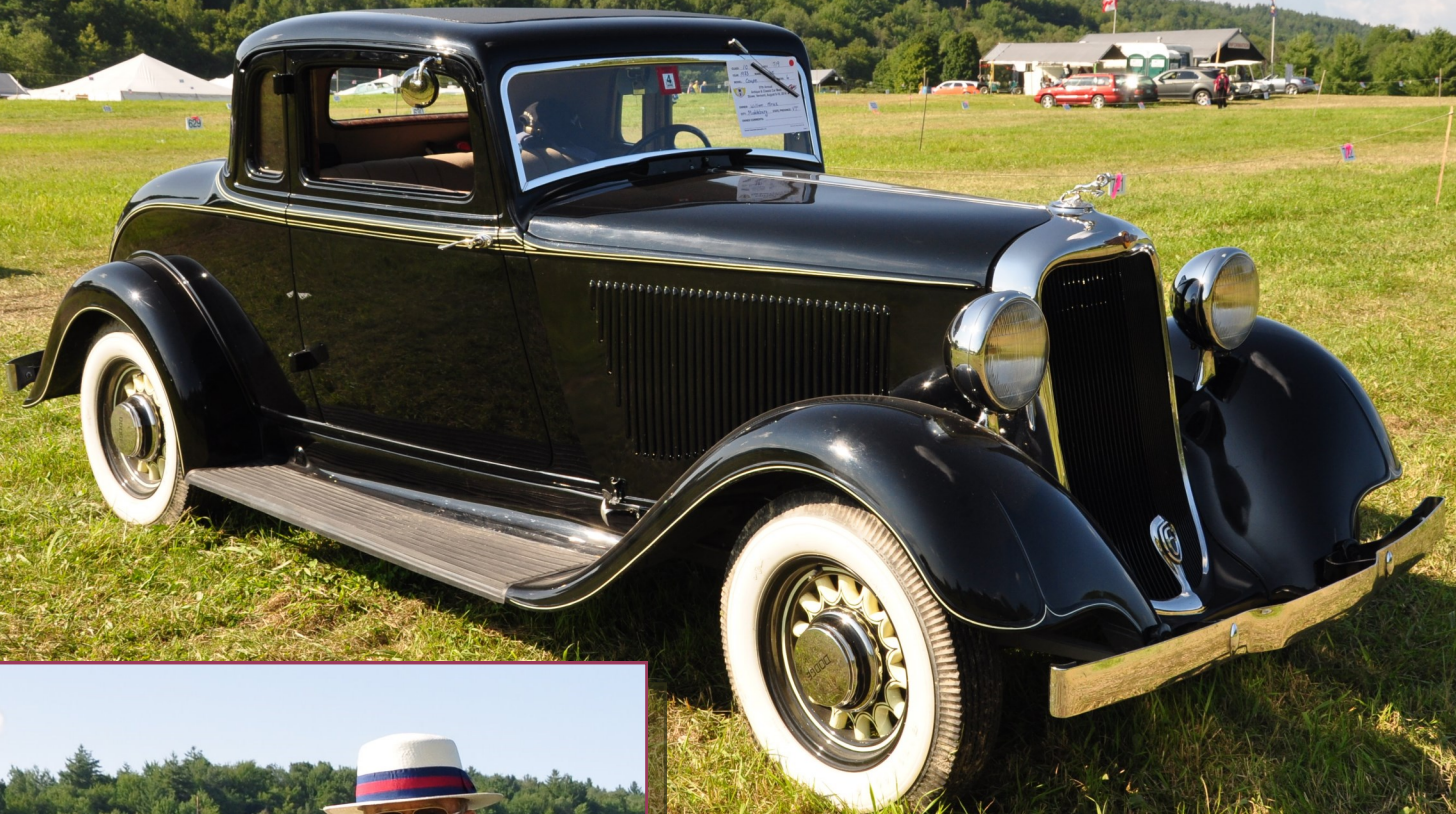


# Wheel Tracks



## **Pat and Bill Mraz With their 1933 Dodge Coupe**

..... With more on page 6

*Gael's Tale about a Daniels.....page 2*

*Re-discover Mother's Day with Nancy ....page 4*

*Edi's Maple Nut Muffins..... page 7*

*The Bankers Car..... Page 10*

*The Little Metz engine Chapter 3....Page 11*





This unique and handsome "Sport Touring" is a 1921 Daniels owned and restored by Steve Dana some years back. It's an interesting high performance V-8 three-speed that's a lot of fun to drive..... and Steve did, a lot. The car came to Vermont as one of 2 Daniels cars sniffed out by P.F. Peake from somewhere over in Maine. The touring was apart and the other car, a formal 4-door sedan with wonderful red leather interior was assembled but not running. Pev Peake told me that he just had to have the cars when he saw the radiator of the touring being carried down the stairs from the barn loft where it had been stored. The deal was made and the cars came to Vermont.

It wasn't buyer's remorse, just the magnitude of the work necessary to get the touring together that slowed Pev down. Amos Roleau of New Haven was a mechanical guy who allowed the cars to be stored at his shop and probably told Pev "how long and how much", etc. Pev kept the cars for quite a while and then through some complex maneuvering they became Steve's. It was "quite long and quite much" but Steve hung in and to his credit, (and with some help from Amos Roleau and others), finished up the car. He tells a great story about getting the engine rebuilt and in the chassis for the first time...and having to "try it out". No body, no fenders, etc..... Just the frame and engine and out his mother's garage and onto the road. I guess it went pretty well but maybe not steer or stop. Steve ended up in the hospital with a broken something or other. The Daniels ???...OK I think.

