marion Thompson

ONGOING MONTHLY MEETINGS

VAE BOARD OF DIRECTORS' MEETINGS: January 15, April 16, July 16, October 15, 2026, at 6 PM. Fairfax Town Offices, 12 Buck Hollow Road, Fairfax, VT. All members are welcome and encouraged to attend!

EDUCATION & CHARITABLE OUTREACH COMMITTEE MEETINGS: Generally the 3rd Saturday of each month in Williston, VT, at 10 AM, 338 Commerce Street. Contact Chairman Ed Hilbert for meeting confirmation at 802-453-3743.

VERMONT ANTIQUE & CLASSIC CAR MEET COMMITTEE MEETINGS: 3rd Wednesday of each month at 7 PM, Revitalizing Waterbury, 46 So. Main Street, Waterbury, VT. Chairman: Bob Chase.

CARS & COFFEE - MAY-OCTOBER

CARS & COFFEE VERMONT: Third Saturday of each month at University Mall, Dorset Street, So. Burlington, VT. 7 AM—9 AM. <http://carscoffeevermont.com>. Coordinator: John Malinowski. 802-662-1026.

CARS & COFFEE MIDDLEBURY: First Saturday of each month at A&W, Route 7, Middlebury, VT. 8 AM-10 AM. Coordinator: Dave Stone. 802-598-2842.

WAITSFIELD CARS & COFFEE: First Sunday of each month at Mad River Exchange, 6163 Route 100, Waitsfield, VT. 9 AM—12 PM. Coordinator: John Lynch. 802-496-5251.

WOULD YOU LIKE TO GO GREEN?

Are you repeatedly reading Wheel Tracks online with the hard copy getting thrown away?

Due to the ever-increasing costs of printing & mailing, you can request to have your hard copy stopped and read it online through the VAE website. Bonus: It means you get your Wheel Tracks earlier, before snail mail comes out. Plus, it saves your club money to continue its mission of providing scholarships and the Golden Wrench Awards to worthy high schoolers.

If interested, please send an email to Anne Pierce at fortherecordinvermont@gmail.com to request the stop of your snail mailed Wheel Tracks. You'll be doing good things all around!

"Remember When?"... with Chris Barbieri



Over the years, car manufacturers have offered all kinds of trim on their new models, one of the most popular being chrome. From bumpers and other outside trim to all kinds of interior details, chrome can make almost anything look good if well cared for.

In the early '50s, the Ford Motor Company made sure that their Mercury and Lincoln brands used enough chrome to make their offerings as attractive as possible. To ensure this, each new Lincoln and Mercury sold included a four-page brochure titled "How to Care for the Chrome Finish On Your New Car."

Here are some of the recommendations from the brochure:

- Do Not** scour chrome parts with any type of abrasive.
- Do Not** use chrome cleaning or polishing compounds. If it is absolutely necessary to use such compounds to remove rust, use them sparingly!

Next is "Following Cleaning Instructions":

When cleaning chrome parts, use only a soft cloth or sponge and clean water.

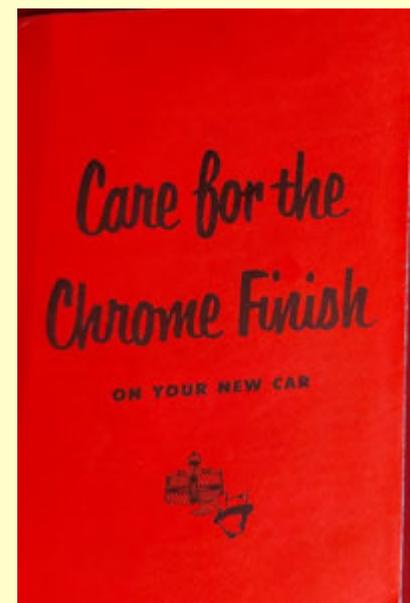
Finally, "Recommendations for Prolonging Chrome Life":

- Keep chrome clean at all times. This is especially necessary during winter driving when salt is used on streets.
- Protect with a chrome coating.

Remember When?

