

Wheel Tracks

The Official Monthly Publication of "The Vermont Automobile Enthusiasts"



....."As time went on, Fred let it be known that he would like to find a brass era car. Every year, Harry Olney (Gary's father) would register and insure his 1910 Reo for Fred to drive around during the summer, but he wasn't interested in selling".

**"FRED AND BJ GONET'S 1908
TYPE "E" LOCOMOBILE"**

Fred is pictured left, you can find their story on page 6

**FROM THE PRESIDENT...
DAN NOYES**

The VAE has a lot to be thankful for this year. Starting with things out of our control; the sun was shining at Stowe and Shelburne! Who could ask for more? Not me but there was more, a lot more! We are now one organization focused on our original mission. We made an impact on 16 high school juniors with our Golden Wrench Award. We reduced the burden of the cost of college for 6 students at Vermont Tech. We reached out to students at elementary schools through our VAE Road Show. We helped students at Island Pond elementary school raise money for their school trip by having an educational car show at their school. We made a difference, and we got to drive our cool cars!

I am also thankful for our next slate of officers that will move the club forward in 2016. Don Pierce has stepped up to fill the position of Treasurer, Dave Stone as Vice President and Dave Sander as Chairman of the Board. We are lucky to have the amazing group of volunteers. Thanks for your service to the VAE!

I would like to thank outgoing chairman Bob Lalancette for his service to the club. He stepped up over and over to make sure our meetings, shows, and club events went smooth. He kept us (and me) on track to make sure we were in compliance with our bylaws. Our club is much better off for his service. Thanks!

We have some work to do this winter to prepare for the Stowe and Shelburne shows, I hope you take the time to find out what needs to get done over the winter and see where you can help.

We have a lot to be thankful for, and we have a lot of people to thank for their service over the past year.

Respectfully submitted



VAE OFFICERS AND DIRECTORS

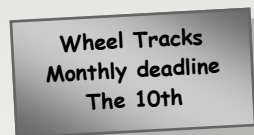
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How long would you guess Bengt Ohman carried this picture on the right in his wallet? How many times would you guess that he took it out of his wallet to show folks? I have the picture here on my desk and I think I can guess..... "for many years", and the 2nd answer, "many times"!



The two children are standing on the running board of Bengt's 1931 Chevy 5-window coupe some 41 years ago. His daughter Kinna was eight years old then. She is 49 years old now and you can see her in the picture below, standing on the running board of that same car. Bengt's son Peter was five in the top picture and 46 now. You can see also that Bengt has accomplished a lot of work on his Chevy. Maybe someday Wheel Tracks can do a feature story on this neat car so we can learn what and how the work has been completed.

A couple of mysteries have been solved from the last issue of **Wheel Tracks**. I found the picture on this page last month came from our VAE member in Barre, **Alden Chapman**. Thank you Alden, they sure created some very nice feedback. I am still wondering where the collapsed bridge was located.

The 2nd is where the Northeast Kingdom story on Ethanol began. I heard it from Wendell Noble but he has informed me that it originally came from one of our Bethel members, **Bonnie Willis**. I never did hear anything back about the article, I figured there would be a VAE chemist out there with "the rest of the story".....but it never came.....Too Bad!



A nice new year is about to begin and with our new and improved, streamline non-profit organization, I am going to make a prediction that 2016 will be a banner year for the VAE. All the duplication of the past few years are behind us now and all I see is clear air. The other reason I make this prediction is because of the huge number of hard working members the VAE can brag about. The number is in the hundreds when we look to our normal monthly business plus the 12 gatherings we have through the year and then on top of all that....the two huge car shows that we host. I can't begin to express the pride I have for this 63 year old organization.

One especially exciting group is our newly created **Education/Outreach Committee**. The roots of this committee comes from our recently retired VAAS board of directors. Our president has assigned eight people to this committee and there is room for more. One accomplishment has been the Golden Wrench Award where we have hopefully impacted 52 high school students in a very positive way these past four years. The question..... How can we do an even better job in 2016? Join in, your ideas are very important.

And finally.....About the great story on Fred and BJ Gonet's Locomobile. I did not write it. If you look in our latest roster of members, you will not find anyone named **Rustey Boltz**. One thing I can say, is that "Rustey" can put a very interesting story together! The other thing I can say is that this December issue was a heck of a lot easier to put together because of the work he did. Thank you Rustey Boltz.



"THE SOFTER SIDE"

A Column Shared by Mary Noble (Left) & Nancy Olney (Right)



Again, Wheel Tracks will be "going back" a few years for a Soft Side article from Nancy Willett. This from Nancy's June 2003 Column.

Wheel Tracks can also announce that we now have a third Softer Side editor. Judy Boardman will join us with her first column in March of 2016. Please make her feel welcomed.

Grandmother's Button Box

It's late March and the weather hasn't been very conducive to bringing out the spring bonnet, so I spent one Sunday sorting out some closets. One of the things that I had to move was my sewing box. On top of that box sat an old friend...my grandmother's button box, in an old fruitcake tin. Over the years the box has changed from being worn out from use, and the contents have grown somewhat. Some of the buttons are still on their original cards when they were purchased years ago, but many are recycled from past articles of clothing.

My fondest memory of this box is it being given to me, to look at as a very small child, one cold winter day when Mom had errands and she left me with Gram. In those days the old farmhouse kitchen was heated with a wood stove, which has a wonderful spot just big enough for my little chair behind the stove.



I would sit for hours looking at all the wonderful colored buttons in that box, many of them being handed down from my great-grandmother. My grandmother could tell which garment most of the buttons were from. We had many discussions about the clothing and the person who wore that particular fashion with what button. Most of the time there were wonderful stories of balls and special dances. My family may have been from the country but they were quite the social butterflies, at times attending many functions in and around Franklin County. I

can remember watching my grandmother sitting at the sewing machine, creating beautiful dresses and outfits for my mother, her sister and myself. Gram was an accomplished seamstress, and had even taken a tailoring course in Boston at some point in her busy life. We never lacked play clothes, day dresses and evening wear when the occasion called for it.

