

Wheel Tracks



Does anyone know why Henry Ford decided to call this Model A a "Tudor"? There are a couple of theories on page 6.

Donald and Anne Pierce found this 1930 Ford Model A in the 2015 VAE car show "Car Corral".

The purchase took them back another 25 years, toward the beginning of the auto era for them. Their oldest at that point was their '55 Dodge panel Truck.

Read more on page 6



FROM OUR PRESIDENT, DAVID STONE

Good day membership,

Lets start off this **Wheel Tracks** right with some fantastic news, after two months of worry let me put you at ease. The VAE has a signed contract for the Stowe show to be on Nichols Field in August! Number 60 will indeed be at the Stowe location. Get ready to celebrate with us on this remarkable achievement. Dust off the car, wake up the spouse and put on your party hat, its time to tango. I expect a great turnout for this years show and involvement in the festivities.

Our Shelburne show is now under contract, too! Mark your calendars for Fathers Day weekend, June 16-18th. Ernie Clerihew and Don Perdue have done a fantastic job setting up and coordinating this event so far, but they need your help. We will need 10 or 12 volunteers through-out the week-end. Some help at the info and registration tent and also to partner with the museum staff for parking assignments. A few hours here and there would really help us out. If you can make yourself available Friday, for a while, to help with set-up that would be fantastic.

More great news for you. Ed Hilbert has excepted my appointment as chair to the Education and Outreach Committee. He moves up from the secretary position. Thank you Ed for your involvement here, this is a huge part of our mission.

It looks like everybody is enjoying the monthly auction, I know I've thrown in a few bids. Something that I would like members to start thinking about is the Champlain Valley Transportation Museum over in Plattsburg, NY. One of our contacts over there informed us that sponsorship money is far and few these days, and staff is being laid off. I would like to push for tour and meeting over there this summer. I know that they will be relying more and more on volunteers to service the cars over there so if your interested on working someone else's car or boat for fun, this maybe your chance. I would hate to see this museum being any less than it is, they provide a link to our transportation history in our region.

Happy Motoring, *Dave Stone*



"My Story"

There have been some wonderful stories in this column the past few months and this month's story from **Marvin Ball** is also fantastic.

Please keep the column going.
Let us read your story.

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FROM YOUR EDITOR... GARY FISKE

Wheel Tracks
Monthly deadline
The 10th

Membership
Only \$30
\$50 for 2 years

Happy April 2017 to all of you.

Continuing the good news that David Stone just listed on the page before this one....

After three years of uncertainty and many hours of work by a huge number of VAE members....

Our future is bright and predictable again!

We have a five-year contract with John Farr and will be relocating our "Largest Car Show In New England" to Farr Field in Waterbury in 2018, just 7 miles down the road from where we have been for many years.

It has been a breath of fresh air dealing with John Farr. The 40 acre field just north of Waterbury Village on route 2 is a part of the Farr family dairy farm that was split in two when the I89 interstate highway came through in the 60s. John started to develop the field not too long ago and has hosted some wonderful events there. The VAE's first introduction to Farr Field was from the **Green Mountain Military Vehicle Club** that has an event there each summer. Their wonderful description of the field and it's owner has led us to securing a great future for our "Antique & Classic Car Meet".

Another huge part of this "journey" has been the welcoming open-arms we have witnessed from Waterbury. The village was devastated a few years ago by a terrible flood and they have come roaring back. Our contact with the **Waterbury Revitalizing Office** has been key in helping us visualize our move and making it become a reality. **Zoe Gordon and Karen Nevin** have constantly been available in helping us through the maze of moving this huge car show. Our Saturday evening street dance will be at the old train station next to the **Rusty Parker Memorial Park**. The train station will also be the location for our reviewing stage for our Saturday morning parade.

A concern of ours has been the connection our show patrons has made, over our 60 years in Stowe, with the many B&Bs and lodges. We know Waterbury does not have the lodging capacity of Stowe, but when we look through a Ford model T windshield, that seven mile addition in distance at 35 miles per hour.....is only another 12 minutes of travel time. Who would not want to spend another 12 minutes behind the wheel of our old cars?

We have 17 months before our August 2018 car show at Farr Field. We have a lot of work and planning in store for us over that time but planning when there is a secure future will be a walk in the park compared to the convoluted planning process we have had to work with these past three years. **Thank You Waterbury and John Farr.**

To the Editor....

You raise an interesting concern with keeping your car batteries constantly charged with a maintenance charger during the winter (March Wheel Tracks). Every winter, I take the batteries out of my cars and keep them ganged in parallel on a single solid state maintenance charger. I am not the least bit concerned about the additional fire hazard of the charger being hooked up. The maximum current it can put out is a little over one amp. At 6 volts that will amount to 7 or 8 Watts. That is barely enough to light up a flashlight bulb and difficult to see how it could start a fire. The batteries themselves are a very different matter. They can put out hundreds of amps and have plenty of power to start a fire. Leaving a battery in the car and connected up is a definite hazard. There is plenty of circuitry still alive and something like a mouse chewing on the insulation can create the necessary short circuit. We've heard of many examples of this. A year ago my tractor was sitting in the barnyard with the key off and the engine turned off. I looked out to see smoke and flames coming from under the instrument panel. Fortunately I got there soon enough with enough water to avoid a complete loss. I still don't know the exact cause, but it was obviously electrical.

