

Wheel Tracks



**The Official Monthly Publication of
"The Vermont Automobile Enthusiasts"**

Dick & Kit Wheatley's 1979 MG
Just might be available.
What a sharp Car!



FROM THE PRESIDENT...
DAN NOYES

"There is a lot going on this winter in the VAE"..... is an understatement to say the least.

I don't want to sound like a broken record but we are so lucky to have all the great people that make up our organization. Without the hours and hours of service they are putting into meeting our mission, organizing fundraisers, working with schools, we would just be another basic car club, but instead we are the VAE!

Over the past few years the VAE has stepped up to the plate and helped many high school students transition to secondary education in automotive technology and engineering with our Golden Wrench Award. Just ask our newest member and recipient of the award Scott Hogaboom. Scott is serving on our Education and Outreach committee and when asked about our work in recognizing students that are making an extra effort, he said students know about the award and strive to get it.

This coming summer we have some great monthly events lined up by Dave Stone our VP, with the first being a tour of Rennline Manufacturing on February 20th at 10:00 AM located at 32 Catamount Drive in Milton, where they manufacture high performance aftermarket automotive parts. Later this summer he is planning a cruise night, a tour down to Hemmings and even a garage tour. Should be a great line up.

Our partnership with Shelburne is growing. Ernie and Andy the show co-chairs met with what looked like the whole staff from the Shelburne Museum. The theme this year will be automobile design. Make sure you mark your calendars for June 3, 4 and 5th for another great show with our friends at the museum.

Stowe is right on track, and this year it's a race track with a focus on classic race cars. We should see some truly amazing short track race cars from all around New England. It will be a great chance to learn the history of the progression of the automobile by checking out some truly amazing cars.

I am looking forward to a great 2016 with the VAE.

Respectfully submitted



VAE OFFICERS AND DIRECTORS

David Sander – VAE Chairman
802-434-8418 dasander@aol.com
Dan Noyes - President
802-730-7171 dan@streambanks.org
Dave Stone— 1st Vice & Activities Chair
802-878-5943 dsatbtv@aol.com
Jeff Mclay— 2nd. Vice & Assistant Activity Chair
802—454-7853 jefferymclay@hotmail.com
Don Pierce- Treasurer
802-879-3087 dwp@melodyelectric.com
Charlie Thompson- Recording Secretary
802-878-2536 charlieandmarion@comcast.net
Duane Leach 802-453-3743
John Des Groseilliers 802-472-5541
Tom McHugh 802-862-1733

MEMBERSHIP SUPPORT TEAM

Membership
Only \$30
\$50 for 2 years

Membership Secretary (Ex-Officio)
Christina McCaffrey
89 Ledge Road
Burlington VT 05401-4140
VAEmembership@gmail.com
christina.mccaffrey@vtmednet.org

VAE Antique and Classic Car Meet (Stowe)
Bob Chase 802-253-4897
Duane Leach 802-849-6174
The Shelburne Show Co-chairs
Ernie Clerihew 802-483-6871
Andy Barnett 802-862-4388

Wheel Tracks
Monthly deadline
The 10th

Wheel Tracks Editor (Ex-Officio)
Gary Fiske
Home 802-933-7780
cell 802-363-1642
gafiske@gmail.com
2503 Duffy Hill Road
Enosburg Falls, Vermont 05450

Edi Fiske—Wheel Tracks proof-reader
Clark & Isabelle Wright- Burma Shave editors
Rachel Smith- Webmaster

Sunshine Chair
Christina McCaffrey 802-862-3133
christina.mccaffrey@vtmednet.org

Welcoming Committee
David Hillman
david.hillman@vtmednet.org

L. Brown & Sons of Barre, VT- publisher

Inside This Issue....

- ♦ *The VAE treasurer transitionPage 3*
- ♦ *An Alligator Wrench??.....Page 4*
- ♦ *Our 2nd stab at Wheel Tracks Academy.....Page 5*
- ♦ *Dave's saves some money with his universal problem....Page 8*
- ♦ *An auction at the Stowe Show?....Page 9*
- ♦ *Action at our Crafters Tent.....Page 13*





We have a new VAE Treasurer!!

VAEers Don Pierce and his wife Anne are from Colchester and Don has agreed to take the position as our new treasurer.

Don has a very busy life that includes his two electrical businesses, **Melody Electric** and **Middlesex Electric**, residential and commercial services respectively. If you want something done, the saying goes, just ask a busy person. Thank you Don for your great offer to help us out.

It was only after restructuring the job of the VAE treasurer that we could expect anyone to take it on. I am sure Don Pierce is totally capable but we would be asking an awful lot from him.



Dick Wheatley

The person we have been asking an awful lot of, these past ten years, is our out-going treasurer **Dick Wheatley**. We were familiar with the many aspects of the job that Dick has been doing all these years but when we started breaking the many tasks down for restructuring we found that Dick had been 'quietly' doing much more than any of us had realized. I don't believe there can be a **Thank You** large enough or loud enough, but we should try.

We have chosen an accounting and bookkeeping firm out of Johnson and Enosburg to take on much of the work for us. The business is called **PKG LLC** and its operators, Pam, Mona and Linsey, will be guiding our non-profit with Don Pierce's direction. Our hope, with Don as treasurer and Dick's wise continued counsel, that we will restructure the treasurer position from the super busy job that Dick has done for us all these years....at no charge.... to something we can all do, if asked.

Thank you Dick Wheatley for all your work and dedication. Thank you Don Pierce for being our new treasurer.

We have a new contributor this month on page 12....**Mr. Don Perdue**. You might have seen some of his photos in past issues, this is his first time "texting" (That is, the old fashion way of writing). It is interesting that Don is writing about ice racing. Just yesterday a fellow VAEer was telling me about his venture with an ice boat. He and his friends worked and was able to get their boat rigged and on the ice. They put their sails up and took off! **I believe he said it was within 40 seconds....then the mast broke.** The boat got hauled home never to see the ice again. Enjoy Don's story. If we are lucky, he may have more.



