

Wheel Tracks

The
ENGLISH SETTLEMENT
Settled 1768



Judy and Gael Boardman's 1918 G-48 Locomobile Sportif.

A dual ignition, 5200 pound, 48HP beauty.....Read more on page 6

FROM THE PRESIDENT...
DAN NOYES

What a great time of year for auto enthusiast! Some how Vermont seems to jump from feeling like winter to summer, perhaps its just the longer days or temperatures in the 60s and sunshine. For me its getting my car out of hibernation, filling the radiator, a splash of fresh gas and hitting the road, (or pot holes). Either way I'm looking forward to all the great events we have planned for this spring, summer and fall and I hope you do as well.

Planning for the Shelburne show is coming together nicely. Andy and Ernie and the rest of the team have done a great job and are metaphorically to the point of adjusting the valves. We are lucky to have such great partners at the Shelburne Museum. Tom Dendenburg and his staff are taking care of every detail and I'm sure it will be a great success, again!

Speaking of major events, co-chairs Bob and Duane and their team are up to their elbows in Stowe stuff. Crank journals are polished and looks like the cylinders are bored and honed. The brochure is well under way and the details are being worked out for some new food venders. As usual it's going to be a great show.

Stay tuned for some exciting news about Stowe, the future of the VAE is looking strong thanks to a great membership.

The Education and Outreach committee is firing on all 8 cylinders. The 2016 Golden Wrench recipients will be chosen soon, the tools are ordered, and presentations begin in May. The committee is also looking to partner with Cars & Coffee to help raise awareness about our good work and to provide more opportunities for people to get involved with the VAE.

So as you can see there is a lot going on, a lot on the bench, and some great ways to get involved and meet enthusiasts across the state.

Respectfully,



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FROM YOUR EDITOR... GARY FISKE

I was able to "corner" Gael Boardman this month and finally get a bit of a story on his Locomobile. Even though the Wheel Tracks front page has some great pictures of the car, it is a long ways from standing beside it while the engine is running. It is an unbelievable vehicle and to think it was built 98 years ago!

I was lucky a few weeks ago to visit Clark Wright's shop in Milton and see the latest project that he is working on. It is pictured to the right along with Clark. The International McCormick/Deering single piston (one-lunger) engine creates 6HP at 550 RPM and is over 900 pounds. Clark's shop is on our "Garage Tour" that Dave Stone has put together on the 21st of May. You will be amazed when you see it, if we are lucky, we might even hear it run.

Speaking of Dave Stone, he needs a whole lot of credit from us in doing his job as 1st. Vice President. He is the guy arranging the club activities this year. It can be very discouraging when you have events all lined up and at the last minute have a cancellation. That is what happened to him for the March event and he had to scurry around to find an alternative. I added to the confusion by messing up the March announcement on page 14 of Wheel Tracks. That is all you need Dave, I am sorry.....



Maybe 1% of the comments from Wheel Tracks readers are a little (sometimes a lot) on the snarky sidebut 99 % are really super positive and encouraging.

I can't believe the feedback I received when I tried Ken Barber's suggestion of using more vertical columns to make the reading easier. That suggestion is a keeper.... But not on this page, I like to use "air"!

You will find my first attempt at making "What's Happening" column on page 14. Wendell Nobel had the idea behind that. We all know about the VAE events that happen during the year, but you most likely do not know much about the who and the how it all gets done. There are hundreds of folks, members and non-members, who do the working and the dreaming for our 63 year old club. The "What's Happening" column will, hopefully, help fix that. Advice to make it better and better yet, to make anything better in Wheel Tracks is always welcome.

Another bit of good advice was to add a "Letter to the Editor" column and I told the 'advice giver' that I never get any. Well, guess what, two days later I received 2 letters to the editor! I have had to paraphrase to make room. YOUR letter to the editor is also welcome. Here they are....

Dear Editor,

From sunny Florida, I just received Wheel Tracks, Yr. 63 #3. Beautiful. Have three or four auto enthusiasts in my golf group that also get to enjoy this great publication, and the information in it.

We live in Vero Beach, FL., and have several car shows a year of various themes. The last was at McKee Botanical Gardens, a lovely, restored Botanical Garden that was founded in 1929.

Buzz Stone,

Williston, VT./ Vero Beach, FL.

Dear Editor,

My daughter in Brattleboro gave me a membership for Christmas. I am excited to be part of your organization. I just received the February Wheel Tracks and saw the January/March issues on the web page. She said she listed my cars for the roster and we laughed as to how correct it would be. My six cars (and 1 Honda mc) are all projects, newer ('55-'91) than most of what I see in Wheel Tracks. (Larry has an ad looking for a Truckstell Overdrive this month)

Larry Woodland,

Lovettsville, VA.

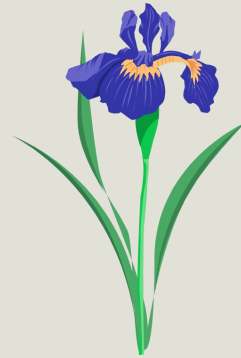
Wheel Tracks is a monthly newsletter published in print and electronically for the public, and for the VAE membership.

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****Print form,**
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Your editor and other authors are made aware of some new products, services or information that they feel may have value to VAE's membership. These are not an endorsement by the VAE unless otherwise noted. The opinions are solely those of the particular article's author.





"THE SOFTER SIDE"

A Column Shared by Mary Noble (Left), Judy Boardman (center) & Nancy Olney (Right)

APPRECIATION DAY by Nancy Olney

What made me think of writing on this subject was a headline on Facebook that asked, "How many women say thank you to a person who has held a door opened for you?"

