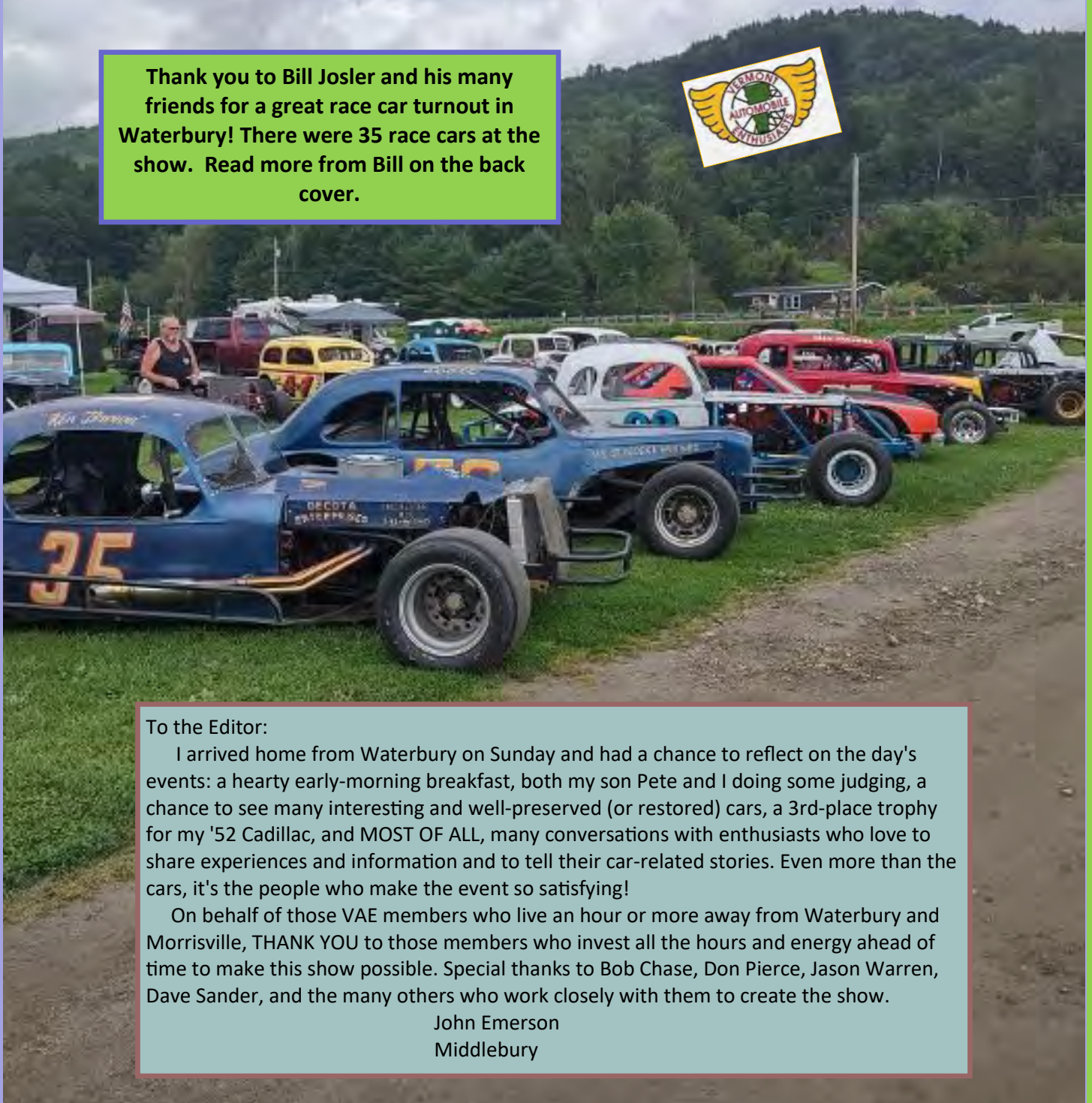


Wheel Tracks

Thank you to Bill Josler and his many friends for a great race car turnout in Waterbury! There were 35 race cars at the show. Read more from Bill on the back cover.



To the Editor:

I arrived home from Waterbury on Sunday and had a chance to reflect on the day's events: a hearty early-morning breakfast, both my son Pete and I doing some judging, a chance to see many interesting and well-preserved (or restored) cars, a 3rd-place trophy for my '52 Cadillac, and MOST OF ALL, many conversations with enthusiasts who love to share experiences and information and to tell their car-related stories. Even more than the cars, it's the people who make the event so satisfying!

On behalf of those VAE members who live an hour or more away from Waterbury and Morrisville, THANK YOU to those members who invest all the hours and energy ahead of time to make this show possible. Special thanks to Bob Chase, Don Pierce, Jason Warren, Dave Sander, and the many others who work closely with them to create the show.

