



# Wheel Tracks



This 1919 Franklin Touring has been a car David Lamphere has known about much of his life.

Franklin manufactured about 150,000 cars in Syracuse, New York from 1902 to 1934.

This one has a story to tell...  
More on page 6.





**FROM OUR PRESIDENT,  
DAVID STONE**

Hi all,

**It's that time of year for a changing of the guard**, I'd like to take time to introduce myself as this year's acting president. I enjoyed my stint, serving as the first VP and activities chair planning some of your events, thanks to all who participated. Also during this time, I had the opportunity to meet more members and put names to faces. I observed a passion and enjoyment in the automotive hobby, a common thread that ties us all together. But along with the friendship, lies a dedication to the club mission and an enduring drive to enjoy these times together. Meeting new club members and sharing automotive experiences, new and old, your guaranteed an interesting story.

**Planning activities around the Green Mountains** is a neat way to involve members throughout the state other than just shows. There are great ideas and many interests in our membership, which brings me to my focus this year. One is to continue Dan's push to analyze "what's right and what areas we can improve on" and attempt to attack these. Second is a membership push, this is two part. It is to challenge everybody to involve non club enthusiasts to join. We all have them, car guys and gals who participate in a show but haven't belonged or joined our organization. Give them a little nudge.

**Part "B" also involves you, the member.** Put yourself out there and make time for a club event other than a show. This is where our new 1st VP, Jeff McIay, comes in. He will be setting up this year's events, hopefully one will appeal to you. New members bring ideas and renewed drive to us all.

**By the time you read this article** we will have a definitive answer on the Stowe show field and whether or not a reasonable contact could be negotiated. This is a BIG year for the VAE, a milestone I think. Sixty years of bringing enthusiasts together. It speaks volumes about the people in this organization. Our Stowe show co-chairs, Bob and Duane spend endless hours coordinating and planning. We recognize your dedication in bringing this yearly show into being along with volunteers. We all appreciate the work that is done, even when it rains on our parade.

In conclusion, on behalf of the members, thank you, Dan Noyes, for your work as past president.

**Drive on, Dave Stone**

**"Be Nice.....**

**Buy a VAE Membership  
for a Friend"**

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FROM YOUR EDITOR... GARY FISKE

Wheel Tracks  
Monthly deadline  
The 10th

Membership  
Only \$30  
\$50 for 2 years

I met a new friend last summer and "it" has taken great care of me very well this winter! My new friend is pictured to the right, a **J.W. Murkland** wood stove "#36 Leader".

It was made in Barton, Vermont and another friend, Ken Barber, in Barton is where I got it from. I dragged the stove home, resealed all the seams and you would not believe how well it heats my shop! If anyone has information on this

Barton company and this style of stove, I would like to hear it. The smoke...and heat comes up from the lower area where the fire is burning and into the center of the doughnut shaped top. From there it travels forward and is split, then travels back toward the outdoor chimney.



The VAE Board approved a budget at it's meeting on the 9th of January to rework our "very old" website. I am not sure when the website came into existence but when it did "coding", or another term "word based", was used to build a website. A good example is currently only an expert can do work on our website. When we finish, some of our members, with proper passwords, will be able to work directly with changes that we need.

A project that the Education/Outreach committee would like to accomplish is to have all member vehicles listed by vehicle names and then by its owner (not location). We think if all are listed we will find over 2000 vehicles. One plan is to combine the "Member Vehicles" and the "Photo Gallery" pages. So, each vehicle will be pictured (if we have one) plus if the vehicle was ever "featured" in Wheel Tracks you can "click it" and go to the feature.

Another long time hope is to get all 63 years of Wheel Tracks online via our website with key subjects listed for easy access. So if you would like to read all of the "Grease Pit" columns from the 1970s, Wheeltracks (notice Wheel Tracks was one word back then) you can easily find them.

All of these "Great Ideas" will not happen with this project the board approved last Monday, but will become possible. Our webmaster, Justin Perdue, will be rebuilding our website using a software called "Wordpress". The plan is to have it completed in 3 to 4 months. The Education/ Outreach Committee is the place you should be talking to, if you have ideas and want to be part of the process. **We dearly need your ideas and your help.**

Wendell Noble's story last month about the circus fire brought many comments. It was a wonderful story from someone who was there. Some had never known about the fire and others knew folks who were there.

The most surprising, is the number of people who have told me that they also have a story they want to share. I think at least five maybe six people have told me they want to send Wheel Tracks "a story". But guess what, I haven't seen one yet, maybe the winter is requiring too many trips to fill the wood stove and is using up their day. Maybe there is some "winter writer's block", I hear mint tea and stretching is good for that.

In the meantime, I have tried to keep the new idea going....on page 13. I warn you, I have many more stories! So, to keep from getting totally bored with my stuff, you had better go buy some of those mint tea bags at the grocery store.... Think...."My Story".

I tried to cover a few examples last month on what happens when you donate to a not-for-profit organization like the VAE. I understand so far this year, the VAE has been the recipient of a few donations and I have been told basically, what was written last month is the way things work. As everyone knows the IRS never has one way of operating, so the advice of making sure you get your tax person tuned in, when you make donations.

