

March 2015 Year 62 #3

Wheel Tracks



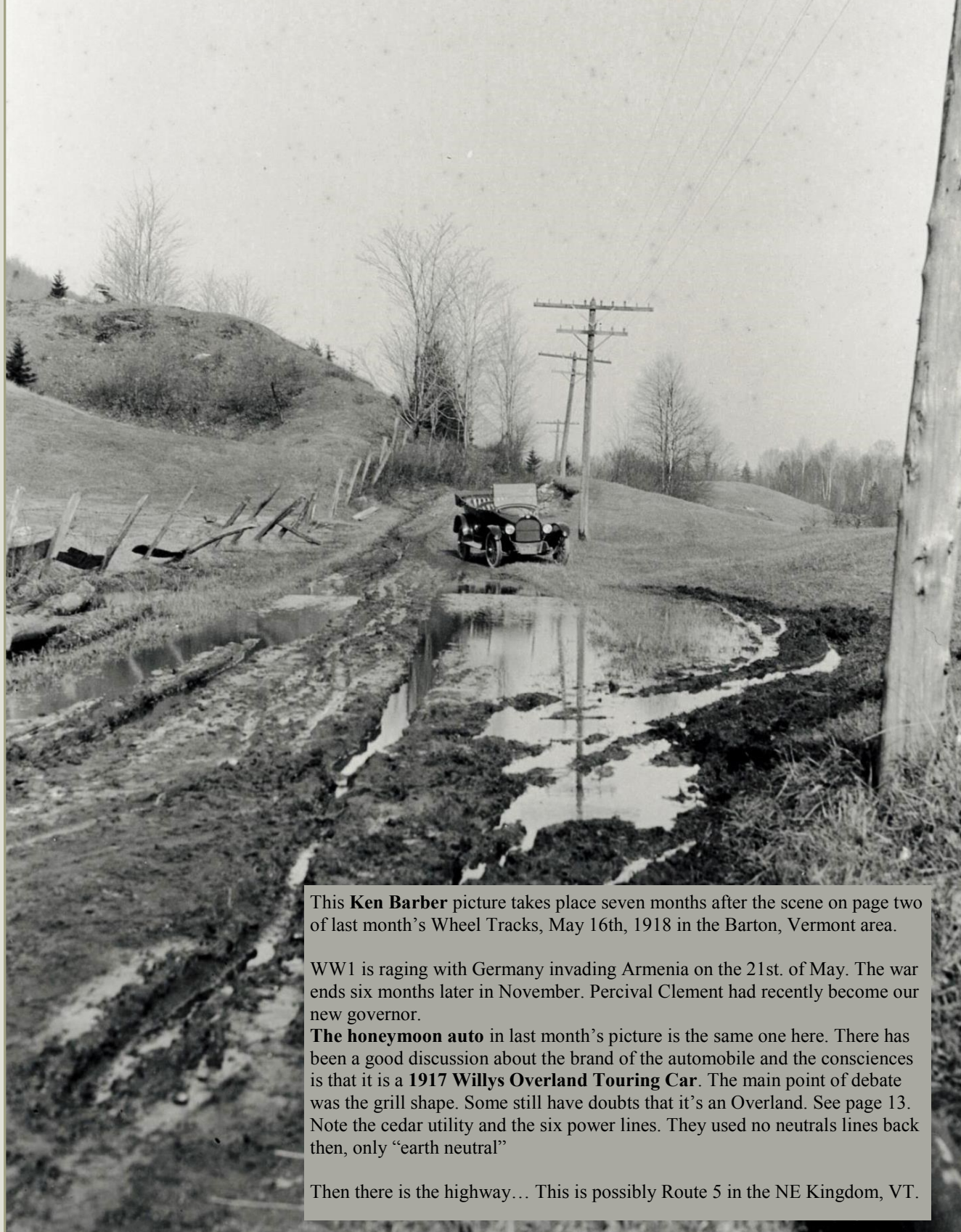
**MARY JANE DEXTER
AND HER
"POPPY RED" VW**

Another Ken Barber Pic...P 2

NANCY'S "OLD vs NEW" ... P4

THE LITTLE TIN JACK...P12

Between Barton - Summit 5-16-18
+ W. Burke Route 5-?



This **Ken Barber** picture takes place seven months after the scene on page two of last month's Wheel Tracks, May 16th, 1918 in the Barton, Vermont area.

WW1 is raging with Germany invading Armenia on the 21st. of May. The war ends six months later in November. Percival Clement had recently become our new governor.

The honeymoon auto in last month's picture is the same one here. There has been a good discussion about the brand of the automobile and the consciences is that it is a **1917 Willys Overland Touring Car**. The main point of debate was the grill shape. Some still have doubts that it's an Overland. See page 13. Note the cedar utility and the six power lines. They used no neutrals lines back then, only "earth neutral"

Then there is the highway... This is possibly Route 5 in the NE Kingdom, VT.

FROM THE PRESIDENT... DAN NOYES

Preservation and restoration for the benefit of future generations, is the mission of the VAE in a nutshell. However our mission starts that we are to, develop and encourage a genuine interest. These are keen words from our founders about cars but what about our club? How do we make sure our club is around for future generations?

“Why are there three pedals?” “Why are there four batteries on the dash?” As the owner of a Ford Model T I get these questions from young people quite frequently, especially in August at the Stowe show. However if it was not for my Great Grandfather and Grandfather, preserving the wood by slapping layers of varnish on my T, and keeping it out of the hands of the “junk man” and if it was not for my dad dragging it out of the barn, and involving me in its restoration, I would never have had the chance to know what the three pedals do, nor would I be able to tell the people who attend our events.

