

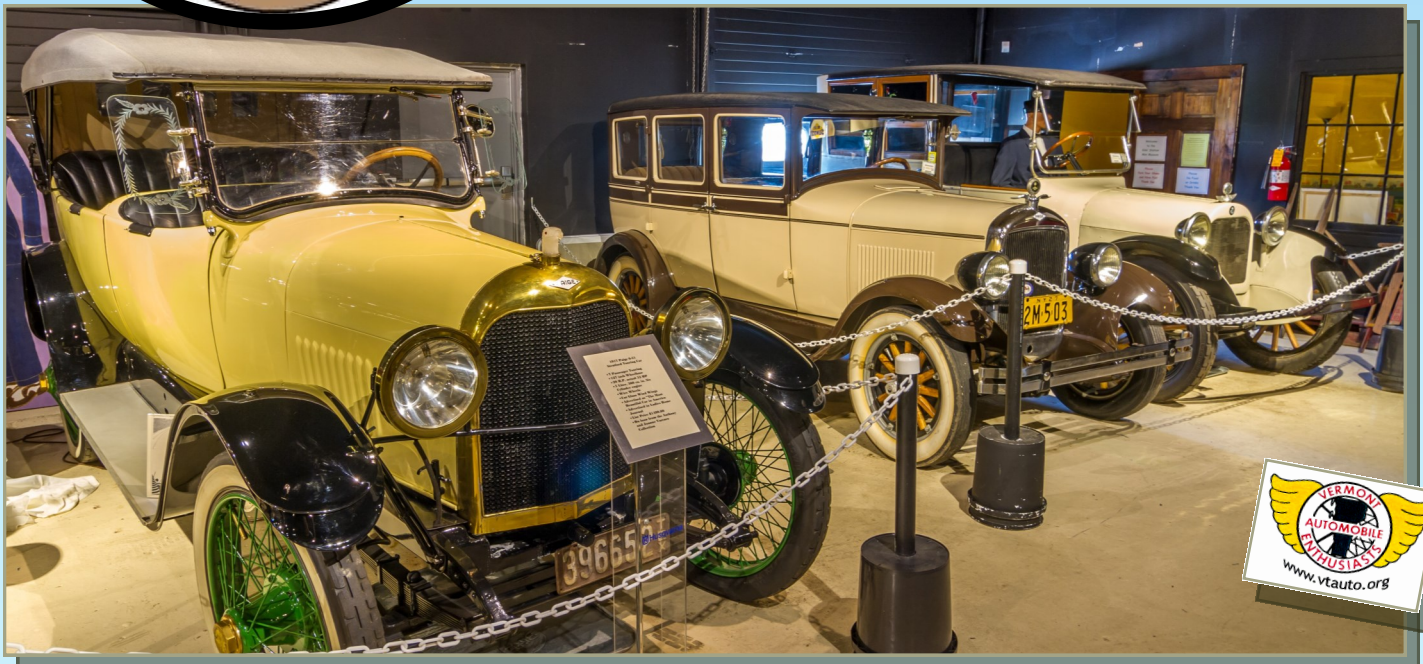
Wheel Tracks



Cars, Trains, Boats, And.....

A treasure in our midst,
The Champlain Valley Transportation Museum, is located just
across the lake in Plattsburg, NY.