The button box was never very far away, and sometimes I had the dubious honor of picking those special buttons. When Gram's household was broken up, the button box was one of the things that I requested for myself. I've kept it all these years, using the buttons for my daughters when they were growing up. I don't sew much these days, so the box has been kept in the closet.

I suppose button collectors would have a hay day with the buttons in the box, many of them dating to the early 1900s, but I find the memories too great, and I hope to pass the box on to one of my daughters or possibly a granddaughter. Not many people take the time to remove buttons from an old shirt or dresses these days, but I can tell you, they are missing out on memories of their own.





Becky was 73 and just got her first computer. After her son spent over 2 hours teaching her how to use it, she was sure she knew everything there was to know about computers. Unfortunately though, one day she couldn't get it to start so she promptly called an IT guy to come over and take a look at it.

The IT guy managed to fix the issue in a few minutes and was on his way. Becky was proud when she overheard the IT guy on the phone with his boss telling him about the issue, she was sure it meant it was a serious issue and she was sure she took care of it the right way.

"Excuse me if you don't mind me asking," asked Becky to the man on his way out. "I couldn't help overhearing you on the phone with your boss. What exactly is an Id ten T problem? Just so I can tell my son."

The man smiled, took out a pen, "it stands for this: I-D -1-O-T".

"Sugar why don't you sit down by the table and we'll start supper." Said Dorothy to her Husband of 50 years. "Sure thing," said her husband settling himself down.

"Now darling, would you like the soup first or the salad?" questioned Dorothy.

"Umm I guess I'll take the soup." He responded.

After a whole meal of one endearing term after another, their guest Bob couldn't contain his curiosity any longer. Bob snuck into the kitchen and asked, "Dorothy do you always talk to your husband like that?"

"Bob, I'll be honest with you," Dorothy replied. "It's been five years now, I just can't remember his name, and I am just too embarrassed to ask him!"

As a 7th grade biology teacher, I was teaching my class about the flow of blood in the body. After my lecture I asked the class the following: "Why is it that if I would turn upside down, my face would turn red since the blood would flow to my head, but when I stand upright my feet don't turn red?"

I was taken aback when a boy blurted out,
"that's cuz your feet aint empty!"



Beijing Classic Car Museum Featured on China Trip

Chris Barbieri has organized another trip to China planned for February 2016 and all VAE members are invited. Of special interest will be a visit to the Beijing Classic Car Museum which features a number of Chairman Mao Tse-tung's vehicles including his Parade car, limousine, and car used by President Nixon on his historic visit to China in 1972. Also on display are a number of pre and post WW II cars and trucks, including military and early brass era examples.

China is a fast changing country, thanks to the blending of an open market economy and one party political system. During our travels China's unique culture will be fully explored from food to history to China's natural beauty.

Cities visited will include Shanghai, China's economic engine, Xi'an home of the Terra Cotta Warriors and Beijing's awesome Great Wall, Forbidden City, Tian'amen Square and more. We'll even visit a small "water city" and ride a gondola on one of it's canals. Travel on one of China's high speed trains through the countryside as well.

Trip dates are Feb.18th through 29th.

For cost and additional information contact Chris at 802-223-3104 or cgeeb99@gmail.com.

From the front page ...

FRED AND BJ GONET'S 1908 **TYPE "E" LOCOMOBILE** as told to Rustey Boltz

The Locomobile automobile (1900-1929) finds its evolution linked to the indomitable and identical Stanley twins, F.E. and F.O. In 1896, after re-locating their successful photographic dry plate business to Watertown, Ma., from Kingfield, Me., the Stanleys started experimenting with a steam propulsion automobile and by 1899, were building cars for the public. In the same year, the Editor and Publisher of **Cosmopolitan Magazine**, John Walker, was also interested in getting into the burgeoning automobile business, and approached the Stanley brothers with an offer to purchase their company. After repeated offers and their constant refusal to sell, the Stanleys were quickly tiring of the annoying Mr. Walker. In an attempt to get rid of him, they countered with an exorbitant price of \$250,000 (\$7.1 million today) and a term of 10 days. To their surprise, Walker jumped at it, and along with Amzi Barber, "the asphalt king", purchased the company from the Stanleys and changed its name to Locomobile. With only a one-year "non-compete clause" in the sales agreement, the wiley Stanleys were right back in business.

Within the year, Walker and Barber split, after Barber discovered that he had been hoodwinked into paying the full \$250,000, and Walker had invested nothing. Barber ended up owning Locomobile outright, and moved it to Bridgeport, Ct. Walker went on to build the Mobile steam car in Tarrytown, NY., but by 1903, he was finished. Barber desperately needed someone who knew more about automobiles than he did, so he hired an electrician/mechanic by the name of Andrew Ricker, who then traveled to Europe to "observe" automobile designs, specifically Mercedes. Locomobile continued with both steam and gasoline engines until 1905, when they switched to gas engines exclusively, fighting several Mercedes patent infringements along the way due to Ricker's keen sense of "observation". The "Type E" was designed for this year and continued through 1908, with many mechanical improvements. It utilized a 15/20 HP "T Head" four cylinder engine, dual chain drive rear axles, and a 3 speed sliding gear transmission, which evolved into a four speed selective gear transmission in 1908. Ignition was a "make and break" type running off the intake camshaft, with the hammer and anvil spark inside the combustion chamber. Spark timing was adjusted by sliding the cam back and forth. **(Google "make and break engine" and watch Greg Cone demonstrate his 1908 Matheson's "make and brake" engine).** Locomobile's slogan was "Easily The Best Built Car In America". They were indeed, exceptionally well built and expensive, utilizing bronze castings for the crankcase, transmission case, steering box, etc. Although only a 15/20 HP engine, the "T Head" accelerates to a very comfortable cruising speed of 45 MPH, as was evidenced on my recent Fall day outing.