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Middlebury

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VAEmembership@gmail.com
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To pay online, go to vtauto.org and click on "Renew Membership."

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Wendell Noble—Secretary
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Vermont Automobile Enthusiasts Website...

vtauto.org

**FROM OUR PRESIDENT,
JASON WARREN**

Hello everyone,

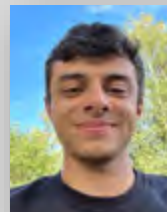
Congratulations on the 69th Annual Car Show! This wasn't an easy one, but we managed to come together and face any issues head on!

This year's show was definitely different as we took out the Parade and Street Dance in exchange for the Cold Hollow Cruise-In. I think it turned out to be a wonderful time and less stressful for all of us involved. Plus, who doesn't like cider donuts or an apple cider slushie?!

We also faced quite an unusual storm Saturday evening. It was certainly not what we were expecting, but we made the best of the situation. I am deeply appreciative of everyone who helped during the storm and thereafter.

Finally, I just want to say a huge thank you to everyone who helped with the show! It wouldn't have been possible without each of you and the efforts that were contributed. You are the backbone of this club! I look forward to speaking with you all at our next Waterbury Meeting when we go over this year's show. It's very important that we discuss parts that worked and parts that may need to be improved upon. This will always be a learning endeavor!

Best, *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 Tracks monthly deadline to the editors is the 5th of each month.

Contact us at....
vaeinfo@gmail.com

Our website is....vtauto.org

AN EDITOR'S NOTE...



Ever heard of an HCS car? Ever heard of a Stutz Bearcat? VAEers Bill Erskine and Gary Fiske are both in the process of restoring a Bearcat. On 11/3/1919, Henry Clayton Stutz started the HCS Motor Car Company with 1 million dollars in capital. At the 2025 Waterbury show, Daniel Tucker from Bethlehem, NH, had his 1923 HCS Touring car on display. This July's Hemmings Cruise-In in Bennington saw Daniel and his HCS on Main Street. It is rather unique in that it features left-hand drive and an overhead valve 6-cylinder. Stay tuned for an article in Ken's Corner on HCS. Also in attendance at that cruise was VAE member Bill Clark from Springfield in his 1967 Volvo 122-S.

If you've never been to a Hemmings Cruise-In, you're missing a good time! Weather permitting, it's not unusual to have 200+ cars lining Main Street and to see unexpected friends. At the August cruise, we ran into Jerry Mattison from Glastenbury, the "Smokey the Bear" Dodge M-37 Power Wagon owner, that had his truck at this year's Waterbury show. He was also gracious enough to judge the later model truck class at the show.

Long live the VAE...*Ken*

*Daniel Tucker's 1923
HCS Touring*



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!

SEPTEMBER 8: CAR MEET-UP. Tuesday at 6 PM. Join VAE for a sandwich and/or ice cream at Island Ice Cream, 21 Commerce St., Williston, VT. Vintage and collector vehicles park on the lawn. Drive onto the lawn from Williston Road where there is no curb. Modern vehicles park in the gravel lot. Bring your lawn chair. Coordinator: Charlie Thompson

SEPTEMBER 12: Saturday, 10 AM—1 PM. **COLCHESTER LIBRARY CAR MEET**, 898 Main St., Colchester, VT. Bring your vintage or collector vehicle to the library for our annual show. Park on the lawn under the trees. Drive onto the lawn from Main Street where there is no curb. Modern cars in the regular parking lot. Coffee and donuts provided. Bring your lawn chair. Come on out and show your cars! Coordinator: Charlie Thompson

OCTOBER 10: GYPSON FALL FOLIAGE TOUR. Saturday, 10 AM. The tour will originate at Ed Hilbert's home, 40 W Pleasant St., Bristol, VT. RAIN DATE will be Sunday, October 11. If uncertain, please call Ed at 802-453-3743.

NOVEMBER 7: ANNUAL MEETING. **NEW LOCATION** Saturday, 11 AM—2PM, St. Andrews Church Parish Hall, 109 S Main St., Waterbury, VT. Please bring a dish to share. Coordinator: Judy Boardman

DECEMBER 12: HOLIDAY PARTY. Saturday at 12 PM at McGillicuddy's on The Green, 18 Severance Green (entrance on Blakely Rd.), Colchester, VT. More details to follow. 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. (NOTE: NO MEETING in August.) Chairmen: Bob Chase & Don Pierce.



CARS & COFFEE

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. LAST MONTH: October

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. LAST MONTH: 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. LAST MONTH: October

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

FROM MEMBERS AFAR.....