My answer would have been, I hope at least 99.9% do but alas, that isn't the case. I think I have touched on this before but here I go again. So much of our lives have a lot of people 'behind the scenes' making things happen for us. Most of us do not eat, drink, read, clothe ourselves with any direct effort on our part, someone or some ones do it for us. Yes, we work to get money and then depend that stores will be there for what we need or want without a thought to others who have put hours into making, growing, transporting, unloading and setting it up in places for us to see and buy.

This is true with so much of our lives, the newspaper deliverer, the library, the car wash, the bank, the movie theater and the list could go on and on. There is someone behind the scenes in everything that hopefully makes our lives easier and in many cases more fun. I also am sure that you, the readers, fit into that chain at some point.

This brings me to the VAE, VAAS or 501-c3. I haven't gotten just what we are straight yet but what I would like to say is

a big **THANK YOU** to those who understood and spent many an hour getting the paperwork needed to accomplish such. What I do know is that working with government (State or Federal) can be a daunting task and so appreciate those who took this on and worked until all the I's

One person who has held an important position in the VAE and has done an outstanding job for years is Dick Wheatley. I am sure I am speaking for us all, **THANK YOU** for all your years of service. Certain jobs require someone

with certain knowledge, integrity and trustworthiness and you certainly meet and exceeded those requirements of the job. We can't **THANK YOU** enough.

I am sitting here with the VAE 2015 ROSTER and realize there are many who do a lot in many ways. I purposely didn't mention all

the names or positions that I could have but thought if I tried to I would leave someone out and that wouldn't be and isn't my intention. You are all very important to making the VAE what it is today and hopefully with your help will it only get better in the years to come and we will be able to hand this over to those who come after us and they can build on the excellent work done by you all. **THANK YOU ALL and keep up the good work.**



dotted and t's crossed.

Next, I would like to say a big **THANK YOU** to **Gary (Fiske)** who spends his time (a lot more than he would admit to) putting together our organization's monthly newsletter. And to all those who contribute to it, with articles, ads, jokes and also to the proof reader, **Edi.** Thank you all for the work with the result being a top notch publication.

Can't write about appreciation without mentioning **Bob (Chase)** and **Duane (Leach)** and their work and dedication to the Stowe Show. I know a lot of you put in endless hours helping under their leadership, **THANK YOU ALL!**

Editor's Note.... The VAAS stopped existing 1/1/2016 ... the day the VAE became a 501c3 non-profit organization.





WORDS

"Flivver"... from a confused blending of the words "flopper" and "fizzler". The use of "flivver" to refer to automobiles has a slightly derogatory meaning.



"Poor Old fool," thought the well-dressed gentleman as he watched an old man fish in a puddle outside a pub.

So he invited the old man inside for a drink. As they sipped their whiskeys, the gentleman thought he'd humor the old man and asked,

"So how many have you caught today?"
The old man replied, "You're the eighth."

A beggar approaches a grandmother at the beach with his hands out. "Please", the poor man pleads,

"I haven't eaten all day."

"Good," says the grandmother. "Now you won't have to worry about cramps when you go for a swim."

Retirement is the best thing that has happened to my brother-in-law.

"I never know what day of the week it is," he gloated. "All I know is, the day the big paper comes, I have to dress up and go to church."

A hotel minibar allows you to see into the future and find out what a can of Pepsi will cost in 2020.

This summer, I'm going to go to the beach and bury metal objects that say "Get a life" on them.

A tramp knocks on the door of an inn known as St. George and the Dragon. The landlady answers. "Could you give a poor man something to eat?" asks the tramp.

"No!" yells the woman, slamming the door in his face. A few minutes later, he knocks again. "Now what do you want?" the woman asks.

"Could I have a few words with George?"

Wheel Tracks Academy



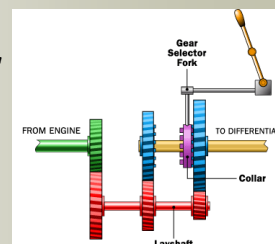
**I get mixed up
when folks talk about
transmissions.
Can you help?**

The "**manual transmission**" is just that..... The driver simply slides different gears into place with the "shifting lever". It's a matter of ratios. The engine might be turning 1500 RPMs and you want to go slow, so you use 1st gear. In first gear, the gear that is connected directly to the engine, might have to go around three times to make the gear connected to the tires, go around only one time.....so the ratio is 3 to 1.

If you want to impress your classroom teacher you would write it this way....3:1. If you want to impress your driving teacher.DON'T MAKE A GRINDING SOUND WHEN YOU SHIFT.

So that is all you do when you have a manual transmission, you are sliding gears around to make different "ratios" and go different speeds.

How about reverse, you ask? Well, gears are still involved but to go backwards you have to slide a 3rd gear between two others. That's all you need to know today.



The Ford Model T used the **planetary transmission**. It had a central gear, called the "sun" gear, surrounded by three "planet" gears. There are "bands" involved and the band you choose determines the speed you are going, they are all fairly slow.

The 1st "automatic" was invented in 1904. It involved weights that moved outward as the RPMs increased thus hitting a different "band" and making the car go faster. It all worked very well until the weights would come loose and acted like gun projectiles. The idea was great but it took awhile to perfect.

A **gearless transmission** was used by a few of the early car companies. A disc was driven by the engine and depending where a 2nd disc hit against the face of the first disc, the speed would change. Move the disc onto the other side of center and walla...you have reverse.