Who will be the stewards of our cars, our club, and other memorabilia 100 years from now? Who will show someone how to drive a Model T Ford? Who will even know how? We may not be able to answer these questions now but we need to set the stage.

As club members we all spend time educating others about our cars that we have preserved and restored. We enjoy it when young people take an interest in our cars or our club. From the Golden Wrench Award, to our bus, I believe that we all want to see future generations interested enough in old cars, that there will always be someone who cranks up a Model T and heads out for ice cream, something I remember fondly.

As president, for only this year, my main goal is to make sure the club is in better shape than when I took over. I feel we need to move forward and update the by-laws to be successful for another 50 years and more. It is with this goal in mind I ask for your help, and understanding that we need to deal with this issue now.

This year I will appoint a three-member committee that will look at updating our by-laws with the soul goal preserving our club and our cars for future generations. You will be asked to vote on the future of our club. I do not know what it will look like but we need to make sure we are in compliance with our tax exempt status (501(c)3) and that there should only be one VAE. There is no doubt this will set the club up for another 50 years of success. I hope this is your goal as well. Please feel free to call me at 730-7171 or e-mail at dan@streambanks.org if you have concerns or questions.



YOUR EDITOR... GARY FISKE

What do I hear them say all the time in the Canadian parliament when folks agree with a speech?

Oh yes, it is.....HERE HERE and if I had a bench (that is what they call their tables up there) I would pound on it like they do while yelling!

I am agreeing 100% with Dan Noyes and his Prez's column above. We have had a “wobbly wheel” in our club for some time now and 2015 is the perfect time to fix it.

Two organizations is not the way to operate. We are too small of a car club to have a VAE and also a VAAS. Lets offer Dan all the help that he needs to allow him to leave the President's position better than when he arrived....and do us all a huge favor. The Vermont Automobile Enthusiasts car club is 62 years old this year. Lets set our club on solid ground, once and for all.



This from VAE member Fred Cook..... The Barre-Montpelier Times Argus carried an obit yesterday, Jan. 31, 2015, of the passing of long-time VAE member Bob Rowe of Montpelier. In recent years I have been aware his serious health condition as I have seen his wife Joyce on occasion at the Berlin Mall. Among other interests he enjoyed restoring antique cars and tractors, Some of you will remember his beautifully restored 1929 Ford Murray Sedan at the Stowe car meet .A teacher by profession, his assignments took him to schools in Gilman, Waterbury and Montpelier. He and Joyce were looking forward to celebrating their 59th wedding anniversary later this month.

VAAS LISTENING POST... FROM DAVID SANDER, CHAIRMAN

Due to Martin Luther King Day holiday giving me a day off from work, I was able to attend the last VAAS Board of directors meeting.

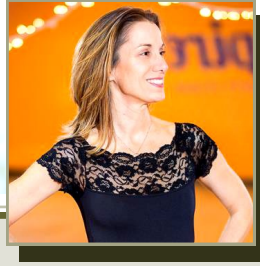
I was nominated for, and elected to take Wendell Noble's place as your chairman. I was not seeking this position, but was honored to be asked to serve.

My philosophy about the leadership and the future of the VAAS is very similar to Wendell's. I feel comfortable taking the reins from Wendell. Please feel free to forward your comments and ideas to me. I welcome all feedback.

Be well,
David Sander



"THE SOFTER SIDE"



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

Old vs. New....from Nancy Olney

From time to time some of my friends and I discuss young people and talk about things that they will never have or never do or just what is different from our generation to theirs'. I am reminded that that is what 'old' people do and have done for centuries. I guess I would use the word, 'matured' rather than old.

I will start with the 'book'. There is something about reading a book and having the actual book in your hands. I love to read and have at least one book going all the time. I also have a 'Nook' tablet and have several books on that which I have read but it just isn't quite the same. I can't really tell you why, it just isn't. My guess is there are children born today that will never read a book, in book form. They will read books from a Nook, iPad, PC and some will even go to the library and find that all the material has been converted to digital.

Map reading is becoming a lost art also. With the advent of GPS systems, you can throw your maps away. I remember when you traveled you looked forward to collecting maps and all gas stations gave them away. I know some of you collect maps but not for navigation anymore. I guess it is kind of like the compass; there aren't a lot of people that would know how to use it if they had one. Most cars come with GPS as standard equipment now and if not, your cell phone will have one.

Email has become the letter/note/thank you that used to come in the mail. This type of communication was looked forward to and still is for me. I love getting a nice letter/note in the mail. Some people blame the price of stamps, their time (or lack of), but most just never learned to write a letter. I'll have to ask my grandchildren if letter writing is still taught in schools. I will say that I do check my emails and am glad to have one or two in my 'inbox' but again, it's not the same as holding a letter that someone took the time to write and put a 'forever' stamp on and mailed and when it was received I knew that it was meant for me and not everyone in your 'contact' list. I could go on and on about the changes in the world from generation to generation. It comes down to, if you never had it - how can you miss it. I'm sure that those of us who never had to walk in the dark at 20 degrees below zero to the outhouse- have ever missed it! And realize that those who traveled West in a covered wagon, never missed the GPS but I bet if given the chance - would have loved it!