Wendell Noble

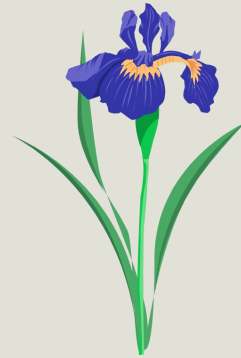
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"THE SOFTER SIDE"

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

From Judy.....Get a Bigger Hammer

A few days ago, I was rummaging about in the cellar, looking for something, and I came across my X-C skis. They are the old wooden kind that you had to wax every time you used them depending on the weather and conditions. I also found my bamboo ski poles that I had used occasionally, when the ice replaced the snow in the yard. Then, there were my old shoes that I could never fit into now!

Over the next few weeks I started to think about all the X-C skiing that I once did. Mostly here in town, with friends, the kids or the dogs, on ski trails or bush-whacking here on our property (before the era of cell phones, horrors!) I recall one specific winter when we had purchased an old VW bug from a neighbor. It was orange and beat up enough so that a few more dents or scratches didn't make any difference. A good car for us! For a number of years a friend and I ran a Bill Koch ski club here in town for kids and we would meet every Saturday at the local school. From there we would ski all over, on ski trails that were in existence everywhere then. Somehow, we managed to fit three to four people in the VW along with our ski equipment. No big deal! One particular Saturday, Gael was getting ready to drive to Florida to visit his brother and the kids and I were getting ready to go to the Bill Koch Club to go skiing. Gael's parting comment went something like this... **"If the car won't start, crawl under the car and hit the starter with a hammer"**. No problem. It sounded easy enough. Gael leaves and we get into the VW. It won't start. So I crawled under the car and looked for the starter. I wasn't sure what I was looking for, so I called a neighbor who came over and we proceeded to crawl under the car together with a hammer. He showed me where the starter was, hit it and I crawled out, got into the car and it started. Whew! I thanked him and we drove off to our skiing afternoon.

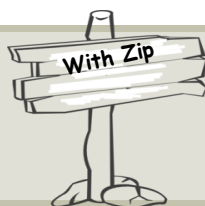


For the next few weeks, I carried a blanket and a hammer in the car and had to use it quite a few times, but it always worked. I also discovered that, with a push from someone or something, I could usually jump start the car that way. Another reason for having kids! If I had to venture out of town to the grocery store, I usually took our son and quite often a friend of his with me, just in case! I would park in the grocery store parking lot in such a way that, with a push from the two boys, the car would start. It usually meant that the boys would have to go into the store with me, but we separated when inside, me to get the groceries and them to do something to kill time. One time I happened to see rolls of toilet paper being tossed over isles and I know they had found something to amuse themselves. I don't remember what happened to that car or what replaced it. It might have been another VW bug with the driver's seat on a piece of plywood or a Saab that came from Joe Kaelin. Both of these cars have unique stories to go with them. I'll save those for another time.

To the editor.....

I don't know if you take reader's responses to articles, but Nancy's article brought back vivid memories of sliding down the "Mary Fletcher Hospital" hill in Burlington. We used to go down to Sears on Church St. and get cardboard washing machine boxes, pile in 2 or 3 of us and blindly bomb down the steepest part of the hill, trying to see if we could make it all the way to Colchester Ave. and possibly get run over. Ah, the good olé days of being put out with the dog and told "don't come back till dinner time!"

Bill Fagan



WORDS

Cabriolet.... An early French term meaning folding top, or convertible, but used liberally in the US to meet the whims of manufacturers. The English term is a Drophead Coupe.



From don Perdue...

A retired older couple returned to a Mercedes dealership where the salesman

has just sold the car they were interested in, to a beautiful, leggy, busty blonde in a mini skirt and a halter top. The old man was visibly upset.

He spoke to the salesman sharply.

"Young man, I thought you said you would hold that car till we raised the \$55,000 asking price, said the older man.

Yet I just heard you closed the deal for \$45,000 to the lovely young lady there. And if I remember right, you had insisted there was no way you could discount this model."

The salesman took a deep breath, cleared his throat and reached for a large glass of water.

"Well, what can I tell you? She had the cash ready, didn't need any financing help, and, Sir, just look at her, how could I resist?" replied the grinning salesman sheepishly.

Just then the young woman approached the senior couple and gave the car keys to the old man... "There you go," she said.

"I told you I could get that idiot to lower the price... See you later, Dad, Happy Father's day."

I don't want to brag, but I do speak pig Latin; I mean, I'm not fluent, but I'm sure if I ever went there, I could get by.