Don Pierce

This photo is from the **Ken Barber Collection**.

Main Street in Orleans, Vermont

Would you guess, maybe, Early 1930s?





"THE SOFTER SIDE"

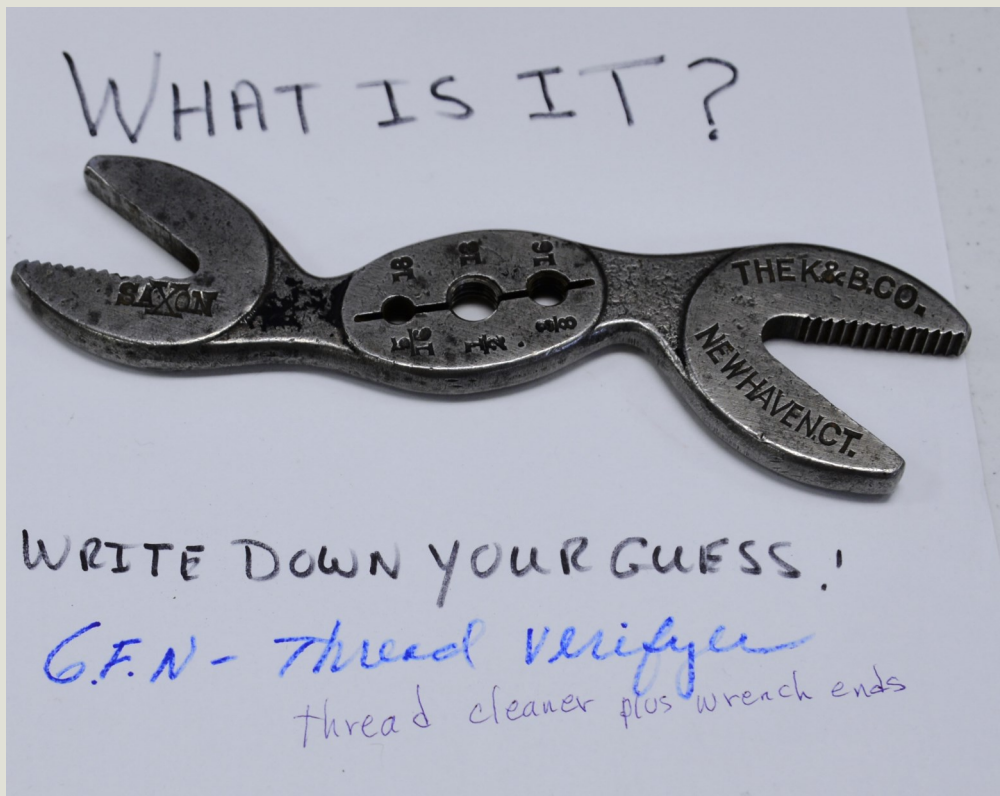
A Column Shared by Mary Noble (Left) & Nancy Olney (Right)



Mary says..... HELLO 2016 !

First, wishing you all a happy and healthy New Year!

We had our Colorado daughter and grandson here for Christmas, which was a good all-family-together time, including my brother Scott and wife. Wendell and I had actually gotten the bathroom wallpapered and a new shower curtain installed a couple of days before their arrival. I had "sort of" cleaned the house - wouldn't want them to be too shocked, if squeaky clean! I didn't get a chance to make wreaths this year, another first, but there's always next year I suppose. We did get the Christmas tree up three (!) days early and put the lights on it. The rest was up to our guests, who did a fine job. We undecorated the tree and got it outside before it started shedding needles. It now has another life as a bird feeder with suet hung on it.

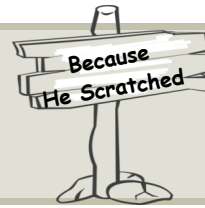
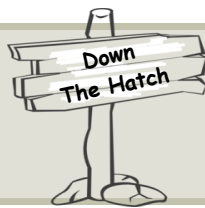


We were at a loss for what to bring to January "Memorabilia Meet", when it occurred to me that we had a mysterious tool on the shelf that I had picked up at an antique store a couple of years back. Maybe it was automobile related. This might be an opportunity to get some educated opinions as to what it is. Wendell took it along and put a note on it asking for ideas as to its identity and use. We got some wild stabs, but no direct hits. Well, now this is the age of Google and computer search engines, so we subsequently gave that a try. Bingo! You probably never heard of an **Alligator Wrench**, but that's what it is. Looking at it you can see where the name comes from. It was used mostly by steam locomotive maintenance workers to loosen nuts and pipes. I never would have guessed.

The Stowe car show is months away, but we've got to be thinking now about what items

we'd like to offer for sale in the souvenir booth. We'd like to Jazz up our inventory a bit. If you have any ideas as to items you think would sell well, we'd like to hear them. Contact me or Kit Wheatley if you have any suggestions. We've heard umbrellas, coffee cups with VAE on them, water jugs, again with VAE, cloth tote bags with VAE or Stowe Show printed on them. Any ideas would be appreciated.

Again, have a great 2016!



Why do they call it a Rumble seat? The term came from the seat behind the body of the horse carriage which was provided for servants. Its name came from the fact that when sitting in it you could hear the "rumble of the carriage" as it rolled over the road.



Real lawyer questions in court...

"How many times have you committed suicide?"

"Were you alone or by yourself?"

"Was it you or your brother who was killed?"

"Without saying anything, tell the jury what you did next."

"Was that the same nose you broke as a child?"

"Now, doctor, isn't it true that when a person dies in his sleep, he doesn't know about it until the next morning?"