It is still not too late to make a donation to the VAE. You can send it to..... VAE, PO Box 1064, Montpelier, Vermont 05601. Our treasurer, Don Pierce, will see that it gets into our education fund.

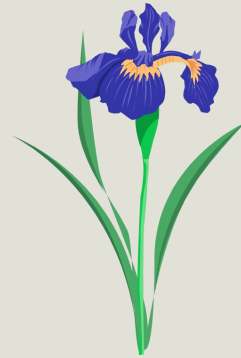
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"How to be a member"  
\*\*Go to [vtauto.org](http://vtauto.org)  
\*\*Click "Join VAE"  
\*\*Print form,  
fill it out and mail it with your  
\$\$ to our secretary

\*\*\*Contact Us At\*\*\*  
[vaeinfo@gmail.com](mailto:vaeinfo@gmail.com)  
Or  
\*\*\*Our Website at\*\*\*  
[vtauto.org](http://vtauto.org)

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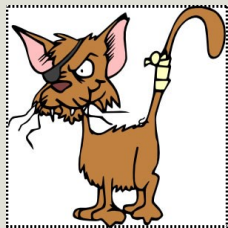
## "THE SOFTER SIDE"

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

### RAMBLINGS FROM AN AGING MIND from Mary

**Wow, survived the holidays** with no more cracked ribs or crushed toes. This included cookie day with our daughter, our friend and her daughter, family get-togethers; didn't have to wrap presents as a friend likes to do that?? We got the tree set up with the lights on so that the grandchildren could decorate it on Christmas Eve. **After that three generations watched the Muppet movie.**

**We did lack snow**, but pretty sure we will be getting some very soon - this is Vermont. For now, it serves to remind me that I have not raked the leaves yet. Oh well, they will still be there in the spring! The holidays being behind us now means thinking about getting the garden ready for planting (I will remember to plant Brussel sprouts this year), cleaning out the asparagus bed and being able to hang out washing again. Oh, and lawn mowing, but Wendell and the rider mower do that these days. I kind of miss pushing around the old mower, but there will be flower beds to clear of fallen tree limbs and rose bushes to trim, so no lack of projects.



**I have been feeding two stray cats**, but cannot get them to let me touch them. I would take them to the Humane Society if I could catch them because our cat would not welcome them. You may notice that I said "our cat", as his previous owner still cannot have him in his new place, but then, without him, who would sleep on my bed at night! So, I guess it all works out. Anyway, hope everyone's holidays were fine and we wish all a very Happy New Year!!!!

### "Idle time is memories motivation" from Gael Boardman

The other day, looking for "busy work" so as to avoid jobs like cleaning the cellar, etc., I chanced on my teens era RCA Victrola. It's a trade model and has always been quite good. I put on a Victor "double disc" record, wound up the machine, released the turntable brake and awaited music. The turntable barely turned and the terrible low speed music was accompanied by an unfortunate reoccurring screech. I know quite a lot about this machine's history and it has had minimal and gentle use. Nothing to do but to take it apart and see what's wrong. Inside there is a care and maintenance label. It suggests lubrication. RCA wants you to use Vaseline...but there was a little blue jar of Vicks Vaporub. Just medicated vaseline, right? Dave's garage would be proud of me! Did it fix the Victrola? No, but the gear train worked real smoothly and smelled healthy just like me. The problem turned out to be a slight warping of the aluminum turntable so the underside would hit on the breaking mechanism, drag down the speed and screech. I ground down the high spot and now it's all music to my ears.



In the 1950's, Mahlon Teachout bought a Victrola from the estate of a woman who was said to have received it as a gift from a suitor who never returned from WW1. She never could bare to play it and it was put away.

Some time later, I got it in a kind of complex trade with Mahlon. He got a small plot of land and a ruined saw mill building and I got the Victrola and a 1920 Buick GK45 touring car. The Buick made it to one of the first Stowe Car Shows but I cannot say for sure, the very first. I sold it to get married in 1960 but I still have the Victrola and good memories of both.





## WORDS

**Taxi....** The word originally referred to the "meter" carried by the cab. It was called a "taximeter" because it measured the fare or "tax".



A mainframe computer on which everyone in the office depended suddenly went down. They tried everything but it still wouldn't work. Finally they decided to call in a

high-powered computer consultant. He arrived, looked at the computer, took out a small hammer and tapped it on the side. Instantly the computer leapt into life.

Two days later the office manager received a bill from the consultant for \$1000. Immediately he called the consultant and said, "One thousand dollars for fixing that computer? You were only here five minutes! I want the bill itemized!"

The next day the new bill arrived. It read, "Tapping computer with hammer: one dollar. Knowing where to tap: 999 dollars."

\*\*\*\*\*

**\*\*Two young car mechanics applied for a single position at a dealership. They both had the same qualifications.**

In order to determine which individual to hire, the applicants were asked to take a test. Upon completion of the test, both men missed only one of the questions. The manager went to the first applicant and said, "Thank you for your interest, but we've decided to give the job to the other applicant."

"And why would you be doing that? We both got nine questions correct," asked the rejected applicant.

"We based our decision not on the correct answers, but on the question you missed," said the manager.