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

Wheel Tracks Academy



"Car Radios"

From Charlie Thompson

Car radios are so common now that we take them for granted and a car without one almost has to be special ordered. As we vintage car enthusiasts know, early cars had no radios.

As the story goes, two young men, William Lear and Elmer Wavering from Quincy, Illinois, were parking with their girlfriends at Lookout Point to "watch the sunset" (Hummm!). The girls commented how nice it would be to have music in the car. Eager to impress their girlfriends, the men got right to work. Both had tinkered with radios and Lear had been a radio operator in the Navy in WW I.

The process wasn't easy! Only AM stations were operating in those days (1920's). Every spark from spark plugs, generators, switches, etc. created static on the radio. One by one, Lear and Wavering identified and eliminated each source of electrical interference. Then they got Paul Garvin of Garvin Manufacturing Corp. to manufacture their radios after installing one in Garvin's Studebaker.

The first production model was called the 5T71, not very catchy. Early phonograph and radio businesses often used the suffix "ola" in their product names, Radiola, Columbiola, and Victrola. Since Garvin's radio was to be used in cars, he called it the "Motorola", a name still with us today. But business was not great. In 1930, with the looming depression, the price of a Motorola radio was \$110 uninstalled when a new car could be purchased for \$650, making the radio price equal to about \$3000 in today's dollars. Installation took two men several days to take the dashboard apart to install the receiver and speaker, to cut open the headliner for the antenna, and, since the radio ran on its own batteries, to drill holes in the floorboard and mount the radio batteries under the floor.



William Lear
June 26, 1902 – May 14, 1978



Elmer Wavering
1907- November 22, 1998



Don's Model A was restored by John and Chris Center of West Rutland in the 1980s. Don purchased the car from Bill Pinkham of Monroe, New Hampshire. He had wanted an older vehicle and is very happy with his Ford choice. It's a very reliable car, he says.

The Ford Model A was the second huge success for the Ford Motor Company, after its predecessor, the Model T. First produced on October 20, 1927, but not sold until December 2, it replaced the venerable Model T, which had been produced for 18 years. This new Model A (a previous model had used the name in 1903–04) was designated a 1928 model and was available in four standard colors.

By February 1929, one million Model As had been sold, and by July 24th, two million. The range of body styles ran from the Tudor at \$500 (in grey, green, or black) to the Town Car with a dual cowl at \$1200. In March 1930, Model A sales hit three million, and there were nine body styles available.

Model A production ended in March, 1932, after 4,858,644 had been made in all body styles. Its successor was the Model B, which featured an updated 4-cylinder engine, as well as the Model 18, which introduced Ford's new flathead (sidevalve) V8 engine.

There were 376,271 Tudors built in 1930. They weigh 2348 pounds and the L-head 4-cylinder engine produces 40 brake horsepower at 2200RPM (rated horsepower is 24).....*see footnote.*

Don is our VAE treasurer and in his spare time operates three businesses. There is Melody Electric, his residential company and Middlesex Electric, his commercial electric company and finally Kerin's Sign Service. Don started his electrician career in 1973 as an apprentice and got his journeyman's license in 1977 and his master electrician's license in 1979. In 1983 he started his own business. Don's wife, Anne, is in her 28th year as a court reporter in the federal court house in Burlington. Wheel Tracks was told Anne has not driven the Model A yet, maybe we will see her driving it at one of our events this summer....



Footnote..... What is the difference between **rated horsepower (HP)** and **brake horsepower (BHP)**?

Horsepower was figured "back in the day" when, mostly, four legged creatures were used.

Invented by **James Watt**, one horsepower originally was measured by the amount of work, that a horse lifting coal out of a coal mine, could do in a minute. Back then, one HP equated to 33,000 foot-pounds.

So, what is BHP? Well, if you take all the items off the car that the engine needs to power, like the transmission, the water pump, the generator... everything, you have an engine with no work to do and all kinds of extra power. That is brake horsepower.

This Model A Ford needs 16 of its horsepower, out of the 40 HP it produces....just to sit and idle.

You pick... Henry Ford used the Tudor name because.....

1. The House of Tudor, the royal house of Welsh and English origin, descended in the male line from the Tudors of Penmynydd. Tudor monarchs ruled the Kingdom of England and its realms, including their ancestral Wales and the Lordship of Ireland from 1485 until 1603. Henry Ford thought that was cool.
2. It was a marketing ploy. Manufacturers had pet names for different body styles. The model T touring car became a phaeton on the model A. It sounds better. The tudor (2-door) and fordor (4-door) were marketing terms designed to stick in the minds of the public.



Edi Fiske

The Roadside Diner



Hasty Pudding

1/4 cup Vermont Maple syrup
1/3 cup water
1 cup flour
1/2 tsp baking powder
1/2 tsp salt

3/4 cup dark brown sugar
1/2 cup milk
1 tsp vanilla
1/4 cup melted butter
1/4 cup chopped nuts and/or raisins

Preheat oven 350 degrees. Combine syrup and water in a saucepan and bring to a boil. Combine the remaining ingredients except raisins or nuts and mix until smooth. Pour batter into a greased 1 quart casserole. Sprinkle with raisins and/or nuts. Pour the maple syrup and water mixture (boiling) over the batter. This makes sauce in the bottom of pan when pudding is baked. Bake at 350 degrees for 35-40 minutes. Serve with light cream.