When a neighbor's home was burglarized, I decided to be more safety conscious. But my measly front-door lock wasn't going to stop anyone, so I hung this sign outside: "Nancy, don't come in. The snake is loose. Mom."

Seen on a marquee outside the Clinton Correctional Facility, a maximum security prison in Dannemora, New York:
The Dannemora fire department reminds you it's fire prevention week. Practice your escape plan."

I had just pulled over someone for driving under the influence when another car pulled up behind us. I stopped what I was doing and ventured back to see if the driver needed assistance. "No, I don't need any help," he said, reeking of booze. Then, pointing to the flashing cherry top on the roof of my cruiser, he continued, "I just stopped for the red light."

Whoever named it necking is a poor judge of anatomy.

After finishing our Chinese food, my husband and I cracked open our fortune cookies. Mine read, "Be quiet for a little while." His read, "Talk while you have a chance."

Wheel Tracks Academy



Babbitt Bearing

The original Babbitt metal was invented in 1839 by Isaac Babbitt.



Pigs & bars of babbitt

Until the mid-1950s, poured Babbitt bearings were common in automotive engines.

The babbitt was poured into the block or caps using a form. Tin-based babbitts were used as they could stand up to the impact loads found on the connecting rods and crankshaft. The poured babbitt bearings were kept thin. The rods and caps would have shims that could be peeled off as the babbitt wore. Ford was known to use .002 inch on each cap and babbitt that was 86% tin, 7% copper, 7% antimony. Steel shims were used as the brass shims used today tend to compress over time contributing to shorter bearing life. The poured babbitt bearings commonly get over 50,000 miles of use before needing replacement. Poured babbitt bearings are also known to fail gracefully allowing the car to be driven for extended periods of time. The failed bearing is not likely to damage the crankshaft. As the bearing wears, the softer metal erodes somewhat, which creates paths for lubricant between the hard high spots that provide the actual bearing surface.

When the babbitt is originally poured AND when you are working on your old car or truck to make sure your bearings are doing their job, this is what you do:

The shaft is smeared with engineer's blue (example... Prussian Blue) and rotated in the bearing with the bearing bolts tighten to spec. When the bearing is disassembled the blue fills the hollows and is rubbed off the high spots on the Babbitt surface. The high spots are scraped down, and the process repeated, until a uniform and evenly distributed pattern of blue shows when the shaft is removed. Many of the old mechanics liked to see at least 75% of the Babbitt surface touching the crank shaft.





From front page....

Dick & Kit Wheatley's '79 MG

When did you purchase the MG Dick?

I purchased in February 2006. I was looking for a reasonably priced MG, spotted this online one cold Sunday afternoon. The car was located in Maryland. I threw a bid on it (wanted to see how ebay worked), didn't think too far ahead, then left for a tennis match in Essex Jct., When I came home there was a message from ebay "**Congratulations, you won, now pay!**"

Why an MG?

I thought they had nice clean lines, the ones with the metal bumpers, my first choices were a bit pricey.

What have you done to it...any future restoration plans? The car hasn't needed much. I filled the tank with gas one day, parked on a hill and gas leaked out the filler cap, stained the black rubber bumper, white, so I took it to a local body shop and they painted the rear bumper the same color as the body. The front bumper was painted when I purchased it, has held up pretty well. I did replace the exhaust, so I could hear the radio.

What was the mileage when you got it and how many now? In the 90's when purchased, something over a 100K now.

Was there a nice trip that you and Kit have had with it? Mostly local trips, a few garage tours,. It has been a hit with our grandkids.

Any other points members would be interested in reading? I had to find a carrier to bring it up from Maryland. We live on a dirt road, slightly hilly. The guy showed up with a car trailer after dark on a snowy night with a plan to back into our driveway. He could not get up to the garage, it was too slippery. The driver says "why would anyone want to live out here?", he was from Florida. I pulled it up the driveway with the tractor and pushed it into the garage. The seller told me he would fill the rear hatch with spare parts, but the lid would not open, no matter what I did. I called a good friend, Rod Rice, the next day. Rod said his son Dave had a similar MG in South Burlington and Rod had a key to his garage. Without hesitation he said he would meet me there in 45 minutes. We looked at the rear hatch mechanism on Dave's car and determined the only way to get into mine was to drill the lock out. Simple procedure, we found a pin had slipped out in transit, ordered a new part to replace it, everything was fine. I think Rod loved any excuse to get out of the house for something to do with a car. Rod was a great guy, helped our son with a Boy Scout project, our daughter with a school project on the Long Trail, always there ready & willing.

Editor's note.... Rumor has it that when Dick purchased a sailboat a little while ago, he promised Kit he would sell the MG. If anyone is 'looking', this just might be "the car"! Also, I understand there is also a great story waiting to be told about the Wheatley's VW Bug. You can see it below while we were on tour in the North East Kingdom a few years ago. Maybe next time.





Edi Fiske

The Roadside Diner



Ground Beef and Rice Soup

(Easy to make on a cold winter day)

1 lb. ground beef
3 beef bouillon cubes
6 c. hot water
1 lb. can tomatoes
1 3/8-oz. env. onion soup mix

1 c. celery, diced
3/4 c. rice, uncooked
1/2 tsp. oregano
1/2 tsp. salt

Crumble ground beef into 4 qt. saucepan, cook over moderate heat, stirring as needed, until meat is lightly browned.

Stir in rest of ingredients. Bring mixture to a boil. Reduce heat and simmer 40 to 45 minutes or until rice is tender. Stir occasionally.



The Champlain Transportation Museum in Plattsburg, NY receives a \$1000 donation from the VAE.

On December 22nd (2015) Gael Boardman (taking the above picture), Dick Wheatley (left) and Wendell Noble (middle) presents the donation. Dick Soper, the museum's director of exhibits (right) receives the gift.