Author's comment:

These are worthy recommendations for 'caring for the chrome finish' on antique and vintage cars. However, modern cars have very little chrome





"The Softer Side"

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

.....from Guest Columnist Don Perdue

I am pasting below a car-themed poem I wrote last spring as part of a lot of writing I've been doing since Nancy died last January. It is based on an extraordinary early morning drive Nancy & I shared in the summer of 1964 in our then new Triumph Spitfire when we were in Europe for the summer to visit her family, my attending a summer semester in Salzburg, and touring on weekends.

MORNING AT SPEED

By Don Perdue
May 25, 2025

In our second year together we were in Europe for the summer. I was attending the Kokoschka Schule in Salzburg and we were visiting Nancy's family in southern Germany.

We were in our new ride ensconced side by side on an unknown secondary road early in the morning traversing tarmac rapidly.

Shifting, braking, toying with the wheel to keep the Dunlap bias plies from losing grip. Right foot feathering the throttle, finding a sense of the road beneath us.

Moving fast through early morning showers and intermittent ground fog loving the wind in our hair, mist on our faces. In the moment she and I on what we joking called our dawn patrol.

A crescendo decrescendo of the snarling exhaust heel and toeing all the while. Choreographing apex to apex poetry in motion for those in the know in that little green Spitfire Roadster which was our pride.

Our camping gear all stowed before break of dawn we were on the road through Swabian hill country heading back south towards the Alps.

Tires singing in harmony with the road. Saying little to one another, there was no need toas this was our creed. Darting in and out of recurring ground fog adding allure to the song of the road. Throttling along a small winding river the undulating pavement providing rhythm

to the shear joy of down shifting, then accelerating, braking, then back on the gas.

When ahead in the fog suddenly seeing brake lights of another car, off-white, hard to see through its rooster tail. It too in its own analogous dance with the road, a big Healey, suggesting more fun.

Changing everything, no longer just us and the road thus began a thrusting and paring, matching wits, wheels and skills. Adding exuberance to this ever subtle dance of car and road.

The Healey had the advantage of more horsepower, maybe its driver might have greater familiarity with his car. Ours was still new like ourselves in those long ago days.

On and on we engaged in our rolling eight-wheeled, two-vehicle duet. In cadence with one another, in tune with the road, and reveling in meeting by chance.

As if out of some mythic scenario, entrancing us, imprinting being there alive on that gripping early morning Swabian ride.

And then, the road opened up to a longer straight the big Healey pulled ahead decisively into the fog only to slow round the next big sweeping bend, its left directional light blinking.

There didn't appear to be any intersection, so I slowed too in caution. No, it was pulling into the puddled, cinder-paved lot of an older looking, wayside guest house, We followed, parked parallel, de-car'd,

snapped on tonneau covers, and strode into the welcoming, warm guest house to see if they were serving breakfast. Indeed they were.

It was still early and we were the only ones there.

With polite nods, our road dance partners and ourselves took separate tables. Breaking our morning fast, we thoroughly enjoyed a well prepared, hearty breakfast of two eggs up, topped with tomato, green pepper, Bavarian ham slices and all the fixings.

The big Healey couple finished before us. On rising from their table, they paused looking at us, nodded politely and left with knowing smiles, knowing that we all had just experienced a memorable dice with one another while dancing a beckoning road.

If, when, and where my co-driver and I can fire up another ride together, I hope there are challenging roads and roadsters making snarling, barking sounds, smelling of hot rubber, oil and petrol, enchanting, small, two-seaters beckoning us to engage in new motoring adventures.

*** ** **

Don Perdue is a long-time VAE member and lives in New Haven, VT.



IN THE DRIVER'S SEAT

With Guest Columnist Allen Begnoche

MY 1970 VOLVO 1800E

I am a fairly new member of VAE, and after reading through the latest issue of Wheel Tracks (especially the "Wanted" paragraph in the classifieds section), I decided to offer up my story on my 1970 Volvo 1800E.