More on page 6



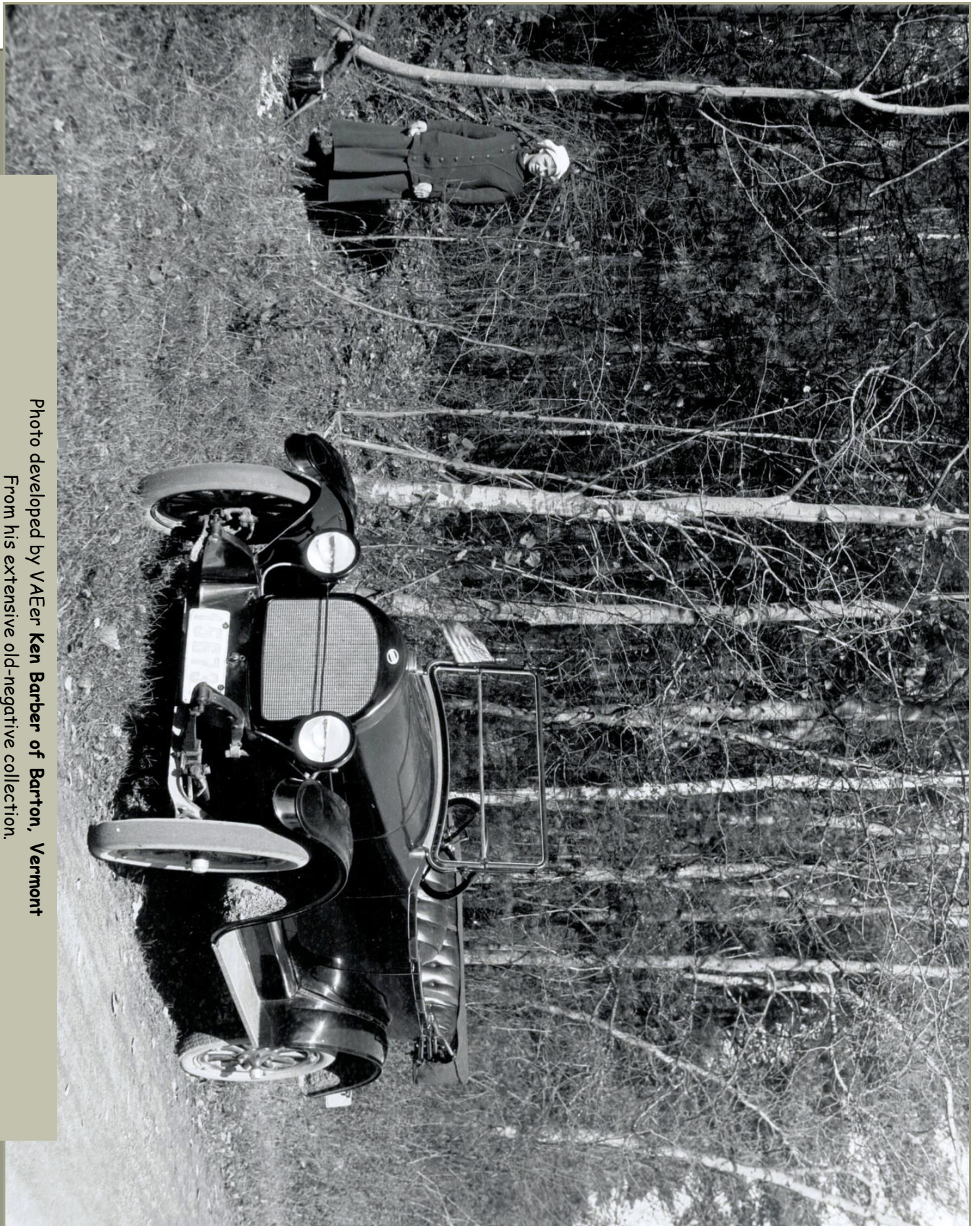


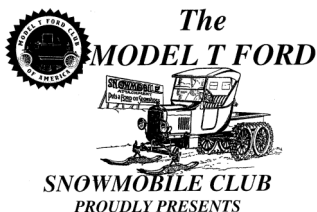
Photo developed by VAEer Ken Barber of Barton, Vermont
From his extensive old-negative collection.
Photo of Kathleen Peterson on her honeymoon October 21st 1917.
Can someone help Wheel Tracks ID the car?

FROM THE PRESIDENT... DAN NOYES



My son Ian

Winter can be a slow time for us Ford Model T enthusiasts. The cold has turned the oil in the crankcase thicker than grease, making it so one has to jack up the rear wheels just to start it. And those 3 1/2" wide tires don't hold a candle to a set of studded Hakkapeliitta's. In the past my son and I have trekked over to Ossipee, NH and Lake George to get our winter Model T "Fix" at the Model T Snowmobile Club Annual National Meet. This year we are lucky to have that meet held in Stowe on February 6-8 at the Town and Country on the Mountain Road. It is a great time of year to go for a ride in one of Henry's Tin Lizzies fitted with skis on the front and tracks on the rear. Hope to see you there!



16th Annual Snowmobile Meet

February 6th-8th 2015

At the Town of Stowe Event Field
Near the intersection of Rte 100 & Rte 108

Stowe, Vermont

Come relive the 1920's and watch the vintage Model T snowmobiles. There will be dozens of Model T's from club members throughout the Northeast and New England

You will find with-in the pages of this **Wheel Tracks** a quick questionnaire about what you think the club does well and what needs to be worked on. This will be the first step to guide us on developing a five year plan for the club. The first part of our plan is to document where we have been, our achievements and the things that make our club shine. Then we need to figure out where we are going. This year we are back at Shelburne. The Stowe show is doing great and getting better every year.

But what should we be focusing on? Perhaps tours and family activities, getting younger folks involved, other events at our shows, or education and the Golden Wrench Award. So please take a moment to let us know how we can improve our club.

Respectfully submitted

Dan Noyes

dan@streambanks.org

YOUR EDITOR... GARY FISKE

I happened to be in a flip frame of mind when I opened Dave Sander's Garage column this month.....It was 18 below zero outside at the time. FROZEN WHAT....CUSTARD.....no, no, Frozen Piston Rings?? The column, as David normally does, boils a subject down for all of us to easily understand. This month with his magic chemistry potion is no exception. David has created a wonderful collection of garage knowledge over his four years writing "Dave's Garage" and all of his work can be found on our web pages.

Here is an example of a task a Website Director would do..... There are 40 Dave's Garages in our website archive that are untitled. Sure would make it easy to find what we are looking for if there were titles!

Wouldn't it be great if all 62 years of Wheel Tracks could be found on our website? No big deal, there are folks who can do this for us, all we need is a plan and a person to ramrod it. Many other "little touch-ups" could make our website friendlier and attractive.



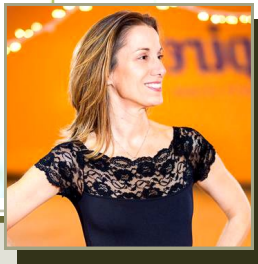
I have a bad habit sometimes of not giving proper credit to you folks when you send your really good stuff for Wheel Tracks. It happened last month and I apologize. That front page cover was a really nice way of announcing our upcoming June car show at the Shelburne Museum and there were many compliments. The person who created that announcement was not me....it was Bill Fagan one of the two VAEers in charge of our Shelburne Museum Reunion. Thanks for your work Bill, proof that just a few words and a picture will serve us much better than the hundreds of words that some editors tend to use.....

This is the month! The month that you do not get Wheel Tracks if your membership has not been paid. This is the month the password changes on our member-only web page. If you want to read this month's issue, you will have to wait 30 days before the publication is put into our website archives where the whole world can view it. I know there are some of you who have not taken care of that business with our membership secretary.....and we already miss you.

The feature this month is about the Champlain Valley Transportation Museum in Plattsburg. There are so many parts and pieces that make up that wonderful establishment and only so much room in Wheel Tracks to cover them. I found, when I toured the museum recently that I came up short also, so I have become a member (for only \$35) and my plan is to volunteer a few days this summer. I am telling the staff there all I want to do is get my hands on that Paige to polish it but even sweeping the floors would be fine with me. I am sure they will accept non-member volunteers also, give me a ring and join me when I go. It will be fun.



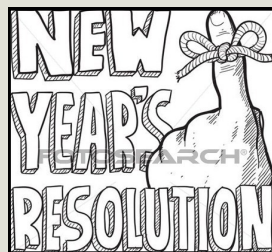
"THE SOFTER SIDE"



A Column Shared by Mary Noble (Left), Christine Stone (Ctr) & Nancy Olney (Right)

ONE MORE FOR THE ROAD....From Mary Noble

I realize that I am late in saying this, but hope will be a good one for all. Our Colorado daughter and day. Having our three "children" and their children, for a great holiday get together. My New Year's summer's family get together, well, dust freer, and one of the first things we did - wallpaper really tomorrow, but it is too cold for housework - smile.



everyone had a happy Christmas and that the New Year her son were here for Christmas day until New Year's plus my brother and his wife from New Hampshire, made resolution is to have our house "spit spot" for the wallpaper replaced in upstairs bathroom. The paper was doesn't stay nice forever I now know. Maybe if I start

Our son Tom's New Year's resolution at his wife's urging, is to get to work on the 1935 twelve cylinder Packard limousine he was given by my Dad. Dad had acquired it from a ne'er-do-well young fellow whose wealthy father became tired of supporting his son, told him to pick a car from his extensive collection and get out of his house. This "back to nature" type of guy ended up living in a house that my parents owned, out in the woods and with no utilities. At the end of his brief tenancy, he didn't have money for rent, so he gave the Packard to Dad. All our kids took a shine to this impressive yacht of a car and especially enjoyed riding in it during parades. Tom especially loved it so his grandfather willed it to him. It has been with Tom in New York, then St. Albans and currently in his garage in Westford. I think, in the past, I have mentioned that the three-car garage was the selling point for their buying in Westford. There was also a house and several acres of land, but those features were irrelevant to our son. Given the current lower gas prices, it might even be feasible to drive this gas-guzzler a bit. In any event, looking at it and working on it should be a good father-son bonding experience.