"And just how would one incorrect answer be better than the other?" the rejected applicant inquired. "Simple," said the manager.

"Your fellow applicant put down on question #5, 'I don't know.' You put down, 'Neither do I.'"

## Wheel Tracks

### Academy



### Not Moth Balls

From Sarah Moon



I just wanted to submit a possible academy segment because Naphtha isn't mothballs. It's what we now call camp fuel like Coleman's. I'm in the process of becoming a steam ambassador of sorts by learning as much as I can about the technology and willingly publicly sharing that knowledge, part of why we went to the Steampunk festival this year, this process is helped because my husband and I owning two early non-condensing steam automobiles.

This is what I know so far:

The first American patent awarded for a self-propelled motorized vehicle meant to travel on roads was given in 1791, and signed by George Washington and Thomas Jefferson. This starts the Veteran era in American automotive history, tinkers and inventors built homemade automobiles ever since. The movement really took off in America in the late 1800s, as steam technology and the industrial revolution expanded.

At the turn of the century, mass production became viable and the alternative fuel options fell to the wayside and the Brass era begins. All of these mass produced vehicles needed a fuel source and while there are exceptions, the main fuel source was in liquid form.

Just because most people start from what they know, a majority of the early vehicles were steam powered. Steam is a forgiving form of power because it doesn't matter how you heat the water, just that you do, and that allows for a wide variety of fuel options. First was kerosene, also called coal oil. Widely used as lamp fuel, coal oil was known to be smoky when derived from coal and shale. Kerosene as we know it, derived from petroleum developed in the 1860s. There was a great oil boom in America and kerosene became the cheaper, safer alternative to whale oil for lighting. It is less volatile than gasoline and is still used in a perhaps surprising way: aviation fuel.

Another less volatile fuel option was Naphtha or White gas. This is a general term for a clear flammable liquid, and could be distilled from coal tar, peat, and natural gas. Though we now commonly refer to its current petrol distillation as camp fuel.

Continued on page 8

# \*\*\* 1919 \*\*\*

World War I had just finished its four year blight in November of 1918, our 26th president, Theodore Roosevelt, died in January and according to Wikipedia, Amānullāh Khān became king of Afghanistan.

In Rutland, Vermont that year George Lamphere was shopping to buy a new car. He and his wife, Eva, lived at 3 Clarendon Avenue and their creamery & dry goods store on Main Street must have been doing fairly well. There were a number of auto dealerships in the area but the one at 107-109 West Street must have caught their eye because they sold an air cooled car where you didn't have to worry about the radiator freezing up during the winter. Another thing they might have seen in the car ads was, "you could put the accelerator to the floor, even in the desert, and run it that way all day or until you ran out of gas". That is how good these engines were. The dealership was named **Rutland Machine and Auto Company** and they sold Seldon trucks and Franklin Automobiles. The Franklin touring car pictured above is the car the Lampheres decided upon.



**David and Cereta Lamphere** are VAE members from Westford, Vermont; George Lamphere is David's grandfather and the Franklin touring sits in David's garage today. The car was passed from George to David's dad, Richard, and then to David.

The Franklin Company had sold about 43,000 cars by 1919 and had the process fairly well perfected by then. They were using 6 cylinder engines in 1906 for some of their models and by 1914 all Franklins had six cylinder engines. Managing the air flow was important in these air cooled vehicles and until 1922 all that was required was a fan between the engine and the transmission to help "pull" the air through. As the horse power increased they moved the fan to the front of the engine and continued to use the cylinder fins to force air down past the hot cylinders, this was called a "down-drafter". As the 6 cylinder engine power grew, from 24 HP to over 100HP, the company changed again in 1930, to keeping the fan in the front but now forcing air "across" the engine thus calling it a side drafter. A much more efficient way to keep the engine cool.

It appears George and Eva began a family tradition with the Franklin car. Over the years they had the 1919, a 1923 sedan and two 1929s sedans. One of those 29s later was reworked into a pickup truck which also sits in David's garage. David's dad, Richard, added a 1930 and 1931 sedan to the family Franklin history and then David took his turn when he was 15 years old, when he purchased a used 1930 sedan for \$45.00. David also bought a '31 roadster at one point bringing the count to eight Franklins.

Richard was an engineer and loved to tweak things and make them better. While the 1919 was in his possession he added an electric fuel pump with a pressure regulator, to keep the carburetor from handling anything over one and a half pounds of fuel pressure. He also added a fuel pressure and a vacuum pressure gauge to the dash. The ignition switch has an extra position so when you engage the starter a second battery is wired in to have 12 volts. Once the engine is running, the switch is moved to the 6 volt position.



It is probably not totally unusual for an automobile to be purchased new and be in a family for ninety eight years, but Wheel Tracks did not want to miss out telling this story.

As you have read in our classifieds the 1919 is for sale. David and Cereta need to down-size and have decided to try to find a good home for the old girl, that still runs perfectly. The hope is that the car stays in the VAE family and will have many more stories to tell years from now.

How many of you will be watching for those Rutland addresses the next time you go through. Please take a picture of what is there now and send them to Wheel Tracks.