My brother purchased this car in 2005 here in Vermont while visiting from Mesa, Arizona. I kept the car for him for a couple of months, after which he and his wife drove it back to Mesa. He would drive it on and off for the next several years until, in 2016, decided to have the mechanicals freshened up. A friend of mine, who is a vintage racer and master mechanic/fabricator/restorer, offered to do the work, so my brother shipped the car back here. The engine was rebuilt, and due to lack of parts at the time to fix the fuel injection, replaced with a twin Mikuni carb setup. The engine also received oversized pistons as well as head work and a cam to match the carbs. In addition, the rear end was also redone and a numerically lower final drive was installed for lower revs around town. The car was shipped back in 2018.

My brother enjoyed the car for the next several years. This past spring, after retiring and buying himself a Porsche Boxster as a retirement gift (again from a local Vermont owner), he offered the Volvo to me. In June, I had the car shipped here. After getting the car registered and inspected, changing the oil and filter and filling up the tank, I went for my first ride.

It was a tour of just 24 miles before -- less than a 1/4 mile from home -- the motor started to knock and got progressively worse. I nursed it into the driveway where the motor died. Fearing the worst, I looked the engine over and saw.... nothing! No hole in the block, no oil or water leaking. We pushed the car into the garage, and I let it sit for a week, too disappointed to look at it. Later, a friend of mine came over and asked to look at the motor. What he found was a missing frost plug. Not sure how or why, but without the plug the motor released its coolant somewhere on the road.



The picture on the left shows the engine before removal while the picture on the right after removal where you can see the missing plug.



It was a couple more weeks before I could coordinate the effort, but with help, the motor was pulled. Remember my friend who had rebuilt the motor years ago? He offered to rebuild it again! Currently, the block and head are at the machine shop getting a once over. I am told there is no damage to either. I should have the motor back in a couple of weeks, after which we will try to reinstall it before the snow flies.

An interesting fact about this car is that it was purchased here in the States by a military officer, who then shipped it overseas while he was stationed in Europe. It later came back to the USA when, after a few more years, it was sold to the gentleman from whom my brother bought the car. Reading through all the paperwork that came with the car (including the original bill of sale) is really cool with, for example, repair orders from Germany! The car is, as you can see, in very good condition. The interior is original.

It is also a great driver's car, as original an analog experience as any for that time period. The engine sounds with the side draft carbs are unique and very lovely! I am looking forward to driving it to the first Cars & Coffee of the season at the University Mall this spring.

Allen is a VAE member and lives in So. Burlington, VT.

TRIVIA FROM DON TENEROWICZ



"The Pleasures of Reading an Auto Magazine"

Don continues his rehabilitation AND has gotten back into the swing of sending us trivia he discovers through all the reading he does. This month he sends us to Mettmann, Germany, where Michael Froehlich celebrated his 50th birthday in 2000 by buying 50 vintage cars, all manufactured the year he was born. After removing the oil and pollutants, Froehlich parked them in a private forest near his home in western Germany to create a classic car graveyard.



Burma Shave, the Origins

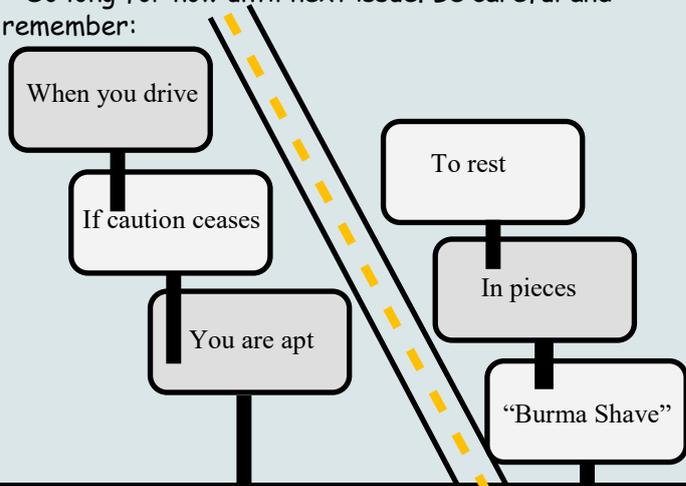
By Charlie Thompson

Clark and Isabelle Wright, as our Burma Shave editors, kept us entertained with a Burma Shave jingle in each *Wheel Tracks* issue for 14 years. At 11 issues per year, that's 154 jingles. But, according to Bill Vossler in his book, "Burma-Shave: The Rhymes, the Signs, the Times," there were 556 jingles used over the years. That leaves 402 jingles to go. At 11 per year, that will hold us for the next 36.5 years before we need to reuse one. By then, who will remember which ones they have seen before?

