

August 2018 Year 65 #8

Wheel Tracks



**The Shelburne Museum/VAE
Father's Day Auto Festival
Award.....**

**Most Original (Unrestored):
1910 Flanders, owned by Vin Cassidy**

Photos by Gary Olney...more on page 6



The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR
PRESIDENT,
DAVID
STONE

Hi All.

Welcome to the Vermont Antique and Classic Car Show in Waterbury, Vermont, organized by the Vermont Auto Enthusiasts. Thank you for supporting our transition. We are glad to bring you our 61st show.

It was nice to see fellow members experiencing "The Great American Race" on June 25th. Downtown Burlington was full of automotive enthusiasts. Watching the 120 cars roll into town was a unique experience. They started at The Pierce Arrow Museum in Buffalo, NY on June 23rd, traveling east bound to Halifax, NS. The variety of cars was awesome, I had a few of my personal favorites. Like a Packard 1502, a Studebaker coupe, Jaguar SS, Peerless, a Hudson Hornet, and an American La France Speed Racer, an open wheel beast. Not only were the cars interesting but the participants were great, too. The drivers and navigators were fun to talk to, and very engaging. I met two teams from Japan, one team brought their Prince Gloria, a neat four door sedan. Another team from Finland drove a La France Speedster, complete with a team of eight engineers to service it. It was fun to see all of them on it, waving their nations colors, as they crossed the "finish line". There were two all-girl teams. A team of young girls driving a Chevy Nova, (driver was 16 and the navigator was 14), and the older women took the rookie award. The camaraderie among participants was fun to watch, they were supportive and informative. Everybody was racing the clock. For results try www.greatrace.com.

Dave Stone
VAE President....Enjoy the Show!



Great Race picture taken by Don Pierce.
Volvo racer is VAEer Terry Riggs & Steve Boutin. More pics on page 4

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- 2015 Robert Lalancette
- 2016 Dan Noyes
- 2017 Dave Stone
- 2018 Dave Stone

**FROM YOUR
EDITOR...
GARY FISKE**



Happy August to you,

I am just starting the August Wheel Tracks today (July 5th) and wow, is it warm! I think this is the 4th or 5th day of 90 degree temps with high humidity....they must have a secret on how to take this in the south.

My first day normally involves getting the front page built. Somehow, when that page is finished and I have most of the information for page six, I feel 51% of the work is over the hump. I like to surprise the feature vehicle owner if possible, and **Vin Cassidy** will not be aware of his Flanders being the feature, until he opens his mail box. The surprise is just my thing that I get a kick from, I hope it does not back-fire on me some day. Thank goodness Gary Olney took pictures because I dropped the ball there. I also got a ride in the Flanders at the Shelburne show, what a treat! I really like the way Vin's Flanders story came together this month, I hope you enjoy it.

The next no-brainer stuff that I do on the first day is to change the issue date, which appears on all Wheel Tracks pages. While I am doing that, I can slowly get an idea of what the month will look like. The ladies at **"The Softer Side"** can always be counted on for something interesting and there is always a neat recipe for the **"Roadside Diner"**. **"Dave's Garage"** can always be counted on and now that Wendell has taken over **"Wheel Tracks Academy"**, I look forward to some really good 'lessons'. **And**, don't forget the Wright's **"Burma Shave"** signs, they have become an institution on page 5.

I just re-read David and Cereta Lamphere's **"My Story"**. You have to agree, it is not only a great Franklin automobile story but also a true "love story" between these two people. Wheel Tracks is honored to be allowed to publish this short chapter in their lives. Thank you Cereta and Dave.

Please keep your "My Stories" coming. I know you have them...and I plan to be a nuisance to keep it going. They are just too important to Wheel Tracks and having those stories in print...keeps them safe, forever.

During the month, when someone sends Wheel Tracks emails to me, I **slide** them into an electronic folder and this month I count 35. Some of you know from experience, **my slide**, gets forgotten sometimes and your classified or announcement gets lost in the atmosphere...sorry but I am getting up-there (in age) you know, that is the only excuse I can think of.

And....can you believe it, the August issue!! It seems Spring 2018 was just last week. Am I the only person having trouble slowing time down a bit? It seems I can slow it down when I am in my shop but it is nuts any other time. **Would you send me your recipe for slowing time down?** I will bet I will not be the only person hanging on every one of your words. Our Vermont Winter is a slow time for me, when I can spend much more time in the shop. I hope I don't get hate mail here but, the last 2 or 3 winters have not been long enough for the projects I have had planned.....Go figure!

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Only \$30
\$50 for 2 years**

**Wheel Tracks
Monthly deadline to
the editor is the
5th of each month**

Contact Us At...

vaeinfo@gmail.com

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The new issue can
usually be found
there, around the 25th
of the month

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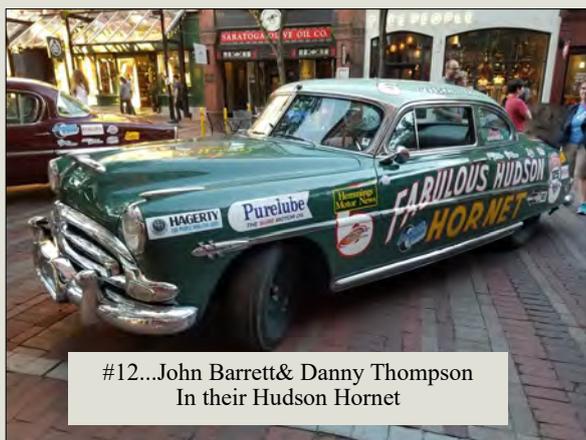