By VAE Member Ken Green

Hello to the great State of Vermont from the State of Georgia. The realm of VAE membership stretches far outside the Green Mountain State. The VAE membership includes 55 members that live at least part time outside of Vermont. The faraway reach of news from the VAE extends to all New England states except

Rhode Island, several southeastern states, to the southwest in Texas, north of the border into Quebec, and one member says hello from Shanghai. The allure and love of special interest cars brings membership to the VAE, but for some of us, it is also a connection to the people and place we lived and loved.

The attached photo was snapped while I attended a local hot rod gathering. That community is very active and arranges a twice-annual gathering at the Cumming City Center with the street closed off to all but our cars. The City Center is a multi-purpose development with entertainment, residential, retail, and some commercial office space. The gathering will draw nearly fifty special interest cars allowing shoppers, residents, and event visitors a chance to interact with car owners. Many car owners let the younger kids sit in the cars for photo ops. Some drivers and wives will even dress in period clothing. These car owners are interested in preserving vintage '40s and '50s era hot rod-styles whereas others like me, are interested in factory correct cars. These hot rodders are very accommodating to classic guys like me and are a big help growing the car-culture crowd.

The pictured car is an absolutely stock 1950 Mercury station wagon with the 255 cubic inch flathead V8 and about 60,000 miles on the odometer and no rust. The car is equipped with the factory Borg Warner overdrive, heater, AM radio, and a third-row seat. This car was cosmetically restored in the 1980s by an owner in Wisconsin and was originally from one of the western Canadian provinces. My task over the last year and a half was performing a full mechanical restoration. That included fully machining or replacing all moving parts of the engine, newly rebuilt transmission by Van Pelt in Ohio, new brakes, steering and suspension. The car is loads of fun to drive and usually results in delayed departures from grocery store trips as I stay to answer questions about the car and hear about similar cars they once knew.



I live in Cumming, Georgia, which is about 20 miles north of Atlanta. Metro Atlanta encompasses approximately 8,400 square miles enduring a population of almost 6.5 million people. Vermont on the other hand, has almost 643,000 people spread out over 9,616 square miles. Speaking in rough numbers, metro Atlanta has 776 people squeezed into each square mile while Vermont breathes more easily with about 67 people per square mile. I can feel the difference which is why road tours in Vermont are so enjoyable. I'm in the upper fringes of the city's influence, however, and can find rural, tree-lined roads with little traffic within three to five miles of my garage.

I've not had this car in Vermont, but I did bring my 1933 Cadillac to last year's Waterbury event. My all too infrequent trips to Vermont allow me to recharge. Visiting the friends of my youth involves a bit of heartfelt emotion, but it is also a time to see all those people who had a part in my formation to adulthood. This club, for instance, was a part of my high school experience. I'd like to challenge all of those living out of state to contribute support to our wonderful Wheel Tracks. Tell us what you're doing in your community. Show off your VAE license plate!

Your support for the in-state VAE community is important for the effort required to organize each event, particularly the August Antique and Classic Car Meet in Waterbury. Your financial support through membership is greatly appreciated. On event day, volunteers conduct the important task of executing the plan. Remote members may be able to volunteer for the planning activities similar to tasks performed by remote employees of a corporation. That could include phone calls for reservations, confirmations or in search of data. Then for execution and as a plug for Vermont tourism, wouldn't you find a visit enjoyable to help volunteer at any of these events?

(Editor's Note: Ken considered calling this article Flatlander's Flash, but was afraid it might be taken as a derogatory term. As two-thirds of the Wheel Tracks editorial team are flatlanders, we would not have been offended.)



"The Softer Side"

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

.....from Judy

I was going through another pile of photographs recently and came upon a photo of Kit Coddington. There probably aren't any folks left who knew him. He passed in 1978 or 1979. Just another good old car fellow who loved flea markets. I have a photo of him at a Stowe car meet flea market on the fridge. He was originally from NJ and settled in West Dover, I think it was.



I was going to write a Softer Side article about cobwebs and was reminded of an evening many years ago when Kit and I were sitting on the porch watching a huge spider weaving a web. Why do I remember this is anybody's guess, but we were. Kit was a smoker, so perhaps that is why we were sitting on the porch. He knew every second-hand and antique store in Vermont. His business took him all over the state. If I mentioned Kit's name to any of the kids, they would talk about the "Spike Jones" evening at a camp that Kit rented every week after the Stowe Car Meet. It was on Lake Caspian, and it was one of those old two-story camps with lumpy beds, but everyone loved the place.

Even though Kit usually was off working, the camp was open to everyone to sit, swim or stay. I always took the same week off from work so I could go up there on nice days to swim, although I didn't spend the night. On the last Saturday of the week, Kit held a Spike Jones festival and had a potluck dinner and a lot of Spike Jones music. If you aren't familiar with his music, it is weird but wonderful. Listen to his Hawaiian War Chant when you get a minute. Crazy.