From the front page....

Why a Locomobile?

From Gael Boardman

In the early 1950's the Goodyear Tire Company would publish a 2-page centerfold advertisement in the Saturday Evening Post showing a pictorial history of cars with Goodyear tires.

These were great little pictures and my most favorite was 1925...a Locomobile Sportif. I copied and recopied this picture a lot (The Jordan also caught my eye and I could tell you a Jordan story from some years later).

Later, in 1959, I acquired an ALF fire truck for \$275 (another story) and it ran like a champ, 825 cubic inches of 6 cylinder T-head with 4 inch straight exhaust, twin ignition and enough radiator to keep it cool. Wow! Who designed this wonder? Andrew Lawrence Ricker did, earlier, for Locomobile. So, I began a hunt for a Locomobile. John Hawkinson, an early VAE mentor showed me one he had rescued for Albro Case in West Hartford,

CT. His was a handsome brougham sedan but not the Ricker engine - and it really wasn't for sale. In June of 1960, my new wife and I detoured from our wedding trip in Maine to greater Philadelphia to look at another. It, too, was a later sedan, small Series and had been in a fire...not too bad, puckered fenders and hood, but running, and not expensive. Judy, new wife, wasn't impressed and I got over it quickly. 20 odd years later, I was bemoaning this

history to Steve Dana and he said, "Do you want a Locomobile?"

Dumb question! He said H.M. Burrows in North Springfield has several and would probably sell one. I was aware of Mr. Burrows, as we had mutual friends, but had never seen his cars. This story begins to sound like one recently published here by Rusty Bolts.



Rusty's story about Fred Gonet and his wonderful 1908 Locomobile echo's my own experience with Henry Morris Burrows. I went to look at the cars and walked right past the 1908, a 1911 Loco, a Mercer race-about and a 1915 Mercer roadster. There was also a Porsche 911 and a much later special order Chevrolet 2-door. Mr. Burrows needed room in his garage and the 1918 Sportif took up a lot; twice as much, as he had scattered it all over the shop. He loved to inspect things as Rusty explained. We sort of negotiated and it took several interviews and a "home visit" so he could check our home and family to assure a secure adoption. We finally "passed" and I sold my really nice 1950 Cadillac convertible to fund the venture. That, and a little help from VAE member Bill Billado who was a branch manager at the Chittenden Bank. I sold Bill his 1935 Buick convertible sedan as one of his first cars. I went to present payment and Mr. Burrows said, "Oh, and did I mention the spare engine? That's another \$2500." Oh no! Well, somehow we robbed the egg money and it was all mine! The car came home in the early '80's in pieces. It took me years to get it together and help from now "cousin Fred Gonet" to get it properly timed and running well. You see, some years later Fred auditioned for and got the Model E 1908 for himself. The 6 cylinder T head in my model 48 is the 525 cubic inch inspiration for the just bigger 825 edition in the ALF...same stuff, same power, same noise and better with a Frank deCausse Sportif body. The factory slogan was "easily the best built car in America" That's why a Locomobile.

LOCOMOBILE
"SERIES TWO"

Announcement is made of the New Locomobile—*Series Two*—a continuation and higher development of the Six-Cylinder model.

Tandem ignition and other refinements—introduced in this Series—produce largely increased power quietness of operation and economy of fuel, without sacrificing simplicity.

This low-built indestructible Chassis, so safe, so efficient, is embellished with beautiful Coach Work of most exceptional comfort taste and style.

The Chassis with Locomobile Coach Work \$5000 to \$7400
With Coach Work designed and built to order, from about \$6000 to \$10,000

The Locomobile Company of America
Makers of Fine Motor Cars BRIDGEPORT, CONN.



Edi Fiske

The Roadside Diner

I would like to hear how you liked the dish, edifiske@gmail.com



Maple Oatmeal Bread

(This recipe was from a 2000 maple cook winner in St. Albans)

1 c quick cooking rolled oats
1 c maple syrup
4 tbs butter, cut into small pieces
3/4 c boiling water
1 c strong coffee

1/2 c sugar
1 tsp salt
1 packaged dry yeast. Dissolved in 1/4 c warm water
2 large eggs, beaten
5 1/2 to 6 c bread flour

In large bowl, combine the oats, maple syrup, and butter. Pour on the boiling water and stir to melt the butter.

Blend in the coffee, sugar and salt, allow to cool.

When the mixture is barely warm, stir in the dissolved yeast and beaten eggs. Add 2 cups of flour and beat until smooth.

Gradually blend in additional flour until the dough becomes too difficult to stir.

Turn out onto a floured board surface and knead in as much of the remaining flour as necessary to form a cohesive dough. Continue to knead in flour until the dough is soft yet no longer sticks to the work surface.

Transfer to a greased bowl and let rise to double in size.

Punch dough down, then turn it onto a floured surface.

Generously grease two 9 by 5-inch loaf pans. Shape into 2 loaves and cover with plastic and let rise.

When double in bulk, bake in preheated 375 degree oven for 35-45 minutes. Cool on rack for 5 minutes, then turn out.

Complete cooling on the rack.



"A Foggy Evening at Shelburne Farms"
Can you guess the year and the brands of these beauties?



Dave's Garage by Dave Sander



Audio Visual/ GPS /Bluetooth Update For your car.

Anybody who remembers the comical innovations from the **Red Green** Canadian television show can appreciate inexpensive ways to improve older cars. Every once in a while I stumble upon something that comes close to a real life version of a Red Green improvement.