**This younger generation will not miss some of the things that I have held 'near and dear' but
I will continue to miss it for them.**



A woman walked up to a shriveled little man rocking in a chair on his porch. "I couldn't help noticing how happy you look," she said.

"What's your secret for a long happy life?" "I smoke three packs of cigarettes a day," he said. "I also drink a case of whiskey a week, eat fatty foods and never exercise!" "That's amazing," the woman said. "How old are you?" He thought for a moment and replied, "Thirty-six."

A man who had just undergone a very complicated operation kept complaining about a bump on his head and a terrible headache. Since his operation had been an intestinal one, there was no earthly reason why he should be complaining of a headache. Finally his nurse, fearing that the man might be suffering from some post-operative shock, spoke to the doctor about it. The doctor assured the nurse, "Don't worry about a thing. He really does have a bump on his head. About halfway through the operation we ran out of anesthetic."

A man went to see his doctor because he was suffering from a miserable cold. His doctor prescribed some pills, but they didn't help. On his next visit the doctor gave him a shot, but that didn't do any good. On his third visit the doctor told the man to go home and take a hot bath. As soon as he was finished bathing he was to throw open all the windows and stand in the draft. "But doc," protested the patient, "if I do that, I'll get pneumonia." "I know," said his physician. "I can cure pneumonia."

"Congratulations, my boy!" said the uncle. "I'm sure you'll look back and remember today as the happiest day of your life."

"But I'm not getting married until tomorrow," the groom protested.

"I know," replied the uncle. "That's what I mean."

Some One-Liners.....

The word "gullible" is not in the dictionary.

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Honk if you like peace and quiet.

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Atheism is a non-profit organization.

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Save the whales. Collect the whole set.

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A day without sunshine is like night.

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The early bird gets the worm, but the second mouse gets the cheese.



A 1921 Car crash in Washington DC, sent in by Bill Billido.
Note the tire chains on the back and the, one, front right.
WT would like to know the brand of auto.

Mary Jane Dexter and her "Poppy-red VW

Mary Jane Dexter tells the story of going to Germany with her husband Bill to pick up their new, factory fresh, VW like it was yesterday. In fact the poppy-red VW Convertible Beetle is 50 years old now and still sits in Mary Jane's garage. Ninety one years old Mary Jane said the Beetle heads to her Colorado nephew, Russell Dent, when she decides it needs a new owner.

Asked about the process at the German factory when they arrived to take possession of the car and she said it took about 3 minutes and they were down the road with it. They had ordered and paid for it before they left their hometown in Rumson, New Jersey. They toured Germany, then dropped the car off in Belgium for a ship to take it across the Atlantic, the Dexters then picked the car up at the port of NJ.

Mary Jane said they even have a name for the VW. During the German tour and the drive along the Rhine River they came upon a huge rock on the eastern river bank called the Lorelei and that name also became the name of their Beetle. I forgot to ask if it was because their VW resembled the rock and if it has to do more with the fabled feminine water spirit that comes from that same area. Another neat point was the fact that, at that time, convertible VWs were built for export only. I am sure the German tour resulted in some second looks as MJ and Bill motored the German highways.

***This from Jim Sears.....** Mary Jane was the original "Badge Lady". She and Bill belonged to a woody club and those members had name badges that identified their club affiliation. She thought that VAE members should also have their own unique name badge and took on the task of designing and getting badges for us. I've heard that if you attended a VAE function without your badge there was a 50 cent fine. I have three badges that I purchased through Mary Jane and I still forget mine. Good thing for me we no longer collect the fine. The year I was in charge of the appreciation dinner Mary Jane wrote all the name tags using her calligraphy pens. They were so elegant and appreciated.*

A possible hint of Mary Jane's love for VW Beetles.....

This from long time friend Jan Sander.... Jan remembers a day at MJ's home during a VAE gathering when Jan's son David had brought his VW to the gathering. Jan said that for some reason she had tripped and fallen against David's car. Jan still remembers MJ's response to her irreverent VW collision. Mary Jane simply said "Bad mommy...leave the car alone".

This received from Mary Jane, just at Wheel Tracks' dead-line.....

Yes, indeed, Bill Dexter was a Ford Man. From his first 1934 Ford Roadster with a rumble seat to the Model A's and then to the Ford V8 Station Wagons, he has a lot of Fords. He Stayed with this model as it fit his needs of transportation of students to games and meetings, and for ski trips and camping.

Then I came along with my penchant for "bugs". Bill tried to show an interest in these cars and became fascinated when I acquired a poppy red VW convertible. He marveled at the ease with which it soared West Hill Road when snow was heavy on the road. Bill was interested!

That summer, was planned as a trip to Europe and Bill thought it might pay us to purchase a VW overseas and use it for our transportation. So we took delivery of our 1965 Poppy Red convertible in Germany. This was our chance to break in the car in its own language! It was a blast. VW was then still making the convertibles for export only, so this vehicle which we named "Lorelei" received plenty of attention. Was it lost?

She was a marvel in the mountains, speeding up the steepest of hills, passing the other cars, large and heavy, panting and steaming along the side of the road. We just zoomed along with a satisfied smile and a "Gruss Got".

We had our sleeping bags along with us to save overnight expenses. Two people in that little bug was a challenge. We tossed a coin to see who would get the back seat (preferable) or the front seat winding in around the gear shift, brakes and other protrusions. It went reasonably well except for one night, it rained. Bill forgot to bring in his boots! In the morning, he found the boots well filled with Black Forest water!

