

Wheel Tracks



This 1964 Ford F-100 Custom Cab is owned by Duane and Marnita Leach from Fairfax, Vermont. At a car show in Quebec, a Ford dealer once offered Duane a new Ford truck in exchange for his truck. Read more on page 2.

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Vermont Automobile Enthusiasts Website...

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**FROM OUR PRESIDENT,
JASON WARREN**



Hello,

It was nice seeing those of you who attended the Memorabilia Meeting! We were small in number, but mighty in spirit as we braved the freezing temperatures. It's always nice to see what people have collected over the years!

It seems like this will continue to be a cold winter, but we will still have great meeting locations lined up. We had a great time at Rothspeed's at the end of February! It was very interesting to see what goes into making their racing cars.

Finally, I hope that spring will show up sooner this year after the cold winter we have had. But, like older cars, the weather is always unpredictable!

See you soon,

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

DUANE LEACH'S 1964 FORD F-100 CUSTOM CAB PICKUP

In 1991, my father-in-law and two brothers-in-law loaded in my 1988 Astro conversion van and headed to Lawton, Oklahoma, to visit my brother-in-law in the army. I started looking around for a Chevy without much luck, but found this truck in the newspaper in Wichita Falls, Texas. We took a ride down to check it out and made a deal with the old gent for \$1,400. He had too much arthritis to shift it anymore so he had gotten an automatic. The truck started its life as a meter reading truck and when it was retired, town employees got the first chance to buy it. He was a maintenance man for the school. The truck had a jammed left box side from being parked in the garage when the garage roof came down in a tornado. The truck had a large rack that went the whole length of the truck that had saved the rest of the truck, a large steel I beam bumper on the back and a large wooden toolbox where the second fuel tank had been mounted in the bed. We drove it back to Oklahoma trouble-free with lots of stuff flying out, as the tail pipe had not been warmed up in years. We started driving back to Vermont and the exhaust burned off at the manifold. After driving for a while we decided this wasn't going to work. We rented a tow dolly, hooked it up to the Astro and made it back after some long, slow hills. I fixed the exhaust, installed new motor mounts, removed the rack and toolbox and used it to pull our 1968 pop-up camper. In the spring of 1993, I took the truck apart to restore it. The water stains on the headliner are from little Steven's footprints as he ran across the wet paint. I have shown the truck at many shows including Pigeon Forge, TN, Carlisle, PA, MA, CT, NY, NH, VT, and Granby, Quebec in 2004, where I was asked to go off-site for a magazine shoot. About the time I forgot about it, I received a Nitro Magazine in October of 2005 and they had done a bunch of stuff on Ford trucks and mine was featured with 4 pages. At one of the Granby shows the Ford dealer offered me a new Ford truck for it! The gold color was a summer-only color for 1964. Down south they painted the tops white to keep them cool. Up north they two-toned them to enhance the chrome. Tinted windows were only available in the south. It's been 35 years of fun and the new paint job is 33 years old.

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!

MARCH 19: AMERICAN PRECISION MUSEUM TOUR, Thursday at 10:30 AM. 196 Main St., Windsor, VT.
Coordinators: Wendell Noble & Fred Gonet

APRIL 11: FORT ETHAN ALLEN MUSEUM & DRIVING TOUR. Saturday. Meet at 10:30 at the museum located in the pump house, 11 Marcy Drive, Colchester, VT, near the stone water tower. The museum will be open. After visiting the museum, take a self-guided drive around the historic fort. At 1 PM we will meet for lunch at the Burger Bar 831-825 VT Route 15, just a short drive west of the fort. Please call Coordinators Charlie or Marion @ 802-878-2536 or 802-734-4010 to **RSVP by 4/7** so we can give the Burger Bar a head count.

MAY 23: GARAGE TOURS at 78 Tree Hill Rd. and 264 Golf Course Rd. in Williston, VT. Coordinators: Bill Erskine & Steve Hornibrook. More info, including start time and where, will be in the April issue of WT.

****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 2nd Tuesday of each month at Island Ice Cream, 21 Commerce St., Williston, VT, at 6 PM. 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

****NEW** JULY 17-18: BOB BAHRE CAR COLLECTION**, Paris Hill, Maine. ****SAVE THE DATES**** Friday-Saturday overnight tour. Founder's Day Celebration on Saturday from 9 AM—5 PM. Friday overnight probably in Oxford, ME. 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 ****DESPERATELY NEED VOLUNTEERS****

***SEPTEMBER: COLCHESTER LIBRARY CAR MEET**, 898 Main St., 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: 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.

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!