I was recently driving my 2002 Subaru when I received a phone call on my cell phone, which came through the Bluetooth on my GPS. I turned the radio down, and leaned forward to the GPS mounted on my windshield to hear the phone call. I could not hear the call too well, and the caller could not hear me. I popped the GPS off the windshield and affixed it to the driver's door window. This helped, but was still inconvenient.

Oh how I wished my car had a factory installed Bluetooth system, where I could hear my phone call through the car speakers, and the caller could hear me from a microphone near my mouth.

I thought there had to be a better way to do this. I wondered if there was an affordable aftermarket solution to this problem. My Subaru has the factory premium sound system from 2002. The eleven speakers, sub woofer and external amplifier all work well. A quick Google search revealed there was a simple and reasonably affordable way to upgrade the stereo in my car to a modern **AM/FM CD/ DVD MP3 player with integrated Bluetooth, GPS, touch screen, back up camera and availability to sync with an iPhone, iPad, iPod or Android phone all at prices starting under \$300.**

This system is a plug and play system, using the existing mounts, wiring and speakers.

These systems offer an available back up camera, and can utilize the factory steering wheel audio controls, if your car is equipped with them.

When I was shopping on the Crutchfield website (www.crutchfield.com) I noticed they sell a package custom configured to your specific car. The system literally fits in your dashboard, including full feature touch screen units that will fit in a standard DIN sized stereo slot.

I am amazed at how far the price of these units has come down. Ten years ago I was looking at a DVD player for my minivan and found the simplest most inexpensive systems started at about \$500. These all in one systems are roughly the same cost as a good stand alone portable GPS unit.

Imagine, full featured touch screen stereo/ Bluetooth/DVD Video and GPS systems that look and function like factory installed

units starting under \$300, or, for about what a good quality aftermarket car stereo cost twenty five years ago.



Boss BV9386NV

Navigation receiver
Item #: 104BV9386N

Top Seller

✓ In Stock

★★★★★ 57 Reviews | 34 questions - 83 answers

Was: \$319.99

Price Break: -\$40.00

Deeply discounted installation gear

Your price: \$279.99



Dylan Potvin of Williamstown, VT is presented the Golden Wrench award from VAEer Joanna Conti



Joe Bedor at St Johnsburry Academy receives his Golden Wrench Award from Tom Maclay in 2014





How do they do that?.....

I ruined a vibration damper (Harmonic balancer) when tearing down the 4.3 Chevy engine I am working on.

I found an after market balancer from a company in California and ordered it about 2PM last Tuesday. I let my dog out of the shop the next day around 3PM and there sat a box with the new balancer inside, I am not sure how long it had been sitting there. When I order something from McMaster-Carr, I can put the order in by 10AM and expect it the next day by 2PM. All the way from Ohio to Northern Vermont!

Do you remember those Charles Atlas bodybuilding ads in Popular Mechanics back in the 1950s? I was (am) what they call a "small build" and I remember waiting for months when I sent Mr. Atlas \$.25 for his pamphlet. Has this country gotten smaller while I was working in my shop? BTW...Charlie was peddling snake oil, it didn't work.

Here I go with another Ken Barber

story . I can assure you he is for real and lives in the hills of the Northeast Kingdom...the flatlanders have shortened it to NEC. Anyway, Ken found a really neat old 1951 book by Brown & Sharpe, a machine tool company. His first thought was to pass it on to a couple of "beginner/never-going-to-get-there" machinists on the West side of the state and he sent it via another NEC hill person, **Gary Olney**.

I am tempted here to have some fun and miss-quote the amount that Gary told us he needed to satisfy the amount he paid Ken...but I won't (it was only \$15.00). My point to all this is to say the book is great and has tables and charts that are perfect for beginners. Thank you for thinking of us Ken.

My son-in-law wanted to buy some wood working tools years ago but could not justify the expense. So he went out and bought the tools and learned how to build a house!

The latest Hemmings

Motor News had a really nice column from **Richard Lenti-nello** on this subject. He writes about getting a quote from a garage to read a check-engine code, they wanted to charge him \$65 just to have the code read. He, instead, bought his own code reader for \$35 which led him to purchase the sensor that was bad for \$60.

All told, he spent \$95 to fix his problem and ended up owning his own OBD11 code reader.

How many of you reading this remembers doing the same thing....only with a different outcome? You **grab** the opportunity and your wallet and you get that really nice tool you have always wanted. Only you can't fix the problem and end up paying a *real* mechanic to fix the problem. I usually have a bit of a coughing spell when my wife starts asking questions.



A 1908 Maxwell recently came to Fred Gonet's restoration shop in Proctorsville with a bent frame.

Skip Walton of West Hartford, Connecticut has been working on his Maxwell project for a while now and thought he was close to finished. You can see to the left that his car is a beauty, the body is complete and is sitting at home ready to be put on the frame. **He ran into some trouble** when he found some of the parts would not fit correctly. The former owner had used spacers and tweaks to make things fit.

Skip found the frame was slightly bent, causing all the problems and he brought it to Fred to straighten the frame.

Much of the vehicle that you see in the picture had to be completely disassembled to do the work. Fred explained when straightening a frame you have to bend it beyond the "straight" point and then allow it to "come back" to the proper point. In the Maxwell's case, the engine, etc. are attached to the frame and could be harmed during the process if they were not removed.

Skip Walton is a very interesting person. Many years ago he took over his Dad's 108 year old machine business called **The Walton Company**. The company's main product is a tool to extract broken taps that are sold around the world. The tap extractors are used for removing broken taps, pipes, studs and screws. They also make tapping tools for the automotive, mechanical and plumbing industries.