Wendell's resolution is to get his 1939 Chrysler roadster finished - no surprise there! It's the same as last year's.

Must get back to writing Christmas cards. I thought of doing New Year's cards, but too late for them too. Maybe if I start in October this year, I'll get them out in time, maybe. There's always hope.

VAE Volunteers Needed



The Treasurer's Job..... Call Dick Wheatley for details at 802-899-2839.
Training and a helping hand available to get started.

THE VAE WEBSITE DIRECTOR..... YOUR CREATIVE SIDE CAN BE YOUR GUIDE.
WORK WITH OUR WEBMASTER TO SHOW THE VAE TO THE WORLD.
CALL GARY FISKE 802-933-7780



A few old couples used to get together to talk about life and to have a good time. One day one of the men, Harry, started talking about this fantastic restaurant he went to the other night with his wife. "Really?", one of the men said, what's it called? After thinking for a few seconds Harry said, "what are those good smelling flowers called again?" "Do you mean a rose.. the first man questioned? "Yes that's it," he exclaimed. Looking over at his wife he said, "Rose what's that restaurant we went to the other night?"

An old man went to the Doctor complaining that his wife could barely hear. The Doctor suggested a test to find out the extent of the problem. "Stand far behind her and ask her a question, and then slowly move up and see how far away you are when she first responds." The old man excited to finally be working on a solution for the problem, runs home and sees his wife preparing supper. "

Honey" the man asks standing around 20 feet away "what's for supper?" After receiving no response he tried it again 15 feet away, and again no response. Then again at 10 feet away and again no response. Finally he was 5 feet away "honey what's for supper?"

She replies "For the fourth time it's lasagna!"

Jack strode into 'John's Stable' looking to buy a horse.

"Listen here" said John, "I've got just the horse your looking for, the only thing is, he was trained by an interesting fellow. He doesn't go and stop the usual way. The way to get him to stop is to scream heyhey the way to get him to go is to scream Thank God.

Jim nodded his head, "fine with me, can I take him for a test run?" Jim was having the time of his life, this horse sure could run, he thought to himself. Jim was speeding down the dirt road when he suddenly saw a cliff up ahead. "Stop!" screamed Jim, but the horse kept on going. No matter how much he tried he could not remember the words to get it to stop. "yoyo" screamed Jim but the horse just kept on speeding ahead. It was 5 feet from the cliff when Jim suddenly remembered "heyhey!" Jim screamed. The horse skidded to a halt just 1 inch from the cliff. Jim could not believe his good fortune, he

looked up to the sky, raised his hands in the air, breathed a deep sigh of relief and said with conviction "Thank God."

Some One-Liners.....

I can handle pain, until it hurts.

#####

No matter where you go, you are there.

#####

Gravity always gets me down

#####

Eschew obfuscation.

#####

They told me I was gullible...and I believed them.

#####

It's bad luck to be superstitious.



"Taking gasoline at Middleton"

Date Created/Published: 1909.

Man putting gasoline in Buick roadster on trip through upstate New York.



The CVTM Diecast Room

"The mission of the Champlain Valley Transportation Museum is to preserve, interpret, exhibit, and educate regarding transportation history and artifacts in the Champlain Valley."

Hmmm, very familiar kind of logic. Part of our VAE mission statement reads " dedicated to the preservation, protection, promotion and appreciation of automobiles history and technology.

Plattsburg Air Force Base was decommissioned (closed) on September 25, 1995. It covered 3447 acres and was a cold war Strategic Air Command Base. It's 11,750 foot runway (compared to Burlington's 8320 foot runway) was built to accommodate the B-52 Stratofortress and a backup landing choice for our space shuttle program. The base was also the center of a 50 mile circle of twelve missile silos for the Atlas F missile built in the 1960s. The base was established in 1814 as a 200 acre military reservation and has a very interesting history through those 181 years. After the base was decommissioned, the Plattsburgh Airbase Redevelopment Corporation (PARC) was created to manage the facility with tenants ranging from the Pratt & Whitney Industrial Turbine Services and Bombardier and to GSM Vehicles (vintage trailer restoration) and the Westinghouse Air Brake Company.

The Champlain Valley Transportation Museum is one of those tenants and is housed partially in the base's old motor pool. Plattsburg hosts five museums, the other four are the Plattsburgh State Art Museum, The War of 1812 Museum, the Kent-Delord House Museum and the Battle of Plattsburgh Interpretive Center. The Champlain Valley Transportation Museum (CVTM) was founded in 2000 by a group of car and history enthusiasts from the Plattsburgh area. What began as an automobile museum has grown to cover many more forms of transportation.

The foundation of CVTM is the Lozier Motor Company, a Plattsburg automobile manufacturing business during the early 1900s that built some of the most exquisite and expensive vehicles during that time period (**more on the Lozier can be found on page 10**). The museum is trying something new this year by staying open during the winter months even though most of the buildings are not heated, they have been very happy with their choice. In fact there was one of those days where 42 people passed through the gates.

There are a couple of vehicles in the museum from "this side of the lake". Bryce Howells has his "27 Packard there and a 1911 Kissell that belongs to Steve Dana is also on display. Dick Soper is in the hopes they can make room for a couple more VAE cars in the near future. A plan Dick would like to institute is a more in-depth maintenance program for the many vehicles at the museum. A check-off list that covers everything from tire pressure and oil levels to cleaning and display that would be used regularly to watch over the many wonderful old vehicles. He suggested maybe the VAE would be interested in helping him build a proper maintenance program.

Even though the museum has been around for a number of years they are continually upgrading and adding new displays. The Kid's Station is a recent addition to the museum where an interactive and hands-on environment has been created. A recent addition is an old fashioned Doctor's Office complete with the doctor's buggy. Children...and adults have fun climbing into the Vulcan Locomotive built in South Wilkes-Barre Pennsylvania. The diner restaurant display will take you back to the 50s.