Anyhow, he got it altogether after a bit, only the top was missing and maybe I should not mention this, but the top that you see in the picture started off on a Model "T". It looks better on the Daniels; don't you think? Steve drove the car thousands of miles. He would take off to Hershey, Buffalo or where -ever with total confidence. My own personal experiences were always exciting...usually tire or headlight related. The Daniels went away some years later, to a museum in PA., I think, in one of those economic realignments we all experience from time to time.

What about the sedan? Other than preserving the leather interior, Steve never did anything with the car. Goodness knows, one Daniels is enough car for anybody! The car was sold to a friend in mid-state who I believe sold it, still unrestored, some years later. Steve also found a 3rd Daniels chassis somewhere and at the time probably had the Daniels market pretty well cornered.

*Continued on next page...*



## FROM THE PRESIDENT... DAN NOYES

As usual, winter transitions directly into summer here in Wolcott, and last Friday afternoon was beautiful. The mud was finally gone from our road and the town had run the grader so the ruts were gone. I pulled the Ford Model T out of the garage and hit the starter. Dead battery, go figure, I switched to mag, pulled the choke and spun the crank and to my surprise it fired right up. I shut it down, checked the fluids, put some air in the tires and before long was off, it ran great after such a long cold winter. I have a few odds and ends to take care of with my car before the Shelburne show, a tire that has seen better days, the pawl on the emergency break needs to be replaced and a couple of stone chips to touch up. I know a bit of maintenance now will keep my car on the road all summer.



**Speaking of Shelburne**, I hope you are planning on joining me with your car at the event. It is going to be quite a sight to see all the cars displayed around the grounds of the museum. We will have a tribute to Vermont's native son, Henry Leland with a display of Cadillac's from all years. A 1910 Sears Roebuck automobile will arrive at the Shelburne Museum train station in a crate, be assembled on site, started up and driven. Don't forget your show entry gets a party of 4 into the museum - so load up the car with your family and friends and come on out.

Show directors, Bill Fagan and Ernie Clerihew, as well as the whole group of volunteers, have put a great deal of time into making sure our "return" to Shelburne will go off without a hitch. We all owe them a huge thank you – Great work guys!

**There are a number of other events this summer** that will be sure to bring out some of the wonderful cars in our club, Stowe, Silver Lake, a garage tour, and of course the Gypson tour. All great family events, all organized by volunteers! See you on the road this summer!

## YOUR EDITOR... GARY FISKE

**My first "mention"** is about my including the **Stowe Show Committee minutes** in last month's Wheel Tracks..... when all minutes are to be submitted to our on-line members only page.

**My intention** was to promote our August show in Stowe and hopefully remind folks of all the work that goes into the event. The same can be said for the work that has gone into the Shelburne Show. I was also hoping Bob Chase and Duane Leach might get a few calls from folks who would like to volunteer a little of their time; they can always use the help.

I guess it worked as far as drawing attention to the minutes because I had some calls asking why they were in Wheel Tracks. I wonder how many of you visit the member-only pages? I also wonder how many calls Bob and Duane received?

**The reason our minutes were taken out of Wheel Tracks some time ago was to free up space in Wheel Tracks plus keep our "business" a little more private. Have we accomplished that ....or have we distanced our members from the workings of our beloved VAE?**



**The Golden Quill Award....** We have received the award three years in a row now! There are 24 winners in our category of "Regions/ Chapters Compact" and Wheel Tracks is among the Willys Overland NW Chapter (WOW) and the Packard Club of Wisconsin (Carmorant Flier).. all very nice company.

**I have listed fourteen people/organizations on our "address page 16" who had a lot to do with making 2014 a success only because I have no room to list the 500 who receive and respond to our publication each month of the year. The 12 came through every month of 2014 with great writing and material ; Thank You for your work.**

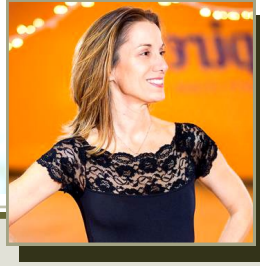
*From page 2....*

Steve and I miss the Daniels but "you can't keep 'em all". Steve now has that super 1911 Kissel speed car that is on display at the Champlain Valley Transportation Museum in Plattsburg, New York. He also has a list of other interesting cars that maybe we could get him to write about someday. Steve is recovering from some serious surgery at his winter home in Florida and might have some time to reflect on Packards, Cadillacs and Buicks. We wish you well Steve.....and hope to hear from you. Gael Boardman





# "THE SOFTER SIDE"



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

## "Mother's Day" by Nancy Olney

By the time you read this, Mother's Day will be over by at least a month. I have to tell you that I have a love/hate relationship with the holiday. It is considered the third largest holiday for card exchange with, of course, Christmas being the first and Valentine's Day second. The giant card company, Hallmark, estimates they sell 133 million cards. Mother's Day comes in second in the gift giving holidays and it also, is the year's most popular holiday for dining out.

**First some history** on this( in most cases ) revered holiday called Mother's Day (note it is not Mothers' Day). It was always intended to be in the singular, "it wasn't to celebrate all mothers. It was to celebrate the best mother you've ever known-your mother- as a son or daughter." It was brought about largely by a woman named **Anna Jarvis (1864-1948)** when her mother died in 1905, she was inspired to organize the first Mother's Day observances in 1908. The idea caught on and President Woodrow Wilson signed an official proclamation on May 9, 1914 stating Mother's Day is "a public expression of our love and reverence for the mothers of our country." Then what? You guessed it, in a very short time it was recognized as a gold mine for commercialism! And, it was almost immediately a big business of selling cards, candy, flowers and it disturbed Jarvis so much that she spent her life and her substantial inheritance trying to return the holiday to the reverence of a person's mother which was her original intention. Her story and all she did to try and reform Mother's Day until at least 1940, is extremely interesting and very courageous for a woman from 1910-1940 but unfortunately she was not able to turn the tide and she died in 1948, penniless and in the Philadelphia Sanitarium.