Edi Fiske

# The Roadside Diner

## HAMBURG BY THE MILE



1 lb. ground chuck  
1 egg  
1 loaf French or Italian bread  
minced onion

Seasoning, salt & pepper  
onion slices  
tomato slices  
cheese slices

In large bowl, place hamburger, beaten egg, minced onion and seasonings; mix well.  
Slice French or Italian bread in half lengthwise. Place aluminum foil on cookie sheet; lay bread in center and top with hamburger mixture. Crimp foil around edges of bread so it will not burn.  
Place under broiler and cook until meat is done. Remove from oven and top with tomato, cheese and onion slices.  
Return to broiler until cheese melts. Cut into serving pieces and serve with a toss salad.  
Serves 3 or 4.



Members can purchase  
any non-auction items at  
half retail price at any  
time

### \*\*\*\*\* A VAE February Email Auction \*\*\*\*\*

Below you will find items identified by lot numbers.

If you would like to make a bid simply email [gafiske@gmail.com](mailto:gafiske@gmail.com), state the lot number and place your bid.

There are no reserves and on the 10th of February the bidding will close.

The winning bidders will get an email telling them where in Milton, Vermont  
they can pick up and pay for their items.

Read last month's winning bids on page 9



Lot 1-2  
AACA necklace  
pendant



Lot 2-2  
Costume Jewelry  
Broch



Lot 3-2  
4 cans of  
Silicone spray



Lot 4-2  
15 quarts  
5W-30 Valvoline  
Motor oil



Lot 5-2  
4 quarts  
Valvoline 85W-140



Lot 6-2  
5 pounds  
Bearing grease



Lot 7-2  
10 Quarts  
5W20 Synthetic  
Motor oil



Lot 8-2  
5 Gallons  
Antifreeze



Lot 9-2  
Bosch wipers  
4- 19inch & 2-20 inch



Lot 10-2  
4 containers  
(sorry, don't know size)  
Castrol synthetic  
Dot 4  
Brake fluid



## Dave's Garage by Dave Sander



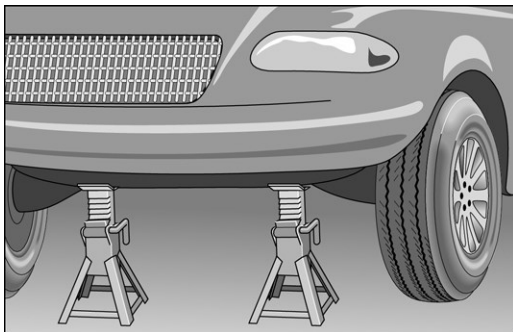
### \*\*\*\* ALL LINED UP\*\*\*\*

**About a year ago** I replaced the steering rack in my minivan. That replacement rack blew out during the cold snap in December. The good news was the part was covered by the warranty. The bad news was after I replaced the rack, I needed to do a wheel alignment.

Since I had the alignment done a year ago, I knew the castor and camber were fine, I just needed to adjust the toe in. I was not willing to expend another hundred bucks for an alignment.

**I set up four jack stands in the garage at each corner of the van.** I strung yellow carpet thread between the two left and the two right jack stands. I used carpet thread as it is strong, and thin. It gave me a very thin and straight reference point to take a measurement from. I was able to extend the jack stand, at exactly the same height as the center line of the axle (through the center of the wheel), giving me a reference line extending through the axle center line, from the front to the back of the vehicle. To ensure the left and right string lines were exactly parallel, I ensured the two front and two rear jack stands were exactly the same distance apart. I used the 3,4,5 rule to ensure the two rear jack stands formed a right triangle with one of the front jack stands. Three feet out on the base line from one rear jack stand to the other jack stand, four feet out from the rear jack stand toward the front jack stand, then the hypotenuse, connecting these two points was five feet.

I used a ratchet strap to hold the steering wheel exactly in the dead straight ahead position. I adjusted the tie rods to achieve a slight  $1/16$ " toe in on each front wheel, achieving an overall  $1/8$ " toe in. I checked the measurement between the edge of the rim and the string, with the front measurement being  $1/16$ " more than the rear.



Like this.....

Not like this!



## Wheel Tracks Academy



### Not Moth Balls From Sarah Moon



Continued from page 5...

You know what else was developing in the 1860's? The gasoline powered internal combustion engine. Gasoline is/was a byproduct of manufacturing kerosene. Crude oil was heated, separated, and condensed into its separate parts. Gasoline being lighter than kerosene, would be the "top". It was removed and thrown away because of its volatility. Remember, volatility is bad for open flames- common in both lamps and steam production. But that same volatility is a great source of power when contained. Once the oil barons realized the potential and automobile manufacturers converted to internal combustion engines, the oil industry managed to turn its easiest-to-produce, hardest-to-get-rid-of, most worthless by-product into the most highly sought fuel of the following century.





I had a very interesting phone call a while back from a VAE member in Manchester, VT. Hamilton Hayes saw Bill Erskine's Locomobile steam engine in last month's Wheel Tracks and remembered having the same make steam engine back in 1967. He would run it on compressed air and had a great time demonstrating the working engine with his friends. However, he didn't have it very long when an acquaintance asked to borrow the engine to show to an out-of-town friend. Hamilton said that was the last time he saw the engine. A shop was supposedly broken into and the engine was stolen. Hamilton says he might know of the gent who ended up with the engine but was never able to prove anything, so that is where the story stopped, 50 years ago.