The story behind Fred and BJ's Locomobile is filled with all sorts of characters. Soon after WWII, a widow from Wycliffe, NJ. contacted Henry Austin Clark, who owned the Long Island Automobile Museum, and wanted to get rid of her late husband's 1908

Locomobile. She would be willing to part with it for \$1, just to make the transaction legal. This was common at the time and many cars were acquired this way after the war. The famous opera singer and collector, James Melton had many people give him early cars. Remember, these vehicles were only 40 years old at the time and pretty well "used and abused". Apparently Clark took the car and in '52 sold it to Lou Schaffer, also of Glen Cove, Long Island. Schaffer spent the next 2 years "restoring" the Locomobile. Having only 1905 literature, he made fenders and acquired items that fit the earlier style. In the early '50's, restorations would often copy the oldest styles trying to make them as "antique" as possible. Schaffer finished the restoration in time to participate in the 1954 Glidden tour. Ironically, Fred Gonet grew up only 3 miles from the Locomobile he would eventually own 30 years later. In 1956 it was sold to a John Snyder, who in turn sold it to his son in Scarsdale, NY.

Continued on page 12





Edi Fiske

The Roadside Diner



"Life's Recipe"
(Something different for the month)
(From a good friend of mine)

1 cup of good thoughts.
1 cup of kind deeds.
1 cup of consideration
for others.

2 cups of sacrifice
for others.
3 cups of forgiveness.
2 cups of well-beaten
thoughts.

Mix these together thoroughly and add tears of joy and sorrow and sympathy for others.

Flavor with little gifts of love.

Fold in 4 cups of prayer and faith to lighten other ingredients and raise the texture
to great heights of Christian living.

After pouring all this into your daily life, bake well with the heat of human kindness.
Serve with a smile.

John Cooper Fitch (August 4, 1917 – October 31, 2012) was an American racing driver and inventor

1966 Fitch Phoenix

Fitch designed and built this prototype of the Fitch Phoenix, a Corvair-based two-seat sports car, superficially resembling a smaller version of the Mako Shark based Corvette. With a total weight of 1,950 pounds, even with a steel body, and with the Corvair engine modified with Weber carburetors to deliver 175 hp, the car delivered spirited performance for \$8,760. Unfortunately, the Traffic Safety Act of 1966 placed restrictions on the ability to produce automobiles on a small scale; this was followed by Chevrolet's decision to terminate production of the Corvair, which confirmed the end of Fitch's plan. Discovery series "Chasing Classic Cars" hosted by Wayne Carini where he gives it a minor restoration before its going to auction and sells for \$230,000.

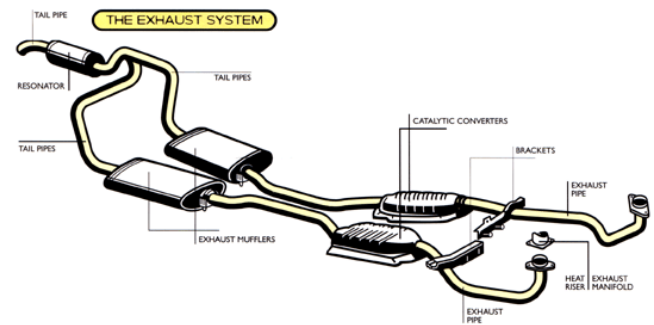


Photo taken by Don Perdue



QUICK AND EASY METHOD FOR FINDING EXHAUST SYSTEM LEAKS

I was recently trying to find an elusive exhaust leak on a vehicle. I could hear it, but I could not find it. This exhaust system snaked and twisted through several hard to get to places. The vehicle was a Chrysler Minivan with a V6 engine. I suspected the leak was a crack in the rear exhaust manifold, yet there was no way to physically reach the manifold. I could catch a poor view of it with the vehicle on the lift, yet I was unable to see any evidence of a leak with the vehicle running. I tried to feel for the leak with the engine running, however, the exhaust soon became too hot to touch.



I took my Shop Vac and connected one end of the hose to the blower of the Shop Vac, and the other end to the tail pipe of the van. I filled a spray bottle with soapy water, and turned on the Shop Vac. I sprayed the water on the exhaust, and found two big leaks. The gasket where the EGR tube met the exhaust manifold was bad, and there was a broken weld behind a heat shield on the catalytic converter.

I never would have been able to find these leaks without using this method. With soap bubbles blowing from the leaks, it was easy to pinpoint the trouble.

Reprinted from John Burns Column (1972) of the Franklin publication "Air Cooled News"

Bearing Knocks....

Excessive crankshaft end play produces a persistent dull knock on acceleration. The knock stays the same over an extended period of time.

You can check this without pulling the engine down. Take the cover off the flywheel to check for end play in the crankshaft. With the transmission in neutral, you should be able to move the flywheel and the crankshaft fore and aft with a tire iron. The factory specified .003 inches end play. If yours moves a lot more than that, end play in the shaft is a problem.

The thrust is taken by the number 1 main bearing. Its end clearance should be approximately .003 inches, measured with a flat feeler gauge. Each successive main bearing to the rear should have an additional .004 inch end clearance. Thus number 2 should be .007", number 3 should be .11" etc. This is true because the aluminum block expands more than the steel crankshaft.

Franklin cars also will knock because of loose rod bearings, but these will pound out in rather short order. Sometimes they also will develop wrispin rattle, but this is most pronounced on deceleration. And most Franklins have piston slap, especially when the engine is cold. This disappears as the engine warms up.

Nut Torque..... Here is a chart showing proper torque values for standard bolts and nuts. When installing castellated nuts, if the cotterpin slots do not line up with the hole in the bolt, exchange the nuts until you find nuts that do align. Over and under torque in excess of 10% should be avoided.

Torque values shown are for clean and dry threads. Readings are in inch-pounds.