Visit the CVTM Museum at 12 Museum Way in Plattsburgh, NY and soak up some wonderful history



Bikes Anyone?



The Roadside Diner



Swedish Meatballs from our proofreader Edi Fiske

1 Lb. Hamburg
1 Lb. Ground pork
3 Slices fresh bread



Soak bread in milk til its a dough. Add to the ground meat. Add 1 tsp. salt, 1/8th tsp. pepper and 1/4th tsp. allspice.

Make meat balls and roll in flour and fry till brown on all sides. Put meatballs in Dutch oven and add a little water to pan to get brown. Add 1 medium sliced onion, 1 can (lg.) tomatoes, and 1/2 tsp. salt. Simmer for 4 hours.



A "Pumpkin Pie" recipe from an old Nave Cook

12 Lbs. Pumpkin, 2 #10 cans (6 1/2 quarts).
6 Lbs. Sugar (3/4 gallon).
12 quarts Milk or eq. in powdered milk.
6 ounces Flour (1 1/2 cups).

3/4 ounce Cinnamon (3 Tbs.)
3/4 ounce Nutmeg (2 1/2 Tbs.)
1/2 ounce Ginger (2 1/2 Tbs.)
1/2 ounce Salt (1 Tbs.)
2 Lbs. Whole Eggs or eq. powdered eggs.

Combine pumpkin with dry ingredients. Stir in eggs and milk. Blend until smooth. Pour about 2 1/4 Lbs. (1 Qt.) filling into unbaked pie shell. Note: 9 1/2 ounces powdered eggs and 1 Lb. 12 1/2 ounces water may be used in place of 2 Lbs. 6oz. Of eggs. Makes 100 portions (1/6 of a pie).

Source: Cookbook of the USN, revised 1944

Calling all Cadillac Owners!

Wanted: Cadillac vehicles for a display tribute to their creator, Henry Leland.

Vermont born Henry Leland created both the Cadillac and Lincoln car companies. The Cadillac coat of arms still graces some of the finest vehicles built today. Mr. Leland introduced precision machining to the early automotive industry.

This tribute will take place at the Shelburne show in June and we would like as many Cadillac vehicles displayed as possible. Totally restored, original, and barn finds are welcome. Start planning now to bring your Caddy to the Shelburne show for our tribute to a fellow Vermont Automobile Enthusiast.





FROZEN PISTON RINGS

A little over a year my Chrysler minivan burned an exhaust valve. While diagnosing the problem, I did a compression check. All the cylinders had roughly 175 psi of compression, except cylinder six which had zero.

After replacing the burned valve, I checked the compression again, and found this cylinder only had about 70 psi. The engine had an uneven idle and a bit of a skip under acceleration. I decided to leave it for a while and see what happened.

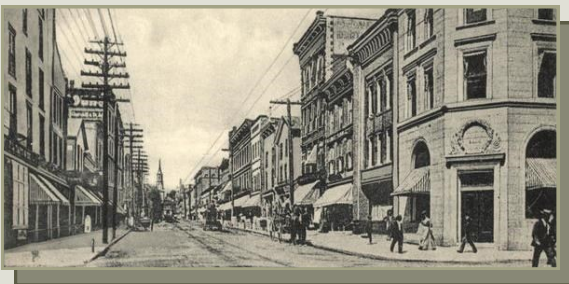
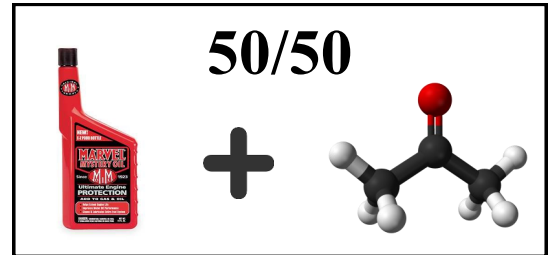
I checked the compression again last weekend, and it was still only 70 psi. Remembering that there was no appreciable wear on the cylinder walls, I realized that the cause of the low compression was either broken rings, or frozen rings.

I knew the fix for broken rings would involve a tear down of the engine. Knowing that Marvel Mystery Oil is the "go to" fix for a frozen engine, I decided to try something that may fix frozen rings that would not involve tearing the engine down. I poured a mixture of 50% Marvel Mystery Oil and 50% Acetone through the spark plug hole, and left it overnight. The next morning I turned the engine over a few times to expel the fluid, then I checked the compression. To my relief, the compression was up to 150 psi. This is still lower than the other cylinders, but more than double what it was. The rough idle and skip are gone. I will drive the van for a few weeks and check the compression again.

This fix is much cheaper, faster and easier than removing the head, dropping the oil pan and removing the piston to mechanically free up the rings.

A 50/50 mix of ATF and Acetone is still my go to concoction for freeing up frozen hardware. The fluid is much thinner than conventional penetrating oil. I am still amazed at how well this works, and I almost feel like I am somehow cheating. It works so much better than anything else I've used, and it is much, much cheaper too.

Because Acetone is a solvent, this concoction needs to be kept in a sealed metal container. I have a metal oil can with a screw on cap on the end of the flexible tube.



This article from the Smithsonian magazine last week.....(not the pic).

Comparing Americas streets and customs in the 1890s to today. Before the automobile streets back then were filled with pedestrians and vendors with the occasional horse drawn wagon or street cars. To the left is an early Burlington Church Street picture that might give you the idea. When automobiles came along around 1905 some towns required 5 MPH speed limits and sometimes even required that an individual run ahead of the vehicle waving a flag.

Then in 1908, Henry Ford, along with a lot of other folks, started building cars that many could afford and with an unheard of speed of 45MPH. **By 1925, the article**

says, there were 25,000 fatal auto accidents in the U.S., two-thirds of the deaths were pedestrians and one-third of those were children. Letters to the editors often called the auto drivers murderers and cutthroats and demanded the streets belonged to the people, not automobiles and their crazy drivers.

Calling someone a country bumpkin back then was quite insulting and the term was often shortened to simply calling that person a "jay". In the early 20s the car industry, the politicians and the motor clubs considered the public's thinking a huge problem and a hindrance to selling new cars. They created the term "jaywalker" to fight back and try to change the perception of who OWNS the streets. The use of "jaywalker", turn out, to be a brilliant psychological ploy. What is the best way to convince urbanites not to wander in the street? Make the behavior seem unsophisticated- something you would expect from hicks straight off the turnip truck. By 1924 the term jaywalker even made it into our dictionary. The campaign showed results immediately and within 8 years the problem was solved. By the 1960s, cars had become so dominant that when civil engineers made the first computer models to study how traffic flowed, they didn't even bother to include pedestrians.