#### The latest auction results are.....

We got no bids on #2, the muffler cement, on #5, the disc brake spray, (our auction guy screwed up and had two #5s for some reason. We might end up getting rid of him) AND #8, the fuel injection cleaner had no bids.

There were, however, a total of 21 bids for all the other items with 7 winning bids.

Don Rayta won items 1 (for \$9.25) and 7 (for \$25.62).  
Charlie Thompson won item 10 (for \$22.50).

Carroll Bean won item 3 (\$9.37).  
Duane Leach won item 4 (\$7.64), item 5 (19.19 and item 9 (\$38.52)

I know it is winter and all, but if anyone wanted to visit our "warehouse" they would be welcome to purchase anything there for one half retail price. Some items are being donated to the club for the auction. The commercial Singer sewing machine was a donated item and someone got one heck of a deal for only \$25.62! Carol Lavallee has given a number of costume jewelry that you will be seeing in the upcoming auctions. Thank you everyone.



You know when "car folks" get together there is always one story that sticks with you for days afterwards. When I was collecting information for the 1919 story at Dave Lamphere's, he told a story about the engine quitting mysteriously, a number of times when out on the road with his '31 Franklin. Once even in Burlington while a touring group of VAEers were driving their old cars down Church Street among the restaurant tables and vendors. Dave said he just pulled over, opened the hood and blew backwards on the fuel line to the tank and the engine would be OK. He later took the tank down and found the reason for the stalled engine. A dead mouse was floating around in there and every once in a while the creature would be sucked to the fuel outlet and block the gas flow. I didn't ask how many times the engine quit and he ended up blowing the dead mouse out of the way. A good question the next time I see him.

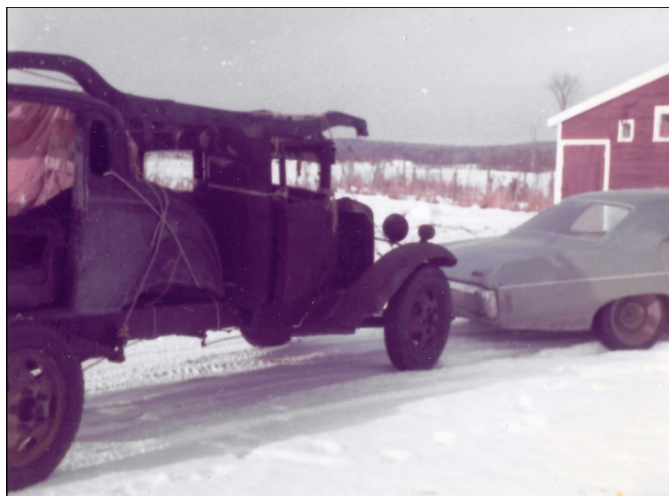
Gary Irish has a great story about his Ford Model AA truck on page 11. This picture to the right is of another AA truck he "stiff-hitched" home with his Chevy Bel Air car on snow covered roads. He does not know, so we should take guesses of the weight disparity of the car vs the truck. What do you think? Maybe the car is 3300 pounds? How about the truck.....4000 pounds?

Can you imagine a policeman along the way watching this go by? Gary says they were never stopped, the cops probably did not dare! Thank you for the story Gary.

Gary told me about something that happened when they towed the truck home in this picture.

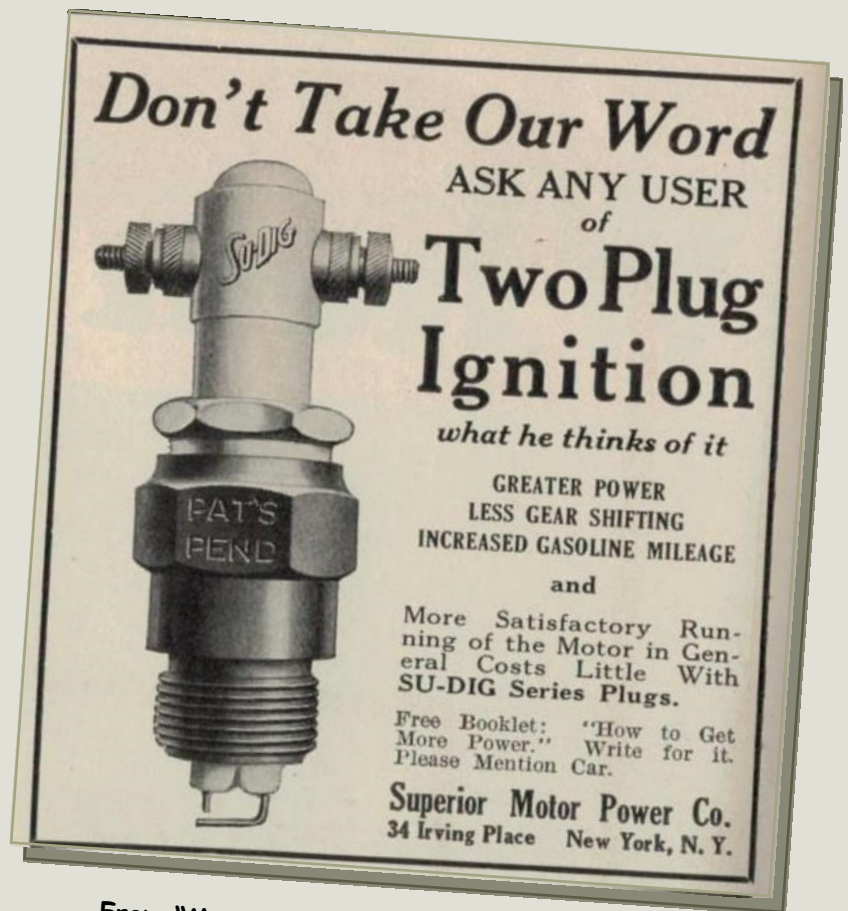
Apparently, the truck was towed to the location where he purchased it in a field in Wallingford, Conn.