Burma-Shave the Signs

By Charlie Thompson



Remember first that we were back in the 1920s and 1930s. Highways had two lanes and automobile speeds were typically 25 to 40 mph. The early Burma-Shave signs were 10 inches high by 36 inches long and placed close to the roadside. As roadways got wider and cars got faster, the signs grew to 18" high by 40" wide, moved further, 40 or 50 feet from the centerline, and were spaced further apart.

An unanticipated advantage was that at those speeds, it took about three seconds to travel between signs or 18 seconds for the whole set of six signs, far longer than attention could be held by any other sign or printed ad. Most were mounted on nine-foot metal posts dug by hand three feet into the ground. In wet areas where metal rusted out, 4 x 4 preservative treated posts were used.

Signs were red with white lettering or orange with black lettering to emphasize a change in the wording, except for white on blue in So. Dakota where red was reserved for emergencies. Two installation crews were on the road full time, starting in the south in winter and progressing north as the weather warmed. An advance man would select a likely location, negotiate with the landowner for \$5 to \$25 per year, and the crew would follow to install the signs.

Signs fared well in cow pastures but not so well where horses were present. It appeared that the signs were just the right height that a horse could hump its back a bit and get a good back scratch. Near college towns, signs tended to disappear on dark nights. This problem was addressed by counterboring the bolt holes and fixing a cross bar at the bottom to anchor the posts.

Eventually, 7,000 sets of signs were scattered across 43 states. At the request of the U.S. Navy, three sets of signs were installed in Antarctica to help the morale of the men stationed there. Women were not allowed in Antarctica and wives and girlfriends were left behind. Check out the jingles below.

And on a training voyage in the Bering Strait, sailors were amazed to see a set of red and white Burma-Shave signs on a large ice flow. Only later did they find that the signs were planted by the helicopter crew flying ahead on ice reconnaissance.



"The Softer Side"

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

.....from Judy

I've been looking at an old ledger that my daughter Susan had at her house. The earliest date is August 1853. She had forgotten all about it, and it surfaced one day when she was cleaning some corner of her house.

The first page has this entry: Franklin, VT, Journal, S.P. and R. Gates. Gael's mother's maiden name was Gates and she was from Franklin. The first half of the book has entries from the store perhaps, and the second half has prescriptions. Pretty interesting reading.

Here are some other entries:

- Calvin Webb, 12 1/4 lb. maple sugar-98 cents.
- Asa Gallup, 3 yards cotton for shirts-44 cents.
- Frederick Vincent, 1/2 pound tea, nutmeg-24 cents.
- Chauncy Richards, 4 pounds mutton, 9 pounds sugar.
- Charles Warner, 3 pounds sugar-30 cents.
- S.P. Gates, box yeast powder, 12 cents, pail for berries, 46 cents, mutton, 45 cents-\$1.03.
- L.C. Spaulding, 10% butter-42.05.
- Herman Barnam, 1 pint lamp oil, 15 cents, 1 bottle ink, 4 cents.
- Henry Johnson, pipe tobacco-10 cents.
- Marshall Shedd, postage 1 letter-5 cents.

The more I read, the more I get the sense that I know these people. Some names keep appearing over and over: Brill, Cheney, Gidding, Wright, Peckham. "Gary, are any of these names familiar to you?"

Then, moving on to the prescriptions:

The first one is Dr. Petit's eye salve: Lard (perfectly fresh), yellow oxide mercury. Mix thoroughly and apply to the edge of the lower lids every night for inflamed eyes.

Cancer wash: White oak bark, witch hazel, dried and pulverized. Add boiling water and let steep until cool. Wet cloth with mixture and lay on sore 3 to 4 times a day.

Diarrhea: Stir lightly into a cup of cold water the white of one egg not beaten and drink. Slippery elm bark is another remedy.

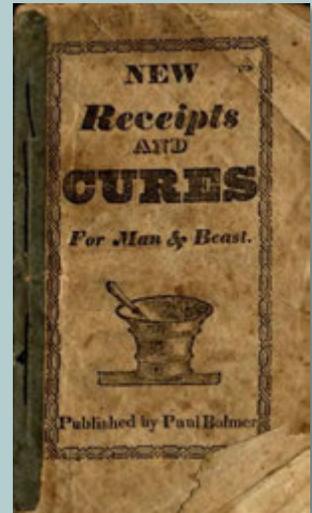
Burns: Lime water, olive oil, and glycerin.

Vomiting from any cause: Hazel bark, steep but do not boil. Give a few drops every half hour till vomiting stops.

There is even a recipe for horse liniment, chilblains, night sweats, Cholera, Epilepsy, and chapped hands.