“THE SOFTER SIDE”

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

The ladies have this month off...enjoy our pictures



#12...John Barrett& Danny Thompson
In their Hudson Hornet

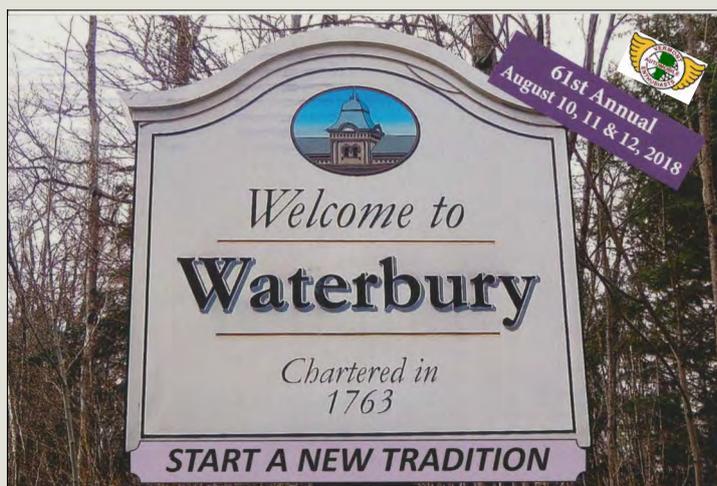


Jerome Reinan & Chris Brungardt in their
American LaFrance Speedster

Above....from the Great American Race



Stowe show VAE apparel found at local
Goodwill. Size M, if anyone is interested.



The 2018 Waterbury
Show Field



2 miles North on Rt. 2



Waterbury
Traffic Circle



WORDS

Banjo: An early style rear-end that resembles the shape of a banjo.



I asked my daughter if she'd seen my newspaper. She told me that newspapers are old school. She said that people use tablets nowadays and handed me her iPad. The fly didn't stand a chance.

I forgot my cell phone when I went to the toilet yesterday. We have 245 tiles.

A recent scientific study showed that out of 2,293,618,367 people, 94% are too lazy to actually read that number.

A boy breaks an old vase at a rich uncle's house. The uncle gets extremely angry and yells: "Do you even know how old the vase was? It was from the 17th century!" The boy sagged in relief: "Oh, good that it wasn't new."

When I look at chocolate, I hear two voices in my head.

The first one says: "You need to eat that chocolate."

The other voice goes: "You heard. Eat the chocolate."

My wife is a bit weird. She always starts her talking with "Michael, are you listening to me?"

Never criticize someone until you have walked a mile in their shoes.

That way, when you criticize them, you'll be a mile away, and you'll have their shoes.



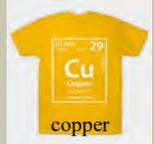
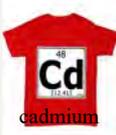
Wheel Tracks Academy

Bearing The Burden

from Wendell Noble

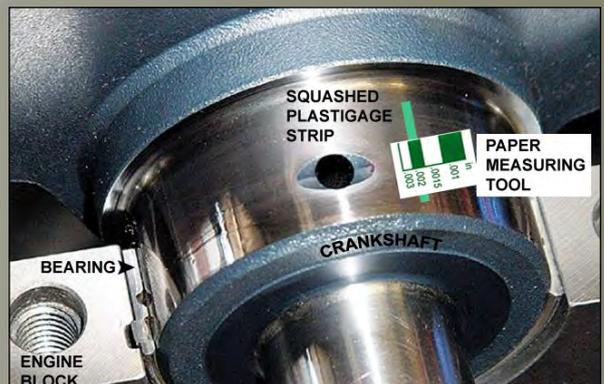
An automobile engine has a lot of moving parts doing a lot of work. They transmit the force of the reciprocating pistons to the rotational torque of the crankshaft. This means that there are surfaces rotating and thrusting with respect to one another. There has to be some friction between these surfaces and friction leads to energy loss (heat) and wear. Obviously, every effort is made to minimize friction through the specification of lubricants, bearing surface metallurgy and the amount of allowed gap between the surfaces.

The most important feature of the bearing surfaces is that the mating surfaces must be dissimilar metals. Similar metals (e.g., steel on steel) result in more friction than dissimilar ones (e.g., brass on steel). That's because, at a microscopic level, similar grain sizes can mesh together and cause more drag. Try dragging a fine file along a coarse file compared to a coarse file along a similarly coarse one. **Typically**, connecting rod bearings, crankshaft main bearings and camshaft bearings consist of soft metals like cadmium and copper bearing shells against hard steel journals.



The gap between the bearing and the journal has to be kept within a specified range. It must be large enough to minimize direct metal to metal contact and allow room for a film of lubricant. It must be small enough to minimize the amount of room for the surfaces to knock together as reciprocal motion is translated to rotation. Gaps are typically in the range of 1 – 3 thousandths inch. These gaps must be checked whenever a major engine tear down is done. A very clever method has been devised for doing this. It's called "Plastigage", which

consists of spaghetti-like rods of soft plastic with precisely controlled diameters. The bearing cap is removed and a short piece of Plastigage, is laid across the bearing. The cap is then reinstalled and torqued to specification, which crushes the plastic rod, to a width determined by the gap. The cap is then removed again and the width of the crushed plastic is compared to a reference gauge to determine the gap. If it's an engine that's been in service, the gap will either be okay or too big. If it's too big, adjust or replace the bearings. If it's okay, you're good to go on your quiet way.



Continued from the front page....

Vin Cassidy, pictured left, has had the Flanders for a number of years. Wheel Tracks understands that Vin found the chassis and running gear in Massachusetts from Carl Weber. The body was found in Iowa some seven years ago.