★ ★ ★ ★ ★ The VAE March Email Auction

Below you will find items identified by lot numbers.

If you would like to make a bid simply

email gafiske@gmail.com, state the lot number and place your bid.

There are no reserves and on the 10th of March the bidding will close. The winning bidders will get an email telling them where, in Milton, Vermont, they can pick up and pay for their items.



The winning bidders for last month can be found on page 9, "The Gossip Page"



Lot 4-1
10 qts. 5W30
Castrol



Lot 4-2
5 qts. 10W40
Pennzoil



Lot 4-3
Misc. lot, rub gloves, flaps,
motor flush, & more



Lot 4-4
Misc. lot, ATF syn oil,
wheel grease, glass
cleaner & more



Lot 4-5
1 gal. dot3 brake flu



Lot 4-6
5 qts. 5W30
Pennzoil



Lot 4-7
2 qts. Hydraulic
Jack oil



Lot 4-8
5 qts. 10W30
Synthetic
Castrol oil



Lot 4-9
CPR RR Flash light
350 Burgess, CA
Member Donation



Lot 4-10
2 Chevy die cast trucks
L, 1928 bank with key.
Right, 1955 PU
Member Donation



****MG Update****

I have not received any questions this month, so I will give an update on the MGB project I am helping the high school student with.

When we adjusted the valves, I was able to use my camera scope and explain how a four cycle engine works. The principle of the carburetor operation was easy to understand while rebuilding the carburetors.

I have taught her how to rebuild the brake master cylinder, the brake calipers, and the clutch master. I have taught her how to cut and form metal brake lines, make bubble flares with a flaring tool, replace brake pads and brake shoes, and how to adjust drum brakes.

Together we replaced the kingpins in the front suspension. Taking the suspension apart, I was able to show her how the suspension worked. She got hands on experience disassembling, rebuilding and then reassembling the suspension.

We disassembled the generator, soaked the bronze bushing in engine oil, dressed the armature, replaced the brushes, cleaned, painted and reassembled it. We polarized it, then tested it before installing it back on the car.

More hands on experience was to be had when I walked her through how to replace the wheel bearings. She was able to knock out the old bearing cones and install the new ones. This was followed up with packing the bearings and installing new grease seals.

We even successfully banged out a good size fender dent. We may weld in new floor pans and rocker panels.

I am so impressed with how quickly she is able to learn new skills, and master these tasks. All through the project she is learning how to properly care for tools, and keep all the parts well sorted. We are carefully saving all of the old parts, and every work session ends with carefully wiping the tools down with a rag, then putting them away, clean.

The MGB is a great car to learn from. It is simple enough to use as a model for explaining and demonstrating how the systems of a car work, yet modern enough to be relevant.

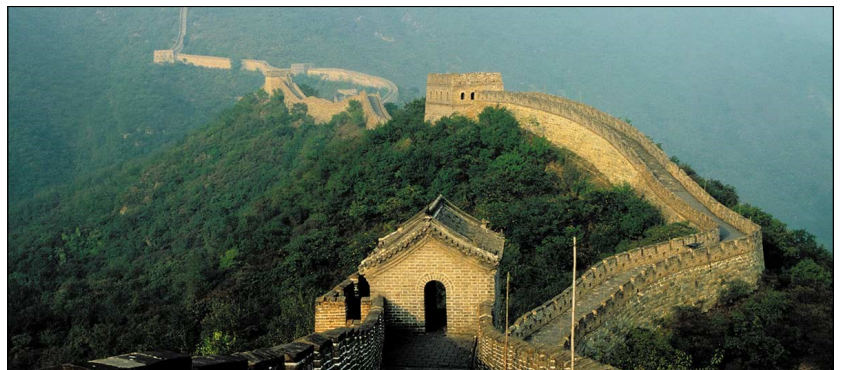
We need to continue projects like this one to keep our youth invested in the hobby. In a few weeks this MG will be ready for her to drive it to school. Amazing, considering the car had been parked outside for years before she was born, and has sat idle her entire life.



Yup, the calipers both looked like the one on the right, now they look like the one on the left. Cleaned, and new pistons, seals and dust seals.

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China! May 8 - 19, 2017

Call VAEer Chris Barbieri for details...
 802-223-3104





I got word the other day about something I have not had permission to speak about and have reservations about "spreading any unauthorized information..... but what the heck, this is the gossip column....**right?**

I will, however, restrain from mentioning any names. Someone I know, has said he will not attempt another old car or truck restoration because they are so involved and hard work. I got word that he has succeeded in his desist decision and that instead he has purchased a motorcycle. AND, not just any old motorcycle, a 1948 Indian Chief Roadmaster!

I remember an old uncle coming by on his early Indian when I was a kid. That V-twin 1200cc engine had a sound I can still remember.