In Kit's travels, he would pick up the ugliest piece of furniture that would fit in his truck and bring it to camp. One piece he picked up at someone's yard sale was a small cabinet that someone painted an awful color and glued pieces of pasta of all shapes and sizes all over it, then sprayed the cabinet with glittery paint. Just awful but wonderful at the same time. He would leave these pieces at the camp with the OK from the owner. They would usually be there the next year.

Once in a while we would walk along the shore to Willey's Store to check on things there. Kit went to college in Maine but was a big fan of UVM hockey. He always bought 2 season's tickets and would invite Gael or Joe Kaelin to go with him on Friday nights when they had home games. Gael wasn't a big fan of ice hockey, but you couldn't say no to Kit. He would stay at the house that night and bring a big jar of seafood chowder from some restaurant.

Kit had some odd collections of things, one being vacuum cleaners and another, locks and keys. I do remember a Model T or maybe an A. I just remember it being black and going for rides in it with Pev Peake. Kit died unexpectedly when he was in an antique store somewhere in southern Vermont. A sad day but I have some wonderful memories of Kit. And his photo on the refrigerator.

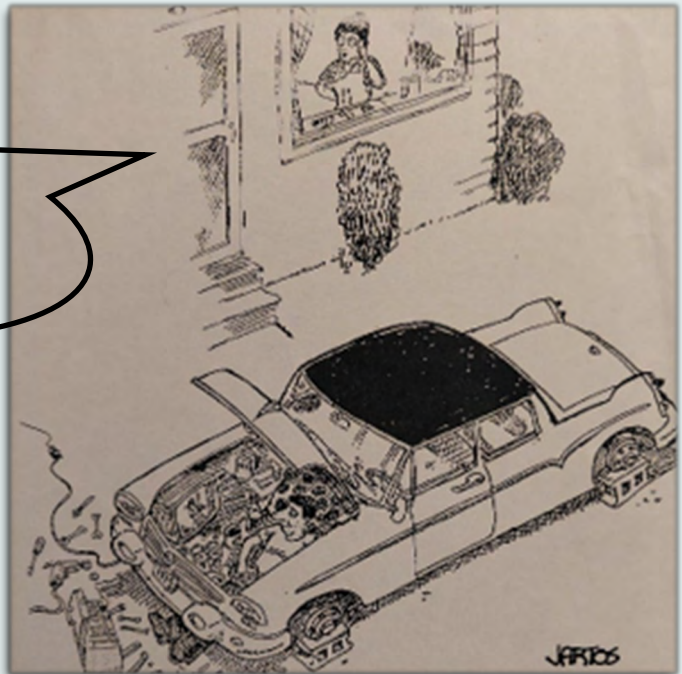
HAPPY
Halloween

"Remember When?" with Chris Barbieri



"Shirley, sometimes he spends the whole weekend out there fixing his car."

Remember When?



*Editor's Note: Because we were only able to get a photo of the back of **Paige Pratt's** head for the presentation by **Chris Barbieri** of her Golden Wrench Award for the June-July 2026 Wheel Tracks issue, we thought we'd see if we could get her beautiful smile. **Don Pierce** was able to arrange it through talking with Paige's mother, **Morgan**. What follows is **Morgan's Letter to the Editor** and what **Paige** has been up to since then.*

Dear Editor: Sorry it took me a little while to get this out to you. I spoke with Don (Pierce) and he was looking for an update on Paige from CVCC and her photos from her scholarship and tool award. **She also had a great time at the car show with the smaller kids at the Junior Judging.** I think Don got photos of that also. But he requested some different photos and here they are. The photo of the family is her end-of-year celebration which she was also awarded through the Vermont Honor Society! With Paige is her sister, Casey, myself, and her dad, Chuck.

Morgan Pratt



Vermont Automobile Enthusiasts



CAR MEET RECAP

2026 SPECIAL AWARDS

CANADIAN FRIENDSHIP AWARD:

1964 Ford Thunderbird owned by **Carl Hamel** of Victoriaville, Quebec

THE KENNETH SHERRER MEMORIAL TROPHY was presented to VAE president **Jason Warren** of Highgate, VT.

MILITARY IMPACT AWARD was awarded to **Tom Buczkowski** of Waitsfield, VT.