Vin and his family own **Cassidy Bros. Forge** in Rowley, Mass. where they create some of the most amazing work you can find. Just one example is pictured left. One of the company's long-time employees is Al Murphy and it is also Wheel Tracks understanding that Al was the main person who put all the Flanders parts and pieces together to make what you see here.



The Flanders Automobile



The Flanders Automobile Company was around for only three years, from 1910 to 1913, while 31,514 vehicles were built. The Flanders name comes from Walter E. Flanders (1871-1923) born March 4 in Rutland, Vermont. He was educated in Vermont and left school as a teenager to begin working as a mechanic and machinist. In 1905 he obtained a contract to produce 5,000 crankcases for Henry Ford, which led him to a production manager job at Ford for two years. Flanders left Ford in 1908 to co-found the E-M-F Company. "E" for **Barney Everitt**, "M" for **William Metzger** for "F" for **Walter Flanders**. EMF autos were built from 1909 to 1912 and during the three years 49,807 vehicles were built.

Flanders died in Newport News, Virginia and is buried at Williamsburg Memorial Park in Williamsburg.

Vin Cassidy's Flanders has a 4-cylinder L-head engine that produces 20.3 hp and was sold for \$750.00 when new. The engine has two main bearings with a splash lubrication system and a 2-speed "progressive" transmission with cone clutch. The tires are 32X3. It is called a Series 20 Runabout and weighs about 1200 pounds with a wheel base of 100 inches.

The little car was a multi-purpose vehicle, performing duties as a passenger transporter and a delivery vehicle. The body section could be removed and replaced with a slip-on fully enclosed salesman's body. This made it very practical for all situations.



The picture left is from a 1911 advertisement.

The ad below claims the delivery wagon has a carrying space of 43 by 49 inches and is built by Studebaker. The Studebaker company distributed the Flanders automobile nation wide and eventually purchased the complete Flanders Motorcar Company.

AUTOMOBILE TRADE JOURNAL.

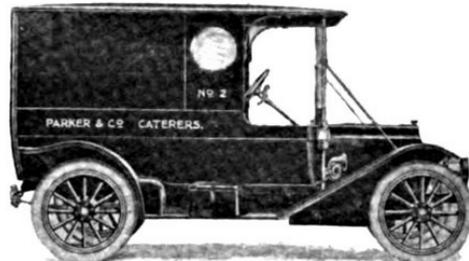
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Flanders Gasoline Delivery Wagon.

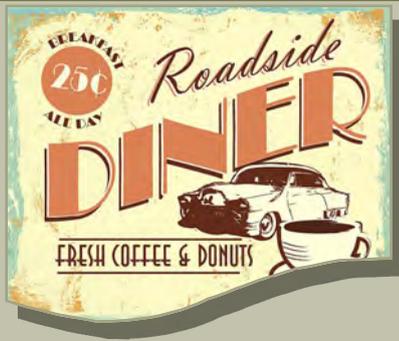
Made by the Studebaker Corporation, Detroit.

FLANDERS PANEL DELIVERY WAGON, \$800.

Carrying space 43 x 49 in.; motor 20 h. p.; 4 cylinders en bloc; bore 3 1/8-in., stroke 3 1/8-in., water cooled; dual ignition system by Splitdorf magneto and dry cells; leather faced cone clutch, three speed selective sliding gear; two sets of brakes internal and external on rear wheels; semi-elliptic front springs; full elliptic rear. These models fitted with pneumatic tires; equipment, windshield, five lamps, generator, horn, tool box and tools, tire repair kit, side curtains for protection of the driver.



FLANDERS PANEL DELIVERY WAGON, \$800.



The Roadside Diner

Peach and Berry Cobbler

Baked in a cast-iron skillet, this cobbler is bubbly and warm. All it needs is a scoop of ice cream



Edi Fiske

1/2 cup sugar
 3 tbsp. cornstarch
 1/2 tsp. ground cinnamon
 1/4 tsp. ground cardamom
 10 medium peaches, peeled and sliced (about 6 cups)
 2 cups mixed blackberries, raspberries and blueberries
 1 tbsp lemon juice

TOPPING

1 cup all-purpose flour
 1/4 cup sugar
 2 tsp. grated orange zest
 3/4 tsp baking powder
 1/4 tsp salt
 1/4 tsp baking soda
 3 tbsp cold butter
 3/4 cup buttermilk
 Vanilla ice cream is optional



Preheat oven to 375 degrees. In a large bowl, mix the sugar, corn-starch, cinnamon and cardamom. Add peaches, berries and lemon juice, toss to combine. Transfer to a 10-inch cast-iron skillet. In a small bowl, whisk the first six topping ingredients, cut in butter until mixture resembles coarse crumbs. Add buttermilk, stir just until moistened. Drop mixture by tablespoonfuls over peach mixture. Bake, uncovered, until topping is golden brown, 40-45 minutes. Serve warm, if desired, top with vanilla ice cream.



What is the difference.....Antique...Classic...Vintage???



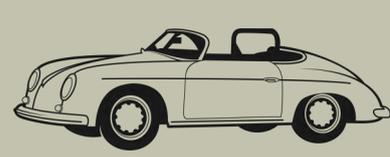
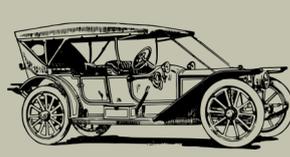
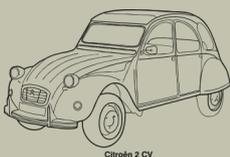
In Vermont antique license plates can be used on vehicles that are at least 25 years old and used for exhibitions, parades, club activities and other purposes, except for daily transportation. Wheel Tracks found no definition for "classic" or for "vintage".