We shipped Lorelei home and I drove her off the dock in New Jersey. She has been in many parades and shows and she knows her way around the Stowe Show field very well.





The Roadside Diner



How to Cook a Husband from our proofreader Edi Fiske

A great many husbands are spoiled by mismanagement in cooking, and so are not as tender and good.



Some women keep them constantly in hot water, others freeze them, others put them in a stew, others roast them, and others constantly keep them in a pickle. It cannot be supposed that any husband will be good and tender managed in this way, but they are really delicious when properly cooked.

In selecting your husband, you should not be guided by the silvery appearance as in buying mackerel, nor by the golden tint, as in your wanted salmon. Be sure to select him yourself, tastes differ. Do not go to the market for him, as those brought to the door are always the best. It is better to have none than not learn how to cook them properly.

To be continued:::~::~



Lesson Learned from Bryce Howells of New Bern, NC

I have a 1949 Custom 8 Packard Touring Sedan that I bought in 2001 . At that time I listened to some one who recommended putting radial tires on the car . As I remember , I was told that they would ride better and not develop flat spots from long periods of storage . Of course these would smooth out after driving for a short time . I put on radial tires .

While driving over the last few years , I have noticed a few reoccurring small irritating conditions . When I would take the '49 out for a drive it would be very warm when I returned . The heat from the exhaust pipe would come up through the floor board on the passengers front side . A small amount of the antifreeze would always boil over past the radiator cap . I even increased the radiator cap lbs . There always seemed to be excessive engine heat to dissipate .

Last week I replaced the tires on the '49 . They were 14 years old and I have a pretty much year round driving season where I live . I ordered the original Bias tires from Coker , black walls . When I arrived at the local Family Tire Store I turned the car over to them . As soon as they moved the car into the garage area , they had questions . At first they were a little nervous because the new tires were black wall and the old ones had white walls . They were concerned that they might have the wrong tires ! The tires were also wrapped in opaque tape which made them look very much like the 23" tires I have on my '27 Packard Sedan . They were tall and narrow. The owner and I agreed that we should mount one tire and see how it looks . They stood the new mounted tire next to one of the old mounted tires. WOW, there was about 6 - 8 inches difference in height . The new tire (OE) was the taller . As I watched them mount and switch out the old tires , I tried to figure out what difference there would be . First of all the new tire/ wheels would not have to go around as fast because they are bigger . I feel sorry for the old ones and how much faster they had to turn ! Next it would seem the engine and transmission would not have to work as hard . This will mean an increase in MPG . The engine may run cooler . Lastly the biggest noticeable difference is the height of the car and increase of the clearance by 3-4 inches . I am sorry I had not used OE 14 years ago, but am very delighted how it looks and runs now .



An example of Bryce's
1949 Custom 8 Packard



Dave's Garage by Dave Sander

Please send all inquiries to dasander@aol.com



AAH, I'VE FOUND THE PROBLEM, I THINK

Have you ever tried to fix something, had that Eureka! Moment and found a problem that would explain why it did not work, then fixed the problem only to find out that was not the problem after all? You put it back together, confident you finally fixed it, only to see the same problem return. Sure, it worked better, but it still has a problem. Ugh!

I was noticing that my tractor was occasionally not running correctly. I thought I heard the tell tale sound of a head gasket leak several times. I checked the torque of the heads, and sure enough, some of the head bolts were slightly tighter than finger tight. I re-torqued the head bolts and the noise was gone. This, I thought, may explain why the tractor did not always run well under a load. I confidently used the tractor thinking the problem was gone. The noise was gone, and it did run better, but, the same problem of stumbling under a load returned.

In a modern engine, the on board diagnostic computer will pinpoint problems. With a scan tool, a technician can read trouble codes, live data from sensors and use software to direct them to the specific problem. With older equipment, problem solving requires some real problem solving skills.

An internal combustion engine needs compression, fuel and spark to run. As simple as it sounds, there is plenty that can go wrong and cause poor performance.

I went back to trying to diagnose the problem with my tractor. I checked the compression, and it was exactly what it should be for an engine in good mechanical condition.

I suspected the condenser was the problem. After a recent snow storm I tried to snow blow the driveway with the tractor. It stumbled and had very little power. I checked the carburetor and found it was in need of a cleaning. The condition of the carburetor was enough to justify the poor performance of the tractor. While I had the carburetor apart I also pulled the points and condenser and inspected them. The points were very pitted and corroded. I was actually a bit surprised the engine could run with the points as corroded as they were. The condenser did not have the right resistance, so it too was faulty.

When the tune up was done the tractor ran much better, had more power and idled smoothly. The carburetor, points and the condenser each could have caused the poor performance of the engine. So, what was the main problem? I will never know.



Editor's notes.... Funny the subject of tractors comes up. The one I have had for 16 years recently had a starter problem. After tearing it apart and experimenting several times I went back to it's home where I bought it in Canada for some advice. When that advice didn't work out I visited an American dealer for advice....and two more tear-downs later, still no go. I have given up and a re-manufactured unit is on it's way from mid-west, USA. By now I don't care if I know the problem, I just want to cut wood and remove a foot of driveway snow. Your right Dave..... Ugh!



The last stretch of cement road in Bolton, Vermont

From VAEer Marvin Ball.....

For many years Waterbury has had an outdoor flea market in the summer. I try to get over there once or twice each year. One trip there I was taking the side roads to avoid the interstate and just south of Jonesville the pavement left me. The state was redoing the road and had it dug up almost to bed rock. Across from the Bolton town shed the road smoothed out so I stopped and went back to see what I had just driven over. It was the last stretch of cement road between Jonesville and Waterbury.