**Now, my feelings about the day we set aside for 'our mother'.** I guess I would first say if Mother's Day is the only day you recognize her (I hope) for her devotion to you, part of me says 'don't bother'. It is kind of like those that only go to church on Christmas or Easter and aren't observant the rest of the year 'don't bother'! But wait!! I am also the 'queen of eternal hope'. Maybe, just maybe, if you do it once a year, maybe something will prick that heart of yours and it may become something you start doing twice or three times - which if you aren't careful, it may just become part of your routine and you one day say 'wow, I love this'. (Believe me your mother and God will love it, too!) I have to admit I loved the flowers I received but was a bit disappointed when I read in the paper among the ads for where to eat and what to buy or what to do with your mother on 'her day', an ad to play a free round of golf with your mother (this was at the Club where my son is the Pro) I didn't get a call with a tee time! (I'm pondering that one!) I'll finish by saying a huge thank you to all you mothers that serve us on Mother's Day in so many ways. It may be in a restaurant, store, gas station, hospital or a hundred other places we may need to be on this day and all year. One more bit of information, last year the average spent was \$168.94/per mother, this year \$162.94 - wonder where I fell short! Better watch it, Father's Day is traditionally a "fewer gift giving day" but that could change!



When the lodge meeting broke up,  
John confided to a friend.

"Mike, I'm in a terrible pickle! I'm  
strapped for cash and I haven't the slightest idea where  
I'm going to get it from!"

"I'm glad to hear that" answered Mike. "I was afraid you  
might have an idea you could borrow it from me!"

\*\*\*\*\*

I met a guy who's a walking economy.

The front of his hair is in recession, his stomach is a  
terrible victim of inflation, and the combination together  
are putting him into a deep depression!

\*\*\*\*\*

Two guys were playing golf, one of them was about  
to swing the golf club when he noticed a funeral  
procession going by on the street. The man stopped in  
mid-swing and closed his eyes and said a short prayer.

The other man truly inspired, remarked, clearing his  
throat, "wow that was one of the most beautiful things I  
have ever seen."

"Well", the other man said "I was married to her  
for 35 years."

\*\*\*\*\*

Brian's stress level was at unsurpassed levels. His wife  
Maggie was in labor and Brian was sure it was time to  
head to the hospital. Breathing heavily, Brian grabbed  
the phone and called the doctor.

"MY WIFE, SHE'S READY, SHOULD WE COME?"

The doctor tried to relax the poor fellow, "just try to  
relax, now tell me how much time elapses between the  
contractions?"

"SHIRLEY!" Brian screamed on the top of his  
lungs, "HOW MUCH TIME IN BETWEEN THE  
CONTRACTIONS? TEN MINUTES? OK, TEN MINUTES  
IN BETWEEN!"

"And is this her first child?" Questioned the doctor.  
"NO YOU STUPID NITWIT, THIS IS HER HUSBAND!"

\*\*\*\*\*

**Doctor:** "I am not exactly sure of the cause. I think it  
could be due to alcohol."

**Patient:** "That's OK. I will come back when you are  
sober."

## Some (more) One-Liners.....

I've had amnesia as long as I can remember.

#####

Vacation begins when Dad says, "I know a short cut".

#####

What's another word for "thesaurus"?

#####

Everywhere is walking distance  
If you have the time.

#####

A flashlight is a case for holding dead batteries.

#####

I went to the fights, and  
A hockey game broke out.



**DUDE**

I'm JOKING,,,you are NOT adopted!!!



## The Story of Bill Mraz' 33 Dodge from Bill

While a student at Norwich University, a classmate of mine, "Bud" Hooper, had a nice old 33 Dodge Coupe that he had used primarily to get from his home in Hoosick Falls, NY to Northfield Vermont.

As we neared graduation in 1958 I was in the market for an inexpensive car. When Bud mentioned he was getting a new car for graduation and was selling the Dodge I bought it for \$300. That at the time was a lot for a car that old but the car had only 5400 miles on it and ran well. I had almost \$300 in graduation gifts from various aunts and uncles, borrowed the balance from my father and had my "wheels".



Before reporting for active duty in the Army I worked in Cambridge, MA at a supersonic wind tunnel and took graduate courses at MIT and also courted my wife to be, who was a senior at Wellesley College.

My active duty station was at Fort Belvoir VA. The old Dodge made the trip from Middlebury to Fort Belvoir many times. Driving time was thirteen hours as this was before interstate highways and much of the trip was down old US Route #1.

After completing my active duty we were married and lived in Georgia, Vermont. Four children had fun playing in it while it was up on blocks with about 75,000 miles on it.

I planned to restore the Dodge but working and traveling as a mechanical engineer for various companies postponed that for about 40 years. Restoration started in 2005 at White Rock Sports in Bristol with "Eli" Elithorpe.

The 33 Dodge is the only car I have had that I have "feelings" for. It has always served me well and I think looks great. All other cars were just an expensive necessity.

Gary wanted me to tell a funny story about the car, like my wife giving me a tow to start a dead battery and tearing off the front bumper. But I am not going there! We have been happily married for 55 years and hope to make it to 56!!