Burma Shave was a shave cream in a jar, a new product of the Burma Vita Company in Minneapolis. It was intended to replace the shaving soap, brush, and mug which had been the standard for several generations. Sales were terrible for a product no one had heard of and generally saw no need for. The company owners, the Odells, tried several methods: conventional advertising, door to door, and sales through local drug stores. One creative method was "Jars on Approval." They would approach a stranger in his office, give him a jar, and tell him to "Take it home, try it, and, if you like it, pay me 50 cents next week." In an interview, son Leonard Odell, then president of the company, said "Sales on Approval" was a guaranteed success if your goal was to starve to death!

While on the road on a sales trip in 1925, son Allen noticed a series of small signs along the roadside leading up to a service station: "Gas," "Oil," "Air," "Restrooms," and a final sign with an arrow pointing to the station. Could they advertise their product this way? The big ad men in Chicago said it would never work. Allen finally convinced his father, Robert, to cough up \$200 to give it a try. They bought some old boards, made the first sets of signs by hand with paint and stencils, and put them up along two routes out of Minneapolis. The message was sort of normal advertising rather than the humorous jingles we are familiar with: "Shave / The modern way / Fine / For the skin / Druggists have it / Burma Shave." Shortly, the Odells were getting their first repeat orders from druggists along the routes with the signs. Sales went from zero to \$68,000 in one year. An American legend was born to entertain travelers for the next 38 years.

So long for now until next issue. Be careful and remember:





To the Editor:

It was exciting to see the cover story in January *Wheel Tracks* on the 1933 Cadillac V12 Town Coupe owned by Ken and Sandy Green. As a long-term member of both the VAE and the Cadillac-LaSalle Club, I was thrilled to see this beautiful and very rare model being celebrated in WT. It surely deserved the Best-In-Show award. Ken's story was well-written and delightfully entertaining and informative. Thanks, Ken and Sandy, for returning to Vermont with your beauty!

I was reminded of another beautiful Cadillac of the classic era which I inspected closely perhaps 5 years ago when it, too, won Best-In-Show. It was a 1935 Cadillac that had just been restored by Al and Judy Faust (from Maine, if memory serves me right). Even with so many wonderful cars at our August shows, the great classics of the '30s stand out. While I'm somewhat partial to Cadillacs and the Classics era, I'll also give a shout-out to cars like the 1955 Packard owned by Amos Roleau that was another Best-In-Show. (For the benefit of President Jason Warren, I'll mention that we have shown our very original 1992 Miata on several occasions.) Thank you to all who have preserved an interesting car and shown it at Waterbury.

John Emerson
Middlebury, VT

Hi,

I thought you would be interested: I just talked to former fellow teachers who live down in Duxbury. They recently spent 3 hours or so at Lamoille Valley Chevrolet waiting for a car repair, tires, and inspection. They spent the time reading a large collection of *Wheel Tracks* issues that are in their waiting area. I don't know who there is getting WT, but we are getting readers among their customers.

Charlie Thompson
Colchester, VT

Hi Anne,

Very well done on hiding the logo in the dog's face in the "Softer Side" article on page 5. I looked at that several times but did not really discern as such until I got a magnifying glass out at my wife's request. Sure enough, there it was.

We love *Wheel Tracks*. Look forward to every issue. I hope the membership becomes more active in contributing articles. Most have "old" cars and should write about each one of them. The idea of writing about your "first car" was excellent. We participated in that and enjoyed the few others that did participate as well. Keep pursuing that idea as well!