The hand shifter is to the right of the gas tank and the accelerator is on the left handlebar.

I wonder if I am going to hear that engine again when the weather gets warmer...

It all went... the March VAE auction items "all got gone"! It has been interesting how the bidding has changed in the past few months. Lately the bids have been a little like that Price is Right TV show. One of the March lots had a bid of \$7.50. The winning bid got it for \$7.51! The store cost of the items is \$20 to \$25. In all cases, the bidders are really making out and our education fund is doing very well also. Remember, if you have something of value that you would like to donate to the club, it is going to a great cause.

Here are the winning bids for March: there were 28 bids for the 10 items this month.

Don Rayta won lot 6-3 for \$16.07, lot 8-3, the money clip for \$3.27 and lot 4-3 for \$10.00

Edi Fiske won the necklace, lot 9-3, for \$5.00

Duane Leach won the lot 5-3 the hydraulic oil for \$19.52.

Ron Perry won lot 1-3, the case of oil, for \$13.00, the 10 qts of synthetic oil, for \$17.76, lot 3-3 for \$10.51, the dot 5 brake fluid for \$8.26 and the "All Good Stuff lot 10-3 for \$7.51.



Someone recently wrote a note to "Old Car Weekly" asking if they knew anything about the light pictured here on the left. It happens to be the light that was mounted on the front of my '24 Franklin sedan when I purchased the car a few years back. A gent by the name of Walter Pike of Naweygo county Michigan invented it in 1924 and called it a fender spotlight for automobiles. The company lasted only a year or two. It was interesting to read that Mr. Pike went to his fellow Klansmen to borrow his start-up money who also populated most of his board of directors.

I just got word, through my sources, that the Indian Chief motorcycle mentioned above has made it to its new home. I also got an interesting explanation **why** the hand-shifter is on the right. It seems the motorcycle was sold to many police forces and they want the right hand free to shoot their weapons while the left hand operated the accelerator. Can anyone add to this? Was there such a thing as a left-handed policeman back then or were they invented later?

We had a good sized winter storm the past couple of days. They say we had something in the range of 37 inches of snow here in northern Vermont. A friend told me about a call the town animal control officer got from an elderly lady living alone. She told him the snow was piled up against her door and asked if he would come by and shovel the snow away. He asked her why she was calling him and she said because her little dog could not go outside and do his business. He went straight over to her house with his shovel.

Ron Perry stopped by Wendell's the other day to pick up his VAE auction booty and told about some old sayings we have used most of our lives.

One was back in the days of thatched roofs. It seems there was only the thatched material and no wood underneath. It was the only place small animals like dogs, cats, mice and bugs had to live and stay warm. When it rained the thatch became slippery and the animals would slide and fall off the roof, inside the house. That is where **"Its Raining cats and dogs"** came from. It seems that is also when they started using canopy beds so these critters could not land on you while you slept.

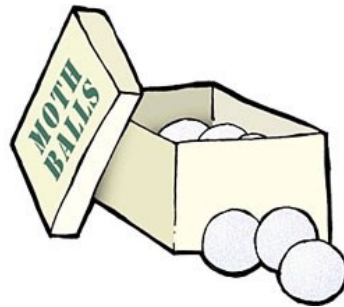
Another was about the big kettle that always hung over the fireplace fire. Each day the contents would get added to the kettle. They ate mostly vegetables and did not get much meat. They would eat stew for supper, leaving leftovers in the pot overnight and then start over the next day. Sometimes the stew had food in it that had been there for quite some time.....hence the rhyme: **" Peas porridge hot, peas porridge cold, peas porridge in the pot, nine days old."**

Sometimes they could obtain pork, which made them feel quite special. When visitors came over, they would hang up their bacon to show off. It was a sign of wealth that a man could **"bring home the bacon."** They would cut off a little to share with the guests and would all sit around and **"chew the fat."**



Kerosene

&



To the editor..... We always enjoy "Wheel Tracks" each month. In the February issue, **Sarah Moon** talks about fuels, especially those used in the early days of motoring. The article was very well written, Sarah is a very knowledgeable and talented young lady. The title, "Not Moth Balls" lead me back to an early remembrance of my own.

This one is about moth balls, and goes like this:

During the days of World War II, gasoline was severely rationed. Passenger cars were issued an "A" sticker, allowing, I think, 5 gallons per week. Not much. **Grandfather Parker** was still driving his 1929 Packard 640 club sedan then (I loved pulling down the window curtains). The "A" ration would hardly move the big car much past the end of the street. He had a solution...no pun intended. He filled the gas tank with unrationed kerosene. Now, he knew kerosene would not run the engine. The "solution" was to fill the vacuum tank with moth balls. This allowed the sucked-in kerosene to percolate through the moth balls before gravity feeding the carburetor. No more mileage restrictions for him! Beside allowing him to drive anywhere, there were two other effects. One could tell for hours which way Grandpa went and there were no intrusive insects in the neighborhood all summer!