### Editor's notes.....

*As the editor I feel this "story" is a very important learning tool for the old-car-crowd and needs to be told. I have also observed that Pat & Bill's union is very strong (they are a wonderful couple) and can surly weather this tale of the day the bumper came off the Dodge.*

*One day when the Mraz 33 needed a tow Bill explained to his wife Pat what is needed when towing a vehicle. As he mentions above, he is an engineer, so I am certain his explanation was very thorough. And, from what I understand, Pat did exactly what she was told. You are to start out pulling very slowly then speed up. That is what Pat did.....all before the chain got-tight. So, when the chain became tight Pat was in the "speed-up" mode and the bumper came off. Ooops!*

*I hope this does not ruin my chances of getting the inside story in future feature stories and I hope the Mraz family is still speaking to me.*

There were over 106,000 Dodges built in 1933 and 9500 of them were business coupes like Bill and Pat's. Of the options available the Mraz coupe has front and rear bumpers (most of the time...), a heater and a rear-view mirror. Other options available but not on this car



were dual sidemount spare tires, metal sidemount cover, chrome sidemount trim bands, rear spare metal cover, radio, clock, cigar lighter, radio antenna, trunk rack, spotlight, outside rearview mirrors, dual trumpet horns, dual taillights, dual windshield wipers and a license plate frame.

The DP series Dodge was new for 1933 with its 6 cylinder engine and offered two wheel base sizes.. 111.3 inch & 115 inch. The DP line was not offered in 1934 when the company changed to series DR, DS and DRXX.

*This info came from "American Cars Catalog"*



# The Roadside Diner



## Maple Nut Muffins

(excellent muffins from the "St. Albans Maple Festival Cookbook")  
from our proofreader Edi Fiske

2 eggs  
1 cup sour cream  
1 cup Vermont Maple syrup  
1 cup all purpose flour

1 cup bran flakes  
1 tsp. baking soda  
3/4 cup chopped nuts

Preheat oven to 400 degrees. Grease 12 muffin tins. Beat eggs with fork in large bowl to blend. Stir in sour cream and maple syrup. Add flour, bran flakes and baking soda. Stir until batter is moistened. Mix in nuts. Fill muffin cups 3/4 full. Bake about 15 minutes.

## Gael Ponders Change



Change. That is what vacations are for, not to mention education, the seasons and your appearance.

**Henry's Model "T"** was made from 1909 to 1928 but you Ford guys love to talk about all the nuances of "change" over one of the longest production runs in U.S. automotive history.



**Us Chevy guys say, BIG DEAL.** Our "cast Iron Wonder" beats your 19 years by at least 5. Does that mean either was anti-progressive? I argue, no. The Chevie car probably changed around the "wonder" engine way more than the "T" did around its 4-banger. Part of that was the speeding up of the whole industry: hydraulic brakes, automatic transmissions, chrome plating, lighting, rather radical tire sizing, etc.

**Doug Bell**, writing for Floyd Clymer in 1961 quotes; "On the last Saturday in December of 1928, Chevrolet had its' first public showing of the Chevrolet 6", 1954 saw enough change to convince the experts that the original "Wonder" deserved an honorable retirement..... on paper. The '54 had changed with full oil pressure and insert bearings. Still looked pretty much like a '53 though.

**OK, so what about this change stuff?** "If it's pretty good don't change it." Pretty good compared to what? "Go with what you know." If what you know doesn't change then why should any "good thing" change." Deep stuff. I was going to write that the Wonder was better because it lasted longer than the Lizzie. Suspect reasoning. What I "know" is that my first car was a 1932 Chevie, the first of many many "wonders." Do any remain as my primary transportation? No, although a couple remain resting in the barn.

**Change of heart often comes slower** than the practical changes we need to adopt to handle our needs and to pressures of society. You probably have a "Wonder" or a "Lizzy" in your past and in your heart. We can argue design and features, longevity and performance, cost and appearance..... But we probably aren't going to change very much, or at least very fast.

**Next time:** Boardmans' conclusive proof that the "Wonder" beats the facts and wins all the arguments. Talking about change never changes. No wonder we all love this hobby! Gael Boardman.





## Fender Un-Bender

Recently my wife was driving the kids to school in the Subaru when the truck in front of her stopped. She didn't. The impact smashed the left headlight assembly, and bent the hood, fender and radiator support. The headlight also contains the directional and running lamp. The hood was bent enough to separate the skin from the frame.

I estimated the damage would be about \$1,500 if I took it to a body shop. I have a thousand dollar deductible, so this repair would cost me at least \$500.

I also knew a new headlamp assembly, new hood, new fender and fresh paint would not match the rest of the car. The car is a 2002 with 234,000 miles on it. The shiny new headlight would not match the one on the right side, the paint would not match and the finish would not have the same "patina" as the rest of the car. The quote for a used hood from the salvage yard was \$50, and the fender was \$35. Unfortunately, they did not have any red ones.

A new headlamp assembly from Subaru is about \$350. One from a salvage yard was \$35. I bent the metal behind the headlamp assembly back in to shape, and used a hammer and dolly on the fender to achieve a good fit with the new headlamp. I pulled the hood frame back in to shape, and hammered the hood skin back to shape. I wire brushed the metal until it was clean, then I epoxy primed the bare metal. I hammered the hood skin back over the frame and finished hammering the shape until the fit was satisfactory.

I will continue to look for a used hood and fender. If I can not find them used, I will put a light skim coat of body filler on the fender and hood, and repaint them. I will have to clear-coat the entire hood and fender. Unfortunately, the price of the primer, sealer, red paint, reducer, hardener, and clear-coat will be more than the used panels, and I know the paint won't match. In the meantime, the car is roadworthy again, and I have only spent \$35.



Hood and Fender bent back, light smashed. Headlight pushed behind the number, hood and fender bent. Notice the hood and fender are bent, and the gap between them.

Used headlamp fitted, hood and fender hammered back in to shape. New (used) headlamp on left is shinier and clearer than original headlamp on right.



*Maybe a subject for July..... Dear Dave*

**I have a '28 Hupmobile that is not coming out of it's winter cocoon too well!** It has gas, I have spark, & I believe we've got air, but maybe you can help me figure out what I can do to make it run.