Your new publisher/printer did a nice job for you. Well done! to all involved. Love it!

Thanks,
Buzz and Sandy Stone
Vero Beach, FL and Williston, VT



Wheel Tracks Academy

By "Professor" Wendell Noble



Safe At Any Speed

I think I can speak for us all in saying that what makes our vintage cars appealing to us are the ways in which they differ from the modern everyday drivers that we all own. By comparison to my prewar collection of cars, modern cars are more powerful, reliable, comfortable, fuel efficient, and full of a lot of whiz bang electronic features that our predecessors could not have thought they would want. Those are all advances in technology. Then there is one more big difference that is the result of an evolution in attitudes.

When I was first learning to drive in the early '50s, I don't recall safety as being much of a concern to drivers or manufacturers. As a kid, I recall it being common to see children riding in their parents' cars standing up between the front seat and the dashboard in order to get a better view of the scenery. There wasn't much thought that this could be dangerous. Seat lap belts were something found in airplanes and race cars, but not in passenger cars. They weren't available as a factory option in any makes until 1949 and not widely available until the mid '50s. Federal law mandated them in 1966. A lot of crash dummies gave their lives convincing the public of the effectiveness of the additional restraint of three-point shoulder belts in the mid '60s. I find them uncomfortable to sit on and the constant beeping of the reminder alarm very annoying. Seat belt usage is now required by law in most states.



To kick off their enforcement campaign recently, the Vermont State Police pointed out that 40% of people killed in car crashes were not wearing seat belts. I guess it didn't occur to them that this means that a majority (60%) of fatalities were wearing seat belts. There are better arguments that can be made.

There were aspects of the cabin of the car that could also be modified to improve crash safety. A padded dashboard was first introduced in the Tucker in 1948 but wasn't widely adopted until the '70s. Collapsible steering wheels were first available in Fords in 1958 to prevent impaling the driver during a crash. They were mandated by law in 1968.

The glass windows surrounding the passenger compartment have always been a significant factor in crash safety. It was recognized as early as the 1920s. Laminated safety glass windshields reduced the likelihood of passengers being cut by shards of broken glass and, in extreme cases, of being thrown through the windshield. Tempered glass in the side and rear windows, introduced in the '50s, breaks into harmless granules when shattered.

The ultimate passive restraint was the airbag which is triggered to inflate quickly by the sudden jolt of a collision and surround the passengers by an impact-absorbing cushion. The Oldsmobile Toronado was first to provide them in 1973, and they were mandated for all new cars by 1998.

You can no longer let your kid stand up in the front of the car. The safety nags have become obsessed with the design, use, and placement of child safety seats. Children must be in the back seat, trussed into the latest design iteration of the safety seat installed and belted according to police instructions. So much for letting a toddler enjoy a ride in the rumble seat of my '29 Plymouth Roadster.

Cars are so safe now that you'll have to take advantage of their ability to exceed 120 mph driving drunk to get hurt. This is frequently done. Otherwise, if you want the thrill of living dangerously, you'll have to resort to downhill skiing the expert slope, sky diving, bungee jumping, ice climbing or scaling El Capitan. These too are frequently done and we learn about the results on the evening news. What fun is life without the exciting possibility of losing it?



DONALD C. LOVEJOY
1944-2025



I met Don Lovejoy in March of 2011 when I did a feature of his beloved 1957 Chevy Bel Air for *Wheel Tracks*. He was a true Enthusiast straight from the VAE playbook.

Don was a very modest and unpretentious person. He was a graduate of Vermont Technical College in Randolph and Keene State College in New Hampshire where he acquired his BS in Education. He was a veteran of the US Air Force and was a high school teacher in industrial arts. In all our conversations over the years, I knew he was a veteran; the rest I learned from his obituary.

Don never got around to talk about himself, but we had some great conversations about cars and how to fix them, especially his Chevy that took him 20 years to own after seeing it on the street when he was a high school student. Driving in from his home in So. Royalton, he could be found at many of our club gatherings over the years, that quiet gentleman with a big smile.