I recently solved a gnawing question I have had for the past four years. **What happens to retired Wheel Tracks editors and proofreaders?** Well, I have found out

Pictured is **Brenda and Gene Fodor** as they enjoy themselves in Florida. Asked if they feel a twinge of guilt when they think of us 'up North' in 20 below temperatures and Gene's short answer is.....NO. They are preparing themselves for the Ocala International Airport Car show, then the 100 acre Garlits Museum and a stop at the Sarasota Car Museum a few days later. Turn to page 14 to see the "preparation" they are undertaking. I was informed they have not had time for a dip in their pool yet...I feel so bad for them.

Enjoy yourselves Brenda and Gene.



I had a chance over the holidays to visit the "America On Wheels" museum in Allentown, Penn. The city is home to the famed Mac truck and the museum has a wonderful wing that salutes the Mack Brothers company that began in 1900. The museum is very nice but all the time I was taking in the sights I was wondering what the folks at the museum in Plattsburg would do if they could get their hands on it for a week or two. I would wager Dick Soper and Carolyn Lawrence, of Plattsburg's CVTM museum could swipe their down-home wand and make magic there is no time.



Many of us have winter projects happening. These pictures are from Blue Hill, Maine. VAEer Ken Taplin writes..."It's not cold in my garage. I have a heat pump. This is my current project. '72 Lotus Elan starting with a new aftermarket frame". I can't wait to see his finished product...I wonder if it will be at our show in Stowe?



There has been some buzzing around town of a VAEer having trouble with winter isolation and dreaming about owning a 1912 EMF that happens to be for sale. He doesn't want to be named and believes the cockamamie idea will go away as we get closer to Spring. The "F" (in EMF) stands for Walt Flanders who was born in 1871 in Rutland, Vermont. The VAEer being a Vermonter himself and using 20 below zero weather as an excuse, this fuzzy logic somehow passes muster. WT will try to keep you informed with the latest about this poor soul and his isolation.

Have you noticed that Page 2 is a little different this month? Out of the blue, or I should say the "Barton Blue", Wheel Tracks received two really great pictures from VAEer **Kenneth Barber**. With Ken's permission we have printed one of them. As far as we know they have never been published before. The second will be printed next month. It turns out that Ken has many more and is willing to share them with us, so you will find more in later issues. These are 8 by 10 prints that Ken has developed in his dark room from hundreds of original negatives that he owns. He has also told Wheel Tracks that if someone sees a picture they like, he would be willing to develop a print for them for a small fee to cover costs. He has also offered a short story or two from his vast past...stand by!

The Champlain Valley Transportation Museum was started with the idea of having mainly Lozier automobiles featured since the company started it's life in Plattsburg. Interesting Wheel Tracks came upon a 1913 ad for a Big Six Touring Lozier in an old Life magazine. The price of the auto, then, was \$5000.00. Applying an inflation calculator today that Lozier would be \$119,269.18.





Greetings from Chris Cartier And His next "Auto ABCs"

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

"K" is for Knox!

Have you heard of the firm? Yes, that's right, they were from Springfield, Mass.....our industrial neighbor to the South. Harry Knox, after getting some engineering education under his belt, and some time at a manufacturing firm in Chicopee where he made some experimental steam cars, formed his own firm with the help of two other mates from his engineering school days. They formed their firm and immediately set to building a gasoline powered three wheeler that lacked reverse gear, but had a very short (9 foot) turning radius!

It was an air cooled unit, so messing with water - or even antifreeze (which wasn't yet invented) was not required. Their motor's design, however, ran into overheating problems from the get go. To solve that shortcoming, they engineered protruding rods, or fins, (more than 1700 of them, in fact) to be attached to the motor block to make the motor run much cooler & solved that problem. The quirky design made the motor look like a mechanical porcupine, and so the Knox got nicknamed "Old Porcupine!"

The motors lack of dependence on water for cooling was always a sales feature in its advertisements. They generally always touted the car as the "Waterless Knox." Five years after beginning production, Harry Knox had some difficulties with the firm's directors and left the company to start another independent firm. Unable to use the Knox name, he called his new company ATLAS and made many quality cars.

The Knox firm continued on, albeit without the same enthusiasm and drive



The Waterless Knox Cars

made perfect running records as usual, finishing first and second, far ahead of all others, in the recent New York Commercial Vehicle Trials and.

WERE AWARDED Gold and Silver Medals
in the light delivery class.

Roundabout with Folding Front Seat.

Are you looking for simplicity, reliability, convenience and economy when in Automobiles? You will find all these features in

The Waterless Knox Cars.

Little Power Delivery Car.

WRITE FOR CATALOGUE AND DELIVERY LIST.

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Fountain Valley: H. M. Carter, 140 West 14th Street.
Costa Mesa: H. M. Carter, 140 West 14th Street.
Fullerton: H. M. Carter, 140 West 14th Street.
Brea: H. M. Carter, 140 West 14th Street.
Huntington Beach: H. M. Carter, 140 West 14th Street.
Long Beach: H. M. Carter, 140 West 14th Street.
Whittier: H. M. Carter, 140 West 14th Street.
Norwalk: H. M. Carter, 140 West 14th Street.
Beverly Hills: H. M. Carter, 140 West 14th Street.
Malibu: H. M. Carter, 140 West 14th Street.
Santa Monica: H. M. Carter, 140 West 14th Street.
Pacific Palisades: H. M. Carter, 140 West 14th Street.
Brentwood: H. M. Carter, 140 West 14th Street.
Bel Air: H. M. Carter, 140 West 14th Street.
Cockeysville: H. M. Carter, 140 West 14th Street.
Pikesville: H. M. Carter, 140 West 14th Street.
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Columbus: H. M. Carter, 140 West 14th Street.
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Gainesville: H. M. Carter, 140 West 14th Street.
Fort Worth: H. M. Carter, 140 West 14th Street.
Dallas: H. M. Carter, 140 West 14th Street.
Houston: H. M. Carter, 140 West 14th Street.
San Antonio: H. M. Carter, 140 West 14th Street.
Austin: H. M. Carter, 140 West 14th Street.
El Paso: H. M. Carter, 140 West 14th Street.

that Harry had shown. Knox expanded their offerings to include trucks, transports and other work horses. After 1914, the automobile facet was phased out and Knox concentrated on the truck and fire engine markets exclusively. The firm was shuttered in 1927.