Also, apparently, the brakes were locked up when it was towed there and the rear tires were not rotating. When Gary had the truck pulled out of the field by someone with a tractor, he found there was no "bottom" to the tires, they had been worn down to the wheels. Interestingly, the parts of the tires that remained were completely filled with sand and dirt. He had brought along extra tires and wheels so getting it home was no problem.





Can anyone help Chuck Rhynard of Barre  
Identify this automobile?  
Wheel Tracks will pass the info on.



From "Motor Magazine" 1917



We had a grand time at this year's **Memorabilia and Potluck Gathering** in Waterbury.

Richard McIay, left, brought his beautifully restored dash that goes into his '49 MGTC  
On the right is Dan Noyes (left) our new VAE Chairman, in the center is our new president, Dave Stone. They had just given our outgoing Chairman, Dave Sander, a gift of Mac wrenches.  
Everyone brought their favorite dish to share, we understand the WT editor went home with a few extra pounds, Fred Cook's pan of lemon squares were irresistible.



From Gary Irish of  
Jericho, Vermont

I saw your note in the December Wheel Tracks, at the end of the story about Kerr's truck, you were looking for more truck stories, so I am sending you a bit of a story on our truck.



**My 1931 Ford Model AA 1 ½ ton truck.**

**My first antique vehicle was a 1931 Model A Ford pickup** that I received as a high school graduation present, but after working on that and acquiring a couple of other antiques, I had my sights set on a big truck. After watching the ads in Hemmings for a while, in the spring of 1971, I finally found just what I wanted - a 1931 Ford Model AA. It was even the long wheelbase version of the AA - 157 inches instead of those dinky little 131 inchers. It was located in Cato, NY, a small town just a bit northwest of Syracuse. I contacted the man selling it, Forest Gilmore, and made arrangements to drive over to check it out. When we arrived, we found that Mr. Gilmore, a man probably in his late 60's, had several antiques that he had acquired over the years with the intent of restoring them when he retired. Unfortunately, just about that time, he had a heart attack, and his doctor forbid him to work on them, so he was in the process of selling them off. The AA looked to be in reasonably good shape - he told us that when he purchased it, someone had left it out with the head off the motor and the motor was frozen, so he had bought another engine that had been used to run a saw rig and put it in the truck in place of the frozen one. There was a little minor rust and a few dings, but overall it looked pretty good. And it could be had for only \$250. So the deal was made, and we made arrangements to go back later and bring it home.

**Now mind you, at the time I was only 21 years old,** so of course I had no idea of what I was getting into, so my plan was to go over with a stiff hitch, and we would just tow it home. Which we did! I conned a couple of friends into going with me, and on Easter weekend, off we went. The Gilmores, who were wonderful folks, had offered to put us up overnight in their home, so we got over there, got things all hooked up and ready to go, spent the night, and were up and ready to go at 6AM the next morning. On the way over the day before, it was wonderful warm weather, but when we looked out that morning, we found there had been a snowstorm overnight. It didn't seem like too much, maybe a couple of inches, so we piled in the car and headed home. Driving probably wouldn't have been bad with just a car, but towing a two ton truck was a bit different. The first hill we came to, all we could do was sit and spin the wheels of our tow vehicle - a 1970 Chevy Bel Air - until we wore through the snow down to the pavement, whereupon we would lurch ahead a bit, then come to a stop and do it all over again. Eventually we made it up the hill, and as we went on, the road conditions did get somewhat better.