Right... Ed Hilbert receives the "Ann Gypson Fall 2015 Tour Award" from Ann's son Ken Gypson (right). Ed and Emily drove their 1958 Mercedes to the win over the field of contestants.



Outgoing Chairman, Bob Lalancette (left), presents Dan Noyes a Brass appreciation plaque for his VAE presidential role in 2015. Because of the changes with our club, Dan will take on the president's position in 2016 also.



A Universal Problem....

Many automobile manufacturers have been making drive shaft universal joints as a non- serviceable item. These universal joints are also sealed, with no grease fittings or provisions to grease the joint. When the joint eventually fails, (due to lack of lubrication) the entire drive shaft has to be replaced. These universal joints are held in the yokes with stakes, punched in with a press at the factory, and are therefore referred to as "staked in" U-joints. Ford, Chrysler, GM, Honda, Mazda, Nissan, Subaru, Toyota, Jaguar and BMW all have models utilizing staked in universal joints. The Mazda Miata and virtually all Subarus have those joints.

I recently noticed a vibration in my Subaru Outback. When I removed the driveshaft between the transmission and the rear axle both universal joints were binding, with rust powder falling out of the trunnion. Subaru has been using staked in universal joints for years. Subaru does not offer a replacement joint. According to Subaru, the drive shaft is not serviceable, and when a carrier bearing or a universal joint fails, the entire drive shaft assembly needs to be replaced. The cost for a replacement drive shaft is roughly \$850. I was not about to purchase an \$850 driveshaft because a \$30 universal joint failed. Outside of the joints the driveshaft still looked new, no rust anywhere.

Once again, Google is my friend. I found a driveshaft shop that makes replacement universal joints for staked in universal joint drive shafts. This replacement universal joint has an internal snap ring designed to work with this type of drive shaft yoke. I ordered two joints. The original joints were easily pressed out with my press. Once there was moderate pressure on the trunnion cap, bang! They popped right out.

Installing the new joints was slightly tricky. I had to dress the trunnion cap mating surface in the yoke with a half round file to remove the burrs from the previous staked in joints. I also needed to dress the inner face of the yoke to make a nice flat surface for the new snap rings to go. Once assembled, I needed to tweak the caps a tad to make the joint flex easily. Slight persuasion with a ball peen hammer was required to seat the trunnion caps with the internal snap rings. Once everything was done, there was no binding or free play in the joints. Before I installed the drive shaft I applied grease with the grease gun until I could see fresh grease oozing out of all four trunnion caps. Here is one of the old joints. Notice the burrs on the bearing surface.



I found this picture on the internet of an example of a the staked in joint.



Here is one of the old joints above. Notice the burrs on the bearing surface.

Here is a picture of the replacement joint from Rockford, showing the internal snap rings.





I recently had some engine lessons from two very capable mechanics, now to put those lessons to practice. The daggone '27 Dodge does not want to head for the door and let another take its turn! As I have said, this is my first ever experience in rebuilding an engine and to tell you the truth, I have had some great fun learning but have made some mistakes in the process.

The 1st problem, a mistake my inexperience missed when I had it on the bench, was a Babbitt bearing problem. The engine seemed to have a point in turning the crank where it turned hard, then was OK. It turned out to be a very small "bump" behind one of the Babbitt bearing shells, on a connecting rod seat that one of my visitors spotted. I probably would have never found it. That 'bump' was making a high-point on the bearing that caused it to bind up a bit. Because of that, the bearing had not worn properly but once I filed the bump down and scraped the Babbitt a bit, everything worked fine. Check out this months "Wheel Tracks Academy" and you will understand the 'scraping' procedure.

The 2nd problem was a timing issue..... I knew something was off but when my visitor let me in on a secret those mechanics like to keep, it all fell into place. **I will skip over how I found I had a timing issue, that part is not pretty.** The minute I was told how to find #1 piston, my life got easier.... I was using the one next to the radiator. The secret.... When you line the mark on the crank shaft with the camshaft axes, what ever piston is just finishing its compression stroke, is number one! Guess what, my number one is next to the firewall. To make sure a real mechanic out there has a problem with my explanation, I will say that you can choose any piston to be #1. In my case, I was mixing and matching wrong.

I figure by the time I am 108 years old, you will not even have to ask...I will have all the answer. Until then, hang on Lucy!

I had a chance to visit the gent who ended up buying that international High Wheeler from Fred Webster in the North East Kingdom. The gent is **Dennis Dodd** and you would not believe the beautiful valves he has made from scratch. He has much of the piston and cylinder work finished and has polished the crankshaft very nicely. His plan is to mount the engine and run it with an electric motor to break it in. He is working at figuring a way to gear the motor ratio down to run the engine at maybe a couple of hundred RPMs. Almost everything he touches needs new bushings to take up the wear because of the high use the vehicle has had in its early lifetime. Dennis's goal is to have the engine running on his test stand by the end of winter. He figures it will be a while before he is running it down the road.



I heard during this past summer that Gary Olney had a major logging operation in progress and that he had hired a design consulting firm to work on his latest project. You know how 'gossip' gets around when much of the time its not information you should hang your hat on.

Well, I did get confirmation of Gary's activity.... And, the gossip was, in-fact, a bit overdone. His project was making a play house for his grand kids. I am sure the consulting firm was his lovely wife, Nancy. I still have not found out how many board-feet was logged off and if there was any clear-cutting issue with the state.

Pictured left, I have to admit, they have done a wonderful job.