Of course what makes Skip really interesting is his old car hobby. When a group of VAEers were introduced to Skip recently, the main subject was not extractor tools, the subject was old cars and motorcycles! Just the way it should be.

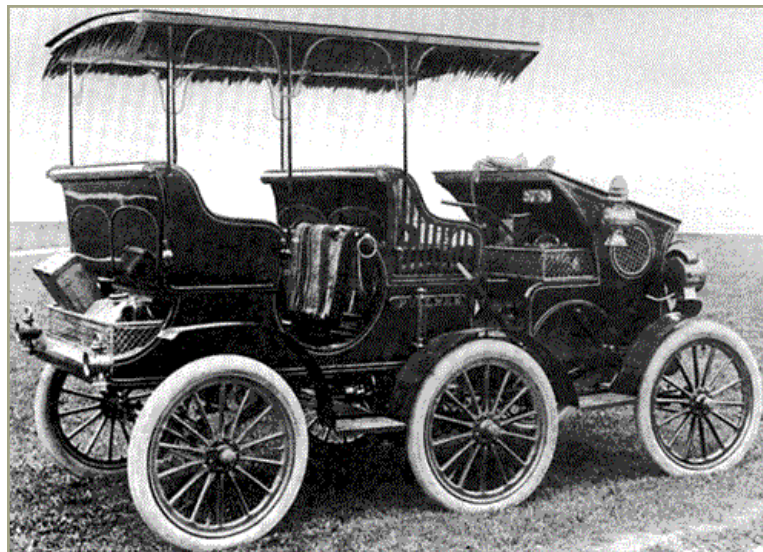
"Y" is for York!

Greetings enthusiasts! How is the weather treating you? How has your 4 wheeled motorized classic car been running? Watch out! You live in New England, where Mark Twain once commented that if we "wait a minute....it will change!"

Well, as we wind down our tour of the alphabet, we come to the next to the last letter of Y. Not many options here, but the York, product in York, Pennsylvania from 1905-1907 does offer some interesting history.

A Mr. Albert Broomell (a steam equipment builder residing in York) built an oddly arranged 6 wheel automobile which he called a "Pullman" as it looked as rugged and luxurious as a Pullman locomotive car (at least to him). Not terribly popular in style or mechanics, Broomell tore that down and attempted to rebuild it into something more conventional.

He partners with a local carriage maker, a Mr. Samuel Bailey, and they brought along a Mr. James Kline, who was a master mechanic in the area, and produced a 4 cylinder, 18-20 horse powered 4 wheeled car they called a "York." They set about publishing a booklet to expound on the benefits of their newly



hatched car and started to manufacture and market them. Kline became the overseer of production and according to the website "History of Early American Automobiles", Bailey became president of the firm.

After 1907, as redesigns occurred, they reverted to the "Pullman" name, although the car was still made by the York Automobile Company. They were determined to build a sturdy and reliable car and strived to maintain quality. Pullmans met with some success, though the general market decline of 1907 certainly hurt them.

As costs increased, other investors were brought in, and as was often the case in the early days of the automobile, the founders were eventually forced out, followed by a reduction in quality by the new owners, which lead to the eventual demise of the Pullman by 1917.

Don't the words of Merle Wood ring true? He stated:

"Poor quality is remembered
Long after the sweetness of low price is forgotten."

Hope to see you, on the road again, in your York, or Pullman, or whatever beautiful car you are preserving!

Best regards,
Chris C.



The "YORK"
1905 PATTERN SURREY TYPE

4-cylinder, 18-20 h. p.; individual clutch, three speeds forward and reverse from one lever. Transmission gear under hood with motor.
Starts like a steamer. 34 x 4 in. Detachable Tires; bevel gear drive.
A first-class, reliable car, built in the best possible manner; simple and easily controlled; no expert operator required.
If you want a great bargain, send for catalogue, or better still, come to York and see this car in operation. If you buy we will pay your expenses.

YORK AUTOMOBILE CO.
YORK, PA.

NOTE.—We are prepared to build complete special cars or motors from drawings or specifications.
Patterns and drawings made if required.
Gear Cutting. Castings. First-class tools and mechanics.

The Return of the Return to Shelburne Museum



Driving this 102 year old car nowadays is fun (as long as you keep it under about 35 mph). But back in the day, Model T Fords were common as dirt. They were durable and practical early motorized transportation, but no one would call them particularly attractive.

If you want to get close to some distinguished automotive designs that set the pace for what was to come, make sure you show up at the **2016 Shelburne Museum Classic Auto Festival**, first weekend in June....and don't forget to bring your car because it was probably influenced by some of the special-body-designed cars we plan to have on display.

Or maybe you have such a car with a prototype or experimental body design. It need not be perfect or even be in running condition. Maybe it's just a pile of pulchritudinous parts awaiting "some day". We don't mind, just get it to the Shelburne Museum on the weekend of June 3rd, 4th and 5th. If you haven't received it yet, you will soon be getting a brochure with a registration form. Please plan to attend. Your individual participation is critical to our collective success.

Please get in touch with me, (802) 483-6871 britishjalopies@AOL.com or co-chair Andy Barnett, (802) 862-4388 Andybarnett3@AOL.com. with any ideas or concerns.

Ernie Clerihew
Co-chair, Shelburne Show

Dave Stone did a great job organizing a VAE tour on the 20th of February at **The Rennline Company** in Milton. Rennline's website states ... **Rennline is an industry leader in unique, after market, motorsport accessories for German automobiles.** Rennline was started by Paul Jacques, a native Vermonter, who has had gas in his veins since birth.