BEST IN SHOW—PREWAR: 1926 Ford Model T owned by **Richard & Diane Shortsleeves** of Brandon, VT

BEST IN SHOW—POSTWAR: 1964 Ford Thunderbird owned by **CARL HAMEL** of Victoriaville, Quebec

THE PRESIDENT'S AWARD

1932 Detroit Electric owned by **William & Marsha Mackey** of Northville, NY

THE CO-CHAIRS' AWARD

1931 DeVaux 675 owned by **Larry & Vicky Connor** of Voluntown, CT

MOST ORIGINAL VEHICLE:

1966 AMC Rambler owned by **Dean Lafont** of East Barre, VT

*** ** ***

2026 CLASSES 3-24

CLASS 3

1st 1929 Auburn 8-90 owned by **Matt Parisi Jr.** of Fairfax, VT

CLASS 5

1st 1930 Ford Model A owned by **Ernie Eldred** of Stowe, VT

CLASS 6

1st 1938 Packard 1601 owned by **Mike Goldblatt** of Norwich, CT

CLASS 7

3rd 1952 Cadillac Series owned by **John Emerson** of Middlebury, VT

2nd 1950 Dodge Wayfair owned by **Charles Hand** of East Lyme, CT

1st 1951 Studebaker owned by **Gene Cassanelli** of Granby, MA

CLASS 8

1st 1955 Chevrolet Bel-Air owned by **Richard Cutrumbes** of Westford, MA

CLASS 9

3rd 1964 Pontiac GTO owned by **Parker Dewey** of Newport, NH

2nd 1960 Cadillac Fleetwood owned by **Peter Clark** of Bomoseen, VT

1st 1964 Chevrolet Nova SS owned by **Bob Lalancette** of Essex Jct., VT

Continued on next page....

2026 CLASSES 3-24

CLASS 10

- 2nd 1966 Cadillac Fleetwood owned by **Paul Piscitelle** of Worcester, MA
- 1st 1969 Plymouth Roadster owned by **Adam Shafritz** of S. Burlington, VT

CLASS 11

- 1st 1970 Oldsmobile Rally owned by **Garry Cousino** of Bristol, VT

CLASS 12

- 2nd 1983 Chevrolet Camino owned by **Jason Maxham** of Roxbury, VT
- 1st 1981 Chrysler Cordoba owned by **Louis & Cindy Scott** of Plainfield, VT

CLASS 13

- 3rd 1997 Ford Probe owned by **Don & Anne Pierce** of Colchester, VT
- 2nd 1996 Chevrolet Impala SS owned by **Alan Gebo** of No. Ferrisburgh, VT
- 1st 1992 Pontiac TransAm owned by **Jodi Bailey** of Farmingdale, ME

CLASS 14

- 3rd 1971 Ford Mustang owned by **Rick Bombard** of So. Burlington, VT
- 2nd 1998 Ford Mustang GT owned by **Fred Costello** of Montpelier, VT
- 1st 1995 Ford Mustang GT owned by **Matt & Ashley Reutershan** of Farmingdale, ME

CLASS 15

- 2nd 1988 Chevrolet Corvette owned by **Ernie Eldred** of Stowe, VT
- 1st 1964 Ford Thunderbird owned by **Carl Hamel** of Victoriaville, QC

CLASS 16

- 3rd 1970 Volkswagen Micro Bus owned by **Doug Bailey** of Farmingdale, ME
- 2nd 1956 Volkswagen Beetle owned by **Stephen Restelli** of Barre, VT
- 1st 1959 SAAB 93b owned by **Bruce Welch** of Williamstown, VT

CLASS 17

- 3RD 1989 Mazda Miata MX-5 owned by **Ed Hilbert** of Bristol, VT
- 2nd 1964 Porsche 356C owned by **John McMullen** of Ludlow, VT
- 1st 1997 Porsche 911 owned by **Stephane Dumaine** of Roxton Pond, Quebec

CLASS 18

- 1st 1997 GMC Yukon owned by **Brian & Dana Warren** of Jeffersonville, VT

CLASS 20

- 3rd 1956 Dodge C-3 Power Wagon owned by **Jerry Mattison** of Glastenbury, VT
- 2nd 1965 Chevrolet C10 owned by **Jeff Torrice** of Windham, NH
- 1st 1950 Ford F1 pickup owned by **Harvey Moran** of Clinton, CT

CLASS 21

- 3rd 1971 Ford F350 owned by **Ken Gypson** of Poestenkill, NY
- 2nd 1971 Chevrolet K10 owned by **Tom Lesage** of Colchester, VT
- 1st 1996 Ford F250 owned by **Ben Abare** of Montpelier, VT

CLASS 22

- 2nd 1967 Ford M151A1 owned by **Brian Lindner** of Waterbury, VT
- 1st 1954 Dodge XM 152 owned by **Peter Percy** of Stowe, VT

CLASS 23

- 1st 1992 BMY HARSCO owned by **Mike Karasinski** of Barton, VT

CLASS 24

- 2nd 1978 Motobecane owned by **Justin Shafritz** of So. Burlington, VT
- 1st 1969 Hodaka Ace 100 owned by **David Marcellus** of Barre, VT

*** ** ***

THANKS !!

Thank you to all for your dedication and hard work making this 69th Antique & Classic Car Meet such a success! And here's just some of the many faces who gave of their time and talent during the meet. We couldn't have done it without you.