There is a rumor going around about something new that could happen on our vendor field at the August show in Stowe. There needs to be a lot of input from vendors, show-goers and show organizers to find if the idea isn't totally crazy but I think it just might have "legs". **It's a long ways from happening, totally talk at the moment but the idea goes something like this....**

Sometime Sunday morning a professional auctioneer will show up at the field. For a couple of hours, later in the morning, there will be a **walking auction** on the vendor field. To keep the interest of the bidders, vendors will be welcome to put, say, 5 items in the auction, two of which can have reserves and the other three no-reserves. There can be, say, five locations on the vendor field where participants can bring their items that will be sold. That is where the "walking" comes in....the gaggle of bidders will follow the auctioneer to these 5 locations! Those 5 locations will have security so the walking does not happen before the auction!

Comments positive and negative are welcome and needed, just drop a note to the editor of this paper. The whole idea has come about for a few reasons....

1. Spicing up Sunday is a good thing.
2. Keeping a few more of our vendors around on Sunday AND making them some money has got to be a good thing.
3. And, Everyone loves an auction!

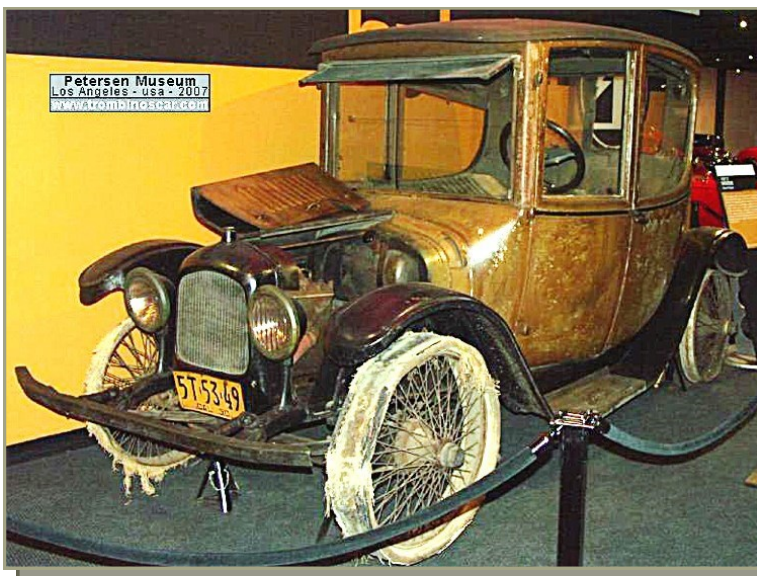


"W" is for which make?

Welcome back to another installment of Chartier's walk through the alphabet! What a great place to be! I'm on vacation this week with only a few things on my "honey do" list! We have only four more letters to complete & we'll have made it through the entire alphabet with different obscure names of manufacturers of American automobiles! W, X, Y, and Z & yours truly is way ahead of schedule! Yay!

So what will it be? Did you hear of the **Wagenhals**? They made three wheelers in Detroit & their delivery vans were used by the US Post Office...only made from '13-'15? Naw! How about the **Waltham**? They were made in Waltham, Massachusetts, started with steamers and an experimental electric before coming out with petroleum burning vehicles including motorcycles, tricycles, and light vehicles? You've no doubt heard of the **Orient Buckboard**? Yup, made by Waltham. So, no, we won't cover that one. Of course, being a resident of Vermont, I have heard of the **Wasp**. You've probably all visited Bennington and heard of the great Martin-Wasp Corp? Really kind of expensive car designed by Karl Martin, formerly with Deering-Magnetic and Kenworthy (cost between \$ 5500 and \$ 10K new!)? Incidentally, this was the only American car that came standard with a medal for the patron saint of travelers, Saint Christopher. No...

White, which started off making sewing machines? No. **Whitney**, from Brunswick, Maine? Well, though interesting, they really only made about three cars from 1899 - 1905. Okay, how about **Willys**? Remember obscure? Okay, fine,**Winton**? Though I love its quality and longevity (1899-1924) & its racing dedication (Winton Bullet), and its history (used by Doctor Horatio N. Jackson for his first transcontinental journey in 1903), it is a somewhat well-known marque.



So, how about we examine the goings on of one Clinton Edgar Woods?

Clinton was born in Belchertown, Massachusetts (hey, another New England connection, huh?) in 1863, orphaned before getting his college degree, but still managed to graduate from the Boston School of Technology (now known as MIT). He used his education working for various electric firms and eventually started the American Electric Company in Chicago. This produced some rather "ungainly" cars, but was not profitable, and the firm moved to New Jersey to find more affluent clients. Subsequent to his departure, the firm merged with the Indiana Bicycle Company and became the Waverly, and later the Pope Waverly firm.

Clinton Woods stayed on in Chicago, and still charged up with being in the automobile business, formed the **Woods Motor Vehicle Company in 1899**. Again he pursued the affluent folks, and the Woods was one of the longest lived electric powered vehicles, making cars until 1919. They were

not as popular as Milburn or Detroit electrics, but they did make their own electric motors. The Fisher Equipment Company did their body work and "Sipe & Siglar" made their batteries.

Manufacturing these cars was an expensive venture & soon Clinton had chewed through what had been raised by a stock offering. The expenses necessitated the recapitalization in a big way...A group led by Samuel Insull (of Commonwealth Edison), New York Subway's August Belmont, and an investment syndicate of Standard Oil investors recapitalized Woods Motor Vehicle Company to the tune of \$10,000,000! These investors eventually forced Clinton to the sidelines in an advisory capacity & then out altogether.

This group was formed to do battle with the so called "lead cab monopoly" of the Electric Vehicle Company. The Electric Vehicle Company was a holding company for a variety of battery powered electric automobile manufacturers. They principally sold their cars to the livery tradesmen, or taxicab companies, and were trying to sew up all that business - hence the nickname "lead cab monopoly." Among the manufacturers was the "Electrobat" and the Riker Electric.

