

Wheel Tracks



Dave Stone's Dodge Power Wagon

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****Important info & VAE bylaws.....
Please read them for the future of our 62 year
old club.....Pages 3, 11, 12 & 13.*

*The Final Chapter of the Metz Engine....
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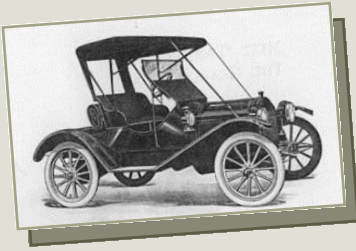
Rhubarb Cake form our Proofer....Page 7

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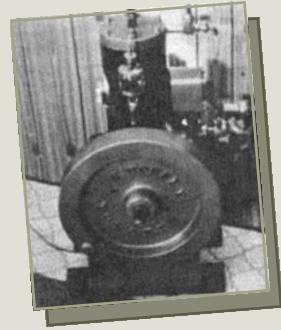
*Inside the Shelburne Show with Ernie....
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The Metz was brought back to the barn resembling the proverbial tomcat after a week's travel, but after a good cleaning and another coat of paint it was ready for another run. Later in the summer it was taken to the wood-lot and belted to a wood saw but this was not for the Metz. Having no governor, it would run wild when not sawing and after a few days work it threw a rod bearing. With no repairs to be had, this looked like the end of the Metz. However, this was not



the case. Someone at the quarry had mentioned that a certain bachelor farmer had a Metz touring car but had not used it for many years. It was learned where this car stood in an old closed shed and no one had looked at it for a long time because the owner would not admit he owned a car of any kind. One day after telling my truck driver of the Metz and the plans I had, we loaded some chains in the back of our old Ford T pick-up, covered them with some burlap bags and we set out looking for the Metz touring. We had no trouble finding the farmer and after visiting some time one of us mentioned our old Metz, whereupon he boasted that he too had a Metz and to prove it he would open the shed and show it. After some difficulty we had the door open sufficiently to squeeze in the shed. At the time it looked like junk but now in 1976 it would be like finding gold. All the tires were flat and the farmer told us he had removed the battery and placed it in his cellar six years before but assured us it was like new. This one was equipped with a starter, electric lights, a horn and single drive chain. We casually asked if he would sell us several bearings from the motor when he promptly told us no, he would consider selling the complete car, however.

After a little inspection one of us wondered just how much he thought he should have for the car which needed all new tires. After some thought he answered \$10.00 cash, which surely he thought we could not afford even if we threw in our old T Ford. We tried but he would not budge from the \$10.00 even when we told him he could keep the battery. When we thought the proper time had passed, we produced a \$10.00 bill. The old Metz had redeemed itself to everyone's surprise, including the owner. The T was backed up near the shed and a chain produced from the burlap rag pile then attached to the Metz and we were ready to roll on four flat tires. Now we began to have troubles as anyone familiar with a Model T might suspect.

The Metz as I mentioned, had four flats but even then had sunk several inches into the ground floor. This was our old school trick in reverse, but after several pulls with hand pushing by yours truly, the Metz gave up and was out on the public road. We had to stop for water several times but low gear lasted all the way home, but we lost all the tires as small pieces scattered along the roads. It was late when we pulled the old car into dad's farm lot, so it was not observed until the following day when the same orders were given. The Metz had to leave at once so the following evening the truck driver looked it over and discovered we had forgotten the battery, but it too had a German Bosch mag. with a nice spark. The driver thought if it had gas it would run so we poured a gallon of gasoline in the tank, then turned her over a few times and it ran fine. We took a little ride to a neighbor and back, which is all we cared for without tires. It was decided to take it to the mountain where the sawmill was located before removing the bearings.

The next morning the truck driver offered to drive it as far as possible before towing, which we were sure we had to do, to get it over the terrible road to the mill. Now this Metz seemed to be as reliable as the first, because it went the entire three and one-half miles to the mill on its own power, to a vacant spot behind the mill where it was simply rolled over, on its side, in order to get at the bearings and left there to rot.

The first one was now repaired by using a bearing from No. 2 and it ran as good as new again but after one week another rod went out, then later another. About this time it was evident the Metz was not made to saw wood and an attachment was bought for a small farm tractor to take care of the wood sawing.

The following spring a steam engine and large water tank was acquired from a retired sawmill owner, also a Nash Quad truck 4-wheel drive, from World War I surplus to haul water. We now needed a water pump and the old Metz was mounted on wheels with the water pump attached in place of the pulley. This worked out fine and when the mill was moved to the next set, the second Metz was robbed of the remaining bearings, the mag. and other parts we thought we might need. For many years, until the outbreak of World War II, the old Metz was part of the sawmill equipment but it always had the habit of throwing rod bearings even though it had brass-backed, shell type bearings at that early date. After the bearing supply was exhausted we simply cut sole leather to fit and if the oil was carried high it ran smoother than the original.

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Please turn to page 8 for the completion of the Metz Engine story



FROM THE PRESIDENT... DAN NOYES

The club's return to Shelburne was a great success!

The weather was perfect; the grounds of the museum were beautiful; what a wonderful setting for a car show. We are fortunate to have such an amazing group of club members who volunteered their time to make this show a success. A big thank you goes out to Tom Dendenberg and his staff who went out of their way to welcome us back and make this a memorable event. I'm guessing we will be back next year.



There has been a lot of activity with our club in the last month. In keeping with our mission, one junior from each of the 16 tech centers around Vermont were presented with a Golden Wrench Awards. These awards are presented to a student who best exemplifies hard work, dedication and knowledge in the field of automotive technology. I had the pleasure of presenting Ridge Coderre with the award at Lyndonville Tech Center. He was working restoring a 1978 Ford F250 Camper Special that I got to check out in the shop. Shortly after I presented him with his award, he was back at work installing a fresh 390 that he had bored .030 over, installed headers and a cam. Keep up the good work Ridge!

In late May, club members cruised to **Island Pond Elementary School** for a impromptu car show. What a great showing with cars from the teens right up through the 80s. The students learned what has changed over the years, from safety features to car design. Proceeds from the show are to be used for a class trip at the end of the school year. Thank you to all who attended.