In the 1920s and 30s this is how Vermonters dug themselves out of the mud. They cemented short sections one at a time leaving cracks between the sections. In later years, even though many layers of pavement had been laid atop these cement sections, you could still feel the cracks as you drove over them.





Can't be anyone noticed the misspelling last month in Wheel Tracks' pumpkin pie recipe because I heard nary a word on the subject. It was only a four letter word and as it happens I was part of the organization for almost ten years in my younger days. Along with not knowing how to spell it, I also never learned how to swim even though the organization required that I needed to be at sea six to seven months at a time on a ship called a destroyer (some call them tin cans) BUT..... I can dog-paddle with the best of them.



Remember the story last month about Miss Witters Buick Roadster that Gael Boardman sent to Wheel Tracks? I have heard some news about the car from Bill McLaughlin via Bill Billado.

Mr. McLaughlin writes... "Thanks for sending the Wheel Tracks article on Marion Witters Buick Roadster. There is a lot of information in the article that I didn't know. After Joe Bettis, the car was bought by Mike Gawliki in NH (through a broker, I believe) and then was sold to Tom Welker of Waterloo, ON, Canada in late 2012. Here's 2 pics (above) of my car and Marion's taken in the 50's somewhere in Vermont. Bill McL

Thank you Bill & Bill... WT

Pictured below, you can see some of Tony Cook's handiwork. Tony's company "Classic Metal Restorations" is in Shaftsbury, VT. I recently received these finished nickeled pieces back from him and I am very happy with his work. The six headlight rims and three tubs are beautiful. Through 1915, of course, there was only brass then through 1927 nickel was used on automotive bright pieces. After that there was chrome. Thus the "brass Era" and then the "Nickel Era".



Tony's phone is 802-733-5421 if you need smaller pieces nickeled or chromed. He can do anything under about four feet in size.

A couple of these pieces will be going on the 27 Dodge that I have been working on for some time now. There was a **huge** sound in Enosburg a couple of Fridays ago. The engine that I rebuilt, my very first, fired up and made that noise that engines are suppose to make. I really needed to tell someone as I was home alone and my dog wasn't interested. So a fellow VAEer got my excited call. I doubt I would have gotten very far on the project if it were not for a number of "fellow VAEers! Thank you for all your help and encouragement.

Remember that 1912 EMF the VAEer was pining over last month? Well, there has been peace and quiet sleep in their household lately....They were notified the car had been sold to a museum. A pause was created when it was found that there was no such thing as a 1912 EMF. Mr. E (Everitt) and Mr. M (Metzger) had long moved on. When this auto was built Studebaker had even shown Mr. Flanders the door and taken his name off everything they could find.

So, this car that was being sold had the Studebaker name on the front of the vehicle and a "hanging" plate the present owner had added on the rear saying it was a Studebaker/Flanders. Did the VAEer miss a bullet or an opportunity?

"L" is for Lane & Dailey!

Greetings again to your fans of antique automobiles! Here is the twelfth installation of the alphabet ride that highlights the obscure American makes of autos. Two enterprising Vermonters, using their hard won Yankee ingenuity manufactured only one **Lane & Dailey steam wagon in Barre, Vermont around 1900-1901.**

The proprietors were W.A. Lane and F.A. Dailey. A short paragraph that appeared in the "Horseless Age" of 1902 says these folks were experimenting with a steam wagon that weighed roughly 3300 pounds! G.N. Georgano's tome "The Complete Encyclopedia of Motorcars 1885 to the Present" adds that it's top speed was only about 15 miles per hour, and could be used for hauling people as well as heavy material.



The Lane & Dailey Wagon

Heavy loads were common in that area as Barre has long been known for its granite industry and there was a large influx of skilled immigrants moving into Barre to help quarry and work the granite into life! **Who knows if this Lane & Dailey wagon would serve duty in the granite harvesting season?**

I could not discover where the firm was, exactly, in Barre, nor the full names of Messrs. Lane and Dailey. It does seem that Mr. Lane continued on in the Barre area, as a 1922 advertisement in the "American Stone Trade" journal of November, 1922 shows him selling a "Combined Electric Polishing Machine and Surface Cutter" in that fair city.

Does anyone know more about the plight of that steam behemoth that made a brief appearance in that Granite City? Until then, happy trails....can't wait to see you all ...on the road, again!
Respectfully, Chris Chartier

Read at the April 2003 VAE Meeting by Fred Cook.....

Do you ever bet? Do you ever win? If you bet that the Martin Wasp was the only automobile ever produced in Vermont you might win – or lose.

Yes the Wasp was produced in Bennington, Vermont for a number of years by Karl Martin. But – there was also the Lane and Dailey Steam vehicles produced in Barre, and this was much earlier (1901 and 1902). Was the Barre vehicle an automobile? Do we count it as one? The pictures I have seen of the vehicle shows it transporting people and the info on the back says "as fast as 15 miles per hour".

This leads to a more complete investigation of what might have been made in Vermont. Early Vermont registration data for "automobiles" shows at least a dozen registrations prior to 1920 with unrecognizable names. These turn out to be cars built by "enthusiasts" like us for their own personal use. Further research has turned up some data on a couple of these...