As a side note, The Electric Vehicle Company was taken over by one William Whitney and Peter A. B. Wideners in 1899. Mr. Wideners was a very wealthy Philadelphian, and distinguished himself by being a founder of US Steel and American Tobacco. He and his wife commissioned the building of "Lynnewood Hall", considered to be the largest surviving mansion of the Gilded Age (with 110 rooms!), which was built between 1897 and 1900.

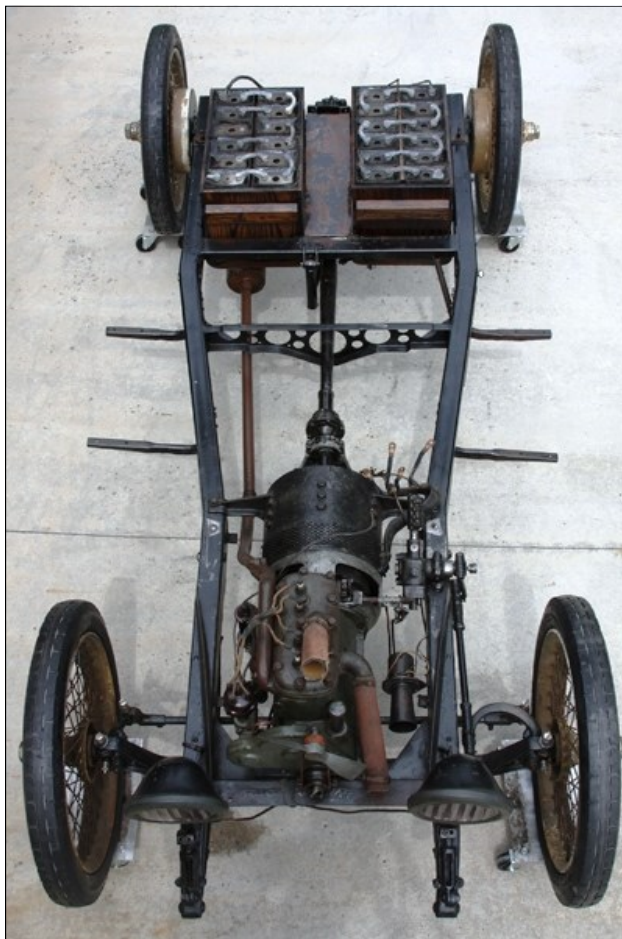
Turn to page 11 for the rest of the story....

Greetings from Chris Chartier
And
His next "Auto ABCs"

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

"W" is for which make?

The company's fortunes did dwindle, as its negotiating practices were found indeed to be monopolistic and had to cease, and gasoline automobiles were proving to be more powerful and preferred more often. However, the **Electric Vehicle Company** did own the Selden Patent rights and would continue to collect revenue from auto manufacturers until 1911. Mr. Wideners died in 1915, leaving a large estate and bequeathing much to charity, but not before experiencing the personal loss of one of his sons, **George D. Wideners**; and his grandson, Harry Elkins Wideners, in the Titanic tragedy of April, 1912.



Well, after the recapitalization, the controversy of the "lead cab monopoly", the ouster of Clinton Woods, **The Woods Motor Vehicle Company continued on.** Making very reliable, and very stately automobiles. Their Chief Engineer came to be a Roland S. Fend, who designed a very unique automobile. Granted US Patent "1244045", Mr. Fend's Dual Power automobile was marketed in 1917 by the Woods firm and seemed to offer the best of both worlds!

The smelly and rough, but powerful 4 cylinder gasoline motor upfront, was supplemented by the battery power mounted in the rear. It was claimed that the electric motor alone could propel the car to 20 miles an hour and then the gasoline motor would kick in and get the car up to 35 mph! I know...not really Eureka! But this is 1917! Beating both Honda and Toyota to the punch by more than 80 years with a dual powered vehicle!

The batteries were specifically designed to be smaller for this car (and they were about half the size of then conventionally sized batteries), and though a novelty did not gain marketplace acceptance. They were deemed too difficult to operate, too expensive to maintain, too slow, and at \$ 2650 too expensive for the masses.

The make lasted another 2 years before shuttering in 1919. "W", my friend, is for "Woods!" Thank you for journeying with me "Down the Road, Again" through the alphabet, exploring these antique obscure marvels of American transportation! See you soon. Attached are some photos of The Petersen Museum's Dual Power as it was being preserved by the Howard Company.

Respectfully submitted, **Chris Chartier**

BTW..... A pretty rare and unique auto is on E bay for sale(1/10/2016). It resides in Cobleskill, NY and is a 1926 Rickenbacker! The bid is currently at around \$3600, and **'buy it now'** price is 8500....these are pretty rare cars...just thought I'd pass it on.... CC

****** Of the 4,192 cars manufactured in the United States in 1900, 1,681 were steam, 1,575 electric and 936 gasoline

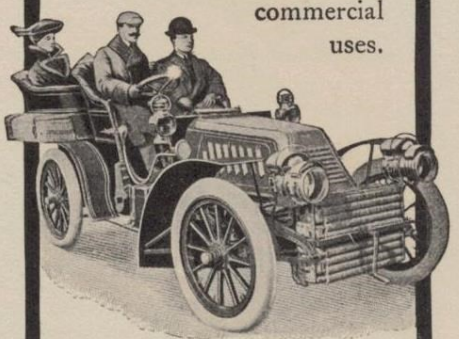
****** In 1903 just under 63,000 cars were built in the world of which about half were produced in France.

****** In 1904 the United States started to manufacture more cars than France.

For 1904
New models and many improvements characterize the

Columbia

line of Automobiles, which includes vehicles for every purpose — Gasoline Cars (three models), Electric Runabouts (two models), Victorias, Surreys, Broughams, Hansoms, Landaus, Landaulets, Coupés, Busses, and Delivery Wagons and Trucks for all kinds of commercial uses.