Meanwhile, a few hours have passed and I haven't gotten any chores done, but who cares. The chores have been waiting for weeks and they probably can wait a while longer. After typing this, I might need a nap. So if you need a cure for whatever ailment you have, call me, and if I can read the remedy, I'll tell you what to do. Or not!

*** ** ***





IN THE DRIVER'S SEAT

With Guest Columnist Terry Hook

To paraphrase Tolstoy, "All new cars are well-behaved in the same way; each old car behaves badly in its own way." As owners of creaky old rattletraps, we all doubtless have stories of disastrous breakdowns and embarrassing glitches. On the positive side, we also have stories of on-the-road emergency repairs, miraculous rescues, and the kindness of strangers. I own two classic troublemakers: a '64 Austin-Healey Sprite, and a '78 Land Rover Series 3. I have many - too many - stories of being left in the lurch by both of these "difficult" children. On the other hand, I have the Angel of Shelburne Farms.

One fine summer's night we took the Healey to Shelburne Farms for a Mozart Festival concert. (Remember those, with a dressage exhibition to kick it off??) Somewhere along the lengthy bumper-bumper crawl into the Farms I started smelling gasoline, and the engine faltered. Looking back, I saw that we were leaving a line of all-too-flammable liquid behind. The engine finally died as I steered the car to the side. To be entirely honest, I can't now recall exactly what was wrong - split fuel line or a loose clamp, most likely. In those days, I was less wise than I am now and didn't carry a toolbox with me at all times, and I was helpless.

As I pondered our predicament, a car pulled up next to us, and the woman said, "You look as if you could use a beer." I said, "Absolutely, but what I really need is a pair of pliers." With one hand she gave me a can of beer and with the other, a pair of pliers, and then rolled on down the road.

Quick repair effected, we rejoined the line of cars and found a parking spot. After the concert, we made our way to the now dark acres and acres of parked cars. Suddenly, out of nowhere this woman appeared and said, "May I have my pliers back?" and just as quickly disappeared into the crowd. I didn't see wings, but I am sure that she had them.

Terry is a VAE member and lives in Jericho, VT.

MORE "IN THE DRIVER'S SEAT"

UPDATE from last month's *Wheel Tracks* Guest Columnist **Allan Begnoche** on his article about his 1970 Volvo 1800E, he writes:

I do have a quick update to my story regarding the Volvo 1800E I sent in earlier. I am told it will be featured in the February issue.

On Saturday, December 6th, almost exactly 90 days from its removal, the rebuilt B20 motor was reinstalled back into its chassis. We then removed the plugs and spun it over to build oil pressure (which it did). A turn of the key and it stuttered! Seems the distributor gear was 180 degrees out. As a quick fix, my dear friend Don (who first rebuilt the motor in 2017) reallocated plug wires to "jerry-rig" the system into firing. Which it did! It ran long enough to build and maintain pressure. We then shut it off. After an 8-hour day in a lukewarm garage (thanks to a rental propane heater), we called it.

Once the weather warms up enough so we don't need gloves to work on the car, Don will pull the gear, make the adjustment, reinstall and re-allocate plug wires back to their preferred locations, with the hope/plan/goal of running the motor long enough to set the initial break-in. It will be road worthy shortly thereafter!

The title of the song by the band 10cc -- "The Things We Do for Love" -- mirrors exactly how I feel about the effort put into this car!

TRIVIA FROM DON TENEROWICZ



"The Pleasures of Reading an Auto Magazine"

NO, NOT THAT ICE

The ICE (internal combustion engine) abbreviation is being used more frequently (and not necessarily in a good way), and with the increase in popularity of EVs, the WLTP cycle is appearing in more articles than I had previously noticed. WLTP -- Worldwide Harmonized Light Vehicles Test Procedure -- includes the range of fully electric vehicles which, theoretically, in our daily activities has the most immediate impact.

The standard of measuring the range of a car traveling at an average speed of 30 mph in summer temperatures from 100% to 0% state of charge does not appear to be a realistic measurement that most drivers will encounter. With the current limited charging capability in both sites and speed to 80% full charge, a variety of conditions would be more realistic. Summer conditions will have a wide variation between FL and VT.

Another variable in the Northeast is the use of the electric heater and window defroster. More likely to reduce the A/C than turn down the heater during the icy conditions and low temperatures. Might be for those without a garage to let the car run, i.e., turn on the electric heat to warm up and de-ice is not an option.

Not knowing if all the EV WLTP test standards are identical, Tesla has a "dynamic test cycle" lasting 30 minutes with a number of driving phases and includes a balance between urban and non-urban driving performed at different speeds and includes stops, acceleration, and braking.