From your flatlander representative in North Stonington, Connecticut, John D. Parker III

Editor's notes..... OK folks, Wheel Tracks needs "the rest of the story". Why? What happens to the kerosene, scientifically, after going through the moth balls?



Wheel Tracks Academy

Garvin lost money for the next couple years until 1933 when Ford started offering a factory installed Motorola and in 1934 when B.F. Goodrich tire company agreed to sell them in their chain of tire stores. Garvin continued improving the Motorola, creating push-button tuning and a Police Cruiser radio in 1936. By then the price had dropped to \$55 and the Garvin's company was off and running, finally changing the company name to "Motorola" in 1947.

Garvin's company continued developing communications equipment: in 1940 the first hand-held two-way radio, in 1947 the first television for under \$200, in 1956 the first pager, in 1969 the radio and television equipment for Neil Armstrong's first steps on the moon, and in 1973 the first cell phone.

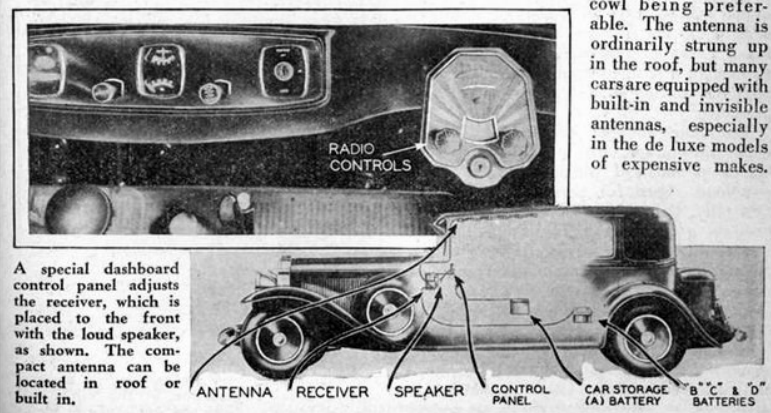
Wavering stayed with Motorola, inventing the alternator to replace generators, allowing luxuries such as power windows, power seats, and air conditioning. Lear continued inventing and created over 150 patented inventions: the eight-track tape player, radio direction finders for airplanes, the autopilot, a fully automatic landing system, and in 1963 his most famous invention the Lear Jet. Not bad for a kid who dropped out of school after the eighth grade!

Radio Equipment for Autos Brings Broadcast Programs to Motorists

RADIO, it seems, is destined to be installed in everything that flies, runs on wheels, or floats on water. The fast moving auto is the latest vehicle to be invaded by radio's onward march.

Equipment has recently been placed on

the market for installation in automobiles. As shown in the photo below, the control dials are installed on the dashboard, while the apparatus occupies a small space up under the cowl. The location of the loud speaker is optional, the space under the cowl being preferable. The antenna is ordinarily strung up in the roof, but many cars are equipped with built-in and invisible antennas, especially in the de luxe models of expensive makes.



A special dashboard control panel adjusts the receiver, which is placed to the front with the loud speaker, as shown. The compact antenna can be located in roof or built in.





Here are some great pictures from the 2017 Underhill, VT Historical Society.

At the top is logger George White (right) and at the Brick House Store on the corner of Park Street and Rt. 15. Would you trust those "little chains" holding all those logs?

The historical society is asking who might be in the middle picture. Here is a little Wheel Tracks quiz.....what is the gent holding in his right hand while holding the horse with his left?

The bottom is Earl Cross's '32 Ford taken in 1939. Counting closely, it appears that is a 10 point buck hitching a ride.

The Shelburne Museum Classic Auto Festival Needs You



**Shelburne Museum
Classic Auto Festival 2017**

Planning for the 2017 Shelburne Museum VAE Classic Auto Festival, scheduled for Fathers' Day Weekend, June 16 - 18 is well under way.

This year's event has two themes:

"WHAT DID YOUR FATHER DRIVE?", recalling memories of the old days and the old vehicles in our families, and **THE CELEBRATION OF 50 YEARS OF THE CHEVROLET CAMARO**. Dust those cars off and get them running. All Camaros will be prominently displayed in their own area on the Museum grounds. Among the awards to be presented will be ones for the farthest driven and oldest (Camaro and non-Camaro) vehicles.

Now it's time to reach out for some help. Volunteers are needed to help at the Registration and Information Tents and also to assist in positioning cars on the field.

For Friday, June 16, we need at the Registration tent: 4 volunteers, each working a 2 hour shift to help register cars arriving at the show from 10AM to 5PM.

For Friday, June 16, we need at the VAE Information tent on the Museum grounds: 4 volunteers, each working 2 hour shifts as mentioned above.

Also for Friday: June 16, we need 3 or 4 volunteers working at various times on the field to assist Museum personnel in directing the drivers where to park their cars, according to "decade-of-manufacture", or for the Camaros, "on the hill".