State DMVs, insurance companies, and classic car clubs classify each one differently. And some classifications overlap between classics and antiques. The state of California has a very broad classification on what a "classic" car is, and they do not differentiate between classics, vintage, and antique cars. According to California DMV, if the vehicle was manufactured after 1922, and is at least 25 years old, it is an Historical Vehicle. However, if it has a 16-cylinder or larger engine, and is manufactured between 1922 and 1965, it gets classified as a Horseless Carriage.

Insurance companies set their own guidelines on what they define as a classic car. According to Hagerty, cars from 1900 to 1979 are considered either Antique or Classic. If the car is manufactured in 1980 or later, it is considered a collector car.

The Classic Car Club of America is even stricter in their description of classics. They only consider cars between the years 1915 and 1948 to be classic. The CCCA goes another step further, and only includes vehicles "distinguished by their respective fine design, high engineering standards and superior workmanship."

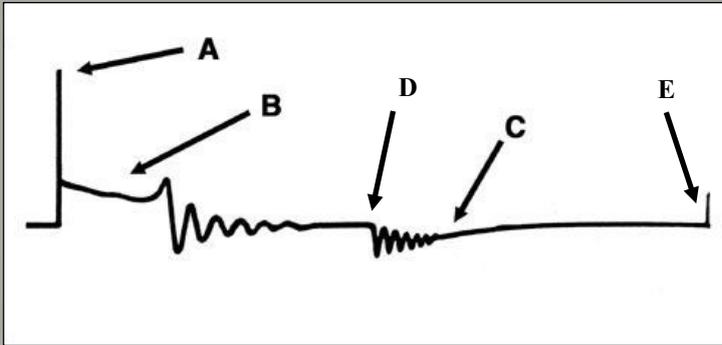
Did you know that using the term "classic" to describe a 1914 Model T could cause you to be sharply corrected by classic car owners? In the worst-case scenario, you might be shunned by the entire community. Likewise, make the mistake of calling a 1967 Cadillac de Ville an "antique," and you're definitely not going to be invited to take those wheels out for a spin. For the uninitiated, the rivalry between **antique automobile, classic car, vintage vehicle, old auto and modified automobile** owners is usually a mystery. Add to this, **brass car and horseless carriage** just for the heck of it.





Your Car Engine on an Oscilloscope

Guest mechanic this month started with an article from Ken Barber and finished by Wheel Tracks



When an oscilloscope is used by a mechanic to tune your engine, the picture to the left is what one good cylinder looks like during one firing cycle.

An oscilloscope allows you to see the voltage pattern of anything that uses voltage. They were first developed in 1932 and can be great for tuning your old car, even if your car is a 1901 vehicle.

The pattern to the left tells you how well your equipment is working, that produces the spark that explodes the fuel in your cylinders, that gives you car the power to drive down the road.

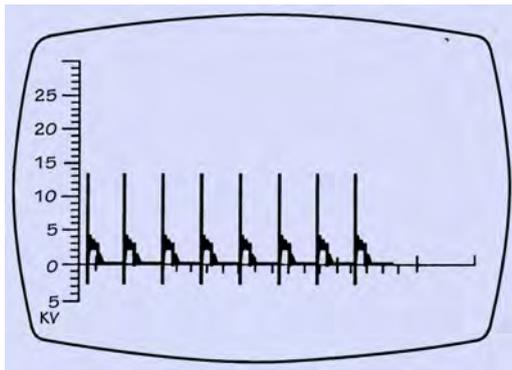
A... Indicates the level of voltage the coil produces to make the spark at your plug. That little flat part just below and to the left of 'A' is the moment your points close.

B... Is called the "Spark Line" where if working properly as in this picture, should decrease in a smooth action to zero. The little wiggles to the right of 'B' is the final remnants of the spark being absorbed by your condenser. When this does not happen, people radios and tvs get lots of interference, plus your engine can not be properly ready to begin its next firing cycle.

D... This show when the points close to allow voltage back to your coil and be ready to make the next 25,000 volt spark. That little oscillation between D and C is normal and show the voltage settling down while your coil initially starts it's recharge.

The distance between D and E is called Dwell and is simply the time adjustment for your points to be closed allowing voltage to your coil.

The distance between A and E is simply a time period that one cylinder needs during one cycle. During that one cycle, four things happen. 1...The gas and air mixture explodes from the spark at the plug. 2... the exhaust is pushed out the exhaust pipe. 3...The next mixture of gas and air is pulled into the cylinder. 4...Then it is all compressed to be ready for the next big spark.

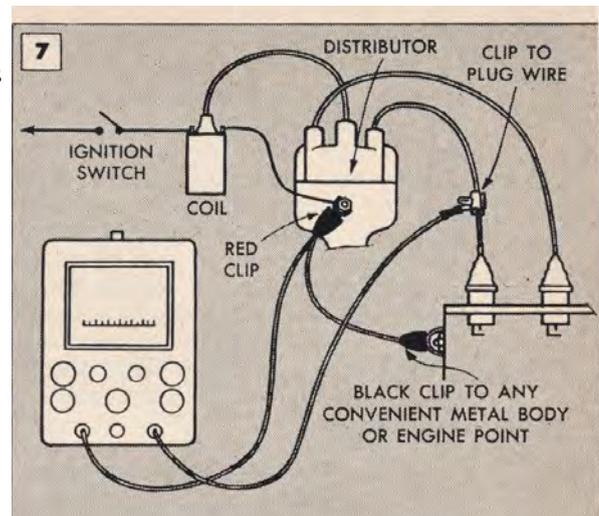


The picture on the left shows an 8 cylinder engine, all cylinders doing what they are supposed to be doing with the spark plugs firing with 14,000 volts. If a mechanic sees the 3rd vertical lines at, say, 5,000 volts, then he might pull the spark plug from #3 cylinder to see if it is defective.