To find a charging site within a city reminds me of daily alternate side street parking in NYC and then having to park blocks from the apartment. Due to the impact of climate, physical land, and congestion characteristics varying in the 50 states, might be a zone concept in performance and testing would give the consumer a more realistic expectation of the EV performance in their own location.

"Remember When?" ... with Chris Barbieri



This seat belt ad appeared in the December 1961 issue of Popular Mechanics magazine. It was the time when seat belts were options on new cars and being promoted on all cars new or used. I recall some anti-seatbelt pushback toward those who used the belts being labeled as "wimps" or worse. I had an uncle who never used his seat belt in his cars except when he visited us in Vermont where it was mandatory.

Remember When ?

TRIVIA

1. In the song, "Mares eat oats, and does eat oats," what do little lambs eat?
2. Clown, Little Tramp, or Acrobat is Charlie Chaplin's most famous recurrent character?
3. Bees use this body part to harvest nectar from flowers.
4. Antarctica is a desert — T/F?
5. Tin is a traditional gift given for which wedding anniversary?

Find the answers on page 9.



To the Editor:

Guilty! "Letter to the Editor" from **Charlie Thompson** about a friend finding/reading WT in the Lamoille Valley Chevrolet waiting area. I am the culprit!

When I receive the latest edition of the Wheel Tracks, the first thing I do is sit down and enjoy the read from cover to cover. I often wondered what to do with all of these auto periodicals. Too many to save, but being too much of an altruist, I cannot simply throw them into the trash. A few years back, while sitting in the LVC waiting area for a vehicle service, noticing a very lame selection of reading material, I offered to donate auto related periodicals after I was done reading them. I now drop off my latest editions every few weeks, and at least the staff seems very enthusiastic about getting the newest editions. They do not seem to mind that WTs may profile a competitor make/model, probably because it is a Vermont-based group, and the others I donate are my Cadillac and Buick club periodicals which are all at least GM products.

It is great for me to hear (indirectly) that a customer read and enjoyed the material. Who knows, maybe somebody will get interested enough to join the club!

Eric

Eric Osgood, a VAE member, lives in Johnson, VT.

Calling All Cadillac Owners:

I recently visited with Bret Thayer who heads the museum in Barton, Vermont. When he joined the association a few years ago, he realized there was close to nothing in the museum about Henry Leland, the founder of the Cadillac and his relationship with the famous company "Brown & Sharpe." Since Henry Leland was born in Barton on February 16, 1843, and had such an interesting history, Bret would like to dedicate more museum space to the man.



I told Bret we would contact our VAE Cadillac owners and ask them for their help in all things Cadillac and Brown & Sharpe for the museum. Bret Thayer's email is... bret.thayer@gmail.com. The name of the organization in Barton is "Crystal Lake Falls Historical Association Museum."

Thank you for any help you can offer.
Gary Fiske

Gary is a long-time VAE member and lives in Enosburg Falls, VT.



1915 Cadillac Type 51—It's hard to imagine a world without V8 engines, but just over 100 years ago, the concept was all but unheard of. That all changed when Cadillac introduced the Type 51, which is one of the first—if not the first—production V8 models ever introduced. In many ways, this car laid the groundwork for generations of future V8 engines. The engine wasn't the only innovation in this classic, though. It was also the first left-hand drive Cadillac. Then, the following year, it became the first mass-produced car to feature the modern gear shifter and clutch layout, which is standard in cars to this day.



1964 Cadillac Series 62 had already been around for a while by the time the '60s rolled around, and the 1964 model was the last before it was dropped from the Cadillac lineup altogether. For its last year, they also beefed the V8 engine up to a 7.0-liter, making it an all-time prize for Cadillac collectors. One thing that really made the Series 62 great was its relative affordability. As Cadillac's entry-level model, it allowed average American families to enjoy a taste of luxury and performance that no other automaker was quite able to match, and it paved the way for contemporary models like the [Cadillac CT4](#).



Wheel Tracks Academy

By "Professor" Wendell Noble



Where Is It?

Among the names on the long list of people I had never heard of was Jim Moylan. From what I have read recently, he was well known in certain circles. He invented the Moylan Arrow, which I also had not heard of. While working for Ford in the '80s, he had the same experience most of us probably have had.

If you have had the occasion to rent a car and gotten to the point that you need to fill the gas tank, you know the frustration of wondering which side the filler cap is on before pulling up to the pump. Moylan's idea was that this bit of angst would be eliminated if there was an illuminated arrow on the face of the fuel gauge pointing left or right to indicate which side of the car the filler cap is on. He promptly sent a memo to his upper management suggesting the feature be incorporated in future vehicles. They responded favorably and added this feature to their line of vehicles.