Don Lovejoy, a true VAEer, Enthusiast, and Example for us all.

Gary Fiske is a long-time VAEer and lives in Enosburg Falls, VT.

**2026 is now in full swing, and with that, you know what's just around the corner.....
TAX TIME!**

As you get ready for that special time of year, won't you please consider making a donation to the Vermont Automobile Enthusiasts? The VAE is a 501(c)(3) organization, meaning it is a non-profit entity recognized by the U.S. Internal Revenue Service and, as such, your donation is generally tax-deductible to you, but please refer to your CPA if you have any questions.

Your much-needed donation would go to continuing our mission of education and outreach of this wonderful hobby of ours through, among other things, the Golden Wrench Awards to deserving junior high schoolers (did you happen to see all the bios of the 2025 winners in *Wheel Tracks*?), scholarships to seniors furthering their education, and the continuation of the printing & mailing of our much-loved *Wheel Tracks* each month. Please see the QR code on page 2 for ease of giving, or you can mail your check directly to the VAE Treasurer. **THANKS!**

WIN

A SPECIAL GIFT COULD BE YOURS!



Find the VAE logo hidden somewhere in this month's *Wheel Tracks*. Actual size  

Mail to: *Wheel Tracks*, 203 Colchester Pond Rd., Colchester, VT 05446 or Text to: 802-793-9080 or Email to: fortherecordinvermont@gmail.com. Tell us where you found the logo. One winner will be drawn monthly. One entry per household per month and must be received by the end of the month.

The Winner of the October 2025 logo game was **Buzz Stone** of Vero Beach, FL and Williston, VT. He found the logo on page 5 in the dog's face.

SEVEN people sent in the correct locations of the 2 VAE logos hidden in December 2025's edition. One logo was found in Santa's sleigh on page 3 and the other was on page 10 in an ornament on the Christmas tree. And the winner for December is **Jack Bitter** of Colchester, VT.

Wheel Tracks Classifieds



Bumper Sticker of the Month...

Do Not Disturb: I'm disturbed enough already.



FOR SALE...Miata sales brochures for Mazda MX-5, 1990-2021, both U.S. and foreign. Prices typically in \$5 to \$10 range. 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...1941 Packard 160 Touring car. Unrestored. 88,354 original miles. Hasn't left Vermont. Classic black. ****block needs repair or replacement**** Good winter project. \$25K.

Paul & Christina McCaffrey,
802 318-6259 or 802 318-2636



FOR SALE...Jim Beam Collectors Automobiles
1 - 1929 Ford Phaeton in green porcelain, \$50 o.b.o.
2 - 1932 Dusenbergs "J" in light blue, \$65 o.b.o.
These are in good shape. The Dusenbergs has a small brochure with it. In Essex Jct, VT. Please email liesleslie@comcast.net

(Many other bottles too from our aunt who was state liquor commissioner!)



WANTED...My neighbor is trying to get a 1980 Corvette back together again and needs a dash and both door panels. This is a very low budget project. Call Gary Fiske 802-922-7780 or email gafiske@gmail.com if you know where good used items can be found.



FOR SALE...1926 Cadillac Custom 314 (7 pass.) Touring in very good condition. Full classic. Sidemount, dual cowl windshield, wind wings, Adobe leather seats. Rear trunk. Fully documented. Fast and dependable. A big eye-catching automobile! More detailed photos available. \$95,000 US. Shipping can be easily

arranged. We are in Montreal. gbureau@videotron.ca



FOR SALE...Trane Unit Heater, 80,000 btu natural gas heater, may be hung from ceiling or stationary. Uses either natural gas or propane, \$400.

Ray Tomlinson, 802-881-6257

FOR SALE...1960 Ford F100. Reliable daily driver. Rebuilt 223-6 engine by RPM Engines in Vermont. Rebuilt starter, generator and a new battery. Rare, wrap around rear window. Solid and nostalgic "three on the tree." And for safety, removable third brake light, safety belts and dual chamber brake master cylinder with disks up front. She's earned a few love taps over the years but the paint is good and she gets smiles and thumbs up all day. \$17,900.