If the little condenser oscillation is not there like we can see between B and D above, the mechanic can suspect a bad condenser.

On the right is a normal set-up for connecting a scope to your engine. Scopes are inexpensive these days and you should not let yourself get duped into thinking this is complicated...it is not. The more you use it and the more you see the patterns, the easier it is to find problems and make your engine run as smooth as possible.

A scope can even be used in one-lungers, so hit Napas and ask some questions





The final word on "This contraption"..... A copy of Wheel Tracks was sent to Greg Johnson in California and this is his reply. "The engine is an Elliott stationary steam engine from circa 1910. They were commonly used to run generators in small municipal power plants or factories. You are correct that the speed control governor is in the flywheel and controls the speed by shortening the slide valve travel. The dome in the steam inlet pipe is a steam separator that reduces the chance of condensed water being carried into the engine. Thank you Greg.

I have always given lots of credibility to a VAE friend of mine for his old-car knowledge and the general life-knowledge that he has picked up over the years. Gael Boardman's "credibility" was put into question for about 20 minutes last weekend. He and I were on a journey a while ago when I mentioned that some of my lights on the trailer we were pulling did not work. He told me not to worry, because ninety percent of the trailers in Vermont have the same problem and that I would never get into trouble. At least, that is my translation of what he said to me in his very assuring...wise voice.

I later repaired the wires where a family of mice had taken up residence last winter and headed to the Waterbury parade last weekend with an old car on the trailer. On the way, I got stopped by a state trooper claiming my trailer lights were defective. Waiting for the trooper to write-up my warning is the 20 minutes I need to apologize to Gael for. When the trooper had finished and finally allowed me to go check out my problem.....I found I had forgotten to plug them in. Sorry Gael.



Fred Gonet sent the picture on the left. It is of Skip Weeks' 1913 Indian motorcycle featured in the July Wheel Tracks. While visiting Fred and seeing his 1910 Harley and Skips Indian, someone suggested that Fred should add a couple of accessories before it goes home to Connecticut. True to Fred's expert restoration skills, the add-ons were installed. A genuine leather, with reflector, axel polisher and spoke-card held in place with a 100% wooden clothes-pin. Wheel Tracks understands that Skip Weeks was a very happy Indian motorcycle owner as he clicked his way out the door to load the bike.

Fred's dream of someday owning an early Model T is a little closer. He has sold his 1910 Harley to a gent in California. Fred said a 53 foot tractor trailer rig showed up to transport the bike to its new home. The truck company has 50 of these specialized trucks on the road and each can hold 60 motorcycles, safe and sound. The company also has a contract with Harley Davidson to haul their bikes to dealerships.

The Shenton Fogg..... I am not going to tell you what this is, but, if you do know and have information, please send it to Wheel Tracks for a September or October article we are doing. I have good info from about 5 folks and would like more. Send to gafiske@gmail.com

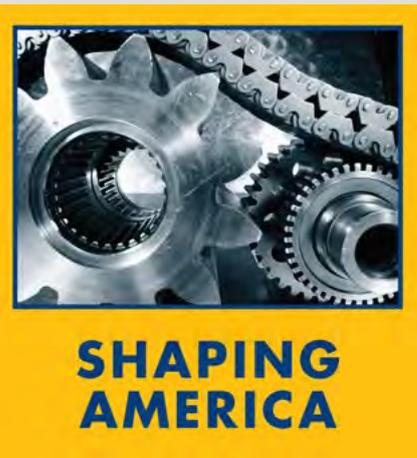


Left... Duane Leach & Company created this sign/pickup float for the Waterbury 'Not-quite-Independence-Day parade. It is the original field sign that we have used for years in Stowe with just a few alterations. Looks great on his '64 Ford 100 Pickup.



Right...VAEer, John Sandvil's photo from inside Currier's Market in Glover. A 2nd high-point on the day we visited John Vetter. If the market does not sell it, then it most likely does not exist.

www.airbnb.com/s/Waterbury--VT.... Have you ever heard of Air B&B? Well, go to this website and you will find 190 places to stay in the Waterbury area while attending our August Car Show



Hello Wheel Tracks,
 I just read the editor's column in your July edition of Wheel Tracks. Couldn't agree more with the editors sentiment!. As Education Director at the American Precision Museum in Windsor, Vermont, I am charged with creating programs to educate and inspire young people, to consider technical and manufacturing careers.

On Saturday, August 18th from 9am to 4pm, we are having our 19th Annual Model Engineering and Family Makerspace show and I would like to invite you and interested members to be a part of the show.

We have space left for several more exhibitors and would love to see your organization represented. Other participants will include:

- Drone videography demonstrations
- Vermont Tech's mobile manufacturing lab
- Frank the Welder - maker of high end bike frames
- Howard Coffin - historian/speaker
- Green Mountain Wireless - shortwave radio group
- American Precision Museum's own Junior Apprentice robot demonstrations
- Expanded family maker space
- 3d printing demos
- Introduce a girl to an engineer event.
- Screening of the award winning film, "Dream Big".
- And, as they say, "More!".