Fine thread series		Coarse thread series	
Tap size	Torque	Tap size	Torque
8-36	12-15	8-32	12-15
10-32	20-25	10-24	20-25
1/4-28	50-70	1/4-20	40-50
5/16-24	100-140	5/16-18	80-90
3/8-24	160-190	3/8-16	160-185
7/16-20	450-500	7/16-14	235-255
1/2-20	480-690	1/2-13	400-480
9/16-18	800-1000	9/16-12	500-700
5/8-18	1100-1300	5/8-11	700-900
3/4-16	2300-2500	3/4-10	1150-1600
7/8-14	2500-3000	7/8-9	2200-3000
1-14	3700-5500		



Wheel Tracks received a note from a fellow VAEer last month. He had some interesting comments about a couple of photos in our November issue. Here it is.....

I just finished reading through the latest Wheel Tracks, and a couple of things caught my eye. First was the top picture on page 3. It certainly is NOT a Model T. One of the first things telling me that is the longitudinal front springs, instead of the transverse spring that all Model T's had. Unfortunately, I am not good enough to tell you what make it is. But the other thing that caught my eye is the 1921 Vermont dealer plate on the car, # C0168. I don't have a 1921 Vt. register book, but at least in 1919, 1920, 1922 and 1930, #0168 was the dealer number for the Quincy Garage in Enosburg Falls, so I would think it is safe to say that they also had this number in 1921. Maybe someone among the membership might know something about them. *(Gary Olney believes the car is an Essex)*



The other thing was when I saw the picture on page 13 of the New Sherwood Hotel, I was reminded of my father telling about being in Burlington once, probably in the 1930's, and seeing someone calling himself **The Human Fly** who climbed up the outside of the hotel building.

Anyway, an interesting issue! Keep up the good work. Regards, **Gary Irish**

Remember my famous words in this column last month..... *"My 'A' is not for sale.....any longer?"*

Well..... A very tempting arrangement came along and....Well..... I accepted.

A friend, down the road, has a very nice '27 Model T roadster pickup. It was really the Rocky Mountain brakes and the Ruckstell rear end that got my attention. I kept calm during the negotiations and tried real hard not to show **"the weakness"**. A few of you know "the weakness" I am talking about, in fact, 75% of this publication is devoted to the promulgation...not the cure.



As it turned out, my friend also has "the weakness" and we both walked away from the negotiations very happy.....go Ruckstell and RM brakes!

There has been some happenings lately that will benefit the club very nicely. This month's picture on page 16 of members cleaning some golf carts that will be used for our car shows is one. The Tyler Place resort along Lake Champlain in Highgate decided to upgrade their fleet of 15 carts and we were able to acquire them at a very attractive price. When things all boiled down, the VAE now has 7 'newer' carts to work with. Some even have diamond plate pickup beds on them which will make them very handy for us.

A second 'happening' is because of our on-the-ball president, Dan Noyes. He happened to stop at an auto parts store in Morrisville and while there heard they were going out of business. With Dan's nudging, the folks there decided it would be a very nice thing to donate 3 to 4 pickup loads of items to the VAE. The plan is to make all this available to members next Spring at very deep discounts. If you are interested in being part of a work party sort and price, please contact Wheel Tracks and get on the list, it will be fun.



This was sent to Wheel Tracks by our long time Dave's Garage person....

I am not sure if he was trying to give advice to our "young" editor or just pick on old people like many other un-worldly youngsters tend to do. But thank you just the same.....D.A.V.E.

According to Wikipedia, The Fisk Tire Company was an American tire company. It was one of the five large companies that dominated the US tire industry from 1920 to the late 1930s.

An original Plain-Jane Fisk tire sign sells in the neighborhood of \$3500. One wonders what a more elaborate sign like this might be worth.

Outgoing VAE Chairman, Bob Lalancette, has recently been mentioned in "Old Cars Weekly". Bob submitted a photo of his grandfather's Star automobile and a photo of his Dad (Leo) and his aunt Bea as children sitting on the running board. He wrote of a trip they took to New Hampshire in the winter wrapped up in bear skins and their feet on a heated soapstone. Bob commented that his Dad and Aunt Bea stayed warm for only the first 20 miles.

"U" is for Upton!

"The Best Proposition for the Money"

With a few short sentences appearing in the April 25, 1900 edition of "The Horseless Age" it was announced that the Upton Machine Company had removed their principle offices from Beverly, Massachusetts to 17 State Street, New York City. The notice also announced that Henry W. Goodrich was to be the President of the firm, with Colcord Upton as Vice President and General Manager, and William Murray would be its secretary. Certainly the industrial age had come to America and the Upton sought to fill a rising demand for horseless carriage transportation.

Colcord Upton appears to have been the mechanic and inventor for the firm. Born in February of 1858 he spent much of his time in New England. He applied for a patent (# 418,428) in 1889 for a condenser to help with rail transportation while in the Salem, Mass area. There are also records of his billing the Schooner "Providence" for repairs during 1888 through 1889.

It was certainly difficult to organize and bring to market an automobile in those early years. With new technologies, loose law enforcement, manufacturing and supply unsteadiness, not to mention personality conflict and human tendencies being pretty constantly unpredictable, then (and certainly still now) "making a go of it" was an enormous challenge. During 1902 Mr. Upton secured patent 691,507 for a friction clutch, and 691,508 for variable speed gearing.

For a few years the Upton was marketed to the upscale client. Some dissension must have occurred as Colcord left the firm in June of '03 and took his Upton name with him

organizing the Upton Gear Company. He concentrated in the manufacture of transmissions for automobiles and supplied these to other manufacturers. The original company reformed themselves and renamed their car "the Beverly." From what I can put together, it looks like the Beverly company continued in modest production until 1907 and then folded, while Colcord Upton joined with Milton H. Schnader to produce a new Upton automobile in Lebanon, Pennsylvania and marketed them from 1905 to 1907.

This reincarnation used shaft drive (abandoning the dual chain drive of previous manufacture) and like the previous models the headlamps turned with the front wheels. This feature of connecting the movement and aim of the headlamps with the front wheel turning is what attracted me to select this car for the "U" entry.