Wheel Tracks Academy

By "Professor" Wendell Noble



THE GENERATOR GENERATION

The power for a car's electrical system comes from the battery, but it must be constantly replenished by a generator. Up until the early 1960s, a DC generator, which is technically called a dynamo, was the standard. The physical principle by which any electrical generator works is called the Lorentz force. You'll probably never need to remember that name, but it's good to remember the concept.

When an electrically charged particle, such as an electron, passes through an orthogonal magnetic field, it experiences an orthogonal force to both the magnetic field and the direction of travel. If a metal wire passes through an orthogonal magnetic field, the electrons on the atoms making up the metal are pushed along the wire, giving rise to a current or voltage.

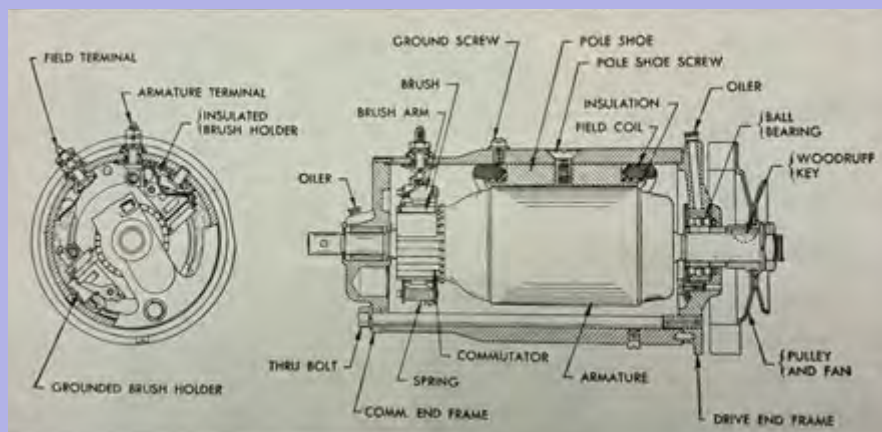
In a generator, the magnetic field is supplied by electromagnetic winding segments, comprising the stator and fixed to the inner surface of the housing. These windings are supplied with current from the generator output. The moving wires that pass through the field are wound in coils which form the armature and is located on the rotating generator shaft. The armature windings terminate on conducting segments of a drum near the end of the shaft. The segmented drum is referred to as the commutator. The entire rotating assembly is called the rotor. The current is then carried to the output by stationary conducting brushes which make contact with the commutator segments as they slide by. The generator can be operated with either polarity, depending on the polarity of the magnetic field from the stator. Therefore, the cores of the stator magnets will remain magnetized for only a limited time without current flow.

Polarizing is done with the engine turned off and momentarily connecting a jumper wire between the battery source terminal and the generator output. This allows a brief field current to flow and magnetize the iron stator cores in a direction consistent with the battery polarity.

Up until the early 1940s, generators were equipped with a "cut-off" which was effectively an electromechanical diode in series with the output. Its function was to allow current to flow from the generator to the battery, but not the other way. This prevented the battery from losing charge through the generator when the engine was off. Polarizing could be accomplished by using a jumper wire to short circuit the cut-out, allowing the battery to momentarily activate the field current of the stator.

Starting in the late 1930s, generators were equipped with a voltage regulator instead of a simple cutout. The regulator regulates the current to the stator to match the output current to that needed to keep the battery charged without overcharging. It does this as well as performing the role of a cutout to keep the battery from discharging through the generator. To polarize a generator with a voltage, the jumper wire should be momentarily connected between the battery (B) and armature (A) terminals of the regulator.

Starting in 1960, generators were displaced alternators. These are AC generators with built-in transistor rectifiers to convert the output to DC. That's a whole different subject that we can talk about some other time.



Don't keep a grudge, keep a cat. Grudges need to be fed and nurtured.
So do cats, but you get companionship, affection, purrs and a warm lap in return.

And more pics from our 2026 car meet!

What's a car meet without a little weather-related calamity?



Uh oh! One of the porta potties got blown over. EEUUWW.



Heather and Joseph seem to be enjoying themselves despite the storm!

No, we're not that messy.



So we lost a couple of tents. It definitely could've been worse.



But we were blessed with no injuries and a rainbow!

Joseph stayed bug-free, sun-free and extra comfy in his hammock.



And a week before the show!

No, David, you can't keep a good sign down.



IN THE DRIVER'S SEAT

With Guest Columnist Eric Osgood

New Hampshire Vintage Car Tour



Thursday afternoon pre-tour gathering at the sponsor's shop. I took my 1929 Buick, Silver Annie, so named by my grandfather after building and bringing back to life this Silver Anniversary year auto. This tour was a 3-day event for pre-war vehicles only, with about 60 to 70 vehicles.