I have charged the battery. When I depress the starter toe switch it engages the starter & occasionally it "catches" and runs and then sputters out. My Hup manual says to bring a car that's sat idle for a while back to life, it is recommended to put 2 tablespoons of oil down each cylinder (take plug out, pour oil in, put plug back on) this will create vacuum so carb can suck gas from the vacuum system (which worked like a charm last year) And it worked ok for a little while this year, but after it burns out the oil the car doesn't stay running. I tried spraying starter fluid down the throat of the carb....it worked for a little duration, but didn't stay running. When I gave it more gas to get the idle up, it would sputter and die. I checked to see if we're getting gas from the tank, I did this by disconnecting the hose that comes off the vacuum canister on the firewall. With the spigot open, we get plenty of gas out of the canister. I also unscrewed the strainer plug (this car has a Stromberg sf-2 carb) off the top of the carb to see if we had gas there, oh, we've got plenty of gas there.....Could it be the float is sticking or is stuck or is sunk in the carb?

So I'm at a loss. There seems to be a screw on the bottom of the carb....perhaps I can unscrew that to release all the gas in the carb & it will move the internal debris so the float might work better? Or should I just remove the whole carburetor and carefully take it apart, clean all the bits and pieces and reassemble it? Any insights would be helpful.

Respectfully, Chris Chartier





**This might be a very touchy subject so** I will not mention names. I heard the other day about a member who decided NOT to go to a car show. This member is known throughout our huge territory of never....never missing a car show. In fact most of the times I have seen him at shows, he is covered in grease from checking out every item the vendors have for sale. I can very easily relate to him as..... well, you know, a real man-kind-of-man. This is the kicker, do you know why this guy did not attend the car show? He had a competition at **his ballroom dance class!** Can you imagine that?



**Pictured here is part of the process of packing the 16 Golden Wrench Awards for 2015.** The wrenches and screw drivers are being sorted by **Gael Boardman** on the left. Cousin, **Hal Boardman**, is packing on the right and below **Wendell Noble** is signing and sorting award letters. I am adding the physics books, trophies and buttoning them up for delivery to



our sixteen presenters throughout Vermont. While we are doing this the Transportation museum in Plattsburg is packing up their Golden Wrench Award for their very first presentation to a New York high school.

The VAE has made these high school juniors very proud of their accomplishments and maybe a little more focused on

their future education opportunities.

**I brought another old car home last week but** I did it differently this time. Instead of dragging home a two year project this car was ready to go in two days. The former owner liked to use the term "sorted out" and the 1924 Franklin 10B Sedan certainly is. Part of it's former life was 4 years in Troy, NY ...14 in Santa Barbara, Calif. ... and another 50 years in Maryland and New Jersey. I am not sure from 1949 back to 1924 but maybe I will be able to find out. Every owner fixed her up a little, so, "sorted out" is a fairly accurate term, she is a very sweet auto. I do have some refinements I want to focus on like a few vibrations at 40 MPH and freeing up the white metal window controls, but you should hear the wonderful sound of that air-cooled engine!



I hope **Roy Martin's** medicine works in controlling this old car fever I have. You know, just buy one in the Spring and you will be cured for the rest of the year.....

**I recently heard a VAE member has had a tractor fire.** The tractor was parked, not running, just outside his barn. The gentleman was just inside when the flames began behind the instrument panel....under the gas tank. A bucket was used to force water up under the tractor panels and the fire was extinguished. It was an older tractor and probably had some frayed wiring. Other than smoke damage only the instruments and the panel will need replacing.

I recently was able to get under the dash of my 27 Dodge to do some upgrades. For years when I opened the air vent on the cowl I would have to gingerly push the steel vent handle through some of the wires to get it open. When I got under the dash and could see the wires I found many of them had no cloth covering.... they were bare! It was just luck that I didn't have a fire also. I have now replaced the wires using the modern, cloth covered type and in many cases have increased the gauge size.

A lesson from our member with the tractor is.....for us all to be looking over the wiring in our old cars and tractors. He also said he was thinking about installing shut-off switches in all of his vehicles.

## "O" is for ORSON!

**Greetings folks! Have you ever seen one?** Me, neither! If you find a bonafide picture of one, I'd sure love a copy. Orson's were a very exclusive automobile. It seems in the early years of automobiling a few very wealthy Americans banded together to form a co-operative. This cooperative's objective was to produce "as simple and high power car as possible" by using the best available components of the time.

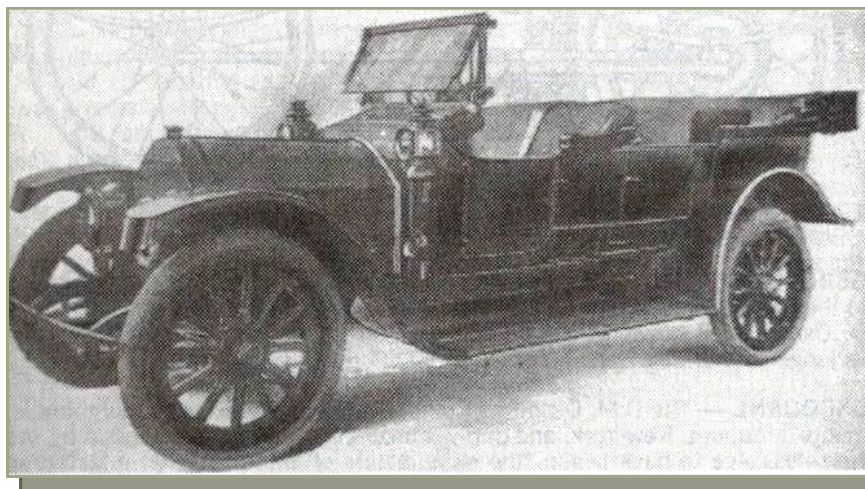
**Under the direction of a wealthy banker**, Mr. Kilborn, manufacturing facilities were acquired in Springfield, Massachusetts, although the firm was incorporated in NYC. There were only 100 subscribers to the stock of the ORSON firm & each of these subscribers would be built an automobile. It seems as if these icons of capitalism of the day banded together, with the intention of constructing the best car possible & having one made for themselves, without having to pay the middle man - a dealer.