There was a guy in Poultney who built a car he registered as a Mahana. It was 1910 and the car had 16 horsepower and 4 wheel drive. He mentions that it worked well in the farm fields, as well as going to town. Then there was the steam Gore in Brattleboro in 1837. It ran well for years unlike its successor Al Gore. Or the Hooker in St Johnsbury, the Archer in Rutland and the Spear in Windsor. Who says that Vermont didn't have "enthusiasts" early on? They made their own fun. Oh and be careful what you bet on!

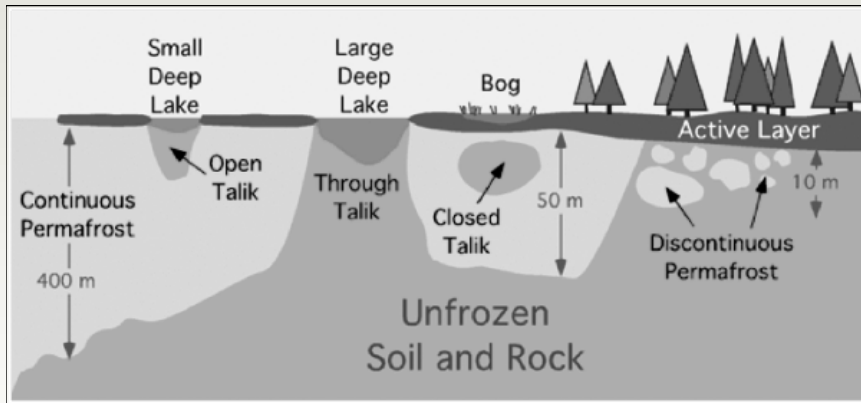
The Wasp....1925



The Planned Alaska Trip, June 12th to July 1st, 2015

We will meet in Dawson Creek, British Columbia and travel as a caravan up the Alaska Highway to Fairbanks, Alaska, a distance of about 1,500 miles.

The objective of the trip will be to collect as many photos and movies as possible to create a multimedia on return to Vermont. When we reach Fairbanks, Alaska, we will have several activities, the first of which is described by the diagram and photo shown below.



The diagram illustrates how permafrost is found in Alaska. It is not uniform as the diagram shows. At Fairbanks, permafrost exists in “lenses”, large, irregular segments that are approximately 50 meters (150 feet) deep. Knowing what we know about frozen ground in winter in Vermont, we can imagine what it would take to freeze the ground to that depth. Some of the water pipe systems in the Burlington area have been freezing and breaking this winter. They are at depths around six feet. It has taken about two months of subfreezing temperatures to freeze the ground here to 6 feet. How long would it take to freeze it to 150 feet? We’re talking thousands of years, probably since the land bridge

between Siberia and Alaska disappeared at the end of the last ice age 12, 000 years ago.

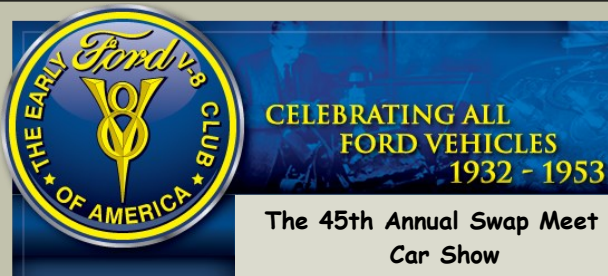
The photo (right) shows a backhoe in Alaska scraping the surface of the ground, uncovering permafrost. We have a civil engineering contact in Fairbanks who has agreed to talk about permafrost with our group when we arrive there. I have asked the civil engineer to discuss the building of roads over permafrost with us, our being an automotive group. We will hire a backhoe and uncover the permafrost in a local Fairbanks park while the civil engineer talks.



We should emphasize that the VAE group going up the Alaska Highway should all be in fairly new vehicles. We don’t recommend taking a 1928 DODGE to Fairbanks. The trip should not be too difficult though because the Highway has been fully paved since 1992.

If you have an interest in this trip, contact the organizer, Richard McLay, at (802) 658-6064 or send him an E-mail at richarddarenmclay@yahoo.com.

Note that, given enough vehicles, spare seats should be available in some. That means you’ll be able to experience the trip without a lot of hassle. You could fly home from Fairbanks if you want to.



CELEBRATING ALL FORD VEHICLES 1932 - 1953
The 45th Annual Swap Meet & Car Show
At
Fitchburg Airport, Mass.
On April 19th

All automotive makes welcome.
Antiques.... Trucks.... Classics.... Rods.... Customs
Vintage Toys.... Automobilia.... Petroliana

Club website.... earlyfordv8.org/

Wheel Tracks has been notified that VAEer Steven Leach is now an automotive technology student at the Lincoln Educational Center in East Windsor, Conn.

He started his secondary school career at Vermont Technical College in Randolph, Vt. two years ago in pursuit of his long time dream of working in the automotive field.

Study hard Steven, you have made a great choice!



Re-published from
old Wheel Tracks by
Popular Demand

Nash

1st.
Event

On March 9th 1929, Mr. W. D. Jones of Morrisville, Vermont took possession of a new Nash Sedan Model 420. The Bill of Sale listed his new car price as \$1043.00 with a zero delivery charge. Under “extras” instead of today’s term “options” was written “regular”. Mr. Jones was allowed \$643.00 for his old car, the make of his trade-in not listed and he agreed to pay for the car on or before April 1st. of that year.

Both Mr. W. D. Jones (Walter Jones) and his son, Bob Jones, were long time members of the VAE

This letter was written and mailed
from the Kenosha car company
On September 19, 1929.....