There was only one other Buick registered, a 1928 Buick model 28-47; however, I never

did see it there. I did see a Franklin, Lincoln, Plymouth, and a few Stanleys. Overwhelmingly, by and large, this was a Ford Model A and T event (all distant cousins of the Buick family), however still a lot of fun to be on the road with a great bunch.



Day 1. Friday heading out for Sandwich Notch, a route established in 1801 to cut a 30-35-mile route around the mountain down to 9 miles, saving nearly a day's travel during the 1800s. Silver Annie climbed and descended the 12-20% grade with steeper sections in spots in 2nd gear, only going down into 1st when a steep grade required a stop for a Stanley to gather up the steam to continue and I had to start from zero. This pass comes with the advisement of high clearance 4-wheel drive vehicles only; well, we had high clearance! The scariest situation was when a 1939 Plymouth lost its brakes at the very end, leaving the traveled section of the road and only stopping when its front tires were on the edge of the intersecting highway as a truck was

whizzing by. Ironically, the 1939 was the youngest vehicle on the tour. On to Plymouth, NH, for an ice cream stop before working our way back for the end of a day.



Day 2. Saturday, after a cruise-in at the sponsor's (Tebo Barn) shop, we ventured on secondary paved roads down to historic Portsmouth to take in the Strawberry Banke Museum, the earliest neighborhood in Portsmouth, with 37 restored 17th to 19th century buildings. And then making our way back for the end of a day.



Continued on next page.



Day 3. Sunday began by working our way to the Maine coast, driving up along the very beautiful coastline into York, stopping at the Nubble Lighthouse, before a lunch stop in a local downtown restaurant. Unfortunately, I had to break away from the tour and head home after lunch. I did not get to experience the back road mud and water crossings that put the cars into water over the running boards deep. I did see some great pictures and videos taken of their adventure though, enough to whet my appetite for a repeat trip if there is another tour!



Most drivers had a navigator, and some even had passengers. These particular passengers were very good at containing their "enthusiasm" about the whole adventure!

Eric is a long-time VAE member and lives with his wife, Glenda, in Johnson, VT.

WELCOME NEW MEMBERS

Jeffrey Beaulieu of Huntington, VT
Jamie Carpenter of Waterbury Ctr., VT
Chris Cogswell of Greensboro, VT
Bob Fontaine of So. Burlington, VT
Dave Harley of Chelsea, VT
Dean Lafont of East Barre, VT
Anthony Oliveri of Chelmsford, MA
Peter Patch of So. Burlington, VT
Alfred Wolsky of Woburn, MA

RUMBLE SEAT RECOLLECTIONS

It seems an earlier article in *Wheel Tracks* prompted the following email exchange between **Wendell Noble** and **Charlie Thompson**. Let's read along and see what they've been thinking about.

Wendell,

When you want that rumble seat ride, just toss me the key! How about in the Essex Memorial Day Parade? The Roadster and I are parade qualified. Just check the brakes, please.
Charlie

Charlie,

Thank you for that generous offer. It would be my pleasure to have you drive my '29 Plymouth Roadster in the Memorial Day Parade. I'm not sure what condition I will be in at the time. My ankle joint replacement surgery is scheduled for May 5th, so I may be unable to get into a rumble seat without the help of special equipment.
Wendell

Wendell,

I am often reminded of one of our trips to Wake Robin and have told it many times. You were there with the Roadster, and a resident, an elderly lady in a dress, was determined to ride in a rumble seat like she did in her early days. As she climbed from the bumper step to the fender step and over into the seat, some of our crew helped her with a boost from behind. She commented, with a big smile, "There goes the last of my dignity!" I was afraid we might have to get a hoist to lift her out.

I think this bit should go to Anne to add to *WT*.

Charlie

Charlie,

I remember that day also. I don't recall if it was the same lady or not, but one threw her walker into the bushes before climbing in. After she was in, she said, "Can you picture me doing this in my high school prom dress?" My comment was, "I'm working on it."

You have a good idea about some "rumble seat" follow-up in *Wheel Tracks*. It might prompt other readers to dig up some of their own memories. It could be called "Rumble Seat Recollections." Why not suggest it to Anne, your neighbor?

Wendell

OK, so suggested! Anybody want to take Wendell up on his offer of providing some memories of your own with a rumble seat? Send it to me and I'll print it.
Anne.

Wheel Tracks Classifieds



Bumper Sticker of the Month...

They say to follow your dreams so I went back to sleep.



FOR SALE...1965 VW Bus Type II

A restoration project ready for your completion! Most parts are present but not installed... \$25,000 OBO.



1967 VW Beetle
Runs well; clean inside and out; older restoration but in good shape!
\$17,500

1951 Kaiser Deluxe
Last registered 2017; garaged since...\$7,000 OBO.



Contact Kim at kimsraven33@gmail.com
207-266-1970
(Cars formerly owned by long time VAE Member Ken Taplin)

FOR SALE...1997 BMW Z3, Atlanta Blue, mileage: 71,000, automatic, 4 cylinder, \$16,000.