**All seemed to be going well until we started hearing some sort of clanging noise coming from the truck.** We stopped to check, and found that the lock ring on one of the rear wheels had popped off and was rattling around between the dual wheels. Well, not a big issue, as with duals, we just had to take off the now flat tire, and continue with just one wheel on that side. Alas, a little later, we find we have another flat, but again, just go with one wheel on the other side of the rear instead of duals. But when we got the third flat, we were in trouble. From Cato, we had made our way east until we met Route 11, and were following that up through Watertown, Potsdam, Malone, etc., thinking that was a fairly flat route with less traffic. So we went into one of the towns along the route, found a gas station and inquired if we could buy a new inner tube for one of our flat tires. Little did I know then, that in 1971 no one used 6.00x20 tires any more, but after some hunting around the man was able to come up with something, that was close enough to work. For most of the way, the caster in the Ford front end allowed it to track behind us ok, but occasionally we would come to a corner sharp enough, where one of my friends would have to get in the truck and steer it around the corner. We did have another tire that was getting soft, but we stopped at another gas station and put some air in it, to get us by. Another tire had a crack in the sidewall, and an inner tube "bunion" was sticking out, but that never did give us any trouble. Around the time we hit the Vermont border at Rouses Point, it was getting dark, so we took a big flashlight we had brought with us, covered the lens with red cellophane, and tied it on the back of the truck with hay twine as a tail light. After starting at 6 am that morning, we finally arrived home with our prize at 12:30AM the next morning!

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**Then started the restoration process.** Many would cringe at what I did in my inexperience, but eventually I did manage to get it in running condition and on the road. When I bought it, there was no bed on the rear. I removed the cab, cleaned the frame, etc., as best I could with a wire brush, and painted it with Derusto and a brush. One interesting thing I discovered while doing this - **when Ford builds Model A's, the engine was assigned a motor number when it was assembled, and that motor number was stamped on the top of the frame rail when the engine was installed in a chassis, becoming the car's serial number.** On my truck the number stamped on the frame and the motor number on the replacement motor that Mr. Gilmore put in the truck were only three numbers apart, one ending in 82 and the other 85! Apparently the vehicles were not only built at the same time but must have also been sold in the same area. To me it is more unusual than having matching numbers. I also learned the hard way that a Model A/AA transmission is lubricated by the engine turning, which moves the transmission oil around. But when towing one, with the engine not running, oil does not do its job, and during the restoration process I found many former bearing parts in the bottom of the transmission case. (Note: If you ever have to tow a Model A any distance, first remove the transmission cover and fill the transmission case to the top with oil for the trip.)

**Restoration was a slow process, taking me five years.** I did the mechanical work, but I am not a body man, so we found a retired man in Richford who did the body repairs for me. At some point the bottom of the doors had rusted out, so to plug up the holes, someone had poured about 2" of concrete in the bottom of each door, which I had to chisel out. Most of the AA trucks had a bracket under the back of the frame that held the spare tire, and this one must have had one also, but it was long gone. Out of the blue one day, a man stopped by and said he had a front fender for a '31 AA, with the fender well for a spare, and he also had the support arm to hold the tire if I was interested. I sure did want it, but somehow I lost his name, and only acquired the fender and bracket when he stopped a second time to see why I hadn't come to get it. To this day, I don't know who he was.

**As I mentioned, there was no bed on the truck when I bought it,** but this was not a problem to me, as my plan was to build a camper body on the back. Of course at that point, I had never so much as ridden in a truck of this vintage and did not realize that it would take an entire vacation to actually drive it anywhere. But I went ahead and built a bed, much wider than a stock Ford bed, something that would just barely fit through the garage doorway. I finally got it roadworthy and with the bed nearly finished, just in time to have it in the Jericho-Underhill Bicentennial parade July 3, 1976. That was an adventure in itself. The folks who operated the local store (the oldest continuously operating store in Vermont) decorated the truck with antiques, and included decorating a 1" x 2" framework we had built on it which they wrapped in red, white and blue crepe paper. Of course when parade day came, it was pouring rain, and all the colors in the crepe paper ran all over the new bed. My father, the store owner's father and a friend rode on the back, dressed in ponchos.

**Over the years since,** the bed was finished, and it has been used as a truck for many different things, including bringing home the material we used to build our home. The longest trip I have taken with it was driving to the Bennington car show one year, a trip in miles of about 130, and in time about 5 hours one way. The truck is now 85 years old, and it is hard to believe that I have owned it for more than half of its life.





### \*\*\*My Story\*\*\*



I learned to drive in a late 1940s Reo stake body 2 ton truck. I thought it was the neatest truck I had ever been in because it had 2 glove boxes, one where it is supposed to be and the other where the speedometer should have been.

I was maybe 7 or 8 years old and in 1953 the hay in the field was baled into 30 or 40 pound bales. The routine was to wait until the bailer had made 5 or 6 turns around the field, then the truck would make its way between the rows of bales, while men on both sides would pick the bales up and throw them onto the truck. Another man on the truck would stack the bales until there were maybe 3 or 4 layers of bales above the cab of the truck, a quite high load. The men on the ground had to be strong to "throw" the bales that high and the man on the truck had to be able to stack by weaving the bales together so they would

not fall off during the trip to the barn.

**You might have guessed by now** where a 7 or 8 year old kid fits into this tale.... Yup, behind the wheel of the truck.

At first I would sit beside someone while he got the truck started slowly down the field and then he would jump out while I took over. It was not too long before I, proudly, was able to start, shift and line the truck up myself.

Another part of my education came from the man stacking the bales on the back of the truck while I was driving. It was not too long before I learned about every swear-word in the book, along with getting some pretty terrible threats to go with the words. You see, even though I had the skills to start, stop, shift and steer the truck just like the grown-ups..... my legs still belonged to an 8 year old, they were short.