Hope to see you here,
 Thanks,
 Scott Davison

American Precision Museum
 196 Main Street, PO Box 679 Windsor,
 Vermont 05089
 802-674-5781

Continued from page 11

My Story From David and Cereta Lamphere



"Our Franklin Camper"

Another couple would go with us but they had no place to sleep. Seemed simple enough we just put a second story on the Franklin, and it took a full size mattress, too. Also it had better ventilation and mosquito netting. Cereta was thrilled except by now she was pregnant and had a hard time climbing on to the hood and into the second story. After two years and two babies we had enough of CA and we built a larger truck camper and came to VT. I sold the Franklin for \$400. and claimed to be a financial genius.

Vermont has been good for us this 54 years including two more kids. Our first of 8 Grandchildren graduates from college this year. Life is good.





My Story

From **David and Cereta Lamphere**

“Our Franklin Camper”

We have been a Franklin (car) family ever since my Grandfather George bought a 9B Touring in 1919. I guess we just love the reliability and low maintenance of the air cooled engines. My father Richard especially liked the 1930 side draft air cooled engines and of course so did I. When I was a kid we lived in Oak Ridge, TN where my Dad worked on the nuclear project and his Franklin was our only car. We went everywhere in the Franklin including trips to WY and Alaska. We generally tented beside the road.

We were in Vermont on vacation when I was 15 and I was looking for a Franklin of my own. My Dad found a 1930 7 passenger complete with jump seats in Syracuse for \$40. It hadn't been driven in many years and was complete but in rough shape.

After we removed some chickens roosting in the back and with “some work” we were able to drive it back to Vermont. We had not looked in the cooling air duct which it turned out was filled with mouse nests. The car smoked all the way home that night and got the nickname “Smokey Joe”.

Long story short we drove it to TN where it mordaciously survived my teen years. Do you know how many kids you can get in and on a 1930 7 passenger Franklin? It is a lot! Running boards were the favored position! Ah, the good old days of no rules.

I took the car to college with me in Atlanta where it again survived hard use. On one trip back to TN my sister introduced me to her friend Cereta and that was that. Cereta was still in high school so we waited to get married until she was 18 and 3 days graduated. Cereta learned to drive on the Franklin double clutching and all. Every college holiday we went to Daytona Beach or Savannah or to the Smokey mountains. The 7 passenger was long enough with the jump seats and the rear seat removed, to squeeze a full size mattress on the floor. Hence the start of our camper. We even had a little privacy with the window curtains rolled down. One night we were camped on Daytona Beach. Yes, you could back then. I had backed the Franklin up into the soft sand to keep away from the salty surf but soon the surf was coming up to the front wheels... something about a rare high tide. The nearest ramp was about a quarter mile away. I had to drive in the surf wide open in granny gear. Thank goodness for the large 20” wheels I had welded on over the standard 19” to be able to get tires. We were getting hit by waves and with the wipers full on we could see two wreckers and a police car with it's light flashing. The engine was skipping from the water ingestion and the Franklin lurched as the tires gripped the paved ramp.. Quite a crowd had gathered to see the assumed disaster. Horns blew and the crowd gave us a rousing cheer. Needless to say we stayed in a hotel that night.

Cereta “suggested” I buckle down and graduate. I did and accepted a job in California working on the new Apollo moon shot program. We could have driven the Franklin out but my Grandparents felt sorry for Cereta and gave her a used '57 Ford as a reward for my graduation. Ok, I get it.

So the form letter job offer from my new employer had a phrase “will move up to 8,000 lbs of personal belongings”. When I drove the Franklin on the moving van they said it weighed 8,300 lbs. Must have been all the Franklin parts I put in it. Long story short my new employer didn't see this old car as a personal belonging and the van company was ticked about the pool of oil on their warehouse floor. I thought I was going to be fired but we came to an agreement with deductions from my paychecks, etc. LA was..well, LA, so we started going to the desert every weekend and got in to desert motorcycle riding.

Continued on page



*From our Show chair, Ernie Clerihew...
2018 Shelburne Museum Classic Auto Festival,*

Now in the Rear View Mirror

Speaking as the Chairman of 2018 Shelburne Museum Classic Auto Festival (SMCAF), I have to say this year was the best Shelburne Show I've yet directed. I should know because I've worked at it for four years now. The Show this year was a 2 day affair, on Father's Day weekend, June 16 and 17.

Every year the SMCAF has a theme. This year's theme was Electric Cars and many attendees were surprised to discover that powering a car with electricity is not a new idea. In fact, at the start of the 20th century, an automobile purchaser had the choice of gasoline, electric or steam as the motive power of his or her machine. The 2018 Shelburne Show was honored with 4 classic electric cars and one steam car. Oh yes, there were also 144 gasoline cars and 5 modern electric cars, including the "homemade" UVM Aero electric race car. Among the 4 early electric cars were 1 Waverly and 3 Detroit Electrics. Each of these cars were powered by 14 lead-acid 6 volt batteries wired in series to total 84 volts, which was enough to propel the cars about 80 miles at speeds of up to 15 mph. On some roads of that time even this speed was considered to be too fast! The Detroit Electric cars were quite luxurious in their day, featuring a "cabin" of curved glass. They sold new for \$3000. A Ford Model T of the period sold new for as little as \$290. The front seat passengers in a Detroit Electric sit facing the rear of the car and the driver sits facing forward in the rear seat, steering with a tiller, a scary proposition for us modern car pilots used to steering from the front seat with a steering wheel. Quite interesting vehicles. Beside the weather being perfect, this year the volunteers at the registration tent were well-organized, thanks in no small part to **Laurel Barbieri**, who passed on her sage advice from years of working the registration tent at Stowe. Things went far smoother than in past years and better records were kept of the goings-on. For their work at the registration tent, thanks go out to **Marc Field, Mark McDermott, Bill Mraz and his friend Cee, John Emerson, Don and Nancy Perdue, Ken Gypson, Ken Taplin, Chuck Rhynard and his daughter Kim Brittenham, George Schiavone, Carl Thompson, Buzz Stone and especially to the 3 "steady women", Judy Boardman, Mary Noble and Nancy Olney** who seemed to be on duty whenever I showed up to see how things were going. Things went very well!