Catalogue and full information will be sent on request.

Electric Vehicle Co.
Hartford, Conn.
Member Asso. Licensed Auto. Mfrs.

BRANCH HOUSES:
New York — 134, 136, 138 West 39th Street.
Opp. Metropolitan Opera House.
Boston — 74, 76, 78 Stanhope Street.
Chicago — 1413 Michigan Avenue.

February On Ice from Don Perdue

As February rolls around each year, fond, not warm, but fond memories of Ice Racing find their way back into my imaginings. When I was a kid, I was fascinated with all things that you could get into or onto that went fast and among those thrilling conveyances, ice boats seemed particularly magical to me.

My Dad had several friends who made and sailed ice boats and nearly every winter after the end of WW II, once he could get extra gas again, we'd bundle up, pile into our '38 Plymouth 4 door sedan. With a day's worth of sandwiches, thermoses brimming with hot bouillon, some chocolate bars, we would head up to Greenwood Lake in northern NJ to spend a day out on the ice watching, listening to, and feeling the ice boats rattling around us. That was exciting in and of itself, but even better some years, **my brother and I would hit the jackpot** of getting to ride in one or more of the boats. Boy, what a thrill that was with the icy wind stinging your face as you hurdled across the ice all the while being nearly overwhelmed by the sounds and sensations of being aboard one of those sailing sleds. It swept chattering and clacking on its runners at 30 to 40 mph across the ice when a good wind was blowing! Well as much fun as that was, the second or third time we went to see the ice boats, something new had arrived. Lined up on the black ice were ten or more assorted sports cars - that was still pretty exotic stuff back then in the early fifties. My brother and I already knew what most of the marques were: **MGs, Jags, Porsches, an Alfa, a Volvo, some Saabs, and several VW Bugs**, but it was the very first time we were where the action was and on ice to boot, then we discovered a little further along the shoreline a few assorted homegrown, hot-rodded jalopies, and last but not least a whole passle of motorcycles with studded tires as well. I don't remember the configuration of whatever the course was that they were going to race on but I can never forget the thrill of watching the first heat of cars fire up, head out to the starting line, and then careen off into the first corners spitting rooster tails of ice chips from the studded tires and miraculously making it through the corners without colliding or sliding off track. After a few mesmerizing multi-car sprints, the bikes fired up and headed out onto the course. Watching them was even more dramatic than the cars. I was enthralled - **noise, speed, exotic machines, all being thrown around out there on that frozen lake** with what appeared to be carefree abandon and the drivers grinning ear to ear. I just knew that someday, somehow, some way I wanted to do what they were doing.



Well, fast forward a decade or so and a fellow artisan where I was working was an ice boating enthusiast and had just completed his third rig. He had sold his first two very fast boats after successfully competing them for a season each. He invited me to come out to see him launch his new boat. It was February again and I was headed back up to Greenwood Lake to get reacquainted with white-sailed speed on ice, and adding some spice to the occasion was the fact that I'd be going with my friend, Dave, in his **Morgan 4+4 Roadster**. We had been having grand fun with it, rallying & auto crossing for the better part of the preceding eight months. It was a bright, crisp, winter day when we headed out with the top down on the Mog. Once at the Lake we found my friend had assembled his ice boat, he was quite certain his new features would give him better speed and improved control over the previous two boats he'd made. It was an out and out racing rig with a single person cockpit, so there were not any joy rides for us to be had. After giving us the 25 cent tour, he was ready to head out to see what it would do and asked us if we'd be up for clocking some timed runs for him. We were happy to be of help and figured we'd have to hoof it out to our stations. Instead he suggested, if we weren't afraid to take the Morgan out on the lake, we could drive out. I would be at the start and Dave could drive on down to the tacking point to catch him as he turned to make his run back up lake. We looked at one another and knew without saying a word that we were up for that! We pulled out the skid chains and clipped them onto the rear wheels and out we went. Dave asked me if I wanted to drive out to my timing station. Well, let me tell you that was a Deja Vu moment! I was, in an instant, one of those grinning pilots of old that I remembered from my boyhood experience! Once I was out a few hundred feet beyond the dock area I stomped on it, the sensations of playing with car control on ice was fantastic. Naturally, I had rear wheel bite but very little front wheel directional control. **I knew this was something I wanted to do more of.** Dave also explored what the Mog would do on the ice and after we shared some very fast run times of my colleague's new boat and we headed back to the dock area to find a place to warm up a bit. I inquired whether there were still car ice racing events there on Greenwood Lake and got the answer Dave & I wanted to hear, there sure were! The next event was just a few weeks away. We knew we needed to get busy locating some extra wheels and studded tires for the Morgan and get ourselves back there to have a go at it. **After making a few contacts and talking to some other ice racers** during the intervening weeks, we had the hardware we needed and were on our way back up to Greenwood Lake in time for the ice races, would be racers that we were. But that's another story for another time.

It's nigh on February yet once again as I write this. If the weather cooperates, I intend to get out to the **Vermont Sports Car Club (VSCC) Ice Races** at Mallets Bay this year - hope to see some of you fellow auto enthusiasts there!



Waiting for the Crafter's Tent to Open?

Hal Boardman (left), Chuck & Sandy Gonyeau are ready for some great crafter deals inside during the 2015 show in Stowe!

Hal was instrumental in starting the new show feature. After just a few years, has become a very important part of the August event. Sorry, but these do not include all the crafters that fine summer day. There were many others.



"Bagged In Vermont"

Sue Storey with her art and hard work.
Her email...
sstorey@gmavt.net



"Butcher Blocks Creations"

Clifford Brown of Middlesex is having a fine day.
802-225-6290



"River Slate Co."