**In my research about this make, I found no photos.** They were reportedly to have been made during 1910 - 1911. The partial list of names who purchased the stock was very impressive. Financial guru's of the early 1900's & dripping in affluence & liquid assets. Mr. Vanderlip, Alvin W. Krech, Mr. H.O. Havemeyer of American Sugar, Mr. Percy A. Rockefeller (nephew of John D) board member of Bethlehem Steel, NY Edison, Mesabi Iron and others. These were the financiers and money barons of the New York City society in the late 1890's and early 1900's.

**The cars were reported to use the frames of the Italian FIAT's and the springs of MERCEDES.** An automobilist publication of the era, "The Club Journal", listed two different Orson's for sale during the years 1910 and 1911. In the 4/29 journal of 1910 a "30-66 Orson being built by Brightwood Manufacturing in Springfield MA" was being listed for \$2500 by a gentleman who was to have an extended stay in Europe & wanted his not yet completed car bought from him. Later, in April of 1911, a 1911 Forty HP 7 passenger touring was offered for sale for \$ 4000! These were not inexpensive jitneys to be sure!

One reason for the lack of images not being available is the firms not using any dealer network or desiring to generally sell to the public. They thought they'd get the best value without the inflation of a dealer & advertising & related expenses by just producing the cars for their stockholders / coop members. The firm stopped producing cars after one of it's stockholders sued the firm over \$\$ owed and expenses incurred in the repair & upkeep of his "ORSON." Even among the wealthy, lawsuits happen around autos!

**Remember, "O" is for Orson! & Let me know if you see one, okay?**



**Editor's notes.....** I found this picture in "American Cars Catalog 1805-1942". The publication says the car was dubbed the "Banker's Car". One of the cooperators was Horace M. Kilborn, the vice president of National City Bank in New York. The car was named for his son Orson who supposedly had the idea for the car. The catalog says the car was nothing special, just a large four-cylinder 40hp touring car on a 130 inch wheel base. They go on to write that the plan was to market the car publically once each had their car. Orson Automobile Manufacturing Company was organized in 1912 but soon fell apart. When journalists dug into the story in 1914 they discovered that only 80 cars were built at a cost of \$560,000, making a cost for each \$7000.00. The lawsuit cost another \$2500.00 that went to an Orson owner and cooperator, Daniel M. Brady.

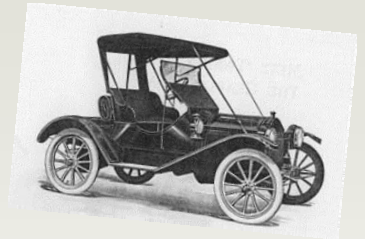
**Greetings from Chris Chartier  
And  
His next "Auto ABCs"**

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



### Chapter 3 of.....A FAITHFUL OLD METZ AUTO ENGINE by William S. Strayer

In our little village of Dillsburg (population about 850) one of the main industries was a small stone quarry employing fifteen men at 20 cents per hour and located north of the boro with the pit about five hundred yards from the crushing plant. The stones were transported to the plant by carts and mules with no electricity in the pit, The quarry was owned jointly by an uncle of the writer who also had the local Overland car agency, the office of which served the garage, stone plant and headquarters for Saturday night loafers.



When yours truly arrived at the garage Saturday evening for gas and oil before going on a date, driving a 1918 Chevrolet, there seemed to be more excitement than usual with most of the quarry men standing around. It turned out that the wet weather had flooded the stone pit to such an extent that the plant had to close down with the result that the pay envelopes were almost void of any cash. I was immediately called into the office and asked the price per hour for my tractor to drive a large water pump but when I advised the owners that such work was \$1.00 per hour without fuel, they hit the ceiling. After some discussion they offered 50 cents per hour stating they needed only about 10 hp which was promptly refused, but I told them that a small gas motor, of sufficient hp was available at 50 cents per hour if they would furnish gas, oil and operator.

They now offered 25 cents and we finally agreed on 35cents and would start Sunday noon so the men could begin work Monday morning. After a certain farmer disclosed the source of the Metz to a quarryman there developed new trouble because of the little old Metz's past history. Most of the quarrymen were sure there would be no work the next week. Many of the details have been forgotten but as recalled about \$20.00 was wagered as to the length of time the Metz would last and my uncle held the money. But by this time it was getting late for my date.

Because nothing had been done to the motor this could be another joke at the expense of the motor and the new owner. Early Sunday morning a visit was made to a country auto mechanic with my story about the Metz and the bets. This man is no longer living. He was a church man all his life, who hesitated to work on the Sabbath, although he sometimes helped out on Sunday by checking mags and other small adjustments when necessary. After hearing my story he decided we would give the old motor a once-over-lightly by cleaning the plugs, checking the old BOSCH mag. and taking up the rod bearings. All this after church services by both of us, of course. We arrived at the pit a little after noon, when a few men were already waiting but had trouble getting the pump and pipes lined up so it was 2:30 PM when all was ready for the big show. We were too busy to notice until now that quite an audience had gathered at the edge of the pit where there were over fifty men in all modes of dress from work clothes to derby hats. When the little motor was started and the three-inch pipe began to pour a steady stream, 'No bets were made giving the Metz over eight hours life because it was agreed it was an impossibility.'