Pictured here is **Tom Rittenburg** who took some time out of his day to show us around the plant. Very interestingly, Rennline's abilities have also made them a go-to company for making draft beer Tap Handles for beer brands all over the country. Thank you Dave and Tom for a great day out.....





Those who are not familiar with cars and coffee or the inner workings of an automobile aficionado it may sound like cars and coffee is just a bunch of car people standing around talking cars and drinking coffee. Your right, it is. There is a lot more to it. To a car enthusiast, a Saturday morning with a cup of fresh hot coffee in your hand standing in front of a GT500, a Model T, a Tesla or really hot looking Mazda Miata is home sweet home. It doesn't get any better than this, maybe. As an enthusiast we love to see nice looking cars and there is no better place to see fine automobiles, meet new friends, and see old ones than at Cars & Coffee of Vermont. For directions and up to the minute information, visit CarsCoffeeVermont.com



Cars & Coffee of Vermont is back for another season starting May 21, 7am to 9am @ Community Bible Church on the Williston Rd.

Something for everyone to appreciate and enjoy. The event is for the car enthusiast with a busy life. It is designed not to take a full day of your time like a car show on a Sunday or a weekend. You arrive, park your beautiful ride, grab a cup of coffee, take a walk, talk shop and 2 hours later take your ride home and be ready to handle the weekend chores. Car collectors are always looking for a reason to start up that classic motor and drive it somewhere.



Fordlandia....have you ever heard of this place in Brazil, not too far from the Amazon River?

Wheel Tracks recently ran across the story of Henry Ford's great experiment with 2.5 million acres in Brazil..... One quarter the size of Rhode Island.

In the 1920s, the Ford Company sought to escape the British monopoly over the supply of rubber. Henry Ford looked for a place to establish a colony to produce rubber and after positive negotiations with the Brazilian government Ford started building his colony in the Tapajos River Valley. He built American mid-western style homes to accommodate several hundred thousand workers along with a hospital, a school, library and a hotel. Fordlandia even had a golf course. The government agreement exempted Ford from paying taxes for the exportation of any goods produced in the area in exchange for 9% of the profits generated.



The town had a strict set of rules imposed by the managers. Alcohol, women, tobacco and even football were forbidden within the town.

The land was hilly, rocky and infertile and none of Ford's managers had the requisite knowledge of tropical agriculture. In the wild, the rubber trees grow apart from each other as a protection mechanism against plagues and diseases, often growing close to bigger trees of other species for added support. In Fordlandia, however, the trees were planted closely together, easy prey for tree blight, sauva ants, lace bugs, red spiders, and leaf caterpillars. Over 3 million trees were planted but the experiment failed and by the early 1930s, Fordlandia ended.

Much has been written about Henry Ford's "Fordlandia". The money spent was amazing. The workers revolted over having to eat American food and the Brazilian Army had to be brought in to quiet things down. A very interesting read in history.



Locomobile Company of America... The year 1900

A little article was in the October 2012 *Wheel Tracks* about this picture to the left.

The car is a 1900 Locomobile steam car. Mr. Royal Peake of Bristol had purchased it, brand new, from Dr. Lindsley that year and is pictured here driving it home. The drive took two days to cover the 27 miles. This Locomobile, it is said, was the first automobile in Bristol.

Documents have recently been uncovered by Lloyd Davis that tells much more of the very interesting story. It seems, back in those days, when you purchased an automobile, you could also become a dealer for the company and sell cars. That is exactly

what Dr. Linsley became, a Burlington Locomobile dealer (it is also said that Dr. Linsley's car was the first car in Burlington). Mr. Peake of Bristol must have inquired about purchasing a steam car because Dr. Linsley replied by writing a sales letter to Peake telling him that it would be very unwise if he was considering a steam car of another brand. Dr. Linsley advised Peake not to deal with the Mobile Company of America that sold the **Mobile Steam Car** but should instead purchase a Locomobile steam car through him. The Doctor went on to explain how the Locomobile "carriage" was much more superior and that Locomobile had many more "options" and even though the car would cost Mr. Peake \$100 more, that his \$750 investment would be well worth it.

All very original auto sales talk!

Interestingly, Dr. Linsley wrote his letter to Mr. Peake on Vermont State Board of Health stationery where he worked as the Department's director.

So, it appears Mr. Peake took Dr. Linsley up on his offer and purchased the Locomobile Steam Car sometime after May 23rd, 1900.

By August, Mr. Peake had had some problems with his Steam Car. Do you think he might have run his boiler dry? The invoice pictured to the right is where the **Locomobile Company of America**, of Bridgeport, Connecticut, has billed Mr. Peake for

Form 17.