Connie Lisle shows off her fine creations.
Riverslateco.com



"Body Bee"

Rebecca Bissonette offers her Eco-friendly products.
bodybeevt@gmail.com



"Dolly Mazza Designs"

Dolly, right, and daughter Melissa had a beautiful red velvet display to show off their work.
dollymazza@gmail.com



"CB Metalworks" Carmel Blanchard and Brian LaPoine. Check them out at cbmetalworks.com



"Baskets & Bears"

Carolyn Starr can be reached at
cstarr@charter.net



"Holly Kahlua Cake In A Jar"

Always action at Holly's booth! Your editor baked the cake, it was great. hollyc@myfairpoint.net

"VAE February Meet at Rennline

Saturday the 20th. of February at 10 am.

Rennline Manufacturing
32 Catamount Drive,
Milton, Vermont.



Manufacturers of aftermarket products for cars like Porsche, BMW, Audi.
Demonstrations of CNC milling machine and CNC water jets.
Website..... **Rennline.com**



From somewhere in the Northeast circa 1920 comes this 5x7 glass negative, saved from the landfill thanks to an estate sale.
There are "coil" springs on the front, maybe a couple of tire patches there also.
What is the car make?

Our 2016 VAE Schedule

March 19....**Finish Solutions.** MiltonVT.
(to be confirmed)
April 9.....**Maaco Autobody,** Williston Vt.
May 21.....**Dust-off Trip/Cruise**
(destination TBD)
June 4-5....**Shelburne Show**
July 8-9....**Hemmings Friday night show,**
overnight trip with visit to a members garage and
onto Saratoga Auto Museum Saturday.
August 12-14....**VAE Show at Stowe**
September**Trip to the Cog Rail at Mount**
Washington. (To be confirmed)
October 8.....**Foliage/Gypson Tour**
November 12.....**Annual Meeting**
December 10.....**Holiday Party**

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.

Contact Us At
vaeinfo@gmail.com

Or

Our Website at
vtauto.org

"How to be a member"
Go to **vtauto.org
**Click "Join VAE"
**Print form,
fill it out and mail it
with your \$ to our
secretary

Wheel Tracks Classified



Vermont Engine Service Inc.
16 Krupp Drive, Williston

802-863-2326 OR 800-287-5488

The largest engine machine shop in Vermont

1/17

Wanted..... I know I have asked but here is one more time. I am looking for a '33, '34 or '1935 Chevrolet, any style will do. I would like to recapture a part of my youth.

Also my son Jed is looking to buy a 1928 to 1940 Ford that is running and drivable.
Jim Egnasher 518-799-2291

For Sale.... This was my father's and I think it is a Model T. Currently it is in my garage.

I may be contacted at bbcus-tom@accessvt.com or 802-453-4037. Beverly Landon, New Haven



For Sale.... 4 Firestone nonskid tires, tubes and flaps, 36X4.5, Useable, \$100.00

Free.... 4 Universal 30X3 all white tires. Dried out & cracked but never been on the road, with brass stem tubes, good for rolling chassis. You pick up.

Fred Gonet 802-226-7709 home or 802-226-7844 shop



For sale or Trade.... 5-15 inch metal alloy wheels with scruffy tires mounted. Gael Boardman 802-899-2260.

For Sale.... A Performance Plus brand 2-ton folding Engine hoist, used four times. Comes with load leveler. \$150 o.b.o. Please contact Richard Reinstein [rickreinstein@yahoo.com]

For Sale.... 1953 Ford F100 Street Rod. Volare front suspension with drop spindles. Explorer rear-end, '85 Mustang 302 with 5-speed.

Just drove up from Tennessee, made the trip in great fashion.

I just finished building it recently.
\$15,000

John Leach, Enosburg, call 931-250-3528



**February
Bumper Sticker...**

Pissing off the
whole planet
one person at a time

**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**

WAITSFIELD MOTOR CAR COMPANY

2/16

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

For Sale.... 2 Mustang transmissions, both 3-speeds. One for 65-66 6-cylinder the other for 68-69 V8. \$40.00 for both

For Sale.... 2 GM Wheels. One 17 inch the other 16 inch. Both 8 hole with snap rings. \$1.00 each.
Marvin Ball 802-425-3529

For Sale.... We've got a real "barn find"!

A '28 Willys Knight 4 door sedan must be moved by spring. This is the car with a sleeve valve engine. The body is solid and everything looks to be complete except for the very desirable radiator mascot. Contact Wendell Noble (802 893 2232) if you are interested



For Sale.... 1953 Willys. Totally restored to military specs. 24V. Water proof ign. Snorkel capable. Ken Taplin, Blue Hill, Maine ktaplin@gwi.net (207) 460-3375 I have just lowered the price from a fair \$12,000 to \$8,000.



Above...An early 1900s picture from somewhere in the Northeast



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



This 1964 Ford 100
Belongs to Duane & Marnita Leach
Of Fairfax Vermont

February 2016



PRSRT STD
U.S. Postage
PAID
Montpelier, VT
Permit No. 61

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

Check out the date that is printed after your name in your label above.
This is how you can know when you need to send your dues to Christina.
Her address is listed above. Thanks.....



I Year..... \$30.00
2 Years.....\$50.00
**CHRISTINA WILL BE WATCHING
FOR YOUR CHECK**

*Your membership expiration date is printed
each month on your address label when you
get Wheel Tracks and on this card.*

If you have already paid then....

Thank You, Very Much.

*You might want of grab that 2-year deal
and not be bothered again until 2018.*

**Oh No!... Your VAE
membership expired on
January 1, 2016**

*We don't want to lose you as a
member of this
"Happening Car Club"
You are too important to the
Future of the VAE.*

*This February issue of Wheel Tracks will be your
last so please mail your dues soon...
This will be your only notice.*