If you haven't seen any of the "Old Porcupines" there is an example or two at the Springfield MA museum that you will undoubtedly enjoy! I don't think I've ever seen one run, but I think it'd be cool!



Sent in by John Lavallee.....

Found in a Vermont barn after 40 years, a little dust, a little dirt, especially when it's covering an object as holy as this, is OK! In 1974, a trade between friends brought this 1964 Shelby Cobra 289 into the hands of Vermont resident Sy Allen. He soon placed the car on stands and locked his barn, where it slept, out of sight, for 40 years. The Cobra is out now and will go up for sale at Gooding & Company's Scottsdale Auction. There are claims this could be the next million dollar Shelby.

The Cobra, sold as the Ford/Shelby AC Cobra in the United States and often known as the Shelby Cobra. It is an American-engined British sports car produced intermittently since 1962. The steering rack was borrowed from the MGB while the new steering column came from the VW Beetle. The '64 Cobra weighting 2300 pounds and it's 270HP was very popular on the race circuits and winning many.

THE 58TH. ANTIQUE AND CLASSIC CAR MEET AUGUST 7,8,9, 2015

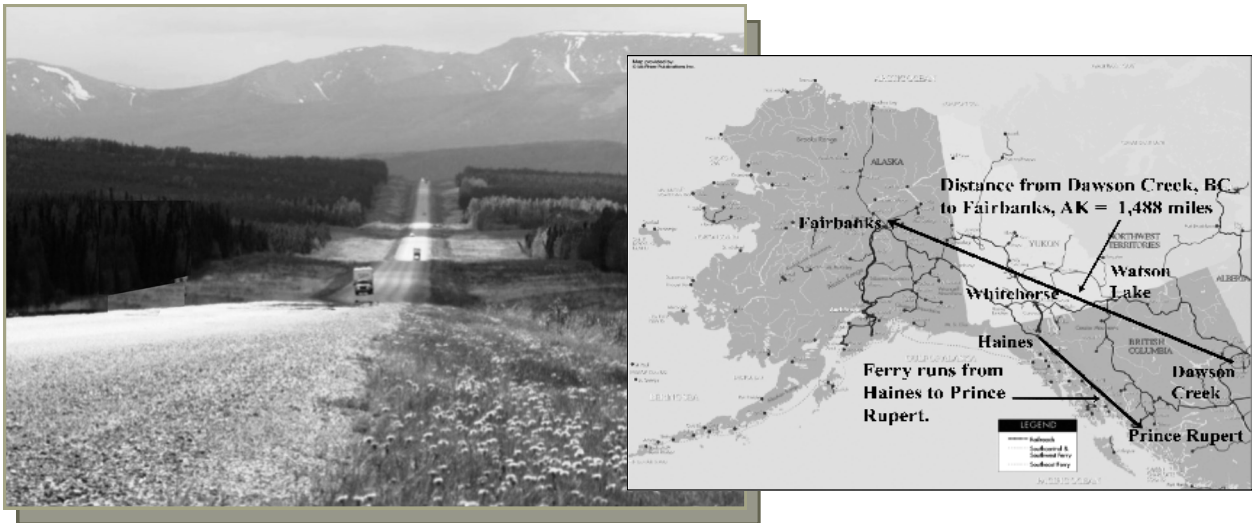
THE 2015 ANTIQUE AND CLASSIC CAR MEET JUDGED CLASSES HAVE BEEN ANNOUNCED!

THEY ARE.....

- | | | |
|--|---|-------------------------------------|
| 1 Senior Class | 16 Chevy, all 1946 – 1954 | 30 Woodies thru 1954 |
| 2 All Brass era thru 1916 | 17 Non-Ford Non-Chevy 1946 – 1954 | 31 Performance cars (See Rules) |
| 3 Classics 1925 – 1948 | 18 Foreign Sports Cars, British, thru 1990 | thru 1972 |
| 4 Non-Ford, all 1917 – 1931 | 19 Foreign Sports Cars, all other thru 1990 | 32 Personalized stock (See Rules) |
| 5 Model T, all, incl. P/Us 1917 – 1927 | 20 Non-Ford Non-Chevy, all 1955 - 1965 | 1949 – 1990 |
| 6 Model A, all, incl. P/Us 1928 – 1931 | 21 Non-Ford Non-Chevy, all 1966 - 1990 | 33 Street rods thru 1948 |
| 7 Non-Ford 1932 – 1942 | 22 Ford & Mercury, all 1955 – 1990 | 34 Commercial Ford and Mercury |
| 8 Ford & Mercury 1932 – 1942 | 23 Chevy open 1955 – 1990 | thru 1990 |
| 9 Unrestored Prewar thru 1942 | 24 Chevy closed 1958 – 1990 | 35 Commercial Non-Ford thru 1990 |
| 10 Unrestored Postwar 1945 – 1957 | 25 Mustang, open 1964 - 1990 | 36 Emergency vehicles & Fire Trucks |
| 11 Unrestored Postwar 1958 – 1967 | 26 Mustang, closed 1964 - 1990 | (non Military) thru 1990 |
| 12 Unrestored Postwar 1968 – 1990 | 27 Corvette thru 1990 | 37 Military ¾ ton & less thru 1990 |
| 13 Foreign non-sport, all thru - 1970 | 28 Thunderbird thru 1990 | 38 Military over ¾ ton thru 1990 |
| 14 Foreign non-sport 1971 - 1990 | 29 Camaro & Firebird thru 1990 | 39 Motorcycles thru 1990 |
| 15 Ford & Mercury, all 1946 - 1954 | | |

Applications will soon be available on our website (vtauto.org)

Vermont Automobile Enthusiasts - Come, join the fun !!



A Caravan Trip on the Alaska Highway to Fairbanks

The Alaska Highway is 1,500 miles of open road through northwest Canada. As of 1992, it is fully paved.

The VAE members will meet in Dawson Creek, British Columbia on June 12, 2015. We will form a caravan with the utility vehicles bringing up the rear. One will have a towing package to rescue any lost souls having breakdowns in the wilderness.