Call or text 802-999-1220,
Fairfax, VT. Robert Turner



FOR SALE...

1923 Buick Straight Six in very good condition, \$30,000 (Canadian \$)

514-745-6278 (Montreal QC)

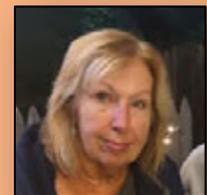


Ken discovered this recipe while stationed in Korea in the Air Force.

The Roadside Diner

Ken's Concoction

1/3-1/2 pound ground beef
Miscellaneous spices—curry, oregano, garlic powder,
minced onion, celery flakes
4 eggs
Cooked rice for 2



Nancy Gypson

Brown the ground beef. Stir in any spices that sound good. Set the ground beef aside. In the same pan, fry the eggs over medium (or however you prefer). Place hot rice on plates, top with ground beef. Then top with eggs. Try it...you'll like it!

February 2026



Spring Rally 2026

Depart A&W Drive-in - 8:30 Sharp
Rally to Ripton to Hancock to Waitsfield Farmers Market - Arrive 9:45

Treat Yourself to the Best Products from Vermont's Farmers and Local Artisans
Stretch Your Legs - Shop - Eat Well - Soak Up the Sights and Sounds - Live Music!

Depart 11:30 - Rally through Buels Gore to Bristol Town Green - Arrive 12:00
Group Photo on the Bandstand

Saturday May 23 - Rain or Shine

Presented by VAE's Middlebury Cars & Coffee

Someone stole my coffee cup. I'm headed to the police station to look at mugshots.

Attention..... The date printed after your name is when your VAE Membership expires.

PAINFUL TALE, CONTINUED...

One weekend soon

thereafter my wife was away and I spent the time under the car in my "pit" (the basement of my barn) doing the rear conversion. I thought that was painful (one of the shock bushings shot off into a manure-filled wheelbarrow), but in retrospect it was only the tippy-top of the Titanic iceberg.



Buckling down to the front conversion I had any number of minor adventures removing the old shocks, moving the brake lines, installing the new top arm and drilling out for the lower assembly. (My wishbones are apparently a back-level version without the anti-sway bar option.) Finally, I was ready to install new shocks, and I was surprised to find that the bushings in the shocks to be too small for the shaft on which they were supposed to be installed.



After considering some really bad ideas (like grinding down all four shafts), I got ahold of the vendor and after consultation with the overseas people they agreed to send me new bushings. Weeks go by - apparently there is some world-wide shortage of these tiny rubber bits - but they finally arrive, but only two of them. Did they think that my car has only one front wheel? Anyway, I pushed out the original bushings from the shocks with a vise and finished one side of the car. Another email to the vendor elicited an agreement to send two more. Weeks again went by and I finally gave up and ordered some myself, now being familiar with the dimensions required. The new order arrived within a week and I installed the other side. Of course, a day or two after that the original order from the vendor arrived.

My sad tale is not yet done, however. With both sides complete I now took it off the jackstands, only to find that the camber is way off. (The photo also illustrates my scrupulously clean and neat work area.) More internet research - there is no camber adjustment except some asymmetric offset bushings or very expensive shimmable wishbones "normally used in racing applications." Why the new control arm is not exactly the same length as the original control arm is one of the great mysteries that I will ponder for eternity.



So back to ordering more parts, and in a couple of weeks I have my new bushings. Now it's mid-October and things are better, but I still don't have total success. Not surprisingly, after all this fooling around the alignment needed attention and the tie rod had not been moved since the 1960s. In the end (after moving the car outside to prevent burning down my barn) the application of heat (DEFCON1 propane was useless, DEFCON2 Mapp gas did the trick, did not need DEFCON3 oxyacetylene) freed up the mechanism.



I'm still not perfectly happy. I think that I need a tiny bit more camber adjustment than is possible with the bushings, but in the weeks left this year before it snows I'm going to drive it around and shake out any more glitches. **Here's hoping for a successful inspection in the spring!**