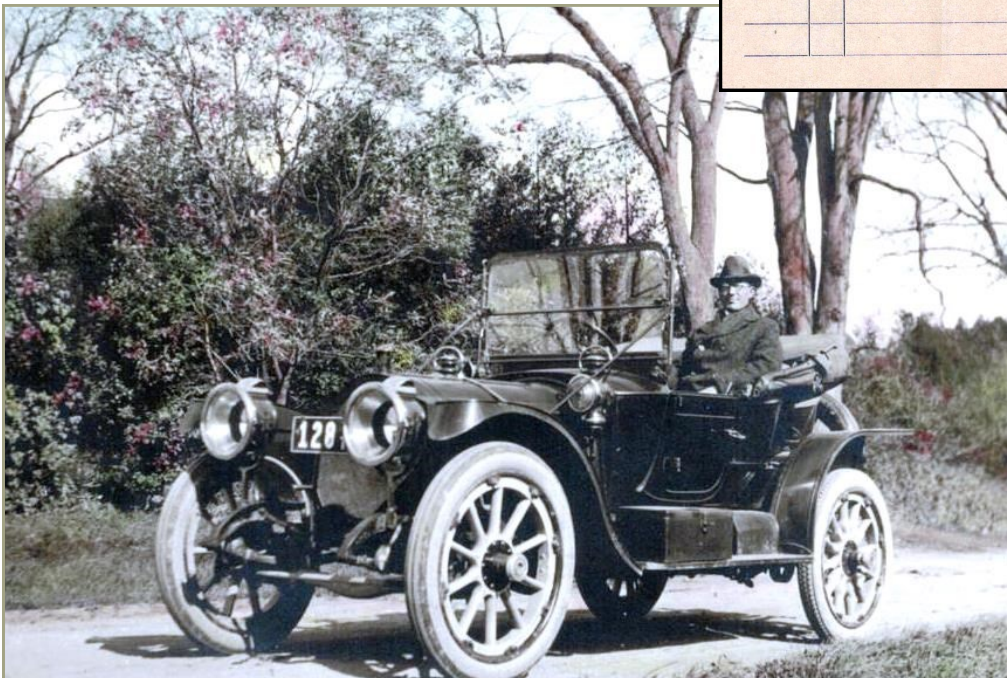
ORIGINAL BILL No. 955

Bridgeport, Conn., Aug. 3, 1900

Mr. Royal W. Peake,
Bristol,
Vermont.

To THE "Locomobile" COMPANY OF AMERICA, Dr.

Aug	3	60 Hours labor repairing boiler, @ .60	36	00
		3 Boiler Tubes \$805 @ .25		75
		Expenses of Repairer	24	92
			61	67



60 hours of labor (at \$.60 per hour) to repair the boiler. Another invoice for \$2.50 written a day later, lists some other items also.....rear axle oil cup, 4 connecting end screw nuts, 6 cotter pins, 1 yard of hemp pump packing and a torch. Was there a special "torch" used to start the boiler fire?

It seems the more information we get...the more questions are created.

The picture to the left is Mr. Peake in his Packard...folks think it is a 1912 model.

Question.... Is that steering wheel in front of him or on the right side?



Our April Meet at Maaco Autobody



Saturday the 9th. of April @ 10AM

**1891 Williston Road
South Burlington**

**Come and learn about collision repair, paint prep
and refinishing. Need more info...call 802-878-5943**

Our 2016 VAE Schedule

3rd Saturday all summer....**Cars & Coffee**, 7am - 9am at
Community Bible Church at 2025 Williston Rd., South
Burlington

May 21.....**Dust-off Trip & Garage Tour**
Clark Wright's, Dave Stone's & Bill Erskines Garages

June 4-5.....**Shelburne Show**

July 8-9....**Hemmings Friday Night Show**

Saturday we will visit fellow members garage
and shops. Ken Gypson, Hamilton Hayes, and
the Horsepower Haven, in Salem.

Many varieties of makes and years!!

Should be a great trip. There are eight rooms
reserved, four doubles and four singles at
approximately 85-95 dollars at the Candlelight
Motel, Arlington VT. (802)375-6647.

Also you can check out the Weathervane Motel
at (802)362-2444.

August 12-14....**VAE Show at Stowe**

September**Trip to the Cog Rail at
Mount Washington.** *(To be confirmed)*

October 8..... **Foliage/Gypson Tour**

November 12....**Annual Meeting**

The Stowe Show Committee.....

John Keifer, Hal Boardman and Ed Kaiser will be in charge of
organizing this year's feature attraction. The Vintage Race Car Event. All
race cars must be at least 35 years old.

Mark Bennett reported that 12 people had attended a judging seminal in
Waterbury. Judging seminars will also be held during our August show.

Mary Noble, Kit Wheatley, Judy Boardman and Andy Barnett are
researching ideas for items to be sold in our information/Welcome booth.
Ideas are welcomed.

Food concession: **Bob Chase** has met with **North Country Specialty
Foods** for possibly taking over the show food concession. There are two
more that Bob needs to talk to.

Tom McHugh has compiled his mailing list of flea market venders. He
reminded us that he is looking for someone to take over in the future. To
help with that, he has prepared a letter describing the flea market operation.

The Shelburne Show Committee....

Ernie Clerihew's review can be found on page 11

Education & Charitable Outreach Committee...

The committee reports that \$10,000.00 worth of **Mac Tools** have arrived for this year's **Golden Wrench Award** (VAE's cost \$5000.00).
Ed Hilbert is working on identifying the 16 high school juniors who will be the recipients.

Cars & Coffee of Vermont has become a VAE event and will be administered by **John Malinowski** during the summer months. The
schedule is listed above and an article can be found on page 12

An **Education Outreach Road Show** is being planned for visits to Vermont schools. The beginning thoughts are to create a 2-hour
educational block for career center auto tech classes. A Model A or other old car might be in tow and subjects like **"What is a
spark? (polarity, why is a spark plug shaped the way it is?), spark timing, (why does it matter?). Compare model T engine
characteristics to a modern 4 cylinder engine of comparable displacement. (Why such a big difference in HP). How does a planetary
transmission work? (turn the input shaft and observe the output).**

Don Perdue is working to arrange Vermont career center visits to University of Vermont's **"Alternative Energy Racing program"**.