The plan is that we travel as "tenderfeet". We will cross only a few hundred miles of the highway in a day [to be determined] and end up in good lodging at night [camping only by "consensual" adults - their idea].

The goal is to arrive in Fairbanks on or slightly before June 21st, the summer solstice. At that time of year, Fairbanks has about 22 hours of daylight: sunrise 1:59 am; sunset 11:48 pm; daylight: 21 hours 49 minutes.

The map shows the major part of the trip from Dawson Creek, British Columbia to Alaska.

The return trip will start on the Alaska Ferry, which runs from Haines, Alaska down the Inside Passage to Prince Rupert, British Columbia.

*Contact Richard McLay for details and getting on the travel list
(802) 658-6064*

A five (5) year plan questionnaire

Please copy this page and send me your thoughts on where you would like our VAE to be in five years

Mail or email to: Dan Noyes (President), 1394 Richard Woolcutt Rd. Wolcott, VT 05680

dan@streambanl.org

Mission - to develop and encourage genuine interest in the preservation and restoration of the products of the automotive industry, and collecting, retrieving, restoring and preserving (said products) . . ." for the benefit of the present and future generations

What are 3 things we do well?

- 1.
- 2.
- 3.

What are 3 things we should be doing?

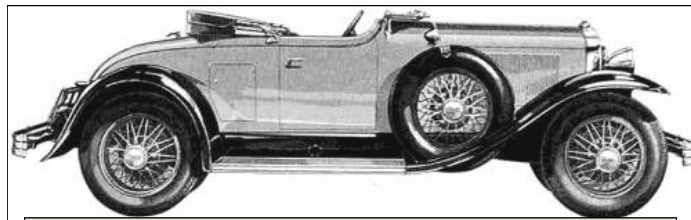
- 1.
- 2.
- 3.

Your name is optional _____



This from Gael Boardman....

Keith Goodrich, in a past Wheel Tracks issue, mentions his high school experience admiring Marion Witters Buick roadster. I went to the same high school and admired the same car. Miss Witters devoted her career to geometry and the German language...AND her 1929 Master 6 Buick. She was a sorority sister of my mothers so despite being a marginal math student I was able, in the late 1950s, to buy the Buick. Miss Witters received the car from her father who was in the border patrol and was able to buy it after it was impounded by those folks. It probably has a pretty good story. Actually, I bought the car with Mahlon Teachout's money and couldn't raise much of the \$800.00 involved, so the Buick became exclusively his.



An example of the roadster but not Miss Witters

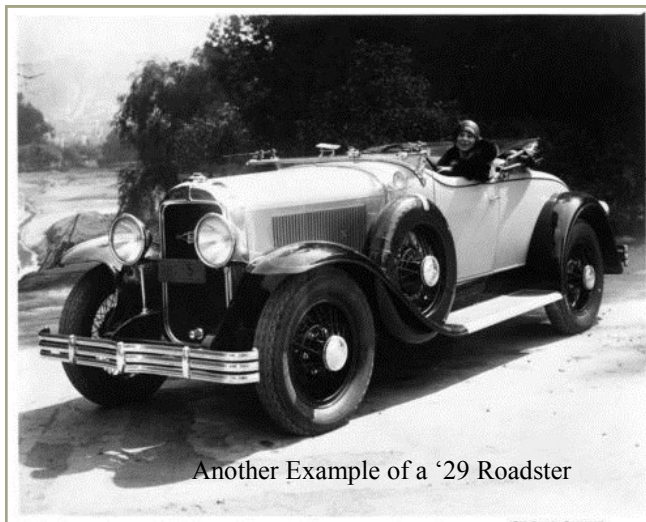
Mahlon enjoyed the Buick (why wouldn't he?) but one day when he was showing it off to Peveril Peake, Mahlon rounded a curve and the right door flew open. Pev did not fly out the open door but Mahlon was convinced the wood in the body was shot and that he should get rid of the car...post haste.

Pev was our mentor in all things automotive and Mahlon was worried someone could get hurt. He also knew I still had no means of raising the \$800.00. He traded it, even up, for a 1929 Packard 7 passenger sedan with Bob Jones of Morrisville. Mahlon thought the Packard would be a good vehicle to take off for college in Florida as he could "take a lot of stuff" with him. Certainly more than with the Buick.

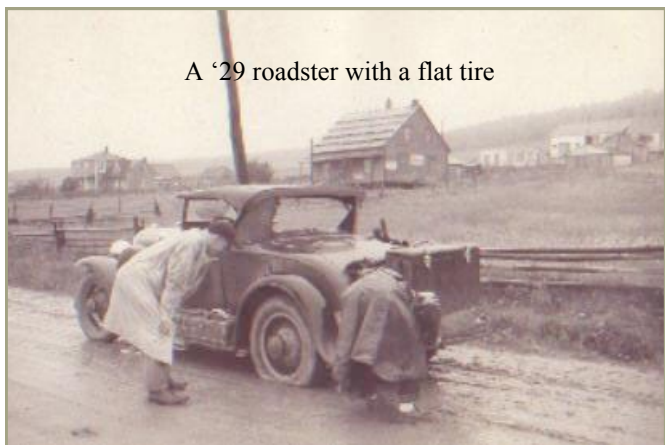
But.....before he left town he decided he would trade the Packard with Jimmy Harrison's dandy Model T Ford sedan. He had "Ford Fever" and the Packard was expensive to run. Bringing the Ford home to Burlington is another story, but back to the Buick.

Bob Jones maintained the car well but did not restore it. There are pictures of the car with Bob in various Wheel Tracks issues and in our 50th anniversary publication. Upon Bob's death the Buick and Bob's Model T roadster (that he and his father, Walter Jones re-stored) were sold to Bob's good friend Joe Bettis. Joe is now gone as well but while he was alive he put significant work into the car. I don't think it ever got any new wood in the body.... nor did it really ever need any. "Peake pressure" against the door is my guess why it flew open that day. The last I knew the Bettis family still had the Buick. I hope so.

A few specs from the editor..... From the "Standard Catalog of American Cars". Folks were still calling the '29 Buick a Master Six but the factory had switched the roadster's name to a Series 121, Model 44 Sports Roadster. Simple....to complicated, I don't understand. They built and sold 6195 of them for a new price of \$1325. The cast iron block engine had 95 HP and four main bearings. The options were a front bumper, a rear bumper, a clock, welled fenders, side mount spare tires, wide-spoke artillery wood wheels, wire wheels, running board steps plates, spare tire, spare tube, spare tire cover, spare tire lock and disc wheels. Total Buicks built in 1929 were 196,104.