3rd
Event

Mr. W. D. Jones
18 Summer Street
Morrisville, Vermont



Dear Sir:

No acknowledgement has been made to your letter of August 29, addressed to Mr. Nash, entitled, “The Little Tin Jack”, and this is because so many of our boys here have enjoyed reading it that it has just been returned to the writer for acknowledgement.

It may interest you to know that last week we had a dinner, attended by the heads of departments of our Racine plant. Mr. Nash was there, and part of the program was the reading to him of your letter. It was received with much enthusiasm and applause, and it you knew Mr. Nash you would appreciate how much he enjoyed it. The manufacturer of “The Little Tin Jack” was in attendance and Mr. Nash asked the manager of the Racine plant and the jack manufacturer to relieve him of the responsibility of meeting up with the penalty of your last line by following the advice of the next to the last line.

The new line of cars will include an improved jack. Please accept our thanks for the entertainment which your poem has provided.

When you look over the new line of cars which will be available soon, the writer has as idea that you may feel that the temptation of an improved jack will be one of the factors that will influence you in acquiring one of the new models.

Yours very truly, M.H. Pettit Vice-Pres. & General Manager

Editor’s notes... Wheel Tracks has copies of the original Bill of Sale and the original reply from the Nash Company. The car was purchased in March of 1929 and the Nash Company’s letter was written in September of 1929. There was no time for a winter to happen!

It is also understood that Mr. Jones did, in fact, replace his Nash.... with another Nash.

It is assumed Mr. Jones had some problems
with his new Nash and that
he was not able to get
satisfaction from
his local
dealer.

2nd
Event

So, he wrote this to the “The Nash Motors Company in
Kenosha, Wisconsin
on August 29th, 1929:



“THE LITTLE TIN JACK”

**Twas only last March of the present year
That I purchased my Nash Sedan
Believing at last that I had found a car
That would prove a friend to man**

**Now this little Nash is a whale of a car
With its smoothness and style and speed
But that little tin jack that they put in the back
Is nothing that anyone needs**

**Have you ever been out when its 40 below
And so cold it would freeze a cat
And hear that plunkety, plunkety, plunk
That tells you you’ve got a flat**

**Now I’ve seen jacks that would lift the earth
And jacks that would please the eye
But that little tin jack that they put in back
Is enough to make any man cry**

**Well, I grabbed this toy and the piece of tin
That was meant for a handle I guess
And slid it under the rear of that bus
And, oh my.....what a mess**

**I ripped my shirt on the Alemite cup
And I cracked my head on the spare
I skinned my knees on the frozen cement
And, man, you should hear me swear**

**I broke my nose on a shackle bolt
And scraped my ear on the ground
But the little tin jack was wound up tight
And it refused to lift a pound**

**Right there I swore that if I lived on
To regain my peace of mind
That I’d buy a jack that would lift one wheel
If it took my last thin dime**

**With all due respect to you, Mr. Nash
And the line of cars you sell
If you can’t improve on the little tin jack
Here’s hoping you boil in hell**

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

Mark your calendars for the first weekend of June, 2015, because Vermont Auto Enthusiasts will return to the grounds of Shelburne Museum for the first time since 2006 for the first classic auto event of the season!

Shelburne Museum Director, Thomas Denenberg said, "We are thrilled to have a classic automobile show back on museum grounds this year. Americans have long had a love affair with automobiles and as the museum is rich with stories of American design and ingenuity, it is a great match. We are very pleased to partner with Vermont Auto Enthusiasts to bring about this appreciation of the automobile."

Some VAE members will vividly remember the museum grounds, 45 gorgeous acres nestled into the hills near Lake Champlain, 7 miles south of Burlington, VT. Many will want to visit old favorites, like the 220-foot steamboat Ticonderoga, and Locomotive 220, the last coal-burning steam 10-wheeler used on the Central Vermont Railway. For others it's riding the vintage carousel or visiting the many 'horse-powered vehicles,' in the museum's carriage collection.

VAE members who have never visited Shelburne Museum, are in for a treat. Shelburne Museum has been described by staff as "a collection of collections." There's so much to see, it takes days to go through it all. There are 39 buildings and over 150,000 works, including one of the best collections of American folk art in the country. There are quilts, decoys, a miniature circus with 35,000 carved figures, and 17th- 20th century artifacts, including an extensive and unique collection of Vermont made firearms dating from 1790 to 1910.

For those who want to explore the finer side of the collection, Shelburne Museum's Impressionist paintings are said to rival those at the MET in New York City. **There are works by Degas, Manet, Monet and Mary Cassatt.** The renovated Webb gallery also hosts an important collection of American paintings that includes works by John Singleton Copley, Winslow Homer, and Andrew Wyeth among others.

The paintings in the Webb gallery are on view in rotation year-round along with the Pizzagalli Center for Art & Education, now with two exciting exhibitions: "Kodachrome Memory," with a peek at Vermont in the 1970s and "Natural Beauties: Jewelry from Art Nouveau to Now," an exhibition featuring gorgeous nature inspired jewelry.

Shelburne Museum winter hours are Wednesday through Sunday, 10 a.m. to 5 p.m. until May 1. It's \$8 for adults and \$5 for kids. Admission includes all three galleries and kid's Webby Arts activities. Visit ShelburneMuseum.org to find out more information. See you soon!



The Wheel Tracks picture on Page 2 last month created a very nice discussion on the brand of this car on the left.