I recall that when I worked at a filling station as a teenager, the frustration was even worse. I quickly had to learn that on some cars, the filler cap wasn't on either side. On '54 Fords, it was to be found on the rear behind the flip-down license plate. On '56 Chevys, you got to it by twisting a piece of the chrome trim on the left taillight which flipped down the light assembly to reveal the filler cap. I guess we all considered that to be a fun game of hide-and-seek.

My reaction to Moylan's experience would have been different. Why not just standardize the filler cap location? My vote would be for locating it on the driver's side. The driver is most likely the one who's going to pump the gas. As he drives up to the pump, he can easily see how close he is to the pump and wouldn't need to walk around the car to get to it. I don't expect to be recognized for this great idea, and there's no feature of the car that could be named for me to make me famous.

My experience has been that, from the late '30s up to the '80s, you could hop into the driver's seat of any domestic car and, regardless of the make, find all the necessary controls in the same place. The gear shift lever was usually on the steering column with the standard "H" pattern for a manual transmission. The foot pedal positions were standardized, including a clutch and dimmer switch to give the left foot something to do. The heater/defroster and optional AM radio were prominently located in the center of the dashboard with obvious control knobs.

Those simple days are over. The heater has been replaced by a climate control with ten little buttons with odd hieroglyphics and two knobs. The radio has been replaced by an entertainment center with one knob and a "distraction" touch screen to help keep your eyes off the road. The screen on mine frequently flashes up an attention-grabbing message telling me to keep my eyes on the road. That last bit says it all.

ANSWERS TO TRIVIA ON PAGE 7:

First, admit it: Did you ever really know the words to the first trivia question?

I always sang (phonetically) *mare zee dotes and doe zee dotes and little lam zee divey.*

- | | |
|-----------------|---------|
| 1. Ivy | 4. True |
| 2. Little Tramp | 5. 10th |
| 3. Proboscis | |

OFFICIAL CONVERSION CHART

HOW TO INTERPRET

ANTIQUUE CAR ADS

IF IT SAYS:

IT REALLY MEANS:

Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more

How's your sleeping?

These sleeping pills are amazing. I've never been so relaxed in my life.

Just make sure you're taking only one a day.

Oh, I don't take them. I give them to my husband.

*** ** ***

Did you hear about the guy that got hit in the head with a flying can of soda?

He was just lucky that it was a soft drink.

*** ** ***

A man is washing the car with his son.

His son asks, Dad, can't you just use a sponge?

*** ** ***

What do we want?
Race car noises!!!

When do we want them?

Neeeeooowwww!

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 2025 is **Jack Bitter** of Colchester, VT.*

Wheel Tracks Classifieds



Bumper Sticker of the Month...

Be yourself;
everyone else is already taken.
(Oscar Wilde)



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

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



FOR SALE...1994 Mercedes E320, 4 door, 6 cylinder gas, 101,000 miles, minor spots of surface rust, very clean interior, asking \$3000.



Call Charlie,
802-878-2536

Wanted

Vintage Vespa or Lambretta

With Sidecar
contact
Allyson
ally@sover.net



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



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

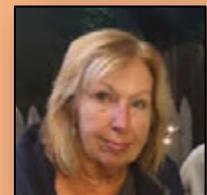


The Roadside Diner



Smoked Gouda Macaroni and Cheese

2 and 1/4 cups elbow macaroni, uncooked
1/2 pound shredded smoked Gouda cheese
1/2 pound shredded sharp cheddar cheese
1/2 stick of butter
2/3 cup whole or 2% milk
4 ounces shredded mozzarella



Nancy Gypson

Cook and drain the macaroni and set aside. Over low to medium heat, melt butter and stir in milk. Add the smoked Gouda and cheddar cheeses and stir until melted. Turn off heat. Stir in mozzarella cheese until melted. Put into greased casserole dish. Bake in preheated 350 degree oven for 35-40 minutes.



March 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

When we retired, my wife and I bought an RV. The kids can't move back home if they can't find us.

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

Highlights from the January Memorabilia and Potluck Gathering

Thanks to Jason Warren for the photo contributions.



Wendell Noble: Radiator cap that was 3D printed by VTC for his 1929 Plymouth.



Tom Noble: Acquired a steering wheel from his neighbor. He is looking for the rest of the car. *(Let us know how that works out for you, Tom.)*



Gary Fiske: Dashboard and a distributor from his 1919 Stutz Bearcat that he is restoring.



A combined picture (Gary Fiske and John Lynch): John is showing VW Beetle pictures and a clock for his wife's Beetle.