The 2018 Shelburne Show featured some new events involving the participants and their vehicles: on Saturday, hands-on demonstrations of the operation and maintenance of vintage vehicles were offered. On Sunday, the Museum put on a free barbeque lunch for entrants and their guests. Preceding the Awards Ceremony, **John Emerson and Chuck Rhynard** organized what we call "Antique Car Talk", in which owners of cars from each decade were given the chance to introduce their cars and speak about the joys and sorrows of antique car ownership. These new SMCAF features added interest to the show and will only get better as the Show matures in the future.

There were 6 Awards given out on Sunday at 3PM:
Oldest Electric Car Award: 1909 Waverly Stanhope, owned by **Sandra Morris**
Farthest Driven Award: 2016 KIA Soul EV, driven 540 miles by owner **Scott Wilson**
Most Original (Unrestored) Vehicle Award: 1910 Flanders, owned by **Vin Cassidy**
Oldest Vehicle Award: 1910 Sears, owned by **Bill Erskine** (well, the 1909 car already had an Award)
Museum Director's Award: 1955 Packard, owned by **Amos Roleau**
Chairman's Award: 1967 Morris Minor, owned by **Deb Welch**

Thanks to all who made the 2018 Shelburne Show such a success. See you next year!

Ernie



**Tom McHugh presents
"The VAE Golden Wrench Award"
To**

Brandon Livingston

**of the South West Vermont
Career Development Center
Bennington**

THE DEFINITION OF A GOOD DAY FROM GARY FISKE

I know I will come up short in trying to describe a really good day that happened on June 20, 2018. Why do I know this...because you had to have been there.

It was a clear sunny Wednesday, chosen because a restored VAE, Harley golf cart needed to be picked up from the St. Johnsbury Academy auto tech program garage. I had my long trailer hooked up because a 2nd parts Harley had to be brought back from Tom Maclay's in Marshfield. Gael Boardman drove into my driveway about 8:30 to start our trip into the Northeast Kingdom.

We headed for Montgomery and the beginning of Route 58 over Hazen's Notch that would take us to Orleans where we picked up Gary Olney. From there, South to Barton on Rt. 5 to pick up our 4th VAEer, Ken Barber.

The ride through "the Notch" was great. Have you ever headed out with someone in your family where within ten miles you have covered the gossip of at least 10 in the family? Lets see...Vin's Flanders might have been the first..."**did you hear how smooth the engine sounded?**" Then there was Lloyd's neat Shelburne Show comment..."**Gary, this might be your lucky day. I had a lot of stuff to tell you, but I have forgotten most of it.**" And, "**did you see that mini for sale by the road back there? Judy has always wanted one, I wonder what they want for it.**" that is how the 40 miles to Orleans went. Moose stories, the round barn that burned, the village that I can never remember its name (Irasburg). Look at that, they are digging a 5 acre hole in the ground, I wonder what that is all about? Who needs a radio?

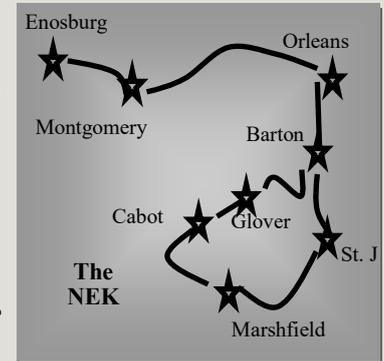


Gary was waiting when we drove into Orleans, then down I91 to Ken's new apartment in Barton to pick him up. He just recently moved into the village and was still settling in. We now had over 260 years of knowledge in the vehicle and no matter the subject or the scene we drive by, there were brand-new morsels of information. We drove by the Barton Fairgrounds where that great 1927 picture from Ken's Collection was taken. Remember all the automobile roof-tops? A new roof is being installed on Barton Academ, we all wondered what those devices are that look like heaters.

The history lessons, and great conversation, continue to St Johnsbury Academy. The auto tech instructor, **Brett Bourgeois**, is there, in the middle of a lot of

activity. Some wise person had decided their shop car lifts need to be moved away from any floor expansions. This huge shop area is now being reshuffled. The students did a great job on the Harley, while raising the bar on the 2nd Harley, being restored by a couple of VAEers. While we are loading the Harley, Gael spots a welding table near the dumpster that ends up also getting loaded. We also had permission to take anything else from the dumpster that we wanted, can you imagine that 3-second high that VAEers get when that sort of offer comes along! We found nothing else of interest.

From St. J, we headed out on Rt. 2 to Marshfield and the spare-parts Harley at Tom Maclay's. The terrain drops for almost three miles from Molly Falls Pond to Marshfield and that distance was once covered by a wooden staved penstock that feeds the power station. It was explained to me, like having a 3-mile long wood staved silo lying on its side, with water running through it. It has been replaced with a steel penstock now but someday I want to stand beside a wooden one, just to see the workmanship.



We found Tom at home and he directed us to the old Harley. He had put it in the woods years ago, along with an old '42 Pontiac and the generator (A couple of interesting W/T classifieds on page 15). Tom had been a co-chair for the Stowe show for many years and great history just flows from him. Our visit was too short.