Several watches were consulted and it was agreed it was 2:30. After burning the paint and oil from the exhaust pipe and manifold, the Metz settled to a nice even rhythm which the mechanic judged to be the car speed of twenty-five miles per hour or slightly over. Now this was an ideal condition for a gasoline motor, namely a uniform speed with a 40% load. After one hour the bets were beginning to be paid and the crowd dispersed. The writer and the mechanic decided it was a good time to leave before anything happened.

No bets were made giving the Metz over eight hours life because it was agreed that eight hours would be the equivalent of driving to Washington, D. C, and return - an impossibility. When the writer came home from his Sunday night date it was not possible to resist visiting the Metz. No one can imagine the loneliness of a quarry pit with no electricity until he makes such a visit. When I arrived about midnight the night time operator had taken over after several changes, one of which was a long discarded, overstuffed chair on which the operator was half lying and half sitting with two partners nearby - one with a kerosene lantern, the other a large liquor bottle half empty. When asked how things were going he answered OK, but she takes a h-----of a lot of gas and oil which he had to carry about 500 yards in cans. This was remedied the following day by hauling the gas in with a barrel and the oil in 5-gallon cans.

The Metz, however, was clicking along like an old alarm clock with a nice blue flame from the exhaust pipe which was a cherry red. These old Metz motors had an oil filler pipe with a small funnel which extended above the head. In this way the oil could be replenished without stopping or any blow-back.

*Continued on page 12*



*"Reprinted with permission by Gas Engine Magazine, [www.GasEngineMagazine.com](http://www.GasEngineMagazine.com). Copyright 1976. All rights reserved." This great story will be continued in "Wheel Tracks" to it's finish. Tune in next month for Chapter 3*



Continued from page 11. Chapter 3 of.....A FAITHFUL OLD METZ AUTO ENGINE

All the bets were now past history but the visitors kept coming to marvel at the little old Metz. The writer also paid a visit each evening for after all 35 cents per hour began to add to a good deal.

On Tuesday night about 1:30 AM the old fan belt gave up, which meant a trip to town and we called the garage operator from his bed to alter a Model T Ford belt so it would fit the Metz. One hour was lost and the water rose rapidly so the motor was started again. The spark plugs were the old type that could be dismantled and cleaned so the motor was stopped a few times when a plug became fouled but otherwise the motor ran continually until Friday when the pit became dry enough to work without the pump so it was shut down at noon.

It was later discovered that it consumed 28 to 30 gallons of gasoline and 3 to 4 quarts of oil each 24 hours. This seems to prove the old rule of 1 hp-10 hrs -1 gal. of fuel in a gasoline engine in good condition. With a little arithmetic it can be seen to be a kind of a record, being equal to driving coast to coast with a good start on the way back. All with the only repairs being one fan belt. The mag was not even opened during the run. The old Metz had redeemed itself to everyone's surprise, including the owner.

As for collecting the pay, this surprisingly was not so simple. Yours truly was told that the old motor used too much gas and oil and that I was profiteering on such a small investment. After several weeks I had to settle for \$35.00 which, by the way, bought a very good suit of clothes at the time. This deal taught the owner a good lesson-that a verbal agreement was useless, even among friends.

*Chapter 4 will follow in the July Wheel Tracks*

# SHELBURNE MUSEUM CLASSIC AUTO FESTIVAL



JUNE 5, 6, 7, 2015

★ AT THE ★  
**SHELBURNE MUSEUM**  
SHELBURNE, VERMONT

Antique Autos, Trucks,  
Motorcycles, Military,  
Tractors, Street Rods,  
Customs

## 2015 SHELBURNE MUSEUM CLASSIC AUTO FESTIVAL SCHEDULE

### FRIDAY, JUNE 5TH 8:00AM

Check into Registration Tent  
Sign-up for any of self-guided hub tours  
Be escorted onto the Museum grounds for the  
day and experience the **Shelburne Museum**

### 6:00 - 8:00 PM

**Welcome Reception** for registered participants

### SATURDAY, JUNE 6TH 8:00 AM

Check into Registration Tent  
Check into Car Corral  
All vehicles will be escorted to their designated  
parking space

### 10:00 AM - 5:00 PM

- Museum and Festival open to public
- ❖ Special vehicle displays
- ❖ Events of interest announced throughout the day for both children and adults
- ❖ Hands-on fun events for the kids
- ❖ Free rides in vintage vehicles
- ❖ Take a **SELFIE** in a vintage vehicle

### SUNDAY, JUNE 7TH 8:00 AM

Check into Registration Tent  
Check into Car Corral  
All vehicles will be escorted to their  
designated parking space

### 10:00 AM - 5:00 PM

- Museum and Festival open to public
- ❖ Special vehicle displays
- ❖ Events of interest announced throughout the day for both children and adults
- ❖ Hands-on fun events for the kids
- ❖ Free rides in vintage vehicles
- ❖ Take a **SELFIE** in a vintage vehicle

### 1:00 PM

Fashion Show and Costume Contest open to  
Children and Adults

### 2:30 - 3:00 PM

**AWARDS CEREMONY PRESENTATIONS:**  
**MUSEUM DIRECTOR'S AWARD**  
**CHAIRMAN'S AWARD**  
**COSTUME CONTEST AWARD**  
**OLDEST VEHICLE AWARD**  
**FARTHEST DRIVEN AWARD**

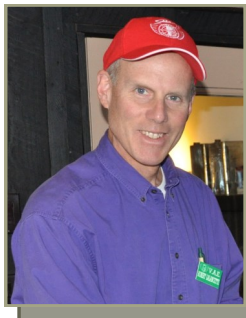






From the left....Jim and Vilma Cary, Wendell Noble, Dave Stone, and Charlie and Eric Thompson represented the VAE at the event in Essex Center. Touch-A-Truck occurs every year and we were asked if some vehicles could be supplied to offset the new units that would be there. The 9 till noon event was very busy, the only trouble is the ringing in my ears was replaced with honking horns. Big thanks to the six who came.