For Saturday, June 17, we need the same number of volunteers in the same places as on Friday, except we will need volunteers starting at 9:30AM, and finishing up at 5PM, to enjoy the excellent Shelburne Museum reception at the Pizzigalli Center, open to all registered participants and their guests.

To volunteer your help, please call or email Shelburne Show co-chairs: **Ernie Clerihew** (802) 483-6871 britishjalopies@AOL.com or **Don Perdue** (802) 453-5914 don@studioperdue.com



From VAEer, Fred Gonet, in reference to last month's picture of the Rutland Franklin/EMF dealership, "back in the day".



I found where "Rutland Machine & Automobile Co." was with help from Lloyd Davis.

I think Lloyd said the shop was in three different places through-out the years. This location (pictured left) is on Wales Street, just off Strong Ave., on the left. The old building is all gone, but the brick building at the far right of your old picture, is still there, so you can figure where it was. In your old photo, the entrance to the right was a ramp that went to the basement. That was a shop or car storage. That ramp is still there, just behind the electric pole in my photo. The old basement is a parking lot now.

We don't think this is the location where Mr. Lamphere bought his 1919 Franklin. The sign on the building says EMF and Franklin Autos. EMF went out of business in 1912. Lloyd believes they moved to a new location by 1919.



My Story

From VAEer Marvin Ball

How My Family Got by in the 1940s



There was my dad, Donald, my mom Leah my brother Maurice and me. When I read about the 10 gallon milk cans in Wheel Tracks recently, a lot of memories came back to me. My dad had a "milk route" and when it wasn't milk he was hauling, it was sawdust that was used to "bed the cows" Spreading sawdust on the cement made a little better surface for the cows to stand or lay on while tied in their stanchions and plus the sawdust bedding would keep things a little dryer for the animals.

Dad's faithful truck was a 1937 Chevrolet flatbed. I was with my dad every chance that I had and rolling the empty cans to the rear of the truck for him was my job. I guess the job might have been a little big for such a young person because I ended up having to go to the hospital to have them fix a hernia. That was in 1941 or '42 when the Mary Fletcher hospital took care of me. We didn't live on a farm at the time but dad always had a few cows "stashed" somewhere in other area barns and our milk would be part of our load that would go to the creamery each day.

The '37 Chevy truck was also our only family transportation. Maybe that is why that truck is in so many of our memories. There were many summer Saturday nights that we would all pile into the truck and go to a "cowboy" movie in Vergennes. Dad would drive with mother on the passenger side and me in the middle. The law says we could only have three people in the cab so poor Maurice would also have to sit on the floor-board on the passenger side to stay out of sight....



This is not our truck but one similar



Meals for a rural family during the war, in the 40s many times, were made up of scraps and leftovers. Mother told of one supper where she had nothing more than a jar of plums. She also told of times in the winter when she would take boards off the barn to burn in our stove so we could stay warm. Mother also had a great sense of humor which she used on dad once in a while. We had one stove for our main heat and one in the kitchen for cooking and heat; they both burned wood. For part of one winter dad was only able to find Willow wood to burn. Willow wood is usually very moist, it shoots sparks out while constantly popping and Willow stinks when it is burned. Mother had an awful time cooking with the Willow wood, so much so that she had a surprise for dad one time. She had found a piece of Willow that fit in his plate perfectly and when he came in for supper she had even added some catsups

and mustard for him. She told him the wood would not burn, maybe he would like to eat it.

Vermonters moved a lot back then and we were no exception. I remember around 1947, our fifth move was into a house that had electric lights and a water well on the side of the house, a big change for us. Someone gave dad a radio when we were at that house, it had no volume control and just blasted the sound out. When we wanted to use the radio we just used a pillow for a volume control. There was a barn just up the road and dad put ten milk cows on. The barn had a plank floor and no electricity so we used Kerosene lanterns and we milked by hand. We ordered block ice from Burlington to cool the milk in the cooler. Around 1949 the government supplied potatoes dyed purple for cattle feed and a cousin up the road would order them for his herd. We ate a lot of purple potatoes that winter.

April 22 VTC open house.

Warm up your tires with a spring gathering at the Vermont Technical College open house. A space will be provided for us to display our antiques and show the up and coming enthusiasts, the foundations that the automotive industry was built on. The meet will be at the automotive center, in Catamount Plaza. Beginning at 10 AM.

2281 VT Rt 66

Randolph Center, VT 05061 Questions.... Call Jeff Mclay 802-454-7853.



****** If you want the latest VAE events schedule, John Lavalley invites everyone to visit our website (vtauto.org) and click on "See all VAE Events"**

April 23rd, Sunday..... The 47th Annual Swap Meet and Car Show at Fitchburg Airport, Fitchburg, Mass.
An Early Ford V-8 Club event.