Next meeting is at the Williston Library on April 9th at 10:30 AM.....in the Community Room



Wheel Tracks Classified



Vermont Engine Service Inc.
16 Krupp Drive, Williston

802-863-2326 OR 800-287-5488

The largest engine machine shop in Vermont

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For Sale.... 1953 Willys. Totally restored to military specs. 24V. Water proof ignition. Snorkel capable. Ken Taplin, Blue Hill, Maine ktaplin@zwi.net (207) 460-3375



Price Reduced

I have just lowered the price from a fair \$12,000 to \$8,000.

For Sale.... 1930 Model A Engine. Running order, former owner stated it had Babbitt work done. New high compression head. As you see it...\$700.00 firm. Marvin Ball 802-425-3529

For Sale..... 1954 Packard headlight besels hood ornament and chrome fender grill corners 1 parking light all 200.00 Ken 8027963773 or ken20@fairpoint.net Alburgh VT.

Wanted....

Truckstell Overdrive
Prefer complete setup for a 1950 Chevrolet truck. Will consider any parts also.
Contact: Larry at (540) 454-2294
or wood5557@gmail.com

Wheel Tracks Editor notes..... Can someone give Wheel Tracks more information on these overdrive units?

Some research indicates these overdrive can fit on any driveshaft or torque tube and raise cruising speed by 15MPH. Will they fit a 33 Franklin, or a 27 Dodge?

For sale.... A 1989 Austrian Military Mercedes (G) Gelende Wagon built by Styre-Puch of Austria.

Model 230 GE 4cyl. gas engine, 4wheel drive, locking diffs., high & low range, 24 volt elect. system. Runs like new. Very good vinyl top, near new batteries and tires. Price reduced to \$16,900. Hank Baer @802 272 6933



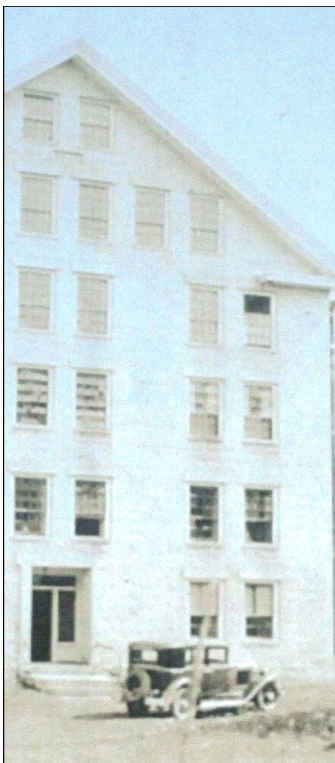
Price Reduced

April Bumper Sticker...

Somewhere in Texas
there's a village
missing an idiot

**Do you need a VAE
name tag? Send \$7.00
to Phyllis Skinner
with correct spelling.
PO Box 208,
Northfield Falls, VT.
05664**

**How about a VAE
banner for your car?
Call Wendell Noble
to order one.
802-893-2232**



**Get your magnifying glass
out.....**

**Can a VAE member help a
WT reader ID this car?
Email the editor with your
answer please.**

2/16

WAITSFIELD MOTOR CAR COMPANY

VAE President's Award Winners....

1912 AC Sociable	1948 MG TC
1925 Voisin	1927 Packard

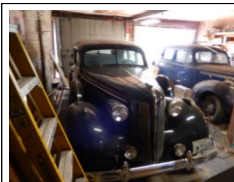
Phone: 802-496-4277

E-mail: oldcar1@gmavt.net

DAVID G. STEINMAN

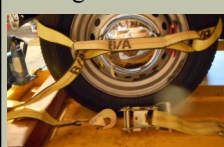
WAITSFIELD, VT 05673

For Sale.... Winter special, 1985 Pontiac Fiero great condition, red \$3,300 call Duane 802-849-6174



For Sale.... 1937 Buick - 40 Series, 4 door sedan with rare dual side-mounts option. 74,000 miles since new! (8,000 in the last forty years!) Good solid driving car. Rear suicide doors. Inner tubes could stand being replaced. Very good original interior with no sag in the headliner! Straight Eight power! Wouldn't you really rather have a Buick? Call Joe at 603-542-3032, please call before 9 PM! \$ 12,500.

For Sale.... Low rise, QuickLift/ramp/lift. Holds 5000#. U.S. made steel. Places chassis about 30-36" above floor. Adjustable width and length. Yellow Power-coated. Uses floor jack to raise, (not included). Includes 4 casters used to move the lift. Steel enter bridge usable to raise individual wheels/axles with bottle jack. Bottle jack, and Sears Creeper included. List about \$1500 plus shipping. Asking 700. P/U in South Hero.



Wheel tie downs. 4000# tie down for each wheel \$100. Also, Tie down straps with ratchets. \$100.

1 - Sears Compressor (120V)

with rollup hose assy. and extra 15+- feet of hose. \$250.00.

1 - Air Tool Kit \$100.00

1-151 page hard bound "Classic Car Book" FREE

1-176 page hard bound Harley-Davidson, "Rolling Sculpture" Anniversary Issue, FREE

Contact: Gene Fodor,
crownwheel@omcast.net or
802-372-9146



VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

Membership Secretary

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



Andrew Davis' 1926 Model T Ford Sedan

April 2016



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Permit No. 61

Be Nice.....Buy a VAE Membership for a Friend



A Gary Olney photo during the 2015 Shelburne Auto Festival.....Coming again this June 4th & 5th