**While driving the Reo,** I had to sit way up and balance on the edge of the seat in order to have my foot reach the accelerator pedal. All would be going fine until the tires would hit a hole or some dip. You can probably figure what happened after that. The truck would slightly pause, the driver balanced on the edge of the seat would slightly lunge forward...along with the truck, then the driver would try to pull the foot back....slowing the truck and that would start a 4 or 5 (or 6 to 7) pause-lunge production that would make the swearing and the threatening start. This seemed to happen only when the man stacking the bales was high up, maybe on the 8th or 9th layer of bales while hanging on for dear-life.

I kind of had a never-give-up attitude, even way back then, so not giving up meant trying to fix the problem by sticking to the job. All I had to do was take my foot off the accelerator and the old Reo would know what to do, it took me a while to figure that out.

**Another thing I never passed up was going on the milk truck with my dad.** Many farmers back then supplemented their income by hauling cans of milk for their neighbors to the creamery and bringing back clean ones to be filled again. Each can held about 10 gallons of milk and with the weight of the can, a full one weighed maybe 90 pounds. The old Reo could hold about 85 cans of milk and many times, during the Spring when the cows were giving more milk than usual, a second tier needed to be added for at least half the length of the truck bed. Each can had numbers painted on them, for example "The Ridge Farm's" number was 16, and they had enough cans to accommodate four "milkings". When the truck picked up the milk each morning the empty cans from the day before would be returned.

**So, by the time I was 14 years old I knew the routine.** The farmer I was working for on weekends and summers also had a "milk route". One of those summer days the farmer came to me and asked if I would drive the route because his hired hand had quit that day. It would be 2 years before I could get my drivers license so I was pretty much illegal. My boss just told me that if I see a policeman, that I should stop the truck, put on the emergency brake....and run into the woods. I ran the route all summer and never had to run into the woods. It was a great summer!

The picture is an example of the scene at a creamery back then, not our creamery. Thanks for letting me share "My Story", Gary Fiske





Wheel Tracks has found one  
more  
Franklin  
from the Lamphere Family  
of West Rutland  
Back-in-the-day

The inscription on the back  
of the photo is:

*Driving, George (& Eva  
Lamphere far rear seat) and  
younger brother Everett &  
wife in 1910 Model H  
Barrel Hood Franklin*

**How to become a member of the VAE:**

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

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1/17





# Wheel Tracks Classified

**For Sale.....** A pair of new reproduction front fenders for a 1970-72 VW Super Beetle made in Italy. They have some light scratches and may fit other years. \$200 for the pair. If you want it shipped it would be another \$150.  
New grille for a 1997-98 Ford f150 -f250 color is Argent and will need to be sanded. Price \$100 retail \$421 from dealer.  
Call Don Rayta 802-644-2776 located in Jeffersonville.

## February Bumper Sticker...

Lord give me  
patience...  
But Hurry!

**Do you need a VAE name tag?**  
**Contact Christina**  
christina.mccaffrey@vtmednet.org  
\*\*\*\*\*

**How about a VAE banner for your car?**  
**Call Wendell Noble to order one.**  
**802-893-2232**

## For Sale....

**Well, we knew it would happen sometime. The late Rod Rice collection is For Sale:**

**Cars:** **\*\*1913 Stevens Duryea touring, original, runs nice**  
  
**\*\*1913 Ford T touring, running, drive it home**  
  
**\*\*1953 Bentley sedan, nice paint/interior, good road car**  
  
**\*\*1954 MGTF, older restoration, still very good**  
  
**\*\*1922 Cadillac touring, very good condition**

Parts/to sell as a lot: wood wheels, brass lights, transmissions, radiators, headlights, bulbs, horns, etc.

Mechanics hand tools/ sell as a lot, some power tools.

Call Dave Rice for details. 802-985-5201 or 802-862-0453

Rod Rice collection of:

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

Car manuals/ sell as a lot: many car types and some covering many old cars.

Call Ken Gypson, 518-423-7565



This truck is a Peerless from about 1914.

Peerless built trucks in Cleveland from 1911 to 1918.

We are not sure what the "load" is, maybe wood?

One Peerless ad from the period writes about the Curtis & Pope Lumber Company in Boston, being very happy when they purchased two 3-ton Peerless trucks and the next year, adding five 4-ton Peerless trucks to its fleet.



**VERMONT AUTOMOBILE ENTHUSIASTS**

Please Send Dues or Address Changes to:

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1914 Ford Model T Touring Car  
Owned by Daniel Tader of West Warnick RI

**February 2017**



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

On the right, Michele Bombardier of Swanton Vermont brought her "One Door"  
1958 BMW Isetta  
to the VAE car show in Stowe this past August.

BMW built 50,256 of these 13HP vehicles in  
1958. Top speed is 49MPH  
and it weighs 1709 pounds.  
0 to 60 MPH in 27.7 seconds



Does anyone recognize this Buick on the left?

It is Eric & Glenda Rose Osgood's  
1929 Buick 54CF

Getting ready for our 2016 parade in Stowe.

*The sign on the bumper states...*  
*No riders...Except Brunettes, Blondes and Redheads*