Production was very modest however. It seems that in all of 1905, only 15 cars were produced, "a few" in 1906, and unknown quantity, if any in 1907. By

the end of 1907, even this "Best Proposition for the Money" was out of business, though Colcord continued on with his transmission company and in the mechanical business. In 1912 Colcord was granted patent # 1,022,163 for an anti-friction bearing while it seems he resided in Baltimore.

Colcord seemed to move to a warmer climate in his senior years. By the 1930 census, he resided in Miami, Florida - which sounds like a nice place to be during this blustery winter. He died on the 15th of June in that year, certainly one of the trail-blazing pioneers in the American automobile industry.

"U" is for Upton! Thanks for being "on the road.....again" with *Chris Chartier*

Editors notes from the "Standard Catalog of American Cars 1805-1942.... The Beverly, Mass Upton automobile had a single cylinder 3.5 HP engine with a planetary transmission. In 1902 they added the 16 HP four cylinder engine, of their own design and produced a touring car. Only one touring car was known to be built and three of the smaller three and a half horse power runabouts. The Lebanon Upton had a 30 HP Continental four engine on a smaller 100 inch wheelbase which allowed them to decrease the price to \$2500.00. Something in the range of 48 vehicles were built in Pennsylvania before they closed up shop and sold the building to the Hershey Company where chocolate kisses were made for a few years.

**Greetings from Chris Chartier
And
His next "Auto ABCs"**

**Join us for a walk through the alphabet learning
about obscure American auto makes**



A 1903 Upton

The Upton Touring Car

1905

FRAME
Pressed steel of latest pattern with sub-frame.

SPRINGS
Semi-elliptic, extra long and flexible.

AXLES
Extra heavy and reinforced to give added strength.

TRANSMISSION—Three speeds forward and one reverse, with direct drive on the high speed and no idle gears running. Shafts squared—Steel ball bearings on both shafts.

MOTOR—A four-cylinder, vertical motor, with 4 1/2 in. diameter and 4 1/2 in. stroke, is placed under the hood in front, and every part is accessible with perfect facilities.

IGNITION—High tension magnets—improved.

ACCESSORIES FURNISHED—Two Acetylene head lights, two side lights, one rear light, one generator, one French horn, one pair of rubber mats, one set of tools.

WHEELS
Artillery type, 11 in. ball bearing, 34 x 4 in. Clincher tires.

BRAKES
One on each rear wheel and one on driving shaft.

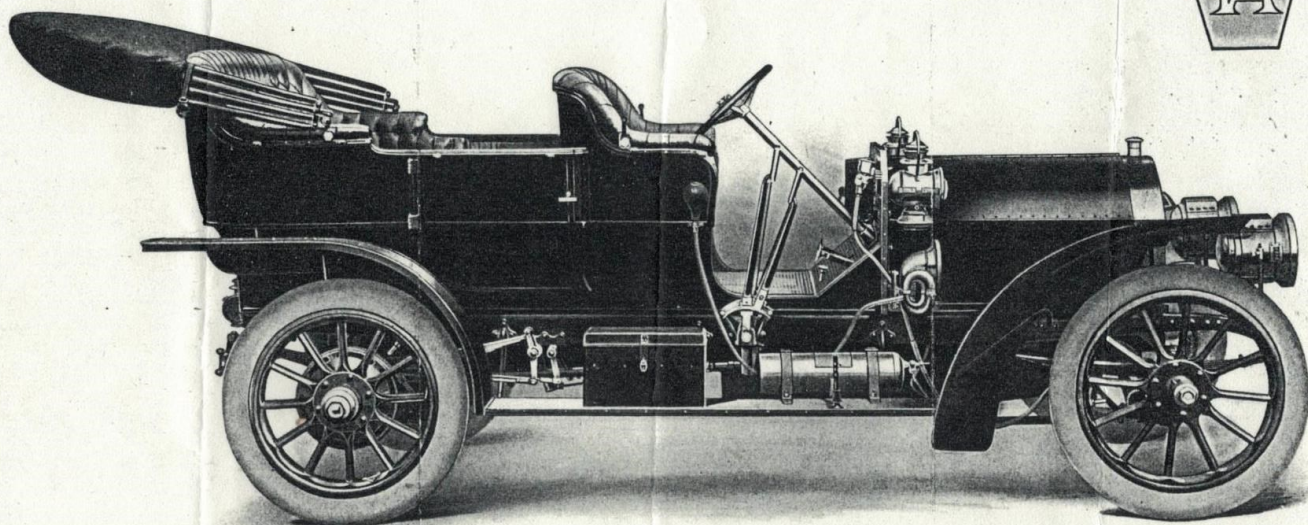
DRIVE
Propeller shaft and bevel gear.

The best proposition for the money in the United States. **Agents Wanted**

Price, \$2,500

New York Office
1691 BROADWAY
Car. 33rd Street.

Upton Motor Company, LEBANON, PA.



▼ TYPE C—PENNSYLVANIA FIFTY ▼

Smart in appearance, complete in its appointments, and above all efficient; a powerful, dependable and willing servant of the man at the wheel

One more beautiful illustrated picture (above) given to Wheel Tracks
where the editor did not note "who" gave it....
What are we to do?