Within these pages are draft bylaws, as proposed by the bylaw committee. Please take a moment to read them. I will be asking you to approve them at our meeting in August. Updating the bylaws is important as we move to merge the VAE with the VAAS and continue on with one organization whose mission will not change. Please feel free to contact me should you have any questions regarding changes to the bylaws. I hope you agree now is the time to make this happen.

The path to merge the VAE and the VAAS is pretty straight forward, the steps outlined here should shed some light on the process. The end goal is to have one club, with the same mission, same members, at the same time staying in compliance.

Step one is to amend the bylaws. This is the necessary piece to keep us in compliance. Non profits need to be run by a board of directors, who are elected in this case by the members of the VAE at the annual meeting. The process of selecting officers will remain the same as it has in the past.

Step two is to merge the two organizations. The VAAS is a 501(c)3, tax exempt charitable origination, currently the VAE is not. Because the VAAS can not simply give its tax status to the VAE, the simplest way is to rename the VAAS the VAE. This would be done at the Secretary of State office in Montpelier.

To prepare for this name change we have some internal **"moving around"** first that would take place after the vote. The VAAS directors would appoint the current VAE officers as the directors of the VAAS, they would then adopt the new bylaws from step one above.

The first order of business, once the name has been changed and the officers appointed would be to appoint the VAE charitable/educational outreach committee, that would consist of the current VAAS board of directors. Than the Stowe Show co-chairs, Wheel Tracks editor, Treasurer, etc...

Looking forward to seeing you at the July Silver Lake meeting. It should be another awesome club event!

Respectfully submitted, Dan Noyes

YOUR EDITOR... GARY FISKE

I hate to admit it but the other day I told someone I missed the snow and winter. It happens every year and you would think I would be use to it by now. The minute the grass starts to grow the **"big run"** begins! Spring and summer seems to be more busy every year and keeping up can take a lot of your attention. My wood pile is slowly taking the shape I like to see for next winter and I am convinced in the next week or two I will be able to make that doggone golf ball do my bidding. But... I haven't been in my shop, except to walk through, in weeks. **I need a better plan.**

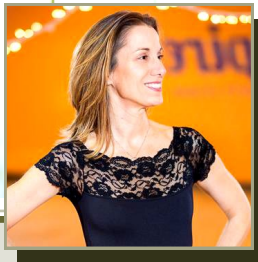


A long-time VAEer has had a full plate lately. Bill Sander found himself in the hospital and it was not just for an oil change. I understand he is on the mend now and coming home soon. I am sure, if you have a minute, a card would cheer him up about now.

Please read the proposed VAE bylaws on pages 11, 12 & 13 when you have a chance. Yes, I know they are dry and hard to read but they are the heart of our 62 year-old club that we love so much. We need to make things right with the IRS. At the same time give our volunteers a break from all the extra work they have been doing the past four years to maintain TWO organizations. Dan Noyes, our president, has explained the process very well in his address above.



"THE SOFTER SIDE"



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

"Look Out, There's a new Player in Town" from Christine Stone

I have to admit Shelburne Museum is a perfect spot for a classic car show. Although, I could have done without the cold north wind and multiple layers of clothing. On the up side, my husband's 1954 Dodge Power Wagon (PW) was a screaming success. A consistent crowd mulled around like groupies at a rock concert. I sat quietly on a Craftsman bag chair eating my lunch, collecting snippets of conversations as PW fans converge upon my husband and I. There is nothing better than car guys talking shop: I'm doing great, how are you; this thing is awesome (eloquently stated by a 5 year old boy); did you see the pictures before I pulled it out of the weeds; and (my personal favorite) do they still do PW Rallies? I can actually answer that question, "Yes, they do!" I had one spectator tell me that I should not leave my coffee on the running board of the PW. Little does he know that I have a vested interest in the PW's well being.

I feel badly for my almost lavender 1971 MG Midget. She was neglected by her owner (namely me); I left her sitting alone all day by the Ticonderoga without anyone present to tell her story. At the next car show I am going to give her the respect she so rightly deserves by playing disco music, dressing in 70's attire and hosting a disco dance party.

A few pictures from the Shelburne Show



Ernie Clerihew's '14 Model T

A couple of the Cadillacs from the Henry Leland Tribute At the Shelburne Show



Richard Fraser's 1904 Caddy





A gynecologist had become fed up with malpractice insurance and HMO paperwork, and was burned out. Hoping to try another career where skillful hands would be

beneficial, he decided to become a mechanic. He went to the local technical college, signed up for evening classes, attended diligently, and learned all he could. When the time of the practical exam approached, the gynecologist prepared carefully for weeks, and completed the exam with tremendous skill. When the results came back, he was surprised to find that he had obtained a score of 150%. Fearing an error, he called the instructor, saying, "I don't want to appear ungrateful for such an outstanding result, but I wonder if there is an error in the grade?"

The instructor said, "During the exam, you took the engine apart perfectly, which was worth 50% of the total mark. You put the engine back together again perfectly, which is also worth 50% of the mark."

After a pause, the instructor added, "I gave you an extra 50% because you did it all through the muffler, which I've never seen done in my entire career".

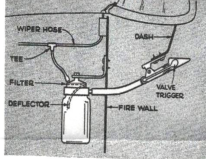
It was during a heat wave in August one summer when I saw this sign on a telephone pole. "Garage sale this Sunday 7AM until 100 degrees."

A retired husband is often a wife's full-time job.

A man who found a cell phone walked over to a meteorologist and said "sir I think this is yours."

"Why do you think so?" asked the meteorologist "Well sir it says 20 missed calls!"

New for Your Car



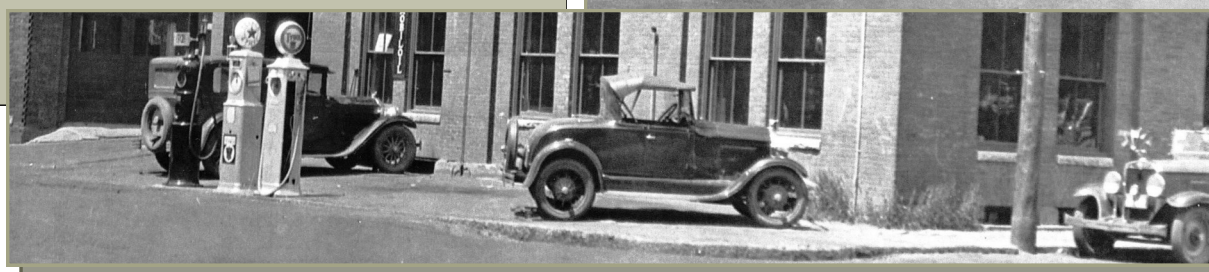
Remember the device that John Mahnker brought to our January meet in Waterbury, pictured below?