We left the Maclay's about lunch time and spotted a café called "Rainbow Sweets" on main street-Marshfield and that was a great experience! The owner, Bill Jecosky noticed the VAE name on our clothes and instantly, the little café had an old-car conversation going. He owns an early 50s BMW motorcycle and a patron has been looking for an early English car....and the talk went on.....

We can dream about visiting the French Riviera or traveling Rt. 66 across the United States, but for me, nothing beats a day like we had in the Northeast Kingdom. We found run-away pond, or at least where it was before it ran away. Was Still-Hill Road just standing there when the pond ran away?

Years and years of stories and experiences went on all day, that you would most-likely never hear, sitting at home. I wish I had remembered to ask Ken where he had built his log home, when we went through Glover. He hand-hewed the logs himself. Every story brings up 20 questions and no time to find the answers, as the countryside goes by. When was the wooden penstock built and who the heck is Molly? Where is that tree-hugger place where they use huge puppets to protest little personal problems?

We need another VAE journey, or two, into the NEK. It is too important to leave undone.

Cars & Coffee Vermont is back for 2018!



What is Cars and Coffee? It's a gathering of vehicle enthusiasts, all vehicles. Have a look at the images in carscoffeevermont.com - you will see model T's, Subaru's, Vette's, 'Cuda's, muscle, street rods, trucks - everyone is welcome. It's truly impressive how something as simple, as a vehicle, brings folks of different backgrounds to speak a common language - cars. The wealth of knowledge that is exchanged is priceless.

We had tremendous turnouts last year, approaching 100 vehicles each day. A professional photographer and many spectators taking photos, as well as videos, of several events posted on youtube, interviewing every car present.

I think it's safe to say, at 7am every 3rd Saturday morning of the month, May through October, the VAE has Vermont's largest vehicle gathering.

Come join us! Coffee is provided by IHOP in the Mall... *John Malinowski*

Coming VAE Events for 2018



August 10, 11, 12
VAE Antique Car Show at Waterbury



August 25, Rain date August 26, Wings & Wheels Swanton Airport. Hosts George Coy, Hal Boardman, Jan Sander. Watch for email information from John Lavallee as the date gets closer.

September 29, Saturday - Visit Dick Mazza's car and memorabilia collection in Colchester. Meeting to follow. Bring a bag lunch and a chair, the club will supply drinks. Time to be announced.

October - Gypson Tour hosted by Don and Anne Pierce. Date and location to be announced.

November 3 or 4 - Annual Meeting Date and location to be announced
December - Holiday Party, Date, time, and details to be announced



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

This year our Waterbury show will feature Air Cooled vehicles.

Air Cooled.....means NO Radiators!!

Volkswagen, Porsche, Citroen, Tatra, Trabant, Franklin, International, Corvair, Fox, Holmes, Adams-Farwell, Black, Cameron, Chase, Julian, Knox, Metz, Middleby, White, Winner and Zimmerman.

Just a few of the hundreds of air-cooled vehicles built.

Please remember to bring Yours to Waterbury in August for our 61st

Vermont Antique and Classic Car Meet.

This is the year of the Air-Cooled August 10, 11 and 12



Wheel Tracks Classified

For Sale....1963 Chrysler New Yorker
4 door Sedan, 413 hp turbo, push button automatic, AC, AM/FM radio, Square steering wheel, 8140 miles. My Dad bought it new, now that he has passed, I need to sell.
Call Alan at 802-827-3289.
email...lawyer.alanl@gmail.com

For Sale...1929 Model A Pick up truck! This truck needs an Engine. Comes with a bad

Sold



one. Same owner over 40 years and former club President. Located in the Rutland area.
John Gray <john.gray802@icloud.com>

For Sale..... 1929 Chevrolet for sale. \$13,000US
Feel free to make an offer before we advertise it worldwide. Car is 100% complete and solid. As far as I know, engine needs a good tune-up. Car is in the Montreal area. Gilbert Bureau
gbureau@videotron.ca

Hi, I met you VAEers at Rainbow Sweets today and you said you would place a classified ad for me. Here it is:

Wanted.....roadster from 50's or 60's. Looking for Austin Healey, Jaguar, Morgan, Alfa, or Porsche, any condition considered.
Contact Dan, at 802-426-3806 Thanks, and happy motoring!



For Sale.... 1942 Pontiac Metropolitan.
#5 condition, complete.
Tom Maclay
802-426-3265



For Sale... Commercial engine/generator minus the generator. Call for more information. Tim Maclay
802-454-7853

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

Need a VAE window sticker? \$1 each, 6 for \$5.
Call 802-933-7780 or email
gafiske@gmail.com.



August Bumper Sticker...

I want to be
the person,
My dog thinks
I am

For Sale....

Whippet Sedan, 1928, Restoration project or parts car, sheet metal mostly solid with surface rust only, all wood needs replacing, replacement motor available, partially disassembled, located in Vermont. More photos available. \$1500. Call Tammy (678) 773-8120 or Charlie (802) 878-2536.



For Sale... 1973 super Beetle sedan, no rust, project car. Every part is there to finish. All the parts are new in packages. All this thing needs is paint and can be put back together.
Car must go, we are selling the house .
Please call my cell 802-673-8121.



Pictures of our great visit at John Vetter's (standing) place in Glover. Below, a painting on the back of an overhead door.



VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



1963 23-window VW Microbus
Jim Bowdring, Lexington, Mass.



August 2018

**Check the date after your name,
Your VAE Membership
might need to be renewed.**



The proud new owner of this 1919 Franklin Touring Car heads home. He needs to learn how to adjust the fuel jet control correctly. What a grand day!!!