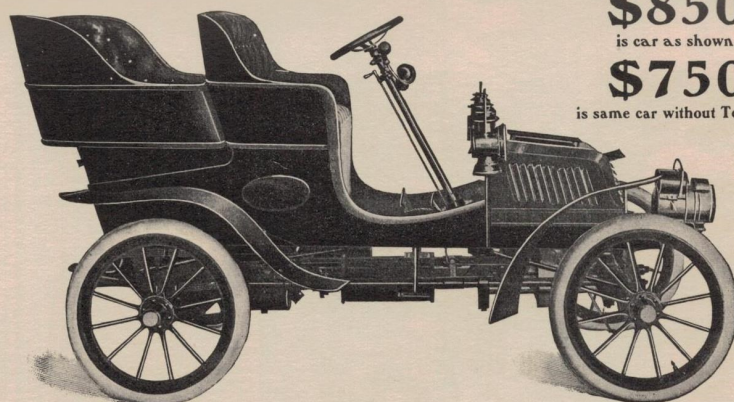
According to the "Standard Catalog of American Cars", the Pennsylvania was built from 1907 to 1911 a few miles North of Philadelphia in a town called Bryn Mawr. Initially the car carried the 35 HP Rutenber engine and all subsequent cars were fitted with the engine of the company's own design. These were 4s and 6s that ranged from 29 to 75 HP. Price tags were from \$2100 to \$4700. Pennsylvania advertising laid heavy emphasis on the fact that many of its bodies were made by Quinby, "recognized and accepted as America's Best". It was the Quinby company that in fact drove Pennsylvania into bankrupt-

Has Your Car Been Recalled?

The NHTSA claims that 25% of the recalled cars never make it back for repairs.

You can always check the recalls yourself instead for waiting to be notified.

Just go online to
safercar.gov
And check your vin number



\$850
is car as shown.

\$750

is same car without Tonneau.

CRESTMOBILE

This is the best automobile ever made in America. It has the simplest system of control and adjustment known. A perfect air-cooled motor which will run in hot or cold weather at any speed from 2 to 30 miles an hour. Carries supplies for 150 mile run, is strongly built and beautifully finished. It is practically two cars in one, as it takes but a minute to attach or detach the tonneau. The car with or without tonneau is correct in design, having the appearance of the big high-priced cars, and more than that it will do the work. Agencies in New York and other large cities. New York Show spaces 48, 49, 50.

Send for Catalogue.

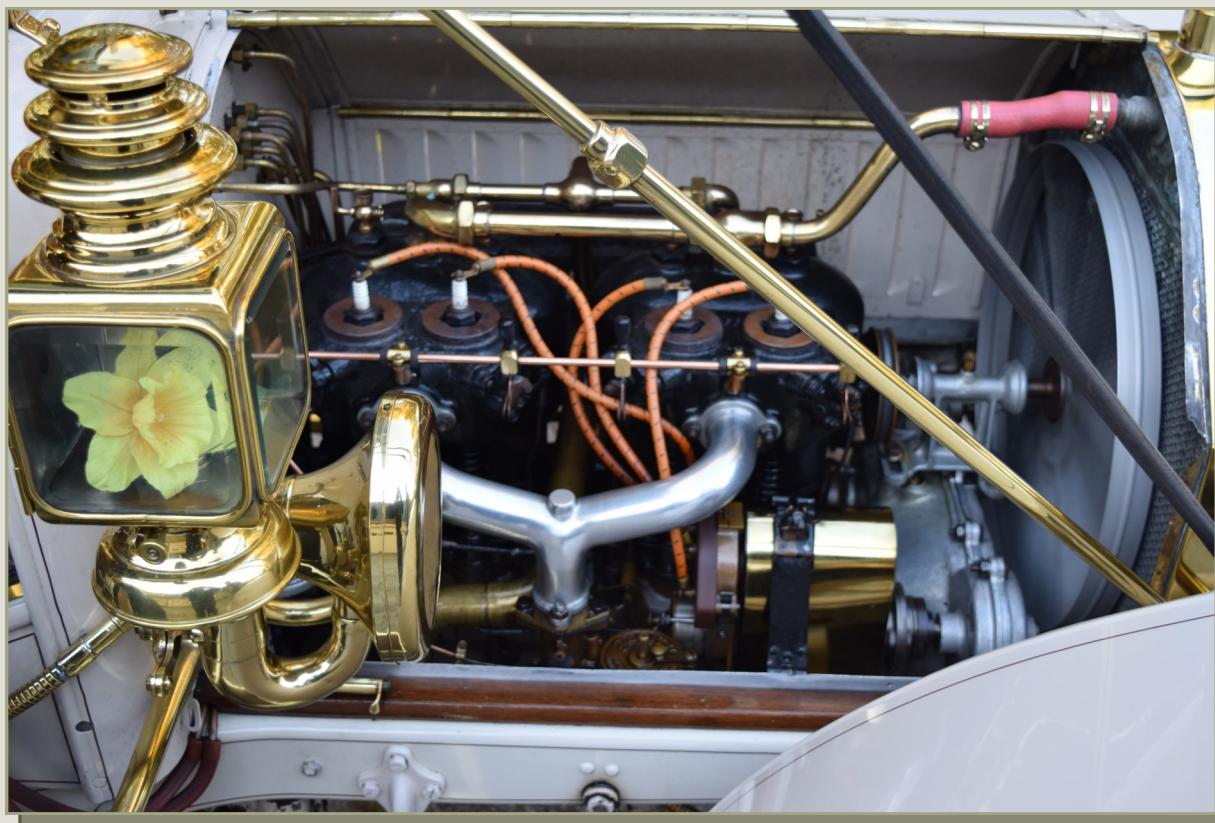
CREST MANUFACTURING CO., CAMBRIDGE, MASS



FRED AND BJ GONET'S 1908 TYPE "E" LOCOMOBILE

Enter, the infamous character **Morris Burrows** who had a summer house in Springfield, Vt. Morris was a brilliant, yet quite eccentric mechanical engineer. He was known to have bought a new Porsche 911 when they were first introduced in 1963, ordering an extra engine with it so he could dismantle it to study how it was constructed. Being a subscriber to Car and Driver, in 1963 he came across an ad for a 1908 Locomobile. For some time he had decided he would like a brass era automobile and decided that Locomobile was a car worthy of him. He paid the lofty sum of \$1200, and the Locomobile moved to Vt. Morris and his wife drove the car many miles over the next several years. In 1970, his wife passed away, and he re-married, but his new bride was afraid to ride in the car because it lacked front doors, so the Locomobile was put up on blocks in the basement. During this time, Fred Gonet had moved to Vt. and became involved with antique automobiles and motorcycles, eventually starting what is today known as G & G Restorations of Proctorsville, Vt., with his cousin John.