Contact:
Melinda Vieux
802-454-8423
mvieux13@gmail.com
191 Main St, Plainfield, VT



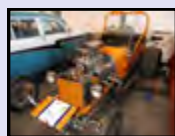
FOR SALE...Part-time repair business, One and a half days per week. Reasonable price. Includes over 700 original gauges/tools/training/materials/etc. Income of \$20,000 plus per year. Call Roy at 802 862-6374 or roymart@comcast.net

FOR SALE...

1956 Plymouth Plaza, 100% restored.



1956 Meteor Fully restored like new.
21,000 \$ CAD.



Three modified Ford cars. Excellent.
gbureau@videotron.ca (Montréal QC.)

**FOR SALE...Garage attic full of old car parts! Model T, VW, Kaiser, Porsche engine... Inherited from my late father. Anyone interested in buying the lot? Kim Slaven, Blue Hill, Maine.
kimsraven333@gmail.com, 207-266-1970**

FOR SALE...1947 Harley Davidson WL-45, completely restored, flight red. 1,000 miles since restoration, show machine, runs as good as it looks, easy starting. Original 1947 Harley sales paper and original 1946 Enthusiast magazine showing the new 1947 models. Restored to factory specs. Photos and receipts from the restoration go with it. Geared to go over the road. New battery. Asking \$23,000 or best offer. **MUST SELL!**

Fred Gonet,
Shop 802-226-7844,
Home 802-226-7709.



(Max Cole and his daughter, Melinda, came to the Waterbury show for many, many years. Please see BMW classified above.)

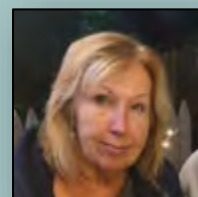
Max's Sunsetting Years: "I'm having the time of my life! When my wife passed, from Kansas I went to Vermont to live with my daughter, Melinda. I always had a 'thing for cars.' It was no surprise when I said I think our next project should be a sports car. Soon after, on our way to a concert, we saw a Mazda Miata for sale, but they could not find the 'paperwork' (a blessing; it was not the right car!). Just two days later, on our way home, there was the BMW Z3 on the grass by the road for sale by a car dealership! And the car owner was the wife of the dealer. I told my daughter, 'This is the better car!'"

The Roadside Diner

QUICK PEPPERONI CALZONES



1 cup coarsely chopped pepperoni
1/2 cup pasta or pizza sauce
1/4 cup shredded mozzarella
1 (1-lb.) loaf frozen bread dough, thawed
1-2 tablespoons milk
1 tablespoon parmesan cheese
1/2 teaspoon Italian seasoning (optional)



Nancy Gypson

Mix first three ingredients together and set aside. On floured surface, divide bread dough into 4 pieces and flatten into circles. Divide pepperoni mixture onto half of each circle. Fold over and pinch closed. Place on greased (or parchment paper covered) baking sheet. Brush with milk and sprinkle with cheese and seasoning. Bake in preheated 350 degree oven for 20-25 minutes or until lightly browned.



Founding VAE member Lloyd Davis participated in the 2025 Franklin Trek held in Schenectady, NY. Lloyd wins every year as the person who has attended the most Treks.
(Photo courtesy of *Air Cooled News*, Official Publication of the H. H. Franklin Club)



SEPT.-OCT. 2026

Q: How did you stop your teen from texting while driving?
A: I bought him a Ford Focus.

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

A WORD FROM BILL JOSLER

As Carrol Shelby said in the movie *Ford V Ferrari*, "If you are fortunate enough to do that which you love, you will never have to work"; I am that person. Raised on a farm, I had the opportunity to "tinker" on all sorts of mechanical challenges. Working on my first car which was a 1934 Ford vehicle, learning to drive a tractor at age eight, and my military time in the Air Force all created a "motorhead." My first race experience was at a dirt bowl in West Lebanon, NH, and that has served me well over the past 72 years as a driver, a sponsor, a promoter, an official, and a fan to a collector of some 100 cars, 40 being race cars.

The past several years I have honed all of this into preserving the history of early racing — the heroes, the events and displaying these treasures in all of New England and Florida. Currently I am on the Board of Directors of North East Auto Racing, Board of Directors of the Living Legions of Auto Racing in Florida, and currently for the past few years organizing the VAE show, participating in NEAR events, the Waterford Speedway in Waterford, VT, Bear Ridge Speedway in Bradford, and some dozen or more events with many race cars in my stable.

My deep appreciation for the efforts, patience, investment and help from so many that support this effort. If not for friends, family, and a business that allows me time, I could not accomplish the results and success we all share.

Thank you to each and every one that continues to be a part of this story.

Bill is a VAE member from White River Junction, VT.