Saturday June 3rd - 8:00am to 2:00pm....THE LONE PINE CAMPSITES ANNUAL 2017 CAR SHOW, at Sunset View Road; Colchester, VT. Open to the Public (Rain or Shine)
BREAKFAST SANDWICHES and LUNCH PROVIDED BY
MR. RICK'S CHUCK WAGON starting at 8:00 am.
\$10.00 Registration Fee to benefit Camp-Ta-Kum-Ta
Music provided by DJ Eric Langlois, All Car/Truck Models Welcome
Trophies Plus Campers Choice 50/50 Raffle and Giveaways

How to become a member of the VAE:

Go to the website
Vtauto.org

And then "Click" on to
JOIN VAE
For the application.

Only \$30.00 per year, \$50.00 for 2 years

**VAE Board meeting dates in 2017
at Whitney Hall in Williston
at 7PM.**

**April 9th
July 7th
October 6th**

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: oldcarl@gmavt.net

DAVID G. STEINMAN
WAITSFIELD, VT 05673



Vermont Engine Service Inc.
16 Krupp Drive, Williston

802-863-2326 Or 800-287-5488

The largest engine machine shop in Vermont

1/17



Wheel Tracks Classified

For Sale.... 1991 Toyota Corolla Station Wagon -\$2200

* In Brattleboro Vermont Running, driving, and stopping well

* Nice interior and pretty solid exterior
* New alternator, exhaust, starter, rotors, pads, hubs, axle, water pump and thermostat.
* Eligible for antique tags & clear VA title
* Currently has 14" Miata Daisy rims (not shown). Have original 13's also.



Wanted.... Grille, gas tank, front bumper, dash cover, and tail lights for a 1976 Chevy Vega.
Call Larry Wood at 540 454 2294.

For Sale.... 1926 Chrysler, 4-door, 6 cylinder. Large car, in beautiful condition. Factory hydraulic brakes, outstanding interior, dual rear spare tires, a driver. \$15,000.

Car is located in Nova Scotia. Owner will deliver free to the US border. Call Dave 802-533-2291

For sale.....
25 milk crates

of parts some model A -40 Ford. 5 sets Mustang ball joints, king pins, tie rod ends, plus brake lining riveter sell by lot or piece.

Ken Cota 8027963773 or ken20@fairpoint.net



April Bumper Sticker...

The Older
I Get

The Older
Old Is

Do you need a VAE name tag?

Contact Christina

christina.mccaffrey@vtmednet.org

How about a VAE banner for your car?

Call Wendell Noble to order one.

802-893-2232

A friend has decided to sell her black 1986 Mercedes 560

SEL four door sedan. The car has power leather seats, power windows, automatic transmission and new tires. Mileage is 127,128. It's priced at \$11,500 and has just been lowered to \$7000.00.

Please contact **Tom Pierce** at 802-767-3350 for further information.



For Sale.... **1913 Stevens Duryea touring, original, runs nice. **1913 Ford T touring, running, drive it home, **1953 Bentley sedan, nice paint/interior, good road car, **1954 MGTF, older restoration, still very good, **1922 Cadillac touring, very good condition. Call Dave Rice, 802-985-5201

Rod Rice collection for sale....

Car magazines/ sell as a lot: various titles, old issues.

Car manuals/ sell as a lot: many car types and some covering many old cars.
Call Ken Gypson, 518-423-7565

For Sale.....

1925 Moon, Model A. Chassis, 6 cylinder Continental engine, wheels, has Ford 9" rear end, but have original rear axle too! Radiator leaks. Unrealized potential. I've never heard it run. \$695 or near offer. Call "Chris" at 802-674-9466 before 8 pm, please! Thank you.



From VAEer Richard Mclay...

"The Law of Volunteering"

If you dance with a grizzly bear, you had better let him lead.

"The Law of Self Sacrifice"

When you starve with a tiger, the tiger starves last.

"Weiler's Law"

Nothing is impossible for the man who doesn't have to do it himself.

"Law of Probable Dispersal"

Whatever hits the fan will not be evenly distributed.

"Law of Volunteer Labor"

People are always available for work in the past tense.

"Conway's Law"

In any organization there is one person who knows what is going on. That person must be fired.

"Law of Drunkenness"

You can't fall off the floor.

For Sale.....

*50 registration plates, one for each state.....\$250

*1915-1925 Hudson dash clock.....\$100

*3 registration plates from England.....\$100

*My complete antique car book collection.....come look them over.

*Vermont porcelain plates, 1912,'13,'14 & '15.....\$100 each

*1600 number plates, many states.....come look them over.

*2008 Saturn, 4-door, automatic, loaded, 20K miles.....\$8000

Call Al Ward 802-524-2466

I also know of a **1930 2-door Chevrolet** deluxe sedan for sale. Stored for 15 years, \$6000. Call me, I will tell you where it is.

This just in from a VAEer in Florida.....

Hunter Wanted.... The State of Florida is hiring people to hunt and kill Burmese Pythons in the Everglades. Apply online florida.com.



VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



A 1955 Chevrolet Belair Coupe Beauty
Owned by Richard Cutrumbes of
Westford, Massachusetts

April 2017



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**Check your Expire Date
Beside your name**



**Seen at the August 2016 VAE Antique & Classic Car Meet
Michael Goldblatt's 1936 Dodge Estate Woody Wagon.**