As time went on, Fred let it be known that he would like to find a brass era car. Every year, **Harry Olney (Gary's father)** would register and insure his 1910 Reo for Fred to drive around during the summer, but he wasn't interested in selling. Along comes **Ruffus Estey**, an old car guy who is a friend of both Morris Burrows and Fred. Morris is now in his 80's and ill, and Ruffus informs him that he knows of a very knowledgeable young enthusiast that would be a good candidate for the Locomobile. Morris is kind of an irascible old fellow who was known to scold people if they ventured too close to one of his antiques,

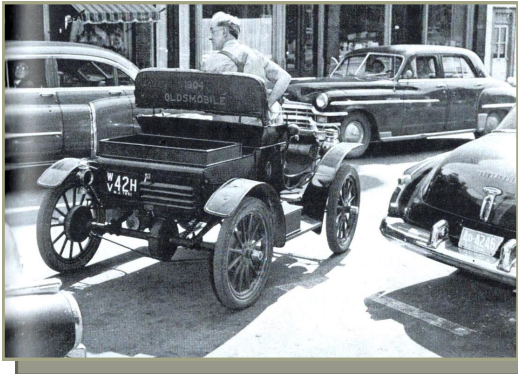


didn't especially like children, and could otherwise be a grumpy old curmudgeon(like many of us). Morris agrees to let Ruffus introduce Fred. Being a quick study and fearing the worst, Fred does his homework on Locomobiles. After the introduction, Morris starts grilling Fred, asking him about his feelings on certain engineering aspects regarding the Type E Locomobile, what his plans for the car would be, what he thought about the incorrect 1905 style fenders and the other incorrectly dated items on the car, etc. After a few hours, the meeting ended. Several days later, another meeting, and more questions for Fred. This goes on a few more times, and now Morris wants to meet BJ, Fred's wife. The meeting goes well, and Morris actually asks BJ if she would like to sit in the car (still up on blocks). BJ looks at Fred, he shrugs, and so up she climbs into the Locomobile. Morris is concerned that she might feel uncomfortable about the lack of front doors, but BJ is unfazed. As the meeting draws to a close, Morris states he would like to meet their 2 children. Knowing of his unwavering love of children, Fred and BJ agreed, and hoped for the best. Well, as it turned out Morris liked the kids, invited them to also sit in the car and the rest is history. Fred and BJ finally signed the adoption papers in 1985, and enjoyed driving the Locomobile for the next year. At the end of 1986, Fred started a total frame up restoration.

Using cardboard templates, he was able to recreate the correct compound curves on both the front and rear fenders before hammering out new ones. Finding an original 1908 owner's manual (with Morris) at the Bennington car show, Fred was able to fabricate all the other correct pieces for 1908 that he needed for the restoration. Through good luck and perseverance, he was able to find the original box of discarded "make and break" items that had been taken off the engine in 1952 and eventually sold to **Walter McCarthy**. If you look on page 893 of The Standard Catalog Of American Cars, you will see a picture of Fred's 1908 Locomobile taken by Henry Austin Clark shortly after its "restoration" in 1952. Notice the 1905 style "chopped off" fenders. There are only 7 surviving examples of the Type E Locomobiles, and only this one for 1908. To date, Fred, BJ and family have driven over 40k miles throughout New England and Canada, a true testament to Fred's meticulous restoration of an exceptional automobile.

FROM COAST TO COAST IN AN OLD, OLD OLDS

reprinted from the December 1951 Popular Science magazine
thanks to the loan from Ken Barber.



George Green who for 42 years has run his own garage and machine shop at 61 York St. , Lambertville, NJ. And has twice driven his Olds (Curved Dash) across the U.S. and back. Had he done so when the car was new, he would have been one of the first men to cross the country by horseless carriage, which is exactly what a 1904 Olds is. But Mr. Green achieved a rarer distinction. He waited to make the trip until 1938, when few persons indeed were crossing the country in a 1904 Olds.

Mr. Green liked the trip so well, and the car performed so well, that he made the

second coast-to-coast jaunt in the Olds in 1946. Meanwhile, he had kept the Olds traveling from Lambertville to New England, to the Midwest, and to the South.

He has driven the Olds, altogether, about 100,000 miles; more, he believes, than any other man has ever driven a single-cylinder car. He bought the Olds as a used car in 1907, has owned it ever since, and has licensed and used it every year except for two during World War 1. He has therefore, probably owned one car longer than any other man.

All this has been possible because Mr. Green is undoubtedly the man most able to keep a 1904 Olds running. He had a reputation in 1903 of being able to repair autos: Stearns, Ramblers, Mitchells, Columbias, Thomas Flyers and Oldsmobiles. He has been repairing Olds cars since and today is, so far as he knows, the only antique-automobile specialist on Oldsmobiles.

His garage and machine shop makes parts for factory machines as its main line. But in the shop two or three aged Olds are restored each year. He often has to make the parts- Sprockets, pistons, gears, fenders and springs. Altogether, he has restored about a dozen.

The first car Olds built, a three-wheeled steam carriage, was completed in 1886. By 1901, Olds had switched to gasoline and his four-wheel, curved-dash runabouts were manufactured through 1905, and were immortalized in 1905 in a song, "In My Merry Oldsmobile".

These runabouts were the first cars ever produced on assembly lines, and 5,000 were made in 1904 (and sold for \$650 each), while other cars were built by the dozens of hundreds. Being small, they have been stored over the years in the corners of barns. The mass production and easy storage are the reasons that the 1904 Olds is fairly common today among the antique-automobile set.