Another Example of a '29 Roadster



A '29 roadster with a flat tire



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Duane Leach 802-849-6174 (1 year)

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Charlie Thompson
Dick Wheatley-Treasurer
Gary Olney
Tom McHugh
David Sander
Bob Chase
Jim Carey

** Officers will be appointed in the
January meeting*

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L. Brown & Sons of Barre, VT- publisher

Mission Statement:
The Vermont Antique
Automobile Society is a tax
free 501c3 organization
dedicated to the
preservation, protection,
promotion and
appreciation of automotive
history and technology.

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

Monthly deadline
The 10th



*****Contact Us At*****
vaeinfo@gmail.com
or
*****Our Website at*****
vtauto.org

Membership
Only \$30
2 years
\$50

EVENTS.... WHAT'S NEXT ?

"VAE February Monthly Meet"
Learn About Your Electrics



Join us for the day at
Auto Electric in Williston.

Directions to our Saturday February 21st Monthly
meeting. Location is AUTO ELECTRIC near Walmart
in Williston. Learn about generators, alternators,
starters, 6 volts and 12 volts, and batteries.

At the intersection of South Brownell Road and Mar-
shall Avenue, go west on Marshall Ave. Just past
FedEx, turn left on Boyer Circle. Bear right at the
start of the circle and Auto Electric Inc.
is at number 207.

2015 SCHEDULE OF VAE MONTHLY MEETS

February 21st....Auto Electric in Williston Saturday 9am. Learn
about your car's electrics.

March 14th.... Memorial Hall in Essex Center. Saturday 9am.
Lecture on car fires. Bring your extinguishers for inspection.
Able bodied folks please park at school on RT 128.

April..... Visit a Vendor In planning stage.

May..... Visit a Vendor In planning stage.

June 5,6,7.... Shelburne Museum Vintage Auto Festival.

July..... Drive to a picnic spot. State Park in Central VT? Con-
tact Joanna with your thoughts.

August 7,8,9..... The VAE Antique & Classic Car Meet in
Stowe

September 12..... Garage tour. Let Joanna know if you want us
to visit so route can be planned.

October 3..... Gypson Tour First weekend of the month Route
to be planned by last year's winner.

November 7 Annual Meeting..... Location to be determined.

December 13..... Sunday Noontime Holiday Yankee Swap Steak
House in Berlin. Large Rear Room



Wheel Tracks Classified

Order Your VAE Name Tag
Write \$7.00 check to: Phyllis Skinner
PO Box 208 Northfield Falls, VT
05664-0208

For Sale.... 1984 Lincoln Town car, 4-door sedan. 10,000 miles, light grey, one owner, always garaged and well taken care of. \$4500.00.
I also have 20 miniature race cars in original boxes, all in perfect condition. \$10.00 each.
Two 1943 license plate tabs. Very rare and hard to find. \$20.00 each. Also have several pairs of 1960s license plates in very nice condition.
Two chauffeur badges, 1922 & 1923, very nice condition, \$20.00 each.
Al Ward 802-525-2466 3/15

Suggestions Wanted.... A note to all the great volunteers at our VAE Car Show in Stowe. The kitchen crew would like any input as what different meals we could have.
Please send your favorite to
Carla.hale@myfairpoint.net

**February
Bumper Sticker...**

**If you don't like
my attitude, stop
looking at my
Stickers!**



**For Sale.... VAE Tour
Banners.** Sturdy Cotton with ties, \$20.00.
"Your car will wear it softly" Wendell Noble
802-893-2232
wnoble@myfairpoint.net

For Sale.... Austin Healey wire rims, set of four. 60 spoke, off Arizona car. Good shape. \$300.

For Sale.... Ford 390 engine, mid 60's date, for rebuild, boat anchor or coffee table. Make offer
Dave Stone 802-598-2842. 3/15

For Sale.... LITERATURE: 1961 Corvair shop manual, 1962-1963 supplement, 1964 supplement, all for \$50.00 including postage. Also, 1964 Chevrolet Truck full line brochure-\$25.00 incl postage. Sky Borst 727-584-5588 (Florida)
svbnh@aol.com 3/15

WAITSFIELD MOTOR CAR COMPANY

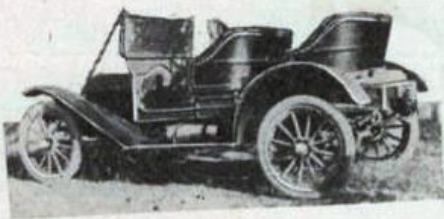
VAE President's Award Winners....

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

2/16



I BOUGHT a Flanders car in 1910 and have been running it ever since. It has been used in a variety of ways—in touring, in heavy hauling and service work and also as a jitney bus. After over 115,000 miles of travel, the bearings are still in fine shape. Naturally, from this, I could have only the highest estimation of the value of Hyatt bearings.

L. N. Burnett,
Dallas, Texas.

NATIONAL RUBBER TIREFILLER



**ENDS ALL TIRE TROUBLE. A PERFECT
SUBSTITUTE FOR AIR**

Made of Pure Rubber, cut in small particles treated, moulded and vulcanized by our special steam process. Fits all the different size casings. No inner tube and air used, eliminating the cause of all tire trouble. Stops the expense of buying, repairing and replacing the inner tubes. Doubles the life of the casing—reducing the cost one-half. Can be transferred and re-transferred as often as is necessary. Has been sold throughout the U. S. and many of the Foreign countries for four and a half years. Has years of actual service record back of it. It has all the easy riding qualities of the air-filled tire, with none of its faults and uncertainties. No waiting to use your car; it is always ready whenever you need it. Let us send you small sample and tell you more about it.

NATIONAL RUBBER FILLER CO.
212 College Street Midlothian, Texas

Ads from a 1917 "Motor" magazine.... The Flanders claim to fame was the use of a lot of ball bearings, even for it's engine's main bearing. The National Rubber Filler Company had a good idea. They had a lot of flat tires "back in the Day"



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

February 2015



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Malcolm Young of Massachusetts drives his 1931 Ford Fire Truck to all events including our August show in Stowe.

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



The Director of Exhibits for the Champlain Valley Transportation Museum, Dick Soper, shows off their O Gauge historical Plattsburg layout. There is even a big screen showing the view from a small camera attached to the front of the engine!
A beautiful HO Gauge train display is also nearby.