Bob Lalancette



#### Monthly Meeting Quarterly Report

**New members may ask why** the VAE has monthly meetings and events. If you look in the members-only section of our website, you will find the bylaws of the club. Article VIII states that regular membership meetings shall be held monthly except for good cause. The winter months usually are at various vendors we may use in the reconstruction of our vehicles and the summer months are typically driving events. A business meeting occurs at these times and this is where your ideas are discussed which usually consists of where to have a meet, where to put the resources from the Stowe car meet, and how to act on any news within the VAE.

**So far this year**, we have had a memorabilia meet, learned about auto electrics and batteries, how to put out a car fire, and drive to a lunch spot to get the mothballs out of our cars. At each of these, we have had 25 to 40 members attend. The new member roster lists over 300 members. It would be of the organization's benefit to have more members attend the monthly meetings. Your ideas are needed and this is the avenue for your voice.

**The most detail concerning the meeting is in Wheel Tracks.** An abbreviated version is shown on the events page of the website. Both sources are updated each month. The year will be gone before we know it. Please look at the events page and plan on attending.

Bob Lalancette Chairman of the Board of Directors.



Above left is a picture of Plattsburg's Champlain Valley Transportation Museum's first Golden Wrench Award.

To the right is VAE's first 2015 Golden Wrench Award presentation in Bradford, Vermont. From the left is VAE presenter, Carroll, Instructor, Cameron Sweet, awarding junior, Montana Miller, VAE presenter, John Mahnker and school director, Robert St. Pierre. Fifteen additional schools throughout Vermont will have their GWA presentations in the coming weeks.

#### A correction for last month's Wheel Tracks from Leo Laferriere.....

Gary: The Stowe show planning committee minutes in the last Wheel Tracks (May) stated I was retiring "as chief judge since 1962." More accurately, I've worked on the show since 1962 but have been chief judge since the year 2000 or so. I don't want to take credit for something I haven't done.



### 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*

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Bill Sander,- *Recording Secretary*

802-644-5487 [sander@pshift.com](mailto: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*)

### **MEMBERSHIP SUPPORT TEAM**

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[christina.mccaffrey@vtmednet.org](mailto: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

#### **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 products, services or information that they feel may have value to VAE's membership. These products, services or informationals are not an endorsement by the VAE unless otherwise noted. The opinions are solely those of the particular article's author.

\*\*\*Contact Us At\*\*\*

[vaeinfo@gmail.com](mailto:vaeinfo@gmail.com)

or

\*\*\*Our Website at\*\*\*

[vtauto.org](http://vtauto.org)

Membership  
Only \$30  
2 years  
\$50

### **EVENTS.... WHAT'S NEXT ?**

# "VAE June Monthly Meet"



## The Shelburne Museum Classic Auto Festival

June 5th, 6th & 7th.

→ All the detail on page 12 ←

**June 5,6,7..... Shelburne Museum Vintage Auto Festival**, Food available for purchase at event

**July 19..... Sunday Noontime picnic** Silver Lake State Park in Barnard, VT. Contact Joanna 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.

**August 7,8,9... Stowe Car Show**, Food available for purchase.

**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

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

**For Sale....VAE**  
Tour Banners.  
Sturdy Cotton  
with ties, \$20.00.

"Your car will  
wear it softly"

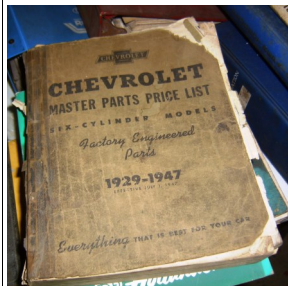
**Wendell Noble**  
**802-893-2232**  
**wnoble@myfairpoint.net**



**For Sale.....Model**  
A front axel com-  
plete \$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  
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**  
**Alburgh Vt**

**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 any-  
one 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**

**June**  
**Bumper Sticker...**

**Lord give me**  
**patience...**  
**But Hurry!**

**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**  
**514 745-6278**



**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 reasona-  
ble offer. Had the car for  
twenty and is time for a  
change.

**Call 802-644-2776 and**  
**ask for Don.**



**Warning....**

I recently placed a for-sale ad in a national auto magazine. A response quickly  
came from a gentleman by the name of John Odema claiming to be a marine  
engineer working offshore. He wanted to make an "instant purchase" and  
agreed to pay my asking price. The purchase was to be a gift for his brother  
and he said he lived in Weslaco, Texas. He wanted to pay through his Pay-pal  
account and wanted three things from me, my Pay-pal full name, my email  
address and phone number.

I did not respond and later someone explained it was a way to collect  
information and most likely the information requests would ramp-up if I  
proceeded. Amazingly, another VAE member had almost the identical  
response from Mr. Odema two years ago when placing an ad.

Be mindful when placing ads in national publications.....

GCF



**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](mailto:christina.mccaffrey@vtmednet.org)



Jan & Bill Sander's  
1959 Chevrolet Corvette

June 2015



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

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



"Old Cars Weekly News & Marketplace"  
has just announced the  
2014 Golden Quill Award winners  
**And**  
"Wheel Tracks" has won for the third  
Consecutive year.

**Thank You**

Bob Lalancette  
Wendell Noble  
Christine Stone  
Nancy Olney  
Christina McCaffrey  
Gael Boardman  
Isabelle & Clark Wright  
Edi Fiske  
Chris Cartier  
John Lavallee  
Brown & Sons Printers  
Rachel Smith  
David Sander  
Mary Noble

Thank you also to the 2014 "Feature Members"  
and to all of you who have allowed me to gossip  
about you. Wheel Tracks editor, Gary Fiske