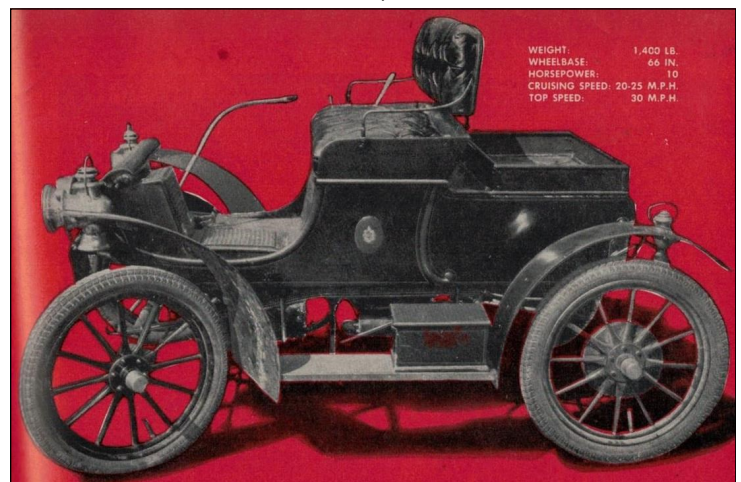
Mr. Green would rather drive the Olds than a modern car. "As long as the weather is fit" he drives it constantly. "It is easy to park," he explains. "You can see where you're going. It's the only car I have that knows the road. The others- you have to steer them. And in nice weather there's a certain satisfaction."

Editor's notes..... George Green says his favorite highway is the Pennsylvania Turnpike because he can "make such good time" (about 360 miles). He averages 22 miles per hour, end to end. The Popular Science Story continues telling it's readers more history on the Curved Dash Oldsmobile but has nothing more about George Green's

two coast to coast trips. The internet mentions the value of the cars today, especially the curved dash vehicles that George Green restored, they are a premium. An internet search also resulted in no information on George Green's journey's to the West coast in his curved dash Olds.



George is seen in the picture on the left in his shop working on the Olds. Above is his Curved Dash Olds. The caption list weight as 1400 pounds, wheelbase 66 inches, horsepower 10, cruising speed 20-25 MPH and top speed 30MPH.



EVENTS.... WHAT'S NEXT ?

"VAE December Yankee Swap"

December 13, (Sunday) at Noon.

**Steak House in Berlin
(1239 Route 302).**

**We will be gathering in Large Rear Room of
building.**

Buy your own meal.

You are welcome to bring a Yankee Swap Gift

Pot Luck Lunch & Memorabilia Meet

**January 9th, 2016
(Saturday)**

**At Noon in St. Leo's Hall,
Waterbury, Vermont**



From Shorpy.com

No caption survives for this view of a circa 1920 Maxwell, but we would guess it had something to do with the car's excellent brakes, or maybe its triple-strength spring-steel bumper. 5x7 glass negative by Christopher Helin.



Washington, D.C., circa 1920. "People's Drug Store, soda fountain, 11th & G Streets." National Photo Company Collection glass negative.

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

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 products, services or informationals are not an endorsement by the VAE unless otherwise noted. The opinions are solely those of the particular article's author.

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Wheel Tracks Classified

For Sale.... 1953 Willys. Totally restored to military specs. 24V. Water proof ign. Snorkel capable. \$12000.00 kta-
plin@gwi.net (207) 460-3375



For Sale.... I have a black 1926 Model T Ford Coupe I must sell as I've lost my storage place. It's beautifully restored but an older restoration. It comes with a fitted dust cover, complete repair manual (Model T "bible"), jack and misc. Ford "T" tools. The price is \$12,000 obo. Contact: John Meyer, Montpelier, VT. 802-225-6456



For Sale.... Ingersoll Rand Model 3000/ T-30 air compressor. Built for the big jobs, 3-phase, 120 gallon tank, in great condition. \$2000.00. Call Loran 802-827-3003



FOR SALE..... 1936 DeSOTO Airstream Special Sedan De Luxe in good condition. This rare car is 100% complete. Very art deco model. Rare fender skirts. Chrome and interior are nice. Needs paint and some mechanical adjustments. Original 6 cylinder engine. Very reasonably priced at \$7,500US. The car is in Verchères, Québec. Can arrange delivery. 514 805-1083



December Bumper Sticker...

**I will grow
My own food
When
I can find
Bacon seeds**

For Sale..... 12,000 lbs, 2 axle, 20' equipment trailer- tires have about 75% left for road service, excellent brakes.

For Sale..... Military Pickup- M-1028 GMC. rated 1 1/2 ton capacity, 6.2 diesel

Contact for both items is: Rob Bagoly, 2395 Cater Hill RD, Swanton, VT. Phone 802-868-5668.

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

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

For Sale.... 1989 X military Mercedes G Wagon built by Styre-Puch of Austria. Model 230GE, 4 cyl. Engine, runs perfect. Very good vinyl top, near new batteries and tires. Asking \$17,900. Hank Baer, 802-272-6933



Still looking.....



I don't want to be a pest but I am still looking to buy a '33, '34 or '35

Chevrolet...any style will do. Maybe you don't have the storage room as we go into winter.....maybe I do!

Call Jim Egnasher 518-799-2291

For Sale..... 4 indoor auto covers, sizes differ, \$25.00 for all. **Med sized** insulated car cover, slightly damaged, \$25.00.

Model A Test and rebuild stand, role anywhere. \$50.00

Marvin Ball 802-425-3529



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



Malcolm Young has found a replacement for his 1931 model A fire truck which was destroyed in his recent accident. Here he is with his 'new' 1930 Model A coupe.

December 2015



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



Has anyone noticed when ever there is a work party how naturally everyone goes to work.....accept the self elected supervisor! Notice how well this "supervisor" (on the left) can give orders and eat a donut the same time.

This work party is cleaning up a number of golf carts before they are put into storage. You have probably seen golf carts working at our show in Stowe every August. A very nice group of carts was found reasonably priced where we could add to our small fleet and at the same time pass a few on to members for their use.

From the right is worker Gael Boardman, in the middle is worker Wendell Noble, our super (left) is Hal Boardman. Gary Fiske is taking the picture.