VAEer Ken Barber found this "New for Your Car" ad in a 1956 Popular Science magazine. The ad states... "Vacuum sucks Ash tray empty". Press the trigger to open a suction line valve, and the contents of this dashboard ash tray vanishes into a vacuum jar under the

hood. There the sparks die for lack of air. Vacuum is supplied through a tee in the wiper line of a nipple threaded into your intake manifold.

Below is a picture of the building where "Wheel Tracks" is printed. Back in the day the building was the Barre Garage. An employee of Browns & Sons printing has offered to send us some history. Do any of you know of this building and have memories of the past that you could share with us?

Also, would someone help WTs out and tell us what brands these three autos are?





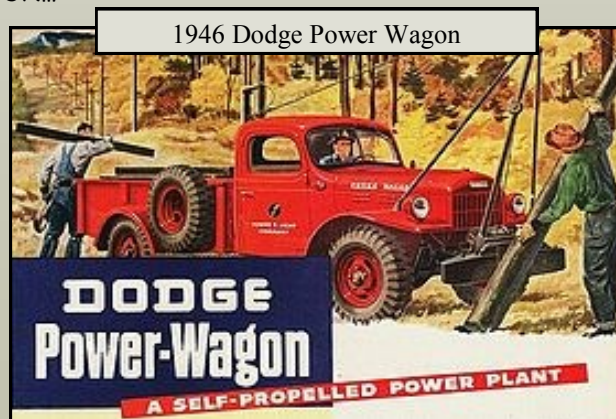
Dave Stone Tells his Power Wagon Story

In the fall of 2006 I acquired a 1954 Dodge Power Wagon truck while out driving the back roads of Vermont, route 109 to be exact. A rusty old truck next to the road caught my eye. The owner happened to be mowing his lawn so I stopped. I must have been blinded by the Rust Flu for I could not see how much work this truck really needed. I seemed to miss the broken frame and the fact that two cylinder walls were cracked. The head to the 230 ci motor was resting on the front seat. Someone had cut the last two inches off the bed with a torch. Inhabitants plagued the cab like a condo running amuck, five mouse nests, two bees nest and a dead snake, biohazard site for sure. The nests rotted out the wiper cowl area and lower doors. This old wood truck had its share of running into objects, bed sides bowed out no doubt from being overloaded. Previous owners must have been amateurs at throwing wood and used the back of the cab as a backboard. The Rust Flu was hard at work, swaying any rational thought, letting passion and desire overrun common sense. Gazing googly eyed into pitted headlight buckets. Trying to justify the legitimacy of restoration or delegate the

vehicle to mere parts car status.

Why a Power Wagon? Just a work truck, a tractor with a cab, born out of the World War II WC trucks. My interest in vehicles isn't just the flow of the lines, blending of panels, 50 shades of gray, horsepower, and chrome bumpers, its the history of the vehicle, stories, development and researching parts manuals and shop manuals. This truck was legendary for its toughness and durability like the men who used it. From combat to farms both environments demanding, it answered the call. Restoration started with disassembly, the endless labeling & bagging. The parts list continued to grow. While tracking down parts, I met some great people and contacts, this is the other joy of our hobby. The down side is the endless sandblasting and expense. Many restorations fail at this point and keeping the spark and drive alive can be tough. I stayed involved by attending rallies and online forums, gaining knowledge I needed for the restoration. Each vehicle has its unique quirks, you know what I mean. Before the Shelburne show I had only driven a Power Wagon once before, an M37 military equivalent, it had a synchromesh transmission and mine doesn't. It left an impression of crude but purpose built machine, rugged and overbuilt. I was hooked. Hooked enough to endure 10 years worth of, on and off again restoration effort. I kept pecking away at it. Locating a good frame, salvageable block and a lot of bed pieces. A tough process for a vehicle that the aftermarket reproduction companies tend to ignore because there isn't a healthy profit in it. I was use to Mustangs, parts available anytime, anywhere and reasonably priced,.... Down to every nut and bolt. I found Power Wagons have a true and devoted following. Make a few connections and used parts and advice can be found. So I set monthly goals, little tasks and kept working at it. March of 2015 I had the bed done, April wiring and May the brakes. The Shelburne show was the maiden voyage with the truck, still not complete, but I attained the goal. I do all my own work except for a few select things, I'll be the first to admit "jack of all trades master of none". It's a battle when everything is twice as heavy and damaged. The old truck was well received and many nice comments. People stopped to tell stories of their Dodge experiences. Timber handlers, farmers, uncles, dads and Veterans all had something to say about a Power Wagon, invoking memories of the past. Listening to the stories only added to the event. Now, if I could only manage more than 35 mph, or as I like to say" I can go anywhere in the world at 30MPH..... VIVA LA POWERWAGON...

Editor's Notes.... In early 1946, Dodge announced an addition to its lineup as "**the truck that needs no roads.**" The truck in question was the 1946-1968 Dodge Power Wagon, model WDX, a new multipurpose vehicle born from Dodge's experience building four-wheel-drive trucks for American and allied military forces in World War II. Even before the introduction of the Power Wagon, Dodge's military 4x4 roots ran deep. Beginning in 1934 Dodge had built a ½ ton cargo truck for the Army that featured the world's first drive system that could be controlled by a lever in the cab, conveniently shifted in and out of four-wheel drive mode. Using numerous commercial truck parts Dodge designed and built ½-ton 4x4 military trucks in a variety of styles in 1940 while fulfilling an Army contract. Named the T202 series, these trucks had a 'civilian' look thanks to the stock front-end sheet metal. Riding on a 116-inch wheelbase, these ½-ton trucks with 201-cubic-inch 79 horsepower six-cylinder engine looked very similar to current trucks driving around on U.S. roads. Optional on general-market trucks was a four-speed transmission that was included on the military models.



The front page pictures the power wagon sunk to it's belly into the ground. Dave (in front), the owner and Wendell Noble is bringing her home.



The Roadside Diner



Rhubarb Cake

Perfect for this time of year from our proofreader Edi Fiske

1/2 cup of softened butter
1 1/2 cups packed brown sugar
1 egg
1 tbsp. Vanilla
2 cups flour
1 tsp. baking soda

1 tbsp. lemon juice
1 cup milk
2 cups of cut-up rhubarb
1/2 cup walnuts
1/2 cup sugar
1 tsp. cinnamon

Beat butter until light and fluffy, add brown sugar and beat until thoroughly mixed; beat in egg and vanilla. Stir flour and baking soda together and add alternately to butter mixture and milk, beginning and ending with flour.

Fold in lemon juice and rhubarb. Pour batter into a greased and floured pan. Combine nuts, sugar and cinnamon and sprinkle over top. Bake at 350 degrees for 45 minutes. Serve with vanilla ice cream.



Bill Erskine's
Crated 1910 Sears
High Wheeler



The Sears
High Wheeler
Being
"Un-Crated"



The High Wheeler driving away

2015 Mike Smith Memorial Car Show!!!

Knight Point State Park, North Hero, VT
SUNDAY AUGUST 23RD
10AM to 3PM
NO RAIN DATE

**SHOW OFF YOUR FAVORITE RIDE OR PROJECT
AND MAYBE WIN A PRIZE**
Show is open to all Makes, Models and Year Vehicles.
**ALL CARS MUST BE INSURED
AND HAVE FIRE EXTINGUISHER**

PRIZES:
Park Ranger Award ICAR Award
And Peoples' Choice Award

SPONSORS

FOOD VENDERS & FLEA MARKET AT THE BIG TENT

Park admission: \$5.00
Under 12 Free
Car Registration \$15
(Reg. Includes 2 people)



Spring Dust-off Check...2015

Recently I hosted the New England M.G. "T" Register spring meet in Saratoga Springs New York. We had M.G. cars driving from all over the north east to the event. Three M.G.s broke down at the event, and our technical inspection found many serious safety problems needing immediate attention. One M.G. T.C. had a pinion failure in the rear axle. Another T.C. had a water pump failure. Two T.D.s had charging problems, resulting in flat batteries and dead cars. One T.D. had a broken trunion at the King pin in the front suspension. This could have broken causing the wheel to fall off. Several cars had bare, un-fused hot wires dangerously close to grounding and shorting out. Interestingly, these cars also lacked a battery cut off switch or fire extinguishers. Several cars had dried out gaskets causing gasoline leaks at the carburetors, right next to the hot exhaust manifolds. This made me realize the importance of a methodical inspection before taking an antique car on a several hundred mile trip, or out of the garage in the spring for another season of joy rides.

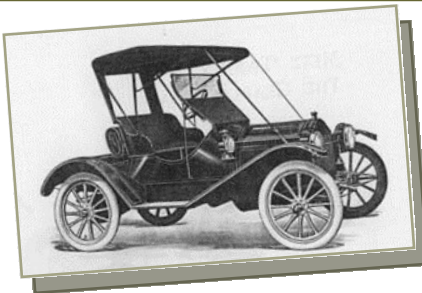
The first check, before starting the engine, is a brake and fluid check. This includes the differential, transmission, and engine oil, brake fluid and coolant. While under the hood check belts and hoses, and the water pump. Check radiator hoses for bulging and cracking.

A good inspection of the front suspension and steering components is also a good idea. This includes wheel bearings, tie rod ends, drag links, ball joints and steering joints. When were the wheel bearings last re-packed? When was the front end last greased? A check of the drive shaft, spring mounts and rear suspension is also a good idea. Check all brake hoses. How old is the brake fluid? If it is not silicon dot 5 fluid, less than three years old, or you don't know, change it. Look at the tires for cracks in the tread and side walls, bulges in the side walls and the early signs of tread separation. Lastly, check the general wiring, battery, battery cables, and make sure the battery is securely anchored in the vehicle.

This check goes for trailers, too. Our portable lift blew a tire on the way home. When I inspected the trailer at the event, I questioned the integrity of the tires. One blew less than 24 hours later.

If you do drive on a long trip, ask your club members what spare parts to carry. Should you bring a set of plugs? Cap and rotor? Water pump? Fan belt? Voltage regulator? carb kit? Points and condenser? All handy things to have when you really need them.

Before driving the vehicle, always give the brake pedal a good stomp to ensure the brakes are functional. A half hour spent checking out the car would well avoid the unpleasant cell phone call from the side of a hot road, and the hassle of a 200 mile flat bed towing.



From page 2.....

While sawing railroad ties for the U. S. Arsenal near York, Pa., at the outbreak of World War II, we had to pump water from a spring to the tank located beside the boiler. It was customary to fill the tank in the morning and during lunch hour and one day while we were eating lunch with the pump running as usual, the Metz gave out a terrible clatter with a cloud of smoke. It did not stop but continued to pump on three cylinders until the tank was filled when I decided to stop it personally to see why it was operating on three cylinders. When I arrived at the old Metz it was a sorry sight with one side of the motor open exposing the crankshaft and three

remaining rods. The fourth rod and piston lay on the ground mashed and bent. Both bearing bolts had broken allowing the piston and rod to fall into the crankcase. After a little inspection it was discovered the motor would start and run on the three cylinders while the bottom of the case held sufficient oil for lubrication.

After operating this way for three weeks, until the set was finished, the mag. was removed and the balance of the motor was thrown on the junk pile which always accumulated at a mill site.

As this was a time when junk was a good price, especially aluminum crankcases, it probably brought more than the original \$2.25. This ended the life of a good, faithful servant that in the end had to be stopped by human hands.

Wheel Tracks thanks the Gas Engine Magazine for allowing us to reprint this great engine story

2015 SHELBURNE MUSEUM CLASSIC AUTO FESTIVAL

How is the "success" of a car show determined? If it is measured by favorable feelings among the exhibitors, spectators and directors, the June 5 -7 Shelburne Museum Classic Auto Festival (SMCAF) was an unqualified success. After a nine year hiatus, the renewed VAE/Shelburne Museum partnership had a great re-start, beginning on Friday, June 5 with some car registrations and ending with a gourmet reception at the Pizzagalli Building.



Bill on the left & Ernie right

Unlike previous VAE shows at the Museum, there was no judging of cars. Though the antique cars were not displayed by class, the venue of the Shelburne Museum with its expansive green spaces, historic buildings, exhibits and gardens provided plenty of class for this event. Also unlike previous shows at Shelburne, instead of concentrating all the vehicles at the Museum's northern end, the 200 vehicles which entered were elegantly arrayed throughout the grounds according to decade of manufacture. Each entrant was given four passes to the grounds - a kind offer by the Museum directors.

To honor Henry Leland, Vermont's native son and precision machinist who founded the Cadillac Motor Company in 1902, 22 Cadillacs were prominently displayed ranging in year from 1904 to 2015. Included in this number was a beautiful 1929 model 341B Town Sedan, restored and owned by Thomas Tkacz of Connecticut. This car is famous, having been impounded by law enforcement for years after involvement in the Lindbergh baby kidnapping at the time. Also displayed was a 1904 Cadillac, original and in unrestored running condition, owned by Richard Fraser of Maine.

Throughout the displays at the SMCAF there were plenty of opportunities for learning about old cars, engines, their restoration and operation. Bill Erskine, Gary Olney, Wendell Noble and Charlie Thompson put together an exhibit of the restoration process. It featured four cars in stages of restoration from "barn find" to the shiny finished product. There was another wonderful hands-on exhibit which amazed the spectators: down by the Shelburne Museum train depot, Bill Erskine was building a car. His 1910 Sears car was "delivered" to the depot where he uncrated the car, assembled it and drove it away. This event took place once on Saturday and once on Sunday. Dave Welch and his crew brought their array of stationary engines to the Blacksmith's shop where they were pumping water, grinding grain and displaying a few hand-operated water pumps: old household technology lives on! Given separate display areas of their own were tractors, fire engines, military vehicles and street rods (along with a 1960s Vermont "rail" dragster!).

The weather for this show was cool and breezy but mostly sunny and quite pleasant. Events concluded on Sunday afternoon with a Fashion Show at the Ticonderoga, organized by Christina McCafferey. An Awards Ceremony was then held in the Cadillac display area. Awards were issued as follows:

Oldest Cadillac Award: Richard Fraser, 1904 Cadillac
Museum Directors' Award: Jim Cary, 1965 Ford F100 pickup
Chairmen's Award: Lucien Cloutier, 1954 Cadillac
Costume Contest Award: Lucille and Jack Sampson
Oldest Vehicle Award: Bill Erskine, 1910 Sears
Farthest Driven Award: John Parker and Ernie Smith, 1925 Rolls Royce



Special thanks to WCAX TV and reporter Judy Simpson for reporting on this event. The Impromptu Bravery Award goes to Judy and Model T owner and VAE president Dan Noyes as Dan instructed Judy in driving his old Ford mail truck. There are many others to thank for helping make this edition of the Shelburne Museum Classic Auto Festival great. As Co-chairmen, Bill Fagan and I want to extend thanks to the directors, personnel and volunteers from the Shelburne Museum and the Vermont Automobile Enthusiasts. Without all the ample help we received, this endeavor would not have gotten down the road. See you next year!

Ernie Clerihew

"P".....hmmmm.... What Can "P" stand for?

Greetings fellow enthusiasts! How are you doing? How is your family? How is your health? Are you giving and getting enough warmth & love and fellow feeling from those you've surrounded yourself with thus far? If not, it's not too late to make some adjustments. And how about those conveyances that you appreciate? Any new projects pending? Any new pursuits? Any recent or anticipated sales? Cleaning out the garage is always such an adventure, isn't it? Well, Dell & I are doing ok, I for one can't wait to attend the next auto show! I still haven't made it to the Nethercutt collection on the West Coast, nor to the ACD Museum in Indiana...but it's nice to have goals!

Greetings from Chris Chartier
And
His next "Auto ABCs"

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

So we arrive at "P" in our alphabetical tour of unusual American makes. You have already heard of the Quality of the Three P's...Packard, Pierce, and Peerless, right? And you vaguely remember the Pope..of Pope-Hartford, Pope Waverly, or Pope Toledo autos, I'm sure. So I thought the Porter might be a good selection, you may have heard of Finlay Robertson Porter (better known for his F.R.P. and as designer for the T-head Mercer auto) Fancy car, good engineering, made mostly in Bridgeport, CT in the late teens and twenties? No, let's go for something a little more unusual, **"P" is for PRATT.**



Yes, the Pratt was a car made in New York State. Frankfort, NY to be specific. Manufactured by the Pratt Chuck Works by a Charles T or Charles C Pratt in 1907 only. Very unusual 6 wheeled auto! Four wheels were to the rear of the vehicle, and the conventional two wheels in the front. A rather unusual feature of this car is that both the front and the intermediate wheels were steerable! It seems the middle pair of wheels turned at less sharp angles (so it wouldn't rollover I presume). This car was rather substantial, being some fourteen feet in length and having 75 horsepower in 1907!

I haven't heard of any, nor found any, surviving examples. My research indicates that not many, perhaps only one example was ever made. I have attached a photo of the one example from the internet. So onward through our tour, noting that **"P" is for PRATT!**

Happy motoring! Share the road and your experiences! We hope to see you all, on the road again!

Editor's notes..... According to the Standard Catalog of American Cars (1805-1942), the Pratt also had **two steering wheels to handle the maneuvering!** The catalog writes that Mr. Pratt built only one for his use and never intended to manufacture it for the public. They go on to mention the Pullman six-wheel designed by Albert Broomell in 1903 in York, PA. It was driven by the center wheels with both the front and the rear providing the steering. Only one was built.

They say the most famous multi-wheeled car in America was the Reeves from Indianapolis. Milton Reeves thought if there were more wheels on the ground, the ride would be better. This 248 inch long, 8-wheeled Reeves **Octoauto** raced in the 1911 Indianapolis 500. It lost to a Marmon Wasp but attracted most of the attention.





Constitution And By-laws for the Vermont Automobile Enthusiasts, Inc. Incorporated April 23, 1953

Article II..... The Vermont Automobile Enthusiasts, Inc. will function under Robert's Rules of Order except in such cases where they are in conflict with Federal or Vermont state laws, in which case the latter shall prevail.

Article III..... The purpose of the organization is to develop and encourage genuine interest in the preservation and restoration of the products of the automotive industry, and collecting, retrieving, restoring and preserving for the benefit of the present and future generations the products of the automotive industry; to promote, foster, encourage and hold meets with said vehicles for competitive purposes and also display and examination, and to hold meets and meetings at different times for the purpose of exchanging ideas and technical information to aid in the restoration, preservation, protection and promotion of the products of the automotive industry and history ; to promote and encourage the use of such vehicles for public parades, displays, exhibitions, tours, meets and shows; to promote and encourage safe driving educational programs and programs for the good and advancement of motoring; to do each and every thing suitable and proper for the accomplishment of any of the purposes or the attainment of any one or more objects herein enumerated.

Article IV.... MEMBERS AND MEMBERSHIP

SECTION 1 - Membership Applicant.... Candidates for membership in the organization must complete an approved membership form. The applicant shall be accepted upon payment of dues and shall be welcomed at the next regular meeting.

SECTION 2 - Non-member Service.... All officers and committee members shall be members in good standing except that non-members may serve on a committee if appointed by the President. Such Non-members shall serve at the pleasure of the President.

SECTION 3 - Personal Conduct.... Members of the organization shall conduct themselves in the best interest of the organization. The Board of Directors shall have summary power, by a majority of its members, to expel any member for cause. This will reflect conduct judged not to be in keeping with the goals of the Vermont Automobile Enthusiasts, Inc., or the use of the Club Roster directly or indirectly for commercial or other improper use. After a hearing with adequate notice, the member shall be afforded an opportunity to refute the charges made against him/her.

SECTION 4 - Membership Dues Payment.... Membership dues are to be paid in January of the then fiscal year. Any new member who joins the Vermont Automobile Enthusiasts, Inc. at the Stowe Show or in any month of the remainder of the year shall not be responsible for dues until a year from the following January.

SECTION 5 - Establishing Annual Dues.....Annual dues shall be recommended by the Board of Directors for the ensuing year and shall be approved by the membership at the Annual Meeting.

SECTION 6 - Membership Revocation/Reinstatement.... Revocation of membership shall occur if dues remain unpaid fourteen (14) days following the posting of the second notice of delinquency unless waived by the Board of Directors. Reinstatement of membership may require an up-dated application along with dues payment.

SECTION 7 - Resignation Procedure.... Any member may resign at any time upon notification to the Membership Secretary.

Article V..... ELECTED OFFICERS AND APPOINTED POSITIONS

SECTION 1 - Elected Officers.... Officers of the organization shall be chosen from the membership and elected at the Annual Meeting each November. Terms of office are for the one year period commencing January first unless otherwise provided. Each officer shall have a vote as a member of the Board of Directors.

President.... Ist Vice President.... 2nd Vice President, recording secretary, treasurer..... DIRECTOR (2 yrs.)....
DIRECTOR (2 yrs.)..... DIRECTOR (1 yr.)

SECTION 2 - Appointed Positions..... The Membership Secretary, Wheel Tracks Editor and the chairpersons of any of the Vermont Automobile Enthusiasts, Inc. major car shows and charitable/educational outreach committee, shall be appointed by the President and confirmed by the Board. They shall serve at the convenience of the Board, ex officio, without a vote.



SECTION 3 - Duties of Officers

The President shall: preside at all meetings of the members of the organization; call regular and special meetings of the membership; by virtue of the office, perform all duties incident to the promotion of the aims and purposes of the Vermont Automobile Enthusiasts, Inc., and carry out the duties ordinarily assigned to the office of president as stipulated by Robert's Rules of Order; act as vice chairman of the Board of Directors; be responsible for keeping track of all club property and for passing said information on to the next president; select and present the "President's Restoration of the Year Award" to a club member whose restored vehicle was completed during the then president's term and make committee appointments as per section 2.

1st Vice President. The 1st Vice President shall: in the absence of the President, act in the same capacity and perform the duties of the office of President; - act as chairman of the Activities Committee and plan, organize and direct the annual Appreciation Dinner.

2nd Vice President. The 2nd Vice President shall, in the absence of the President and the 1st Vice President, act in the same capacity and perform their duties; act as assistant to the chair of the Activities Committee and assist other officers as requested and assist the President and 1st Vice President in preparation and implementation of the annual Appreciation Dinner.

Recording Secretary. The Recording Secretary shall: record and retain the minutes of the organization's meetings including board of directors' meetings and publish same in the next available publication for the members; prepare all notices of meetings and other activities of the organization for publication; attend to all correspondence and, in general, perform all duties normally incident to such office, and pass all records on to his/her successor.

Treasurer. The Treasurer shall: have the care, custody and responsibility for all funds of the organization and deposit same in the name of the Vermont Automobile Enthusiasts, Inc. in an appropriate financial institution; make and endorse, in the name of the organization, all checks and orders for payment of monies included in the Annual Budget or otherwise authorized by the Board; render a statement, with itemized expenses, of the condition of the finances of the organization at each regular meeting of the membership and at such other meetings as shall be required by the President and/or the Board of Directors. The Treasurer shall render a detailed report at the Annual Meeting. The report: shall also be published in any periodical which is mailed to the membership at large; be bonded for an amount set by the Board of Directors; at no time expend moneys for the purchase of alcoholic beverages; prepare and submit an Annual Budget for the membership to vote on at the Annual Meeting and perform all duties pertaining to the office of Treasurer.

BOARD OF DIRECTORS.

Section 1. The Board of Directors shall be responsible for the management of the business of the corporation and shall have all powers and duties usually attendant thereto and may exercise all the powers of the corporation and do all such lawful acts and things as are authorized by law, by the Articles of Incorporation, and these Bylaws.

Section 2. No more than forty nine (49%) percent of the individuals serving on the Board may be financially interested persons within the meaning of 11B V.S.A. Section 8.13 of the Vermont Nonprofit Corporation Act.

Section 3. The Board of Directors shall consist of: **A-** The elected officers of the organization; **B -** The retiring President, who shall serve as Chairman and in whose absence the current President will preside; **C -** The chairpersons of any of the Vermont Automobile Enthusiasts, Inc. car shows and the chairman of the educational/charitable outreach committee, who will be ex-officio, can make a motion, cannot second a motion and cannot vote. Their presence will not count in determining a quorum, or lack thereof; **D-** the WHEEL TRACKS Editor, ex-officio, but with no vote. **e -** the Membership Secretary, ex-officio, but with no vote.

The Board of Directors shall also receive, review and respond to the proposed Annual Budget prepared by the Treasurer prior to its consideration by the membership at the Annual Meeting; review all expenses not covered by the budget prior to their submission to the membership for approval; recommend to the membership a sum of money to compensate the offices of Recording Secretary, Treasurer, WHEEL TRACKS Editor and Membership Secretary; meet during the months of January, April, July and October as scheduled by the Chairman. More frequent meetings may be called at the discretion of the chairman. A special meeting may be called by any member of the Board. They shall also recommend a replacement if a board member resigns or cannot fulfill his/her duties. He or she shall be voted in at the next regular members' meeting to fill the entire unexpired term. They must also determine that a quorum consisting of one-half (1/2) of the Board members is present.

MEMBERSHIP SECRETARYThe Membership Secretary shall: Maintain and keep current all membership records, receive all membership moneys to be turned over to the Treasurer; publish a yearly roster of members whose dues are current and serve as an ex officio member of the Board.

WHEEL TRACKS EDITOR....The WHEEL TRACKS Editor shall: Assemble, edit and publish a monthly newsletter of activities, events and subjects of interest to the general membership including but not limited to reports by the Club Secretary, Treasurer and other elected officials. Serve as an ex officio member of the Board.





Article VI..... COMMITTEES

ACTIVITIES: Responsibilities of the Activities Committee shall include, but not be limited to: regular meetings, meets, seminars, workshops, or any other organizational functions.

AUDIT: The Board of Directors shall appoint an auditing committee which shall audit the financial records of the organization annually and report the findings at the next regular meeting of the members following the audit or when needed or requested by the Board.

BY-LAWS: The President may appoint a By-laws Committee consisting of three regular members who shall propose amendments as needed. The By-laws may be amended at any Annual Meeting or regular meeting provided a sixty (60) day notice has been given to the membership. Such change must be approved by at least two-thirds (2/3s) of the members present at such a warned meeting.

SPECIAL: For all other special committees, with the exception of the Activities and Nominating Committees, the President shall appoint a Chairman and the Chairman shall select the balance of the committee.

Article VII..... NOMINATION AND ELECTION OF OFFICERS

On or before the First day of May, the serving President shall appoint a Nominating Committee of three (3) members to draw up and present a slate of officers and directors for approval at the Annual Meeting of the members. This slate shall be published in the September issue of Wheel Tracks. The presiding officer shall also accept nominations from the floor. All new officers and directors thus chosen shall assume their duties on January first, next.

Article VIII..... MEETINGS

The regular membership meetings of the organization shall be held at least quarterly. More frequent meetings may be called at the discretion of the president. The Annual Meeting shall be held during the month of November on the first weekend. Special meetings of the membership or Board of Directors may be called when deemed necessary and may be held by telephone if appropriate. A quorum of the board shall consist of one-half (1/2) of the Board members. A quorum of regular and special membership meetings shall consist of those present and voting. All members and their partners are entitled to one vote each at membership meetings.

Attachment A - Articles of Association of the Vermont Automobile Enthusiasts dated April 23, 1957

We, the subscribers, of full age, hereby associate ourselves together as a Corporation under the laws of the State of Vermont, to be known by the name of VERMONT AUTOMOBILE ENTHUSIAST, INC. for the purpose of: Developing and encouraging a genuine interest in the preservation, restoration, and modification of the products of the automotive industry, and collecting, retrieving, restoring and preserving for the benefit of present and future generations the products of the automotive industry; to promote, foster, encourage and hold meets with said vehicles for competitive purposes and also display and examination, and to hold meets and meetings at different times for the purpose of exchanging ideas and technical information to aid in the restoration and preservation of the products of the automotive industry; to promote and encourage use of such motor vehicles for public parades, displays, exhibitions, tours, meets and shows; to promote and encourage safe driving educational programs and programs for the good and advancement of motoring; and to do each and every thing suitable and proper for the accomplishment of any of the purposes or the attainment of any one or more of the objects herein enumerated.

This corporation shall have no capital stock nor is it organized for profit and no part of funds, earnings, profits or property of the corporation shall inure to the benefit of any private individual or member except only as to benefits accruing to the public at large by reason of the successful accomplishment of the purposes hereof. Any monies as will come into its possession will be used for the purposes herein enumerated. This corporation is formed exclusively as a non-profits corporation. The principal office shall be located at St. Albans in the County of Franklin in the State of Vermont. Said corporation shall adopt by-laws for the election of its officers and the conduct of its business. Dated at Morristown in the County of Lamoille and the State of Vermont this 23rd day of April A. D. 1957.

Subscribers Residents and Post office addresses....

Dr. Robert Saxby, St. Albans, VT.
Roderick C. Rice, Burlington, VT.
Walter D. Jones, Morrisville, VT.
Rodney G. Gaibraith, Essex Jct. VT.
F. Donald Haven, Burlington, VT.

Lloyd P. Davis, Rutland, VT.
Marion H. Saxby, St. Albans, VT.
Robert S. Jones, Morrisville, VT.
Hazel I. Jones, Morrisville, VT.
George A King, Morrisville, VT.
Claire B. King, Morrisville, VT.



VAAS Directors

Charlie Thompson, *Secretary*
Dick Wheatley-*Treasurer*
Gary Olney
Tom McHugh, *Vice Chair*
David Sander, *Chair*
Bob Chase
Jim Carey

** Officers will be appointed in the
January meeting*

MEMBERSHIP SUPPORT TEAM
Membership Secretary (Ex-Officio)
Christina McCaffrey
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Burlington VT 05401-4140
VAEmembership@gmail.com
christina.mccaffrey@vtmednet.org

VAE Show Chairs/Board Ex-Officio
Antique and Classic Car Meet (Stowe)
Bob Chase, Chair, 802-253-4897
Duane Leach, Co-Chair, 802-849-6174

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Rachel Smith- Webmaster

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Welcoming Committee
David Hillman
david.hillman@vtmednet.org

L. Brown & Sons of Barre, VT- publisher

VAE OFFICERS AND DIRECTORS

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Joanna Therrien Conti— *1st Vice & Activities*
Chair 802-244-8375 good66year@gmail.com
Dave Stone— *2nd. Vice & Assistant Activity Chair*
802-878-5943 dsatbtv@aol.com
Dick Wheatley- *Treasurer*
802-879-9455 rwheatcpa@aol.com
Bill Sander,- *Recording Secretary*
802-644-5487 sander@pshift.com
Ed Hilbert 802-453-3743 (*In 2nd yr. of term*)
John Des Groseilliers 802-472-5541 (*1 year*)
Duane Leach 802-849-6174 (*1 year*)

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

Your editor and other authors
are made aware of some new
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or
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Membership
Only \$30
2 years
\$50

EVENTS.... WHAT'S NEXT ?

"VAE July Monthly Meet"



July 19th.....

**Sunday Noontime picnic Silver Lake
State Park in Barnard, VT.**

Contact Joanna (802-244-8375 if your
going so we can get the reduced entry fee
of \$2 per person. Bring your own meat to
grill, volunteers to bring salads? Water
and soda provided by VAE.

Rain or shine event as we will have the
pavilion building.

**June 27th...Bethel Athletics Facilities Car Show, 9AM to 4PM at
the fields. 27 Classes, exhibit fee \$20, admission \$5. Lots of food and
music. Questions....call Rod Vaillancourt 802-234-5691**

AUGUST 7,8,9... THE VAE CAR SHOW IN STOWE,
The 58th Annual VAE Antique & Classic Car Meet.
Read all about it on our website....vtauto.org

August 23rd..... Knight point State Park Car Show.
10AM to 3PM, no rain date. Come and enjoy the day with
us....oh...and bring your old car.... See page 7

September 12... Saturday Garage tour. Let Joanna know if you
want us to visit so route can be planned. This may last all day or just
the morning depending on the route. Bring your own lunch.

October 3rd..... Gypson Tour, bring your own lunch.

November 7..... Annual Meeting Holy Family Parish Hall, Essex
Junction. Prepaid meal by attendee provided.

December 13..... Sunday Noontime Holiday Yankee Swap. Steak
House in Berlin. In Large Rear Room of building. Buy your own
meal.

Quarterly VAE Board Meetings Whitney Hill, Williston, VT 7 PM
July 7, October 5.



Wheel Tracks Classified

For Sale....Model A engine on stand so you can hear it run \$ 1800.00



I also have a complete model A running gear , brake handle center of tran. Muffler and good Radiator

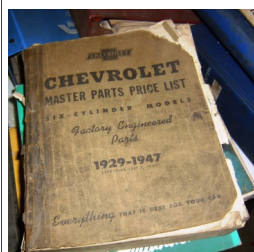


\$ 3600.00 call Tim @ 1-802-848-3871 , Thanks

For Sale.....Model A front axle complete \$150.00 obo



For Sale....1921 Chevy 490 parts rear tube 3 doors and some of the wood and window etchens plus spare tire carrier \$150.00 for all .



For Sale.... Hollander manuals \$20.00 plus Hollander hubcap manuals \$10.00 front end manuals \$10.00 Acme paint chip books big books also DuPont and RM paint chip books on large cars in 40s-50s-60s-70s all large books like \$10.00 each obo. plus motors manuals. universal catalogue 1938 to 1949 \$15.00 also an old Chevy parts book 1929-47 \$25.00

Cota 802-796-3773 or ken20@fairpoint.net

Wanted....

Desperately looking for an Overdrive Transmission for 40's - early 50's Chrysler Products. Need to hang one on '41 Plymouth - got to cut the revs! John Vetter 802-525-3166

Wanted.....Stan and I are looking for a hood for a 1955 Ford F100 in good shape. 1953 to 1955 are interchangeable. Please let us know if there is anyone out there with one that would be willing to sell it for a reasonable price. We also have a 1954 F100 that we will be selling in the near future. The body is solid and the truck can be used as a restoration or rat rod project. Will let you know when we are ready to sell it and will send pictures.

Contact Lori Sunday, lorisunday@netscape.net

July Bumper Sticker...

**Make It Idiot
Proof and Someone
Will Make a Better
Idiot**

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

For Sale.....

1953 Kaiser Manhattan. Rebuilt engine. Clock and radio in working order. New WW tires. Original paint. Original interior. Perfect steering wheel. This is a nice survivor! \$9,500 \$ gbureau@videotron.ca



For Sale.....

1971 VW Beetle

A California car, no rust, looks and runs great. Between a #2 & #3. \$5500.00 Call Ken Fiske in Montgomery 802-326-2245

Wanted.... I am looking to buy a radiator shell for a 1929/1930 Chevrolet. Please call me if you have one you would sell.

Fred Gonet 802-226-7709

7/15

For Sale..... 1950 Dodge Meadowbrook. 31k just replace master cylinder, front brake shoes, front brake cylinders last fall. Car is in good condition. Just took it out of storage.

I am asking \$9275 but I will consider a reasonable offer. Had the car for twenty years...it is time for a change.

Call 802-644-2776 and ask for Don.



For Sale...1963 Chrysler New Yorker.

Mileage...8237 My Dad has passed and I have decided to sell his "baby". \$17,000 call Allen, Bakersfield,VT 802-827-3289



For Sale..... 1930 Ford Model A phaeton, restored, a driver. Not completely original but excellent. Right-hand drive, model B motor, mandarin maroon & black, halogen lights, cast iron brake drums, turn signals, 2 taillights. \$15,000 firm. James Teuscher of Walden. Email jamesteuscher@live.com or call 802-563-2037



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



Gary and Nancy Olney's 1913 Cadillac
As shown at the 2015 Shelburne Show

July 2015



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Montpelier, VT
Permit No. 61

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



FROM THE SHELburne FASHION SHOW.... LEFT, CHRISTINA MCCAFFERY, LUCILLE SAMPSON & RIGHT, LUCILLE MARCOUX