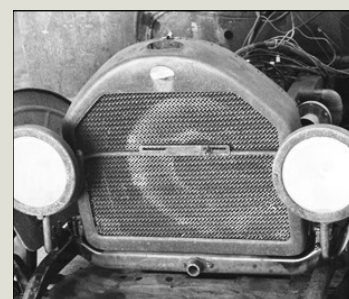
Gary Olney writes.... The car is an Overland and I'm quite sure it is a 1917. The front seat of a 1916 sits up higher and the seat seems to match the 1917. Also, the 1916 had a vertical windshield where as the 1917 was slanted back somewhat and although it is hard to tell in this photo, I believe this one has a slant to it. The cowl itself has a lower profile than the '16. It's probably a 4 cylinder and the color is: Body, Brewster Green; Wheels green, Fenders black.



Note seatback & Windshield.

Charlie Thompson and Gael Boardman has also told Wheel Tracks they agree it is definitely an Overland.

So the answer to why "both" of these grills on the right are from 1917 Overland cars, is that they produced two shapes that year. Note the upper rounded corners on one vs the squared corners on the other. Any comments from the Overland gents?



VAE OFFICERS AND DIRECTORS

Robert Lalancette – VAE Chairman
802-849-2692 rjlalancette@myfairpoint.net
Dan Noyes - President
802-730-7171 dan@streambanks.org
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)

Auditors—

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
89 Ledge Road
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

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

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

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

Welcoming Committee
David Hillman
david.hillman@vtmednet.org

L. Brown & Sons of Barre, VT- publisher

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.

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Our Website at
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EVENTS.... WHAT'S NEXT ?

"VAE March Monthly Meet"
Learn about fire protection



Location: Memorial Hall, Essex Center VT.

At the intersection of RT 15 and RT 128, head north on Towers Rd. Brick Hall is on the right.

Able bodied folks please park at the school on RT128 and walk to hall.

Time: March 14th at 9 AM

Speaker: Dave Morrison of Fireprotec

Subject: Car Fires! What do you do? Bring your fire extinguisher for inspection. You can bring your home extinguisher and if you have a rental property, you can bring that unit also as long as you have its state of VT inspection tag and it is returned to its original location. We have room for 100 folks, so don't be shy, come to this important lecture!

New extinguishers will be available for sale.

More info needed, call Bob LaLancette 802-849-2692

2015 SCHEDULE OF VAE MONTHLY MEETS

April 25th.... Get the Mothballs Out. Tour Drive to Rosie's on RT 7 in Middlebury for 10:30 brunch. Person who has DRIVEN their antique or classic the farthest will get their meal bought by Bob Lalancette. Brunch is \$10. Contact Joanna if you are attending so we can have a room arranged for us. Saturday event.

May.... Island Pond School Meet and Show? In planning.

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

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

August 7,8,9.... Stowe Car Show.

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

October 3rd.... Gypson tour.

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

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

Joanna Conti 802-244-8375 Bob LaLancette 802-849-2692



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....



Die Cast VW Coca-Cola model. About 9" long. Made in France. \$60



Die Cast 1912 Ford Coin bank. 1:24th scale Advertising Crayola.



Limited Edition. Beck-er AutoRadio Europa 582 from a

79 MB280SLC. \$35.00

Jim Sears Packardsu8@netscale.net
802-598-1663

5/15

March Bumper Sticker...

**It's time to pull
over and change
the air in your
head!**



**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**

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..... Both rear doors and the driver's front door for a 1940 Packard 110. Complete with all internal mechanicals and handles, one with glass. Should fit 1939 and 1941 models as well. \$75.00 each negotiable.
Call 802-476-6097.

5/15



Writer needs help to ID this tool. He thinks it's an 1800s tree grafting tool but not sure. What is it and how does it work? About 12 " wide, left arched edge is a sharpened blade. Wood handle is broken from 8 inch steel collar shown. Contact WT

For Sale..... About a 1930 Ford engine. Former owner stated it had babbitt work done at 'The Babbit Pot Shop'. Has new high-iron compression head. I have no paperwork from former owner. \$700.00. Call Marvin Ball 802-425-3529



\$8700.00. Call Gary Fiske 802-933-7780.

5/15

For Sale..... 1931 Model A Ford Pickup. Runs great, new (in-the-box) bed, fenders, bumper etc. Put it together and head down the road. Reason for sale: Loyalties have changed and there is a Dodge that needs that spot in the barn. Price guide says finished truck value \$14k plus, all kinds of room with sale price of



Photo ID needed.... This photo above was sent to WT from someone in Chibougama (pronounced sha-boo-ga-moo), Canada. Written on the back.... "Bumper liquor sales in Vermont, 1983" We assume the salesman is on the right and the partaker on the left.

Pictured to the right, Wheel Tracks believes, is Duane Leach sent in by Dan Noyes. Dan's comment....
"He just could not wait till the Stowe show for a ride in a T"!



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



The beautiful 1927 Packard owned by Bryce Howells. Bryce was travelling on a VAE tour and is pictured here at Belvidere Pond in Belvidere, Vermont

March 2015



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



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

Vermont born Henry Leland created both the Cadillac and Lincoln car companies. The Cadillac coat of arms still graces some of the finest vehicles built today.

This tribute will take place at the Shelburne show in June and we would like as many Cadillac vehicles displayed as possible.

Totally restored, original, and barn finds are welcome. Start planning now to bring your Caddy to the Shelburne show for our tribute to a fellow Vermont Automobile Enthusiast. **Contact Jim